ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation

Project Summary - Basic Sheet 1

Revised March 2013

Project ID 1020-01-02 **Construction ID** To be determined	**Project Termini** From: Hudson To: Baldwin	**Funding Sources - Check all that apply** ☒ Federal ☒ State ☐ Local
Route Designation (if applicable) I-94 National Highway System (NHS) Route ☒ Yes ☐ No	**Nearest Community** Town of Hudson, Town of Warren, Town of Kinnickinnic, and Village of Roberts	**Estimated Project Cost and Funding Source (state and/or fed). Year of Expenditure (YOE) dollars incl. delivery cost/** $160M (2016 design, 2020 construction; 90/10 state/federal) Real Estate Acquisition Portion of Estimated Cost $5M (2018, 90/10 state/federal) Utility relocation Portion of Estimated Cost $1M (2018, 90/10 state/federal)
Project Title Hudson – Baldwin, US 12 – 130th Street		
County St. Croix		**Right of Way Acquisition** Fee: 23 Acres* TLE: 0 PLE: 0 *Anticipated Right of Way acquisition based on preliminary design; design refinements may allow for some TLE in place of Fee.
Bridge Number(s), if applicable B-55-0250, B-55-0251, B-55-0252, B-55-0253, B-55-0254, B-55-0255, B-55-0256	**Scheduled start date** July 2012 (Project Initiation) 2020 (Anticipated construction start)	

Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural
Freeway/Expressway (I-94)	☐	☒
Principal Arterial (US 12)	☐	☒
Minor Arterial (WIS 65)	☐	☒
Major Collector		☐
Minor Collector		☐
Collector	☐	
Local (Kinney Rd, 100th St, 130th St)	☐	☒
No Functional Class	☐	☐

WisDOT Project Classification (FDM 3-5-2)	
Resurfacing	☐
Pavement Replacement	☐
Reconditioning	☐
Expansion	☒
Bridge Rehabilitation	☐
Bridge Replacement	☒
A "Majors" Project (there are both state & federal majors)	☒
SHRM	☐
Reconstruction	☒
Preventive Maintenance	☐
Safety	☐
Other, Describe	☐

☐ **FHWA Categorical Exclusion, Type 2c**

X **FHWA Environmental Assessment. No significant Impacts Indicated by Initial Assessment.**

Stephanie G. Chadwick — EMCS, Inc. — 4/15/2014 — Project Manager
(Signature) (Company/Org.) (Date) (Title)

Rebecca Bullard — 4/15/2014
(Signature) (Date)
(Director, Bureau of Technical Services)

Mark Hazle — 4/15/2014 — Project Manager
(Signature) (Date) (Title)

Peter Fasbender — 4/15/2014 — Field Operations Engineer
(Signature) (Date) (Title)

(X Region ☐ Aeronautics ☐ Rails & Harbors)

(X FHWA ☐ FAA ☐ FTA ☐ FRA)

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

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

B) Has potential to significantly affect the quality of the human environment Environmental Impact Statement (EIS) Required

(Signature) (Company/Org.) (Date) (Title)

(Signature) (Company/Org.) (Date) (Title)

(Signature) (Date) (Title)

(X Region Aeronautics Rails & Harbors)

(Signature) (Date) (Title)
(Director, Bureau of Technical Services)

(Signature) (Date) (Title)

(X FHWA FAA FTA FRA)

Basic and Factor Sheets

Attachments

Attachment 1 - Wisconsin NHS Routes Map (Source: FHWA)
Attachment 2 - Existing and Proposed I-94 Typical Roadway Sections
Attachment 3 - Alternative 2 Preliminary Design Maps
Attachment 4 - Existing Land Cover Map (Source: St. Croix County)
Attachment 5 - BOA Correspondence
Attachment 6 - WDNR Correspondence
Attachment 7 - SHPO Correspondence/Approved Section 106 Review
Attachment 8 - DATCP Correspondence
Attachment 9 - USFWS Correspondence
Attachment 10 - NRCS Correspondence
Attachment 11 - Native American Correspondence
Attachment 12 - Pre-Screening for Determining the Need to Conduct a Detailed Indirect Effects Analysis and Technical Memorandum on Consideration of Indirect and Cumulative Effects
Attachment 13 - Water Body and Stream Map
Attachment 14 - Mapped Floodplains (Source: FEMA)
Attachment 15 - Noise Receptor Location Map
Attachment 16 - Preliminary Wetland Impact Maps
Attachment 17 - WisDOT I-94 Operational and Safety Needs Study , June 2011 (Excerpt showing St. Croix County LOS Analysis)

1. Purpose and Need

Project Location

I-94 within the proposed project limits is located between the City of Hudson and Village of Baldwin within the Town of Hudson, Town of Warren, Town of Kinnickinnic, and Village of Roberts in St. Croix County, Wisconsin. The I-94 study area extends from US 12 to approximately 2-miles east of WIS 65 at the Kinnickinnic River. The total study project length is approximately 7.5-miles. A project location map is shown in **Figure 1** below and the project study limits are shown in **Figure 2** below.

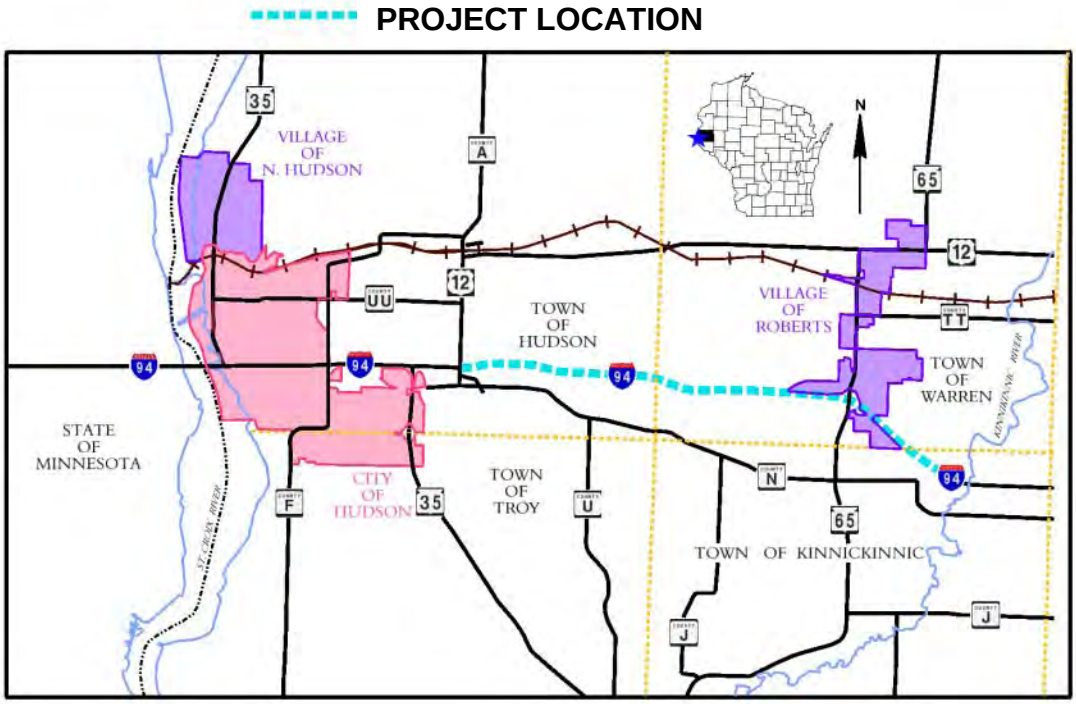

Figure 1 – Project Location Map

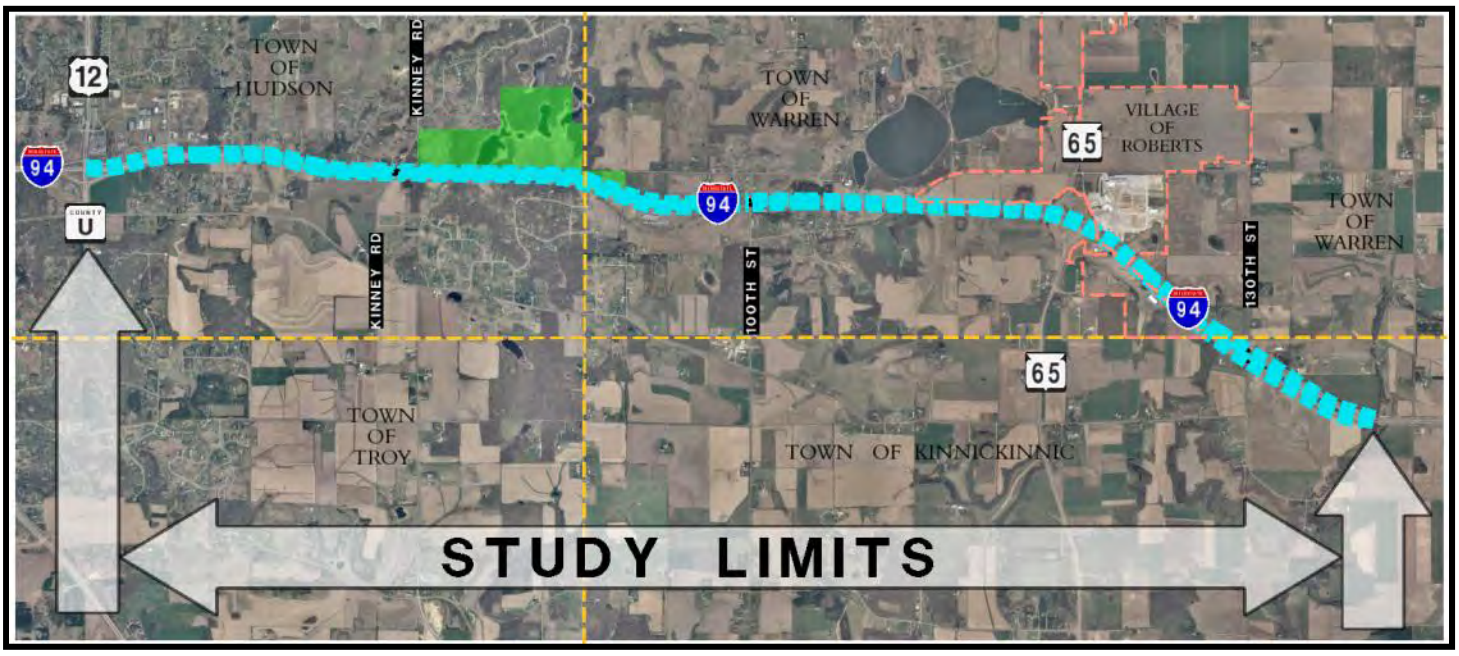

Figure 2 – Project Study Limits

Purpose

The purpose of this Proposed Action is to provide for operational and capacity improvements along I-94 between US 12 and WIS 65 (expansion from 4 to 6-lanes) to facilitate the safe and efficient movement of people, goods, and services; improve the roadway geometrics and roadside features to modern design standards; improve the deteriorated pavements; improve structural deficiencies; improve safety; and to continue to support local and regional economic development needs.

Need

The project need can be divided into the following components:

- Capacity
- Roadway and Structural Deficiencies
- Safety
- System Linkage & Route Importance
- Legislation

Capacity

I-94 has experienced steady traffic growth at over 3% per year for the last 20 years. The average daily traffic (ADT) count was approximately 21,300 vehicles per day in 1990 which grew to 41,900 vehicles per day in 2010. Traffic is forecasted to grow to an estimated 73,600 vehicles per day in a design year of 2038 between US 12 and WIS 65. ADT along the corridor is shown in the table below.

I-94 Section	2009/2010 ADT	2038 ADT
West of US 12	53,000	99,100
US 12 – WIS 65	41,900	73,600
East of WIS 65	38,100	63,300

In addition to ADT, the level of service (LOS) is used to determine when additional travel lanes are required. The LOS is a measure of how well traffic flows along a portion of a highway with ratings ranging from LOS A (ideal operation) to LOS F (complete congestion).

An Operational and Safety Needs Study of I-94 was undertaken by WisDOT in June 2011 (see **Attachment 17** for LOS analysis summary) for the I-94 corridor from Minnesota to Waukesha. The results of this study indicated that I-94 between US 12 and WIS 65 will meet capacity expansion thresholds around year 2020. I-94 currently operates at a LOS C with 4-lanes. There are approximately 50,000 vehicles forecasted per day in the year 2020 and the freeway is anticipated to operate at a LOS D.

LOS C or better is required by WisDOT in cooperation with the Federal Highway Administration (FHWA) for backbone routes such as I-94 by WisDOT to ensure preservation and maintenance of a well-functioning highway system. The backbone routes in Wisconsin are the highest value multi-lane (or planned multi-lane) divided highways, which connect all regions and major economic centers in the state and are tied to the national transportation network and key connector routes. The backbone and connector route network throughout the State of Wisconsin is shown in **Figure 3**. The anticipated level of traffic operations warrants expansion to 6-lanes to maintain traffic mobility and safety on this high priority route.

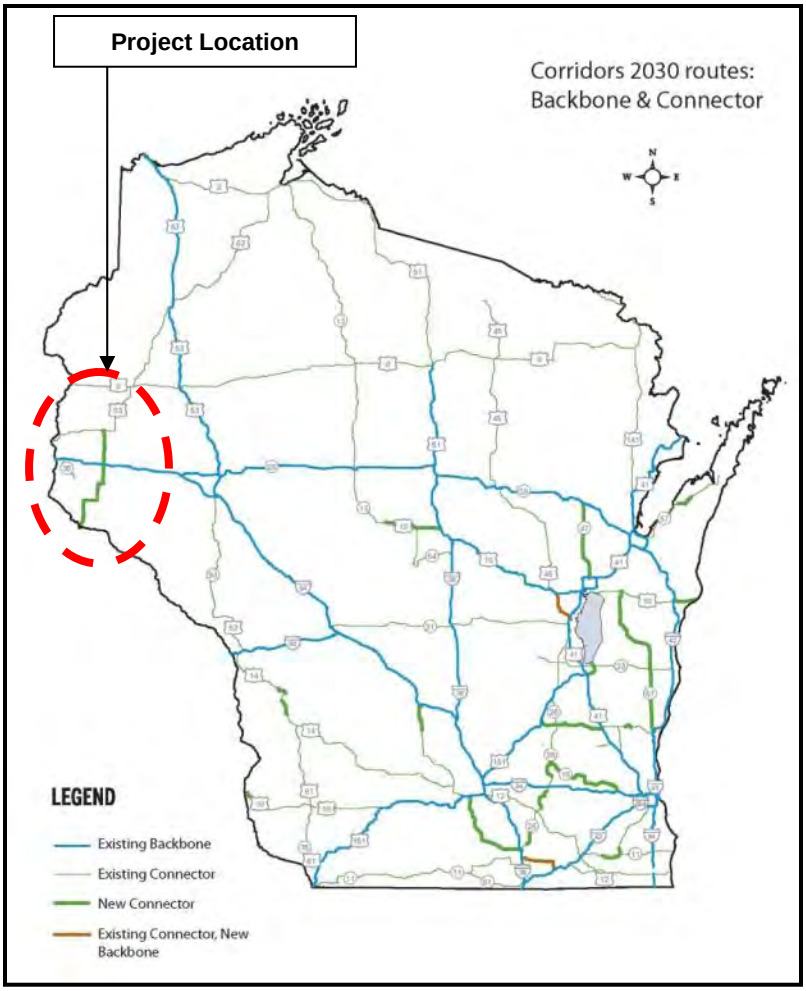

Figure 3 – Wisconsin Backbone and Connector Routes (Source: WisDOT)

Roadway and Structural Deficiencies

I-94 was constructed over 55 years ago. The infrastructure is outdated in terms of design standards and components such as bridges, drainage systems, and pavement structure. No geometric or operational improvements have been made since the original construction. The roadway and bridge components are exhibiting physical deterioration due to age. The components which are in need of improvement include roadway pavements, guard rail systems, drainage systems, and bridge structures. The roadway and bridge elements will reach the end of their useful life (approximately 60 years) by the anticipated construction year of 2020.

One crest vertical curve along eastbound I-94 and one crest vertical curve along westbound I-94 over Kinney Road (see **Figure 4**) do not meet requirements for stopping sight distances for a design speed of 70 mph. There is 611-feet of existing stopping sight distance available in each direction and 730-feet of stopping sight distance is required to meet current design standards. The existing vertical curves have a speed rating of approximately 63 mph.

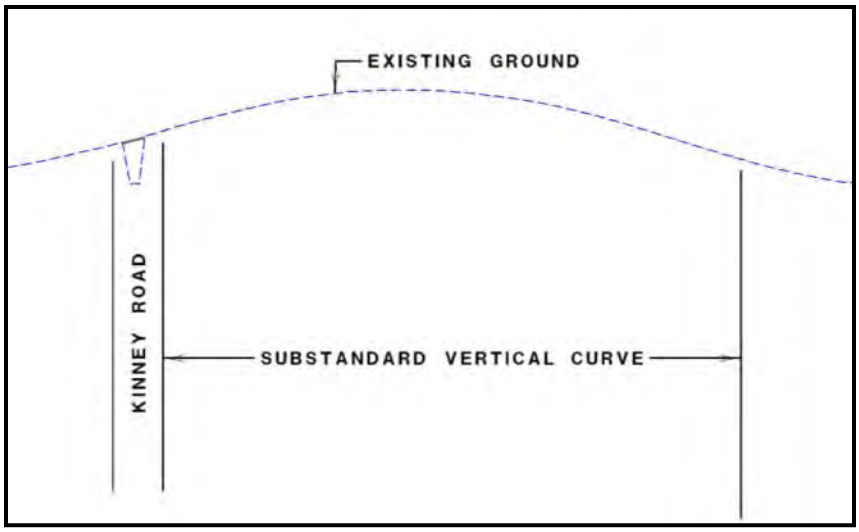

Figure 4 – Substandard Vertical Crest Curve Near Kinney Road

The existing pavement is deteriorating and has been overlaid three times. The pavement cannot be improved without a full-depth replacement option since the existing roadway side slopes are at a maximum slope of 25% (4:1). This is the slope on a high speed interstate roadway at which an errant or run-off-the road vehicle may recover safely. Any additional overlay would increase the side slopes creating safety issues for errant vehicles.

The existing roadside features such as the guard rail and drainage systems are showing signs of deterioration and are in need of replacement to maintain functionality.

The six existing bridges which carry I-94 over the local roads were constructed in 1958 as 3-span concrete slab span bridges. The existing bridge information at each location is shown in the table below.

Existing Structure #	Feature Crossed	Vertical Clearance Over Side Road
B-55-0031	I-94 WB over Kinney Road	15’-3”
B-55-0032	I-94 EB over Kinney Road	15’-4”
B-55-0033	I-94 WB over 100th Street	15’-1”
B-55-0034	I-94 EB over 100th Street	15’-1”
B-55-0036	I-94 WB over 130th Street	14’-6”
B-55-0037	I-94 EB over 130th Street	14’-9”

Physical bridge deterioration: Although the overpass bridges are structurally sufficient, the bridges have undergone numerous repairs including replacement of the original railings and multiple concrete overlays of the bridge decks. The existing bridges show cracking and spalling (outer section of concrete breaks away in localized areas) of the existing concrete and are in need of replacement (see photo in **Figure 5** showing signs of deterioration under the deck and railing).

Figure 5 - Deteriorating I-94 bridge over 100th Street

Substandard bridge width: The bridges are also narrow in width (39-feet) and do not match the existing roadway approach width (40-feet). Bridge width which matches roadway width is a desirable standard especially on high speed divided roadways such as I-94 to facilitate safe movement of traffic and adequate roadside clearances.

Substandard clearance over local roads: The existing I-94 bridges which pass over 100th Street and 130th Street do not meet current standards for vertical clearances (see **Figure 6** below). Modern design standards for vertical clearance are 15'-3" desirable and 14'-9" minimum. Although no bridge hits have been reported below I-94, crashes which may hit the low clearance structure have the potential to compromise the structural integrity of the bridge overpass possibly causing failure.

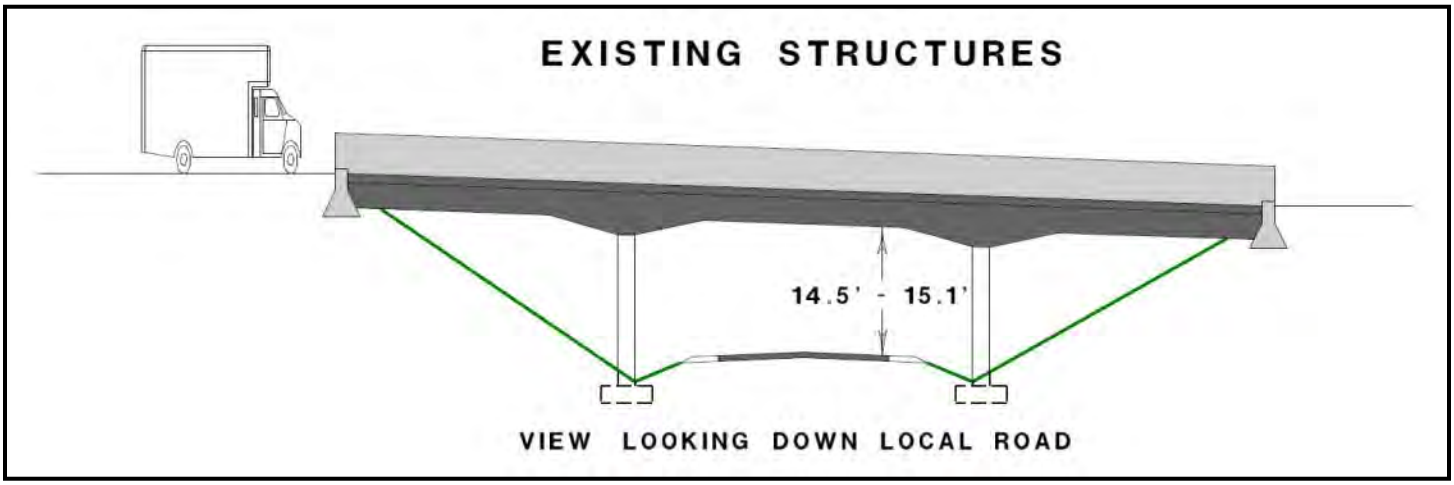

Figure 6 – Substandard Vertical Clearance of I-94 Bridges Over 100th Street and 130th Street

Safety

A crash analysis was completed for a five-year period (2007-2011) along I-94. The crash rates (crashes/HMVM = Hundred Million Vehicle Miles) for I-94 from US 12 to one-mile east of WIS 65 are as follows:

- 47 crashes/HMVM (includes the mainline through the US 12 interchange and the WIS 65 interchange)
- 38 crashes/HMVM (excludes the US 12 interchange crashes) – the US 12 interchange is west of the physical construction limits under this Proposed Action and WisDOT has other scheduled improvements planned through the US 12 interchange separate from this Proposed Action
- 29 crashes/HMVM (excludes both the US 12 and WIS 65 interchange crashes) – the WIS 65 interchange was reconstructed in 2013 to address safety concerns and physical deficiencies through the interchange.

The mainline I-94 crash rate (excluding the interchange areas) is below the statewide average of 39 crashes/HMVM for those same years. No crash pattern was determined from the reported crash data. Although crash rates do not currently exceed rates of similar facilities, crash rates are anticipated to increase as traffic volumes grow and freeway operations deteriorate.

WisDOT has an obligation to preserve this route which is of regional and national significance and ensure I-94 operates safely while providing dependable access to and from the adjacent communities.

System Linkage & Route Importance

The importance of the I-94 route, a critical piece of Wisconsin's transportation infrastructure, supports the need for maintenance of the roadway facility. I-94 facilitates interstate travel, provides a critical backbone route between regional economic centers, and functions as a long haul route for automobiles and trucks.

I-94 is a multi-lane east/west interstate freeway facility serving interstate travel between Wisconsin and Minnesota as well as interregional trips within the state of Wisconsin. I-94 serves interstate travel connecting I-90 traffic near Billings, Montana to Port Huron, Michigan on the Canadian border. I-94 is a principal arterial freeway and high volume truck route (trucks account for approximately 24% of average daily traffic on I-94 between US 12 and WIS 65) serving Wisconsin's commercial, industrial, and agricultural industries. I-94 through Wisconsin is identified as a major freight corridor by FHWA.

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 protecting highway investments that connect major economic/population centers and carry long-distance, statewide traffic. The Proposed Action is within the Chippewa Valley Corridor as defined in the *Connections 2030* plan (http://wisconsindot.gov/Pages/projects/multimodal/conn2030.aspx) between Eau Claire, WI and the Twin Cities, MN. This 80-mile corridor is part of a major passenger and freight route that links Wisconsin to the Twin Cities,

and Chicago, IL. The *Connections 2030* routes in Chippewa Valley Corridor within the project area are shown in **Figure 7**.

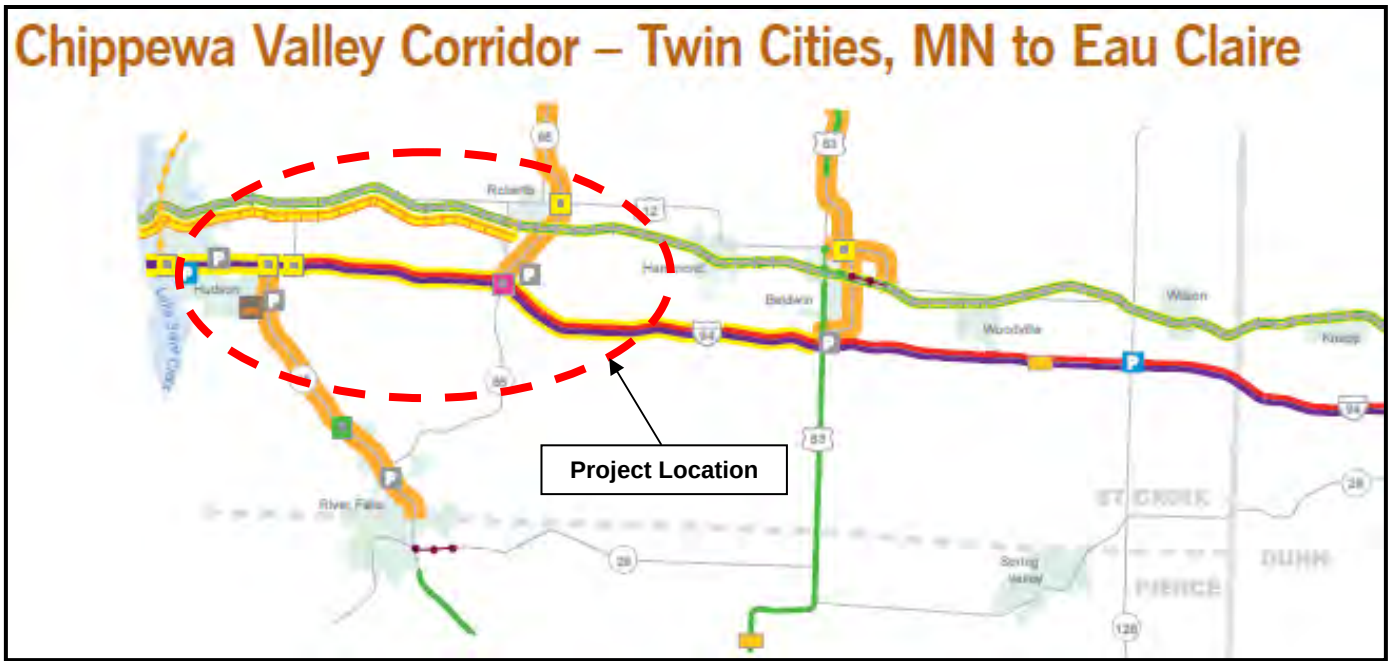

Figure 7 – Connections 2030 Routes in Western St. Croix County (Source: WisDOT)

I-94 is designed to function as a long haul automobile and truck route. This route is part of the National Highway System (NHS) and the Dwight D Eisenhower National System of Interstate and Defense Highways. The NHS and Interstate systems are critical to the nation's economy, defense, and mobility providing a primary network for movement of goods and services throughout the nation. The NHS routes through northwestern Wisconsin are shown in **Figure 8**. A full map of all NHS routes within the State of Wisconsin is shown in **Attachment 1**.

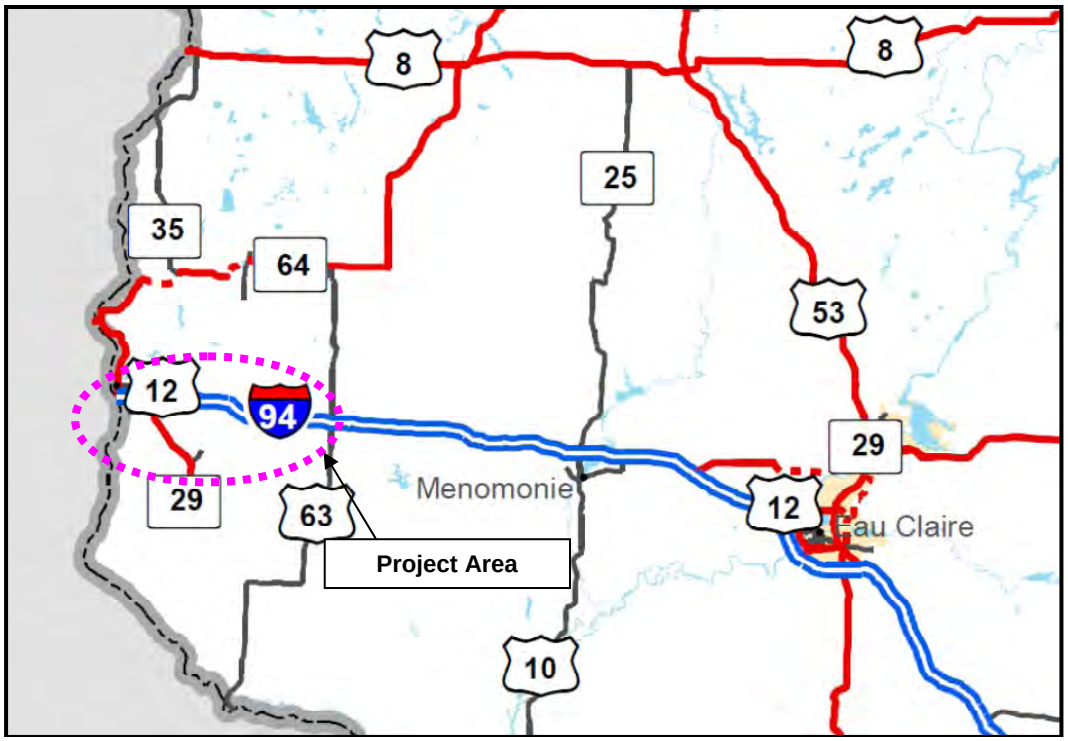

Figure 8 – NHS Routes in Northwestern Wisconsin (Source: FHWA)

I-94 is also part of the West Central Freeway (WCF) System (see **Figure 9**). The WCF is a set of interdependent highways connecting Western Wisconsin and the Chippewa Valley metropolitan area with the Twin Cities metropolitan area. The backbone of the WCF is I-94. On the east, I-94 connects with US 53 and WIS 29 near at Eau Claire. On the west, I-94 connects with WIS 35, WIS 65, and US 63 which provide access to the rapidly growing western border counties with I-94. The WCF plan is further described in Question 6.

Legislation

As defined by Wisconsin State Statute Chapter 84, the Proposed Action is considered a Major highway development project because it has an anticipated cost over $30M and adds capacity over 5-miles in length. Major highway development projects are key projects which provide for long-term solutions to address safety and mobility on the state's most important travel corridors.

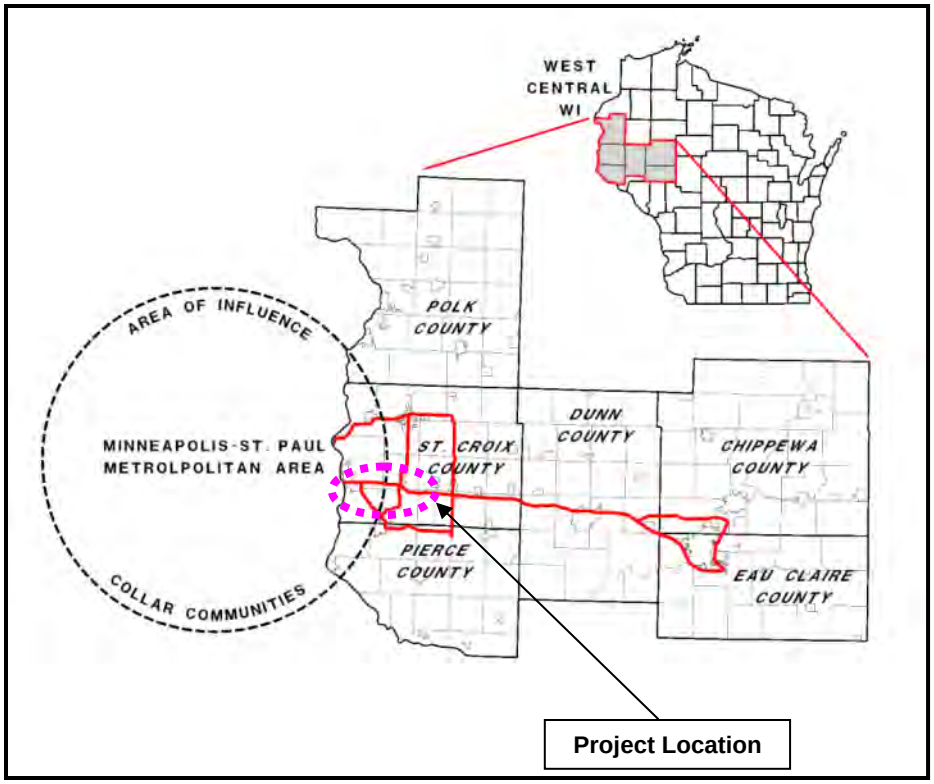

Figure 9 – West Central Freeway System (Source: WisDOT)

Any Major highway development project must be enumerated by the Wisconsin legislature. In November 2011, the Wisconsin Transportation Projects Commission (TPC) approved the Proposed Action for environmental and engineering study. The TPC is a 15-member commission that reviews Major highway development project candidates and makes recommendations to the Governor and Legislature regarding projects to be "enumerated" or included in the next two-year state budget. The TPC includes five State senators, five State Assembly representatives, and three citizen members. The Governor serves as the Commission Chairman. The WisDOT Secretary serves as a non-voting member.

Upon completion of the environmental and engineering study for the Proposed Action, the TPC will evaluate the project for enumeration for construction. The schedule for evaluation for enumeration for construction by the TPC is anticipated in the fall of 2014. If the TPC recommends that the project be enumerated by the Governor and State Legislature, the earliest construction is anticipated to begin is in the year 2020.

The Proposed Action does not make a commitment for future work nor does it unduly foreclose other options for I-94.

2. Summary of Alternatives

Existing Facility

I-94 within the proposed project study limits is located between US 12 extending approximately 2-miles east of WIS 65 to the Kinnickinnic River. The total project study length is approximately 7.5-miles. There is an existing diamond interchange at US 12 and at WIS 65. I-94 passes over the local roads of Kinney Road, 100th Street, and 130th Street within the project limits. I-94 is an access-controlled facility with access only at US 12, WIS 65, and to the Wisconsin State Patrol weigh enforcement facility located along eastbound I-94 between Kinney Road and 100th Street. The US Fish and Wildlife Service (USFWS) Clapp Waterfowl Production Area (WPA) fronts I-94 along the north side for approximately 1.5-miles. See **Figure 10** for an overview map of the project area.

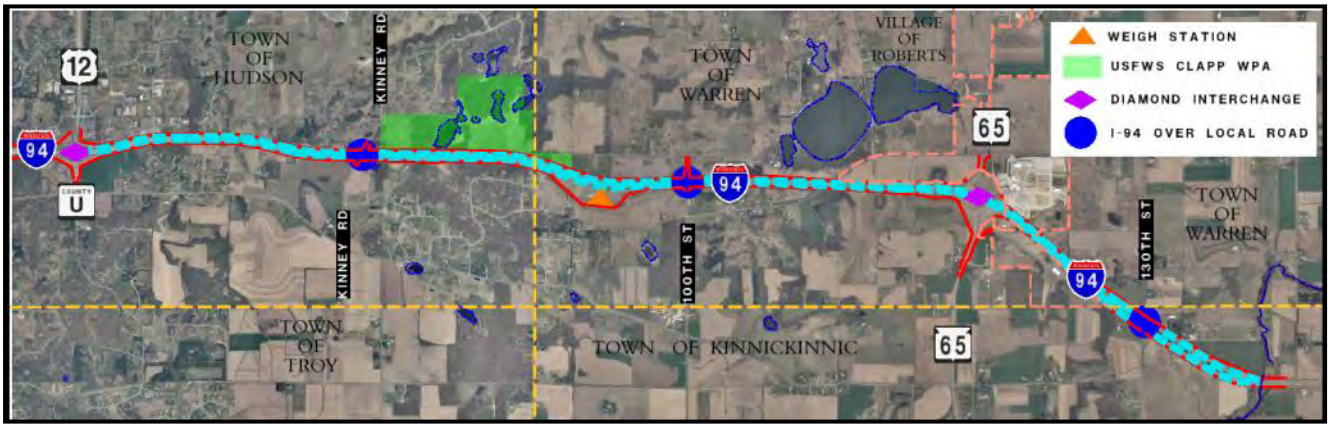

Figure 10 – Project Study Area Overview Map

The following roadways are part of the project study area:

- I-94 is typically an east/west divided rural freeway with a median varying in width from 50-feet to 275-feet. The median (separation area between opposing roadways) configuration is a grass-lined ditch. I-94 is part of the NHS and is an important interstate and regional route supporting through, local, and commuter traffic on northwest Wisconsin and eastern Minnesota.
- The existing US 12 interchange is located near the west terminus of the Proposed Action. US 12 is typically an east/west rural roadway. US 12 extending from I-94 north approximately 1.6-miles was recently added to the NHS. US 12 was added under the 2012 highway authorization titled "Moving Ahead for Progress in the 21st Century Act" also known as MAP-21.
- The WIS 65 interchange is located approximately 2-miles west of the eastern terminus of the Proposed Action. WIS 65 is typically a north/south rural roadway. The WIS 65 interchange at I-94 was reconstructed in 2013 to meet current standards and remove deficiencies. The recent reconstruction of WIS 65 included reconstruction of the ramps, ramp intersections, and approximately 2-miles of I-94. The 2-miles of I-94 pavement were reconstructed to allow for future expansion of I-94 without removal of the pavement.
- The town roads of Kinney Road, 100th Street, and 130th Street provide for local residential, agricultural, and emergency traffic circulation under I-94 within the project area. The town roads as well as US 12 and WIS 65 accommodate multi-modal (pedestrian, bicycle, and snowmobile) crossings of the I-94 corridor.

The existing typical roadway cross section for each roadway within the project area is outlined in the following table. The roadway cross section is defined by number and width of travel lanes, shoulders, and how roadway runoff is handled. Also see **Attachment 2** for graphical views of the existing roadway cross section figures.

Roadway	Functional Classification	Travel Lanes	Shoulders	Stormwater Management
I-94	Principal Arterial Freeway	4 @ 12-feet	10-foot outside shoulders (10-foot paved) and 6-foot inside shoulders (4-foot paved)	Roadside grass-lined ditches
US 12	Principal Arterial	4 @ 12-feet with variable width median through interchange	Variable width through interchange	Roadside grass-lined ditches
WIS 65	Minor Arterial	4 @ 12-feet with variable width median through interchange	Variable width through interchange	Roadside grass-lined ditches
Town Roads	Town Road	2 @ 10 to 12 feet	2 to 3-foot (unpaved)	Roadside grass-lined ditches

Other I-94 Corridor Studies and Programmed Projects

Because of the importance of the I-94 route in western Wisconsin, WisDOT has programmed other projects within the project area to address deteriorating roadway and bridge infrastructure and operational needs. The locations of the projects are outlined in the table below and shown on **Figure 11**. Each action has independent utility and separate environmental studies will be undertaken for these actions. The other actions described below within the I-94 corridor do not make commitment for future work nor do they unduly foreclose other future alternatives for I-94.

Map Reference	Description
	WIS 35 – US 12: ID 1020-06-75, addition of a third travel lane on westbound I-94 to provide for continuity of 6-travel lanes from the St. Croix River (WIS 35 North) to US 12; additional operational improvements with additional auxiliary lanes; pavement repairs and roadside safety improvements; operational studies completed in 2005 and 2011; the project was initiated in 2008 and is planned for 2017 construction.
	WIS 35 – US 12: ID 1020-00-06, traffic study at three interchanges to address operational needs within the interchanges (no mainline I-94 improvements); 2013 traffic study indicates there are interchange operational level of service concerns anticipated around year 2025; interchanges studied include: • Carmichael Road/County F Interchange • WIS 35 South Interchange • US 12 Interchange – Wis. Stat. 84.295 mapping anticipated
	US 12 – WIS 65: ID 1020-03-78/79, bridges were constructed in 1958 and are 1-foot narrower than the approaching roadways. Age and deterioration warrant the replacement of the bridges. Replacement of Kinnickinnic River bridges proposed for 2018 construction.
	US 12 – WIS 65: ID 1020-03-81 (resurfacing), a thin pavement overlay is scheduled for construction in 2018 between US 12 and WIS 65. This project is part of the approved Backbone Program. If the Proposed Action (ID 1020-01-02) is enumerated for construction, then pavement overlay timing will be evaluated in relation to the timing of the Proposed Action. The extent of the needed pavement treatment will be determined depending on how the existing pavement overlay wears. East of WIS 65 (WIS 65 - County T): ID 1020-01-77 (resurfacing), a pavement overlay is scheduled for construction in 2017 east of the WIS 65 interchange due to deteriorating pavement. The design for a pavement reconstruction project (ID 1020-06-04/08) with four-lanes has been programmed in the STIP. Reconstruction of the pavement east of WIS 65 would be programmed to occur around 2026 depending on how the pavement overlays perform.
Contingency Projects	
	US 12 – WIS 65: A pavement reconstruction project (ID to be determined) with four-lanes would be programmed for construction in 2025/2026 under the Backbone Program if the Proposed Action (ID 1020-01-02) is <u>not</u> enumerated for construction. If the Proposed Action (ID 1020-01-02) is enumerated for construction, then this reconstruction project would not need to occur.
	US 12 – WIS 65: ID 1020-07-09/10/11/12 and 1020-03-06/07, bridges were constructed in 1958 and are 1-foot narrower than the approaching roadways. Age and deterioration warrant the replacement of the bridges. Replacement of I-94 overpass bridges at Kinney Road, 100th Street, and 130th Street are programmed for replacement under the Backbone Program; replacement of bridges would be completed under separate construction projects if the Proposed Action (ID 1020-01-02) is <u>not</u> enumerated for construction. Construction is planned for 2018 to 2020. If the Proposed Action (ID 1020-01-02) is enumerated for construction, then these separate bridge replacement projects would not need to occur.

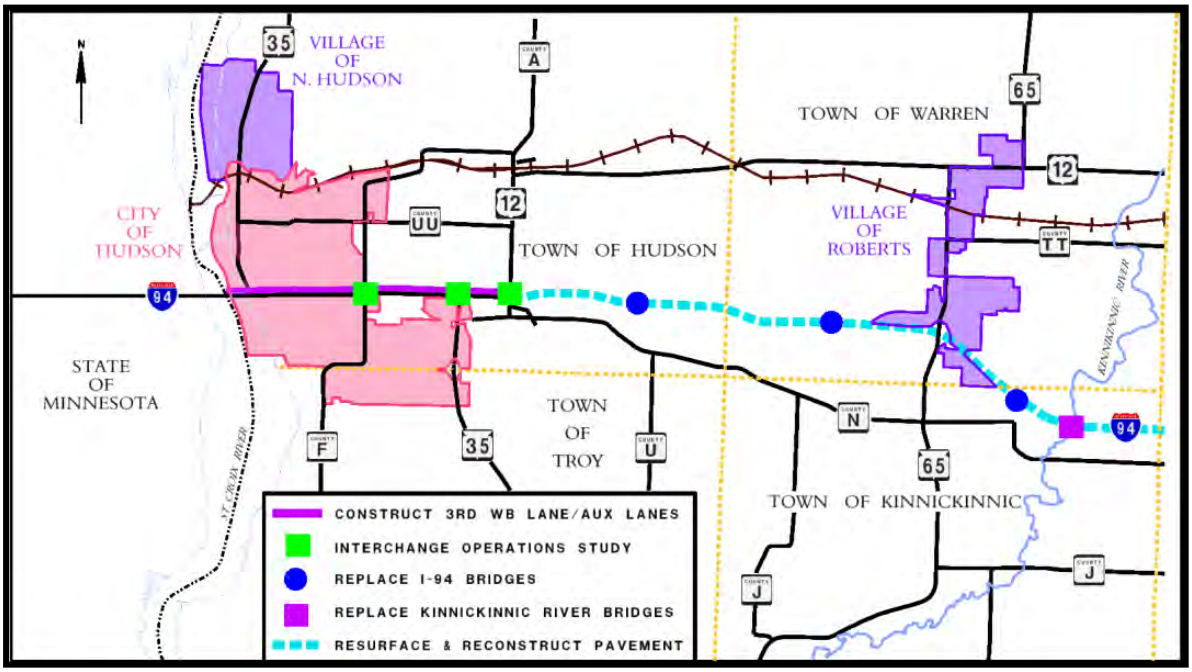

Figure 11 – Other I-94 Corridor Studies and Projects

Discussion of Expansion and Construction Limits

Western Termini

WisDOT completed traffic operational studies in 2005 to determine needed improvements I-94 from WIS 35N to US 12. As noted in the previous table and as shown in **Figure 11**, WisDOT initiated a project in 2008 (ID 1020-06-75) prior to enumeration of the study for the Proposed Action (ID 1020-01-02). Project ID 1020-06-75 will include construction of sections of a third travel lane on westbound I-94 to provide for continuity of 6-travel lanes (3 lanes in each direction) from the St. Croix River (WIS 35 North) to US 12. Other project improvements will include additional auxiliary lanes to improve traffic operations and safety, pavement repairs, and roadside safety improvements. The project is proposed for construction in 2017.

The 4-mile section of I-94 between WIS 35 and US 12 serves the Hudson urbanized area (see **Figure 12**). This section I-94 contains four interchanges with full access to I-94 at WIS 35N, Carmichael Road/County F, WIS 35S, and US 12. These interchanges provide key access points for commuters travelling to and from the Twin Cities of Minnesota. At US 12, I-94 average daily traffic increases approximately 11,000 vehicles per day (2010) west of the interchange. As I-94 proceeds west towards the St. Croix River crossing into Minnesota, the traffic grows an approximate 10,000 vehicles per day at each interchange through the urbanized area under current conditions with approximately 90,000 vehicles per day near WIS 35N (2013).

With the closely spaced interchanges, local road circulation, and highly developed urban area; the section of I-94 from WIS 35N to US 12 has unique traffic operational needs distinctly different from the mainline capacity needs east of US 12. The area east of US 12 is a more rural setting within lower density residential development with no access versus the highly developed urbanized area west of US 12 with more frequent interchange access points. There are three travel lanes with auxiliary lanes in the eastbound direction which extend through the US 12 interchange. There are three travel lanes with auxiliary lanes in the westbound direction between WIS 35N and WIS 35S and two travel lanes with auxiliary lanes between WIS 35S and US 12. I-94 west of US 12 within the Hudson urbanized area is already experiencing periods with LOS D operations and reduced safety conditions due to lack of lane continuity along I-94. The initiated project (ID 1020-06-75) will address ongoing safety and mobility needs within the Hudson urbanized area.

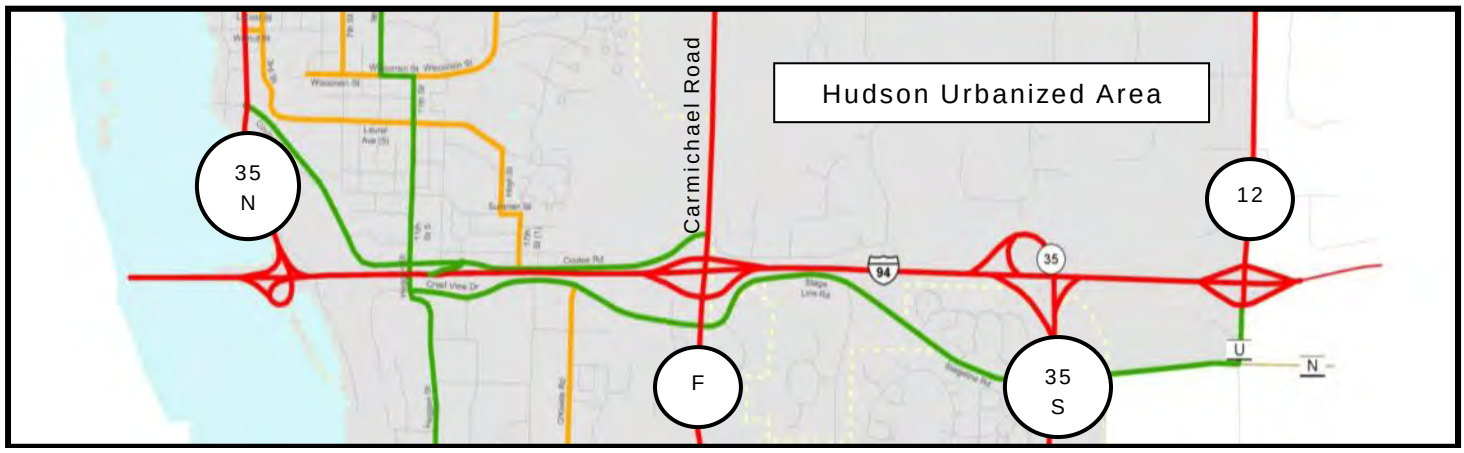

Figure 12 – WIS 35N to US 12 Hudson Urbanized Area

The improvement project previously initiated and scheduled for 2017 (ID 1020-06-75) will address the existing operational and safety needs along the mainline of I-94 from WIS 35N through the US 12 interchange. Due to the lack of lane continuity in through travel lanes and the limited spacing between the WIS 35S and US 12 interchanges (approximately 0.4-miles) as well as the geometric conditions through the US 12 interchange (there are a series of existing curves through the interchange), the

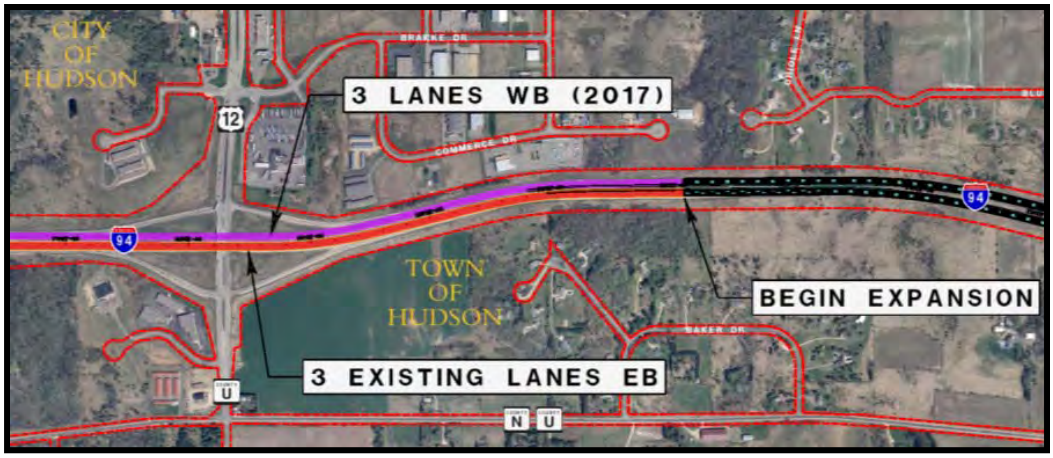

Figure 13 – Proposed Action Expansion Limits East of US 12

planned 2017 project will construct a third westbound travel lane to the east side of the US 12 interchange to provide lane continuity on the section of I-94 servicing the entire Hudson urbanized area while equalizing the number of lanes in each direction. The Proposed Action (ID1020-01-02) would match the construction limits of the 2017 project that would already be in place east of the US 12 interchange. **Figure 13** demonstrates the anticipated expansion limits for the Proposed Action started approximately 3,800-feet east of the US 12 overpass.

Eastern Termini

In 2013, WisDOT reconstructed the WIS 65 interchange. The reconstruction of the interchange included correction of substandard vertical curves along mainline I-94 which contributed to the safety and operational problems which were occurring within the interchange. Approximately 2-miles of mainline I-94 were reconstructed with 4 travel lanes and the subgrade of the roadway was graded to accommodate expansion to 6 travel lanes. The limits of mainline I-94 reconstruction were approximately 1.5-miles west of the WIS 65 overpass to 0.5-miles east of the WIS 65 overpass. The WIS 65 interchange was reconstructed to meet modern design standards. The interchange is located on a fully superelevated approximate 4500-foot curve along I-94 with a diamond configuration.

At WIS 65, I-94 average daily traffic is projected to be approximately 10,000 vehicles per day (2038) more just west of the interchange as compared to east of the interchange. The need for capacity expansion from 4 to 6-lanes extends to WIS 65. The interchange is located on a fully superelevated curve, which can present the driver with more decision making points in addition to the driver's decisions to merge, diverge, and change lanes at an interchange. Because of the geometry through the interchange, the Proposed Action (ID 1020-01-02) would construct the 6-lanes through the WIS 65 interchange to ensure safe and efficient operations at the interchange.

The American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, 2011 Edition, Chapter 10 recommends that the a through travel lane be dropped 2,000 to 3,000-feet beyond the interchange. Because the interchange and eastbound entrance ramp are on a curve, the desirable distance of 3,000-feet is proposed to ensure a safe mainline lane drop condition beyond the interchange. The eastbound capacity expansion (3 lanes in the eastbound direction) would be constructed approximately 3,000-feet east of the eastbound entrance ramp from WIS 65. The westbound capacity expansion (3 travel lanes in the westbound direction) would terminate near the westbound exit ramp to WIS 65. **Figure 14A** below shows the approximate capacity expansion limits east of WIS 65.

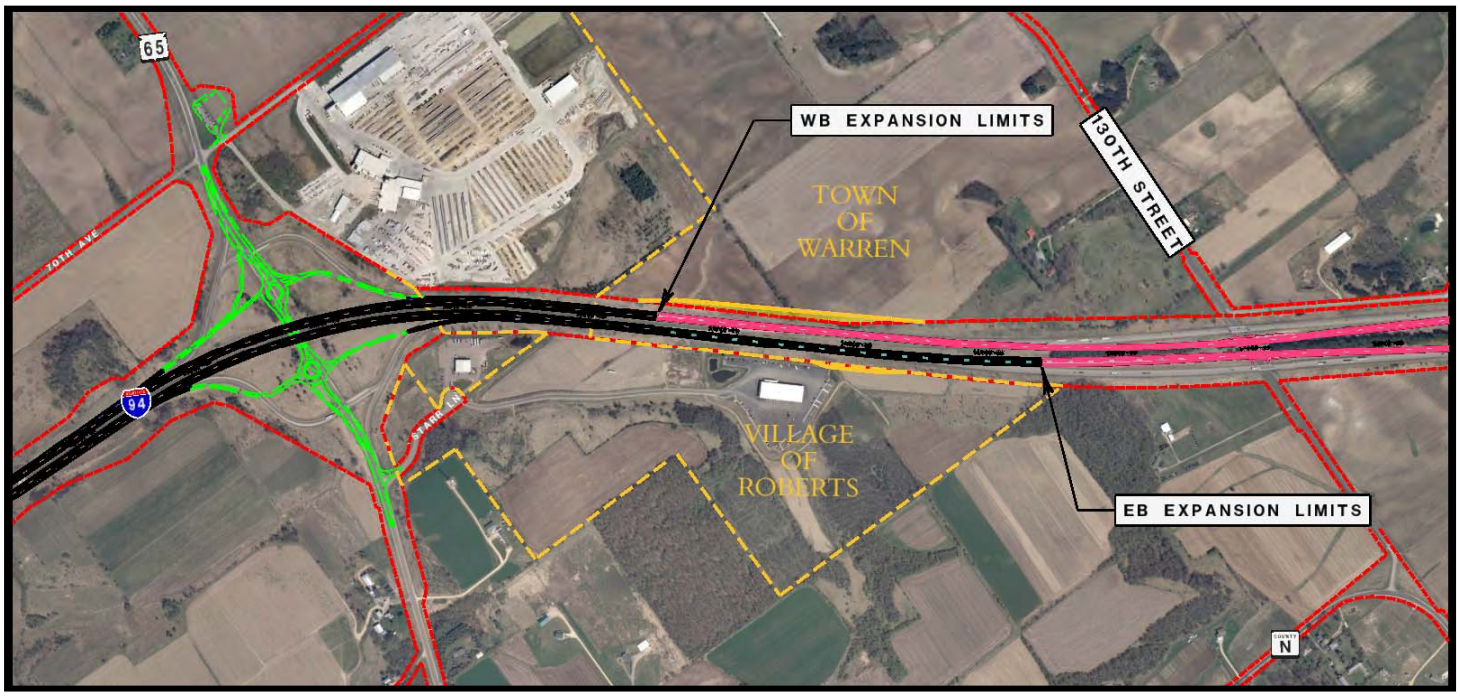

Figure 14A – Proposed Action Expansion Limits East of WIS 65

During construction, safe and efficient traffic management in the work zone is a key component of implementing an overall safe and effective roadway design. I-94 within the project area is a high priority truck and commuter route between Wisconsin and Minnesota. This section of I-94 is sensitive to backups almost 18-hours a day under single lane conditions. Single lane closures during these periods would create intolerable delays and unsafe operating conditions.

Maintenance of two lanes of traffic in each direction during construction is proposed in each direction to ensure a safe and well operating work zone.

At the eastern termini, various design considerations which contribute to a safe and well-functioning work zone were considered as part of determining the proposed construction limits east of WIS 65. Factors such as typical Wisconsin weather conditions (rain, snow, and ice), rolling terrain, lane shifting, and high speed mainline I-94 crossovers in relation to the exiting and entering traffic at the WIS 65 interchange would require pavement and bridge reconstruction east of the interchanges influence area to ensure a safe work zone during construction of the Proposed Action.

In order to construct the capacity expansion improvements between US 12 through the WIS 65 interchange in stages while maintaining 2-lanes of traffic in each direction, additional pavement and bridge reconstruction are necessary east of WIS 65 to through the 130th Street overpass. Pavement and structure deficiencies exist on I-94 east of WIS 65 and WisDOT has programmed projects to address infrastructure needs. The Proposed Action (ID 1020-01-02) would address the pavement and bridges needs between WIS 65 and the Kinnickinnic River. Pavement would be replaced with two travel lanes in each direction between 130th Street and the Kinnickinnic River. Due to the approximate 75-year design life of a bridge, the overpass bridges at 130th Street would be constructed to accommodate three travel lanes in each direction. **Figure 14B** below shows the approximate reconstruction limits east of 130th Street. By extending the proposed construction east of 130th Street, the Proposed Action would be constructed under safe and good operational conditions while addressing existing infrastructure needs.

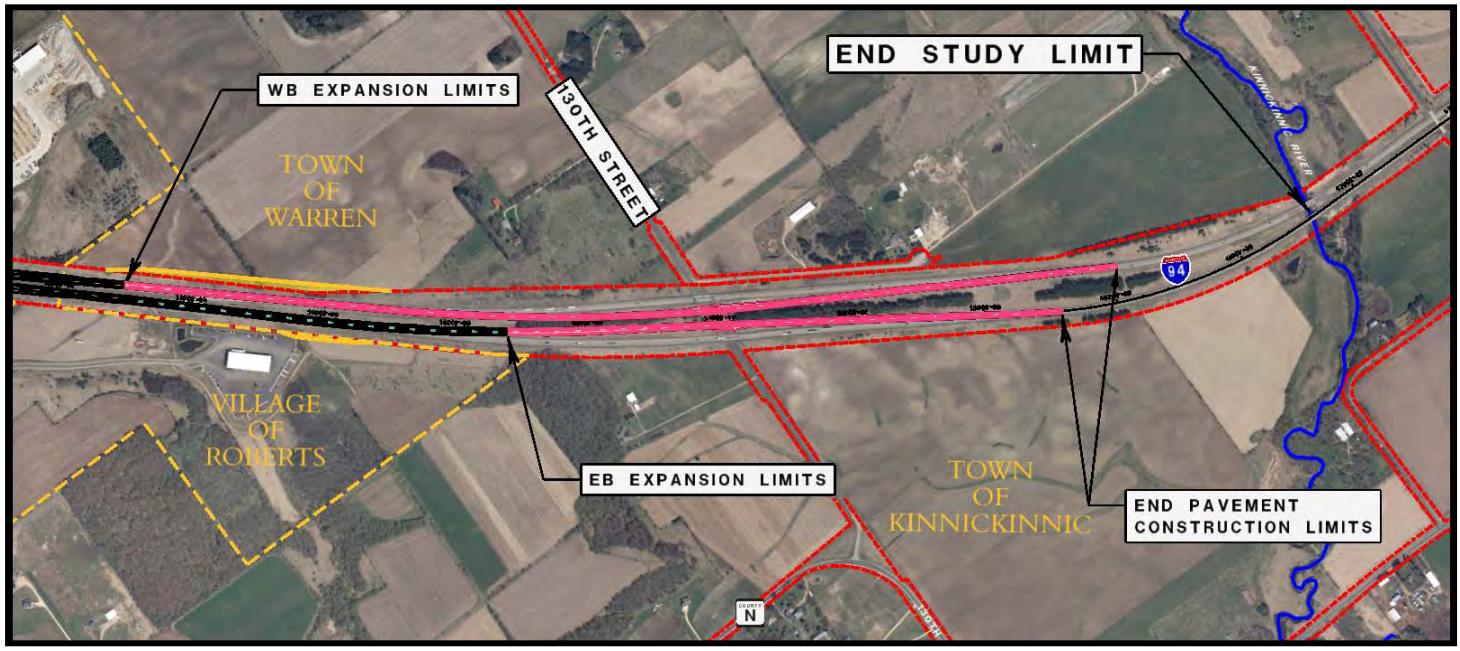

Figure 14B – Proposed Reconstruction Limits Between 130th Street and the Kinnickinnic River

Alternative 1 - No Build

Alternative 1 is the No Build Alternative. This alternative would result in no change to the existing facility and expansion would not occur. WisDOT would continue to incur increased structure and roadway maintenance costs and ultimately the bridge structures may require closure if they are not repaired or replaced. No improvements would be made to address the substandard roadway geometry and deteriorating drainage and roadside safety systems. Safety and operations would decrease as traffic on I-94 continued to increase. Roadway users would begin to experience intolerable delays without expansion.

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

Alternative 2 – Reconstruction with Expansion (Preferred Alternative)

Alternative 2 includes reconstruction of I-94 from US 12 to 2-miles east of WIS 65 to current standards while expanding the roadway to three lanes in each direction to meet future travel demand between US 12 and WIS 65. Pavement, bridges, drainage systems, and roadside features would be reconstructed. I-94 would be reconstructed with a divided rural median typical section. Access would be maintained at US 12, WIS 65, and the eastbound I-94 weigh facility.

Preliminary design maps of Alternative 2 are shown in **Attachment 3**. See **Attachment 2** for the existing and proposed typical sections.

The proposed I-94 route location shown for Alternative 2 was determined while considering avoidance and minimization of natural, human, and physical environments along with the following factors:

US 12 – 100th Street

- Match existing roadway location and configuration near US 12 at the western termini
- Avoid impact to USFWS Clapp WPA located on the north side of I-94 near Kinney Road; avoidance of this resource would allow for only a minimal shift of westbound I-94 to the north and would require shifting eastbound I-94 to the south between Kinney Road and 100th Street
- Match the existing weigh enforcement facility ramps along eastbound I-94 between Kinney Road and 100th Street
- Consider roadway and bridge staging requirements on I-94 which would allow for maintenance of a minimum of two-lanes of traffic during all peak travel periods; roadway staging considerations would require shifting eastbound I-94 to the south between Kinney Road and 100th Street
- Consider replacement of the overpass bridges over Kinney Road and 100th Street to avoid longer term local road closures which would impact local road traffic and emergency access under the I-94 freeway during construction; this would require an elevation increase on the I-94 mainline and design considerations to ensure elevation increases could be accomplished while maintaining I-94 traffic
- Near 100th Street, match the recent reconstruction of I-94 completed in 2013 as part of the previous action for the WIS 65 interchange improvements in order to minimize the amount of removal of recently installed pavement

100th Street – WIS 65

- From 100th Street through WIS 65, match the recently reconstructed mainline I-94; mainline I-94 pavement installed in 2013 at part of the WIS 65 interchange improvements was reconstructed to allow for addition of a third lane in each direction without full pavement removal
- Consider roadway and bridge staging requirements on I-94 which would allow for maintenance of a minimum of two-lanes of traffic during all peak travel periods

WIS 65 – Kinnickinnic River

- From WIS 65 to the eastern termini near the Kinnickinnic River, locate I-94 within existing wider median to avoid or minimize need for new right-of-way
- Consider roadway and bridge staging requirements on I-94 which would allow for maintenance of a minimum of two-lanes of traffic during all peak travel periods
- Consider replacement of the overpass bridges over 130th Street to avoid longer term local road closures which would impact local road traffic, agricultural access, and emergency access under the I-94 freeway during construction

Alternative 3 – Reconstruction with Expansion with Concrete Barrier Median

Alternative 2 implements a rural divided median section (60-foot minimum). A variation in the median treatment was considered in Alternative 3 to consider additional avoidance and minimization right-of-way acquisition primarily along the south side of I-94 and near the overpass bridges. The typical roadway cross sections considered between US 12 and 100th Street are shown in **Figure 15** below.

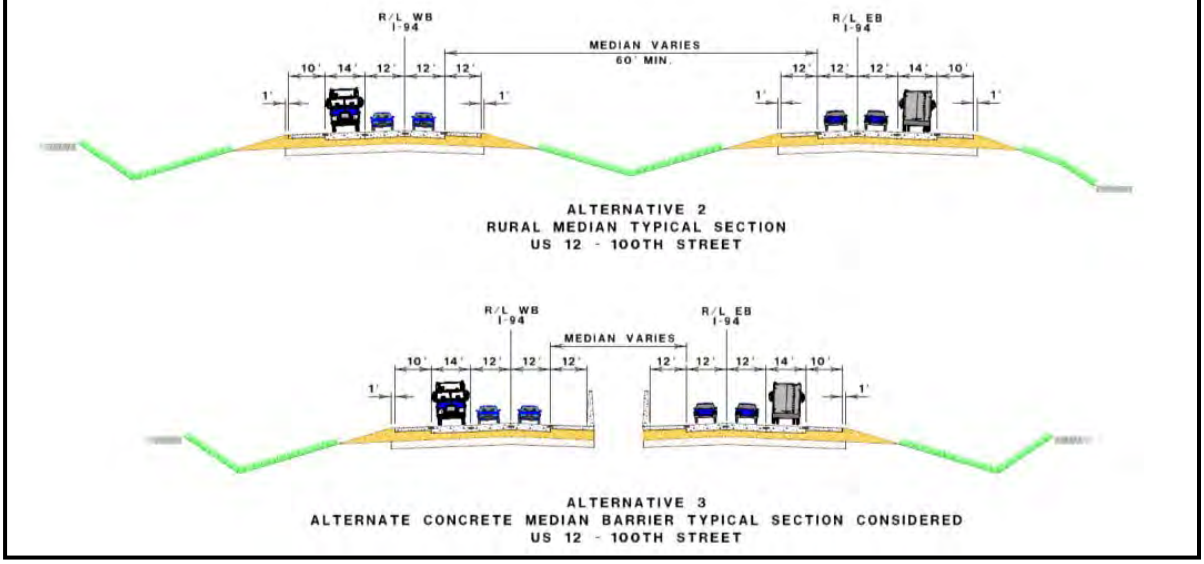

Figure 15 – Alternate Typical Cross Sections Considered (US 12 – 100th Street)

A comparison of environmental issues between Alternative 2 and Alternative 3 are shown in the following table:

Environmental Issues	Unit of Measure	Alternatives	
		Alternative 2 – Reconstruction with Expansion (Preferred)	**Alternative 3 – Reconstruction with Expansion with Concrete Barrier Median**
Project Length	Miles	7.5	7.5
Preliminary Cost Estimate (YOE)			
Construction	Million $	$155 (2016 design, 2020 construction)	$160.5 (2016 design, 2020 construction)
Real Estate	Million $	$5 (2018)	$0.5 (2018)
Total	Million $	$160	$161
Estimated Land Conversions			
Wetland Area Converted to ROW	Acres	0.7	0.5
Upland Habitat Area Converted to ROW	Acres	0.0	0.0
Other Area Converted to ROW	Acres	22.3	2.5
Total Area Converted to ROW	Acres	23.0	3.0
Real Estate			
Relocations	Number	0	0
Environmental Impacts			
4(f) Impacts	Yes/No	No	No
Floodplain Impacts	Yes/No	No	No
Stream Crossings	Number	1	1

A comparison of impacts between Alternative 1 (No-Build) and Alternative 2 (Preferred) is shown on **Basic Sheet 5**. The impacts between Alternative 2 and Alternative 3 are shown in the table above to demonstrate that differences in direct impacts and costs are limited in nature.

While the alternate concrete median barrier typical section would provide for reduced real estate impacts, the concrete barrier median treatment was not considered prudent and was eliminated from further consideration based on the following factors:

- Safety – Concrete barrier in itself is an obstacle. When a crash occurs, concrete barrier is more likely to produce an injury. Also, higher physical damage typically occurs during barrier crashes versus a run-off-the-road crash in a rural-type median.
- Safety and mobility during construction - Construction of concrete barrier would likely extend the construction schedule of the Proposed Action. While the schedule extension may only be limited to a few additional months, this could require a fourth construction season (three construction seasons anticipated with Alternative 2) requiring maintenance of I-94 traffic within a construction zone over an additional winter period. The additional construction season would extend the safety and mobility concerns for drivers inherent with going through a work zone and the extended construction schedule would prolong traffic exposure for construction personnel.
- Safety and mobility during routine maintenance - Frequent lane closures would be required for routine maintenance on the median side of the roadway with concrete median barrier. These lanes closures would impact safety and mobility along the I-94 on a more frequent basis.
- Safety and mobility during crash removal – When a median-side crash does occur with concrete median barrier, lanes closures would be required to remove the crash. Lane closures, especially during peak travel periods, will create safety and mobility for I-94 roadway users on a more frequent basis. With a rural median section, especially during heavy snow events, run-off-the-road crashes in the median can often remain until the storm has passed and traffic has cleared. With concrete median barrier, the crash would need to be removed under a lane closure regardless of traffic and weather conditions.
- Law enforcement - The existing rural median is used by Wisconsin State Patrol in the project area to monitor traffic entering the State of Wisconsin and the rural median area is a critical component to their successful operation of the weigh facility located along eastbound I-94 and enforcement of weight limits. The narrower median that would result from a concrete median barrier section would create restrictions for parking enforcement vehicles. Entering and exiting enforcement traffic to and from a narrower median could introduce safety and mobility issues on a more frequent basis along I-94.
- Reduced stormwater treatment – The concrete barrier section would require elimination of the rural grass-lined median ditch and require construction of a storm sewer system. This would reduce stormwater treatment and potentially require off-site treatment to meet post-construction water quality standards. The concentrated runoff discharge locations required with a storm sewer system would eliminate using some of the grass-lined ditches for stormwater treatment and there would be less area for energy dissipation of stormwater increasing potential for stormwater erosion.

- Capital investments for maintenance equipment – Concrete median barrier is not frequently used in St. Croix County. Introduction of a concrete barrier section would require new capital investments by St. Croix County for new snow removal equipment and mowing equipment. There would be need for additional storm sewer maintenance equipment to ensure the storm sewer could be adequately maintained especially during freeze-thaw runoff periods experienced in northern Wisconsin. During maintenance operations in the median, lane closures would be required on I-94. This may require new investment in additional traffic control equipment.
- Increased maintenance costs – A concrete median barrier section would require an estimated additional $86,000 per year in maintenance costs of over a rural median section.

The concrete median barrier section would not eliminate all real estate acquisition and would not avoid all environmental impacts such as wetland fills. All typical sections evaluated avoid building relocations and impacts to any high quality resources such as the USFWS Clapp Waterfowl Production area.

Maintenance of safety and mobility during daily operations and routine maintenance as well as during incident management is of the highest priority and in best interest of public safety. The potential social, physical, and economic costs of reduced safety and mobility wouldn't outweigh any potential physical direct impact avoidance that could be realized with implementation of a concrete median barrier configuration. Based on these considerations and through coordination with local agencies and public stakeholders, concrete median barrier was eliminated from further consideration and evaluation.

3. Description of Proposed Action

The Proposed Action is located between the City of Hudson and Village of Baldwin within the Town of Hudson, Town of Warren, Town of Kinnickinnic, and Village of Roberts in St. Croix County, Wisconsin. The preferred alternative for the Proposed Action is Alternative 2 which includes reconstruction of I-94 to current standards from US 12 extending to approximately 2-miles east of WIS 65 with capacity expansion between US 12 to approximately 3,000-feet east of the WIS 65 eastbound entrance ramp. The preliminary design of Alternative 2 is shown in **Attachment 3**. See **Attachment 2** for existing and proposed typical sections.

Features of this alternative include the following:

- Reconstruction of approximately 4-miles of I-94 pavement while expanding to three travel lanes in each direction from east of US 12 and through WIS 65; I-94 would be reconstructed with a roadway cross section with three 12-foot travel lanes in each direction with 12-foot inside shoulders (12-foot paved) and 12-foot outside shoulders (12-foot paved). Roadside vegetated ditches would accommodate stormwater runoff on the outside and median side of the roadway.
- Construction of one additional travel lane in each direction for approximately 2-miles through the WIS 65 interchange and replace shoulders to meet freeway standards; I-94 would be expanded through this section by construction of a 12-foot lane on the outside of the two existing travel lanes in each direction and construction of 12-foot inside shoulders (12-foot paved) and 12-foot outside shoulders (12-foot paved). Roadside vegetated ditches would accommodate stormwater on the outside and median side of the roadway.
- Reconstruction of approximately 1.5-miles of I-94 pavement with two travel lanes in each direction east of WIS 65 through 130th Street terminating west of the Kinnickinnic River; I-94 would be reconstructed with a roadway cross section with two 12-foot travel lanes in each direction with 6-foot inside shoulders (4-foot paved) and 12-foot outside shoulders (12-foot paved). Roadside vegetated ditches would accommodate stormwater runoff on the outside and median side of the roadway.
- Replace I-94 bridges over Kinney Road, 100th Street, and 130th Street to match the proposed I-94 roadway width while meeting modern design standards; bridges would be replaced to meet current design standards for vertical clearance over the local roadways and the bridges would be extended to accommodate snowmobile trails on Kinney Road and 130th Street. The 130th Street bridge would be constructed to accommodate a future third travel lane in each direction east of WIS 65.
- Replace drainage systems including construction of new drainage pipes and inlets where required.
- Replace roadside guardrail to meet current safety standards for crashworthiness.
- Install new pavement marking and signing to facilitate safe roadway travel.

I-94 is proposed to be reconstructed while maintaining through traffic on I-94. During construction, safe and efficient traffic management is necessary on this high priority truck and commuter route between Wisconsin and Minnesota. This section of I-94 is sensitive to backups almost 18-hours a day under single lane conditions. Single lane closures during these periods would create intolerable delays and unsafe operating conditions. Two-lanes of traffic are proposed to be maintained during all peak travel periods to avoid or minimize traffic delay and ensure safe operating conditions. Single lane closures would be used during lighter traffic periods to complete the construction. Temporary pavement and temporary bridges will be constructed to accommodate the staged construction. No detours are anticipated. No improvements to the existing I-94 alternate routes are anticipated.

4. Construction and Operational Energy Requirements

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

5. Land use

Land uses adjacent to the I-94 corridor consist primarily of rural residential, farmland, and woodland uses with some commercial land uses near the US 12 and WIS 65 interchanges. Land uses surrounding the project area consist primarily of residential land uses with some commercial, industrial, and institutional land uses. Open lands, wetlands, and wooded lands are also present surrounding the project area. See **Attachment 4** for an existing land cover map (Source: St. Croix County).

6. Planning and Zoning

Support of Local Economic Development Plans
A safe and highly functional highway system is a strong generator of economic growth, with some of the greatest growth opportunities occurring on properties adjacent to the highway or with direct access to the highway.

Although economic development is not a primary need component, the Proposed Action is compatible with the documented local and regional development plans and a strong transportation system supports strong economic development. The local comprehensive and development plans are discussed in further detail below.

- The local plans document that their physical location adjacent to I-94 is the primary factor which attracts businesses and other development.
- Commercial developments are planned within the vicinity of I-94 and comprehensive planning and zoning have been implemented to ensure growth is planned.
- The local plans support the idea that a safe and well-maintained I-94 corridor is critical to the planned economic growth.
- The plans document that investment in transportation improvements along the I-94 corridor is important to the success of planned development in St. Croix County and that measures should be taken to ensure the longevity of various highway improvements.

St. Croix County Comprehensive Plan (2012)
St. Croix County has developed a comprehensive land use plan (http://www.co.saint-croix.wi.us). Although the plan does not specifically identify the Proposed Action, the plan outlines the importance of I-94 as a critical link in the county and documents the importance of maintaining safety and mobility the important transportation routes within the County. The Proposed Action is consistent with the planning principals laid out in the St. Croix County plan.

City of Hudson Comprehensive Plan (2009)
The City of Hudson is located just outside of the project area west of US 12 along the north and south sides of I-94. The City of Hudson and the greater Hudson area is the fastest growing population hub in western Wisconsin, influenced by the growth of the Minnesota Twin Cities Metropolitan area. The area's connection and proximity to I-94 have encouraged this link to the Twin Cities and the resulting growth. The City of Hudson's has developed a comprehensive land use plan (http://www.ci.hudson.wi.us/) which discusses the importance of the I-94 corridor to their community. Although the comprehensive plan does not specifically identify the Proposed Action, the Proposed Action is consistent with the planning principals laid out in the City's plan.

Village of Roberts/Town of Warren Comprehensive Plan (2002)
The Village of Roberts and Town of Warren created a joint comprehensive plan (http://www.robertswisconsin.com/). The plan recognizes transportation as a key element in the functional operation of a community. The plan documents the WIS 65 interchange at I-94 as a critical access to and from their communities. Although the comprehensive plan does not specifically identify the Proposed Action, the Proposed Action is consistent with the planning principals laid out in the Town's plan.

Town of Hudson Comprehensive Plan (2006)
The Town of Hudson comprehensive plan (http://www.townofhudsonwi.com) recognizes the I-94 facility a strength in supporting access to and from their township. The basic transportation and planning principals laid out in their plan

include support of transportation mobility, freight movement, connectivity of the transportation system, transportation safety, and support of recreational transportation uses. Although the comprehensive plan does not specifically identify the Proposed Action, the Proposed Action is consistent with the planning principals laid out in the Town's plan.

Town of Kinnickinnic Comprehensive Plan (2008)

The Town of Kinnickinnic comprehensive plan (www.kinnickinnictwp.org) recognizes a strong transportation system as a key to a community's growth. Although the comprehensive plan does not specifically identify the Proposed Action, the Proposed Action is consistent with the planning principals laid out in the Town's plan.

Town of Troy Comprehensive Plan (2008)

The Town of Troy is located southwest of the project area. The Town of Troy comprehensive plan (http://townoftroy.org) recognizes I-94 as a key commuter route. A high percentage of Troy residents are commuters to the Minneapolis-St. Paul metropolitan area. Although the comprehensive plan does not specifically identify the Proposed Action, the Proposed Action is consistent with the planning principals laid out in the Town's plan.

USFWS St. Croix County Wetland Management District Comprehensive Conservation Plan (2008)

The US Fish and Wildlife Service (http://www.fws.gov/midwest/planning/stcroix/) has implemented a Wetland Management District (WMD) Comprehensive Plan. The St. Croix Wetland Management District manages more than 7,400 acres of waterfowl production areas (WPA) in three of the eight west-central Wisconsin counties that comprise the District. The USFWS Clapp WPA is located adjacent to the project.

The USFWS Clapp WPA is approximately 239 acres in size. It is proactively managed by the USFWS as part of the USFWS St. Croix WMD. Per USFWS, the WMD goals are to:

- Preserve, restore, and enhance plant diversity to support breeding habitat for waterfowl, birds, and other wildlife.
- Preserve, restore, and enhance diversity and abundance of migratory birds and other native wildlife with an emphasis on waterfowl, grassland, and wetland-dependent birds.
- To allow the public to enjoy and appreciate the USFWS lands for recreational uses.
- To protect the resources within the USFWS lands and ensure health and safety of visitors and USFWS staff.

The Proposed Action will avoid impact to the USFWS Clapp WPA and is consistent with the goals of the USFWS plan.

West Central Regional Freeway System (2005)

In January 2005, a delegation of nine state legislators representing West Central Wisconsin, requested that WisDOT perform a comprehensive study (http://www.stcroixedc.com/transportation.htm) of the West Central Freeway system within their legislative area. The study was generated in response to the high rate of urban expansion in western Wisconsin from the Minnesota Twin Cities area. The study reviewed capacity needs on major highways throughout the region including I-94. This report documents the need for expansion of I-94 to a 6-lane roadway to handle long-term traffic and growth needs between US 12 and WIS 65.

Zoning Regulations

The Proposed Action is physically located within the Town of Hudson, Town of Warren, Town of Kinnickinnic, and Village of Roberts. All municipalities have mapped zoning and ordinances. Zoning along most of the I-94 corridor within the project limits consists of agricultural-residential zoning uses. Some commercial zoning exists around the US 12 and WIS 65 interchanges. The Proposed Action is consistent with the existing and proposed land uses as well as the current zoning in the project area.

Other Plans

Other local and regional plans which cover the project area include the following:

- Gateway Corridor Commission (2013) – The commission studied and identified mass transit options (http://thegatewaycorridor.com/) to link the Minnesota Twin Cities to the Hudson area in western Wisconsin. The selected alternative under that study does not extend into Wisconsin. The Proposed Action does not foreclose future options for mass transit to western Wisconsin.
- St. Croix County Development Management Plan (2000) – St. Croix County developed a plan (http://www.co.saint-croix.wi.us) to address goals, objectives and policies related to the physical development of the unincorporated communities in St. Croix County. Although the plan does not specifically identify the Proposed Action, the plan outlines the importance of I-94 to development in St. Croix County.
- St. Croix County Outdoor Recreation Plan (2013) – St. Croix County developed the plan (http://www.co.saint-croix.wi.us) to address goals, objectives and policies related to outdoor recreation the County. Although the plan does not specifically identify the Proposed Action, the plan identifies recreation routes along the roadways which pass under I-94 (Kinney Road, 100th Street, and 130th Street. The Proposed Action allows for continued use of these roadways for snowmobiling, bicycling, and walking. The Proposed Action will accommodate snowmobile trails outside of the roadway pavement with longer overpass bridges at Kinney Road and 130th Street.

- St. Croix County Farmland Preservation Plan (2012) - St. Croix County developed the plan (http://www.co.saint-croix.wi.us) to address goals, objectives and policies related to preservation of key farmland within the County. Although the plan does not specifically identify the Proposed Action, the plan identifies I-94 as an important transportation route in serving the agricultural community and economy. The Proposed Action does not conflict with the goals of the plan.
- St. Croix County Land and Water Resource Management Plan (2009) – St. Croix County developed the plan (http://www.co.saint-croix.wi.us) to provide a guide to conserve natural resources while supporting sustainable economic and recreational use of these resources. The Proposed Action is consistent with the goals of this plan by addressing stormwater runoff quality, recreation accommodations, and avoidance and minimization of environmental resource impacts.

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

7. Environmental Justice

How was information obtained about the presence of populations covered by EO 12898?	
X Windshield Survey	X Official Plan
X US Census Data	Survey Questionnaire
Real Estate Company	WisDOT Real Estate
X Public Information Meeting	X Local Government
Human Resources Agency Identify agency: Identify plan, approval authority and date of approval:	
Other (Identify)	

a. No

b. X Yes - **See Factor Sheet B-4.**

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

Municipality	Population	% Minorities	% 60 Years of Age or Older	Per Capita Income ($)	Median Household Income ($)	% Individuals Below Poverty Levels (2009)
Town of Hudson	8,367	4.3%	8.9%	$40,036	$111,944	2.0%
Town of Warren	1,740	1.6%	11.3%	$31,471	$88,289	4.8%
Town of Kinnickinnic	1,863	3.0%	17.2%	$33,545	$85,603	4.8%
Village of Roberts	1,789	4.8%	8.6%	$21,860	$51,544	18.4%
St. Croix County	84,345	4.1%	14.9%	$30,919	$62,386	7.9%
State of Wisconsin	5,686,986	13.8%	19.3%	$25,458	$49,001	13.2%

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

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

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

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

a. X No - Individuals covered by the above laws were not identified.

b. Yes - Individuals covered by the above laws were identified.
Civil Rights issues were not identified.
Civil Rights issues were identified. Explain:

9. Public Involvement

A. Public Meetings

Date	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. # Attendees
8/7/2012	WisDOT	Local Officials Meeting	Roberts, WI	8
12/11/2012	WisDOT	Local Officials Meeting	Roberts, WI	7
1/22/2013	WisDOT	PIM	Roberts, WI	71
7/15/2013	WisDOT	Local Officials Meeting	Roberts, WI	5
8/13/2013	WisDOT	PIM	Roberts, WI	40

B. Other methods:

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

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

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

The public involvement plan is inclusive to all residents and population groups in the study area and will not exclude any persons because of income, race, religion, national origin, sex, age, or handicap. No organizations or special interest groups were identified.

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

Additional public involvement will continue throughout the design process and construction phase of the project. Public involvement methods will include individual phone calls, site visits with property owners and stakeholders, site visits and individual meetings during real estate acquisition, property owner and business coordination during construction, newsletters, and press releases.

A public information meeting or a public hearing may be held during the public review of this environmental document. Additional public information meetings will be held during the design process.

10. Briefly summarize the results of public involvement:

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

Issues identified during the public involvement process by individuals include:

- Need for maintenance of access at local roads during construction
- Need to minimize frontage impacts to adjacent private properties
- Need to maintain, minimize removal, or consider replacement of any removed vegetation for visual screening purposes
- Need to abate traffic noise, where feasible and reasonable

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

- Need for maintenance of access at local roads during construction – during construction, local road access will be maintained to the extent feasible and any closures will be short-term in nature during bridge removal and new bridge girder erection. Contract special provisions will provide for requirements and any short-term closures will be communicated in advance with property owners and agencies.
- Need to minimize frontage impacts to adjacent private properties – property owners requested that strip taking of new right-of-way be minimized to the extent feasible. Steep slopes outside of the clear zone (clear zone is the roadside border area starting at the edge of the traveled way available for safe use by errant vehicles; 4:1 normal slopes steepened to 2.5:1/3:1) are proposed to minimize impacts to adjacent properties and minimize frontage impacts. Minimization of the impacts will be further evaluated during the design process.

- Need to maintain, minimize removal, or consider replacement of any removed vegetation for visual screening purposes – the property owners along the project requested that the project consider measures to avoid or minimize vegetation removal since existing vegetation provides for a visual buffer to the highway. In the cases where vegetation and tree removal cannot be avoided, property owners requested consideration of replacement of vegetation and trees. Minimization of the impacts to vegetation and replacement of vegetation will be further evaluated during the design process to determine feasible locations.
- Need to abate traffic noise, where feasible and reasonable – traffic noise is further described in **Factor Sheet D-3**.
    - Property owners requested removal of rumble strips and posting of engine braking restrictions. These measures are not allowed per WisDOT policies and they would compromise traffic safety.
    - Property owners requested consideration of measures that could minimize engine braking at the weigh facility. A parallel deceleration lane will be considered during design as measure to aid in providing additional distance for exiting traffic at the weigh facility.

11. Local/regional/tribal/federal government coordination

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

Unit of Government MPO, RPC, City, County, Village, Town, etc.	**Coordination** Correspondence Attached Y/N	**Coordination Initiation Date**	**Coordination Completion Date**	**Comments**
Town of Hudson	N	7/2/2012	Ongoing	Coordination is ongoing to ensure compatibility of the proposed interchange with comprehensive planning efforts, long range transportation needs, and maintenance of access during construction. Meeting notes are present in the project file.
Town of Warren	N	7/2/2012	Ongoing	
Town of Kinnickinnic	N	7/2/2012	Ongoing	
Town of Troy	N	7/2/2012	Ongoing	
Village of Roberts	N	7/2/2012	Ongoing	
City of Hudson	N	7/2/2012	Ongoing	
City of New Richmond	N	7/2/2012	Ongoing	
City of River Falls	N	7/2/2012	Ongoing	
St. Croix County	N	7/2/2012	Ongoing	
Pierce County	N	7/2/2012	Ongoing	
Wisconsin State Patrol	N	7/2/2012	Ongoing	
West Central WI RPC	N	7/2/2012	Ongoing	
St. Croix Central Schools	N	7/2/2012	Ongoing	
Hudson School District	N	7/2/2012	Ongoing	

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

- Need for maintenance of access at local roads during construction
- Need for snowmobile accommodations outside the pavement on Kinney Road and 130th Street under the I-94 bridges

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

- Need for maintenance of access at local roads during construction – during construction, local road access will be maintained to the extent feasible and any closures will be short-term in nature during bridge removal and new bridge girder erection. Contract special provisions will provide for requirements and any short-term closures will be communicated in advance with property owners and agencies.
- Need for snowmobile accommodations outside the pavement on Kinney Road and 130th Street – the bridges will be lengthened to ensure a groomed snowmobile trail can be accommodated outside of the local roadway pavement. This design accommodation will eliminate conflict between roadway and snowmobile traffic and help to avoid ongoing pavement maintenance issues related to snowmobile traffic.

D. Indicate any unresolved issues or ongoing discussion.

There are no unresolved issues. WisDOT will continue to coordinate with emergency services, local agencies, and utility/community services providers prior to and during construction.

Agency and Tribal Coordination - Basic Sheet 3

	Coordination Required? Y = yes/N = no	Correspondence Attached? Y = yes/N = no	Comments
WisDOT			
Regional Real Estate Section	Y	N	▪ Coordination with the WisDOT Real Estate Section will continue throughout the project since right-of-way will be acquired.
Bureau of Aeronautics (BOA)	Y	Y	▪ Coordination was initiated with BOA on July 2 2012. ▪ A response was received on March 12, 2013. BOA has no aeronautical objections and FAA notice is required if cranes will extend more than 200-feet in height. FAA's Notice Criteria shall be incorporated into the project specifications. Use of equipment at this height is not anticipated, coordination is complete. ▪ See **Attachment 5** for BOA correspondence.
Bureau of Rails & Harbors	N	--	▪ Coordination is not required because no railways or harbors are located in or planned in the project area.
STATE AGENCY			
Natural Resources (WDNR)	Y	Y	▪ Coordination was initiated with WDNR on July 2 2012. ▪ On September 26, 2012, WDNR identified the US Fish and Wildlife Serves (USFWS) Clapp Waterfowl Production Area (WPA) as a potential Section 4(f) resource. ▪ Wetland delineations were sent to WDNR on October 11, 2012. ▪ WDNR was invited to all local official meetings and public information meetings. ▪ WDNR provided an initial comment letter on January 23, 2013. ▪ Coordination will continue with WDNR to coordinate review of erosion control and storm water plans; to obtain final concurrence and water quality certification during the design phase; and to obtain approval of the ECIP during construction. ▪ See **Attachment 6** for WDNR correspondence.
State Historic Preservation Office (SHPO)	Y	Y	▪ The Section 106 Review was submitted to the SHPO on March 27, 2013. ▪ The Section 106 Review approved by SHPO on May 22, 2013. No archaeological or potentially eligible historic resources are present or will be impacted by the Proposed Action. ▪ Coordination will continue as required through design and construction. ▪ See **Attachment 7** for SHPO correspondence/approved Section 106 Review.
Agriculture (DATCP)	Y	Y	▪ An Agricultural Impact Notice (AIN) was sent to DATCP on March 28, 2013. See **Factor Sheet A-3** for additional information on agricultural impacts. ▪ A response was received from DATCP on April 5, 2013. No Agriculture Impact Statement will be prepared for the project. ▪ No additional coordination is required with DATCP. ▪ See **Attachment 8** for DATCP correspondence.
FEDERAL AGENCY			
U.S. Corps of Engineers (USACE)	Y	N	▪ Coordination was initiated with USACE on July 2 2012. ▪ Wetland delineations were sent to USACE on October 11, 2012. ▪ USACE was invited to all local official meetings and public information meetings. ▪ No correspondence has been received from USACE. ▪ Coordination will continue with USACE throughout the project to permit and mitigate wetland and waterway impacts.
U.S. Fish & Wildlife Serv. (USFWS)	Y	Y	▪ Coordination was initiated with USFWS on July 2 2012. ▪ USFWS was invited to all local official meetings and public

	Coordination Required? Y = yes/N = no	Correspondence Attached? Y = yes/N = no	Comments
			information meetings. ▪ Initial comments were received from the USFWS on August 1, 2012. ▪ A field review meeting was held with USFWS regional staff at the USFWS Clapp Waterfowl Production Area (WPA) on December 12, 2013. ▪ Direct coordination with USFWS regional staff is ongoing related to the proposed work that would occur within the I-94 right-of-way adjacent to the USFWS Clapp WPA. No direct impacts (temporary or permanent) will occur on the USFWS Clapp WPA property. Further coordination is required to ensure plant species selected to finish roadway side slopes would avoid or minimize migration of any invasive species into the adjacent USFWS Clapp WPA ecosystem. ▪ Coordination will continue with USFWS throughout the project and the USFWS may cooperatively review the Section 404 permit in coordination with USACE. ▪ See **Attachment 9** for UFWS correspondence.
Natural Resources Conservation Service (NRCS)	Y	Y	▪ The Farmland Conversion Impact Rating form (FCIR - Form AD-1006) score in Part V1 is 72 points and was transmitted to NRCS on March 28, 2013. ▪ NRCS responded on April 29, 2013 that they will not evaluate the project and the requirements of the Farmland Protection Policy Action do not apply. ▪ No additional coordination is required with NRCS. ▪ See **Attachment 10** for NRCS correspondence.
U.S. National Park Service (NPS)	N	--	▪ No parkland or lands protected by the NPS will be impacted.
U.S. Coast Guard (USCG)	N	--	▪ Coordination is not required as no commercially navigated waterways are present in the project area.
U.S. Environmental Protection Agency (EPA)	N	--	▪ Direct coordination with EPA is not required.
Advisory Council on Historic Preservation (ACHP)	N	--	▪ Coordination with ACHP is not required.
SOVEREIGN NATIONS			
American Indian Tribes	Y	Y	▪ Initial coordination letter sent to applicable Native American Indian Tribes on July 2, 2012. ▪ The Lac Vieux Desert Band of Lake Superior Chippewa Indians responded on July 9, 2012 and indicated no interest in the project unless sites of tribal significance were found. ▪ The Lac Du Flambeau Band of Lake Superior Chippewa Indians requesting information on any archaeological surveys. Information regarding completed archaeological and historical surveys was sent to the Lac Du Flambeau Band as part of the Section 106 Review process by WisDOT. ▪ All applicable Native American Tribes were invited to all local official meetings and public information meetings. Coordination will continue throughout the design process and all tribes will be included as part of any future public meeting invitations. ▪ No historic or archaeological resources were found during field survey. If resources are found during construction, necessary consultation with the applicable Native American Indian Tribes will occur. ▪ See **Attachment 11** for Native American Indian Tribe correspondence. Local official and public involvement meeting letters are not attached and are available in project files.

Environmental Factors Matrix - Basic Sheet 4

FACTORS	EFFECTS				
	Adverse	Benefit	None Identified	Factor Sheet Attached	
A. ECONOMIC FACTORS					
A-1 General Economics	☒	☒	☐	☒	Delays associated with construction may have a temporary adverse effect on the short-term general economics of the area. The economic benefits that are associated with the Proposed Action include improved safety and mobility through the project area for movement of goods and services. See attached Factor Sheet A-1. Commitments have been made to maintain traffic during construction to serve inter-state, regional, and local traffic. See Basic Sheet 8.
A-2 Business	☒	☒	☐	☒	Strip taking of right-of-way would be required from two business properties within the project area and undeveloped commercial properties. Short-term delays associated with construction may have temporary adverse effects on businesses in the project area. The economic benefits that are associated with the Proposed Action include improved safety and mobility through the project area for movement of goods and services. See attached Factor Sheet A-2. Commitments have been made for business. See Basic Sheet 8
A-3 Agriculture	☒	☒	☐	☒	An estimated 9.63 acres of open cropland, woodland, and other lands from nine property owners would be directly converted to right-of-way as part of the Proposed Action. The conversions are narrow strip takings along the existing I-94 corridor and they do not alter access or impact viability of farming operations. The agricultural strip takings are from areas which are currently zoned for residential or commercial land uses which have not been converted yet. Adverse effects to the agricultural industry that may move goods and services through the project area include temporary delays related to construction activities and detours. The benefits that are associated with the proposed project include improved mobility and maintenance of safety through the project area. Less than standard bridge clearances over the local roads of Kinney Road, 100th Street, and 130th Street would also be improved to meet current standards allowing for better accommodation of larger farming equipment. See attached Factor Sheet A-3. Commitments have been made for agriculture. See Basic Sheet 8.
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	☒	☒	☐	☒	Strip taking of right-of-way and temporary easements would be required from residential properties. Adverse effects to the residents within the project area and community services include temporary delays and temporary interruption in services related to construction activities. The delays are short-lived in nature and project special provisions would be used to limit inconveniences to residents and community services. The benefits that are associated with the proposed project include improved mobility and maintenance of safety through the project area. Snowmobile accommodations under the I-94 freeway would also be improved on the local roads. See attached Factor Sheet B-1. Commitments have been made for community and residential. See

FACTORS	EFFECTS				
	Adverse	Benefit	None Identified	Factor Sheet Attached	
					Basic Sheet 8.
B-2 Indirect Effects	☐	☐	☒	☐	No substantial indirect effects would result from the proposed improvements. See **Attachment 12** for Pre-Screening for Determining the Need to Conduct a Detailed Indirect Effects Analysis and a technical memorandum on Consideration of Indirect and Cumulative Effects for additional information.
B-3 Cumulative Effects	☐	☐	☒	☐	No substantial cumulative effects would result from the proposed improvements. See **Attachment 12** for Pre-Screening for Determining the Need to Conduct a Detailed Indirect Effects Analysis and a technical memorandum on Consideration of Indirect and Cumulative Effects for additional information.
B-4 Environmental Justice	☐	☐	☒	☒	No minority, low-income, or protected populations were identified directly in the project area. Although there would be minor delays experienced by all populations during construction, the expanded and reconstructed roadway facility would better serve the needs of all populations upon completion. No elderly, minority, low-income, or disabled populations would be disproportionately affected by the Proposed Action. See attached Factor Sheet B-4.
B-5 Historic Resources	☐	☐	☒	☐	No historic resources are present in the project area.
B-6 Archaeological/Burial Sites	☐	☐	☒	☐	No archaeological resources are present in the project area.
B-7 Tribal Coordination/Consultation	☐	☐	☒	☐	No archaeological, historical, or Traditional Cultural Resources were identified within the project limits. Two response letters were received from the Native American Tribes. See **Attachment 11**.
B-8 Section 4(f) and 6(f) or Other Unique Areas	☐	☐	☒	☐	The US Fish and Wildlife Service (USFWS) Clapp Waterfowl Production Area (WPA) is located along the north side of I-94 between Kinney Road and 100th Street (see **Attachment 11** for a location map). The USFWS Clapp WPA is a Section 4(f) resource and there would be no impacts to the property. All project work adjacent to the resource would take place within the existing highway right-of-way. Commitments have been made to avoid the USFWS Clapp WPA. See Basic Sheet 8.
B-9 Aesthetics	☒	☒	☐	☒	Limited changes in view-shed for viewers of the roadway facility would result from the Proposed Action. Enhancements will be considered during design to consider where vegetation and trees can be used to create a visual buffer to the highway. See Factor Sheet B-9. Commitments have been made for aesthetics in the project area. See Basic Sheet 8.
C. NATURAL RESOURCE FACTORS					
C-1 Wetlands	☒	☐	☐	☒	An estimated 0.827 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	☒	☐	☐	☒	There are three unnamed waterways and the Kinnickinnic River located within the project limits. A culvert would be replaced as part of the Proposed Action at one unnamed waterway east of WIS 65. No work is proposed within the two other unnamed waterways and the Kinnickinnic River. See

FACTORS	EFFECTS				
	Adverse	Benefit	None Identified	Factor Sheet Attached	
					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	☐	☐	☒	☒	There are three unnamed open water body areas and the water body known as Twin Lakes within the project study area. No work would take place within or over the water bodies. See Factor Sheet C-3. Commitments have been made for the lakes and open water bodies in the project area. See Basic Sheet 8.
C-4 Groundwater, Wells, and Springs	☐	☐	☒	☐	There are no known groundwater recharge or discharge areas, wellhead protection areas, or spring features within the project limits.
C-5 Upland Wildlife and Habitat	☐	☐	☒	☐	No high quality upland corridors or communities are present in the project area except for the US Fish and Wildlife Service Clapp Waterfowl Production Area (WPA) which supports upland wildlife in addition to waterfowl production. There would be no impacts to the USFWS Clapp WPA. See Factor B-9 above for additional information. Along the I-94 route, deer crashes are more frequent adjacent to the USFWS Clapp WPA than along the rest of the I-94 corridor within the project limits. Design measures such as higher fence may be evaluated during design to determine if this measure would provide for a potential for reduction in deer-car crash rates. Commitments have been made for the USFWS Clapp WPA. See Basic Sheet 8.
C-6 Coastal Zones	☐	☐	☒	☐	No coastal zones are present in the project area.
C-7 Threatened and Endangered Species	☐	☐	☒	☐	No threatened or endangered species were identified in the project area.
D. PHYSICAL FACTORS					
D-1 Air Quality	☐	☐	☒	☐	This project would not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. The project is not in a non-attainment area and is therefore exempt from conformity analysis (ozone). The project exempt from air quality analysis (carbon monoxide) under Wisconsin Administrative Code NR 411 since the project would not increase the annual peak hour traffic volume by 1,200 or more vehicles per hour within ten years after modification.
D-2 Construction Stage Sound Quality	☐	☐	☒	☒	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	☒	☐	☐	☒	A noise analysis was performed. Some noise impacts are anticipated. See attached Factor Sheet D-3. Commitments have been made for traffic noise. See Basic Sheet 8.
D-4 Hazardous Substances or Contamination	☐	☐	☒	☐	A Phase 1 Hazardous Materials Assessment was completed for all areas within ¼-mile of the project site. No contaminated sites are present that would affect construction of the Proposed Action.

FACTORS	EFFECTS				
	Adverse	Benefit	None Identified	Factor Sheet Attached	
					Asbestos inspections were completed on all existing bridges within the project limits. No asbestos containing materials were identified. Commitments have been made for hazardous substances. See Basic Sheet 8.
D-5 Stormwater	☐	☒	☐	☒	The project is subject to 40% Total Suspended Solids (TSS) reduction under TRANS 401 post-construction stormwater standards. Best management practices would be implemented as part of the Proposed Action to provide stormwater treatment to the maximum extent practical. See attached Factor Sheet D-5. Commitments have been made for stormwater. See Basic Sheet 8.
D-6 Erosion Control	☒	☒	☐	☒	Standard erosion control measures (best management practices) would be used to eliminate 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	☐	☐	☐		None identified.

Alternatives Comparison Matrix - Basic Sheet 5

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

ENVIRONMENTAL ISSUES/IMPACTS	UNIT of MEASURE	ALTERNATIVES/SECTIONS	
		Alternative 1 – No Build	Alternative 2 – Reconstruction with Expansion
Project Length	Miles	7.5	7.5
Preliminary Cost Estimate (YOE)			
Construction	Million $	$20 (2016 design, 2020 construction)*	$155 (2016 design, 2020 construction)
Real Estate	Million $	$0	$5 (2018)
Total	Million $	$20	$160
Land Conversions			
Wetland Area Converted to ROW	Acres	0.0	0.7
Upland Habitat Area Converted to ROW	Acres	0.0	0.0
Other Area Converted to ROW	Acres	0.0	22.3
Total Area Converted to ROW	Acres	0.0	23.0
Real Estate			
Number of Farms Affected	Number	0	9
Total Area Required From Farm Operations	Acres	0	9.63
AIS Required	Yes/No	No	No
Farmland Rating	Score	N/A	72**
Total Buildings Required	Number	0	0
Housing Units Required	Number	0	0
Commercial Units Required	Number	0	0
Other Buildings or Structures Required	Number and Type	0	0
Environmental Issues/Impacts			
Indirect Effects	Yes/No	No	No
Cumulative Effects	Yes/No	No	No
Environmental Justice Population Impacts	Yes/No	No	No
Historic Properties	Number	No	No
Archeological Sites	Number	No	No
Burial Site Protection (authorization required)	Yes/No	No	No
106 MOA Required	Yes/No	No	No
4(f) Evaluation Required	Yes/No	No	No
6(f) Land Conversion Required	Yes/No	No	No
Flood Plain Impacts	Yes/No	No	No
Total Wetlands Filled	Acres	0	0.827
Stream Crossings	Number	0	1
Endangered Species Impacts	Yes/No	No	No
Air Quality Permit Required	Yes/No	No	No
Design Year Noise Sensitive Receptors			
No Impact	Number	63	63
Impacted	Number	15	15
Contaminated Sites	Number	0	0

* Due to age and deterioration, pavement replacement or pavement overlay and bridge replacement area required. These infrastructure needs will need to be addressed whether or not expansion is enumerated through the Majors program. Estimated costs are for pavement overlay and bridge replacement.

** The AD-1006 was sent to NRCS with an initial score of 72. NRCS chose not to complete the AD-1006. See **Attachment 10** and Factor Sheet A-3 for additional information.

Traffic Summary Matrix - Basic Sheet 6

	ALTERNATIVES/SECTIONS	
	Alternative 1 - No Build	**Alternative 2 – Reconstruction with Expansion**
TRAFFIC VOLUMES		
Existing ADT Yr. 2010	US 12 – WIS 65: 41,900 East of WIS 65: 38,100	US 12 – WIS 65: 41,900 East of WIS 65: 38,100
Const. Yr. ADT Yr. 2018*	US 12 – WIS 65: 50,900 East of WIS 65: 45,300	US 12 – WIS 65: 50,900 East of WIS 65: 45,300
Const. Plus 10 Yr. ADT Yr. 2028*	US 12 – WIS 65: 62,300 East of WIS 65: 54,250	US 12 – WIS 65: 62,300 East of WIS 65: 54,250
Design Yr. ADT Yr. 2038*	US 12 – WIS 65: 73,600 East of WIS 65: 63,300	US 12 – WIS 65: 73,600 East of WIS 65: 63,300
DHV Yr. 2038*	US 12 – WIS 65: 6,920 East of WIS 65: 5,950	US 12 – WIS 65: 6,920 East of WIS 65: 5,950
TRAFFIC FACTORS		
K_{30} $[_{30/100/200}]$ (%)	9.4	9.4
D (%)	58/42	58/42
Design Year T (% of ADT)	24.1	24.1
T (% of DHV)	8.5	8.5
Level of Service	C (Yr. 2013) D (Yr. 2020)	A
SPEEDS		
Existing Posted	65 mph	65 mph
Future Posted	65 mph	65 mph
Design Year Project Design Speed	70 mph	70 mph
OTHER (Specify)		
P (% of ADT)	---	---
K_8 (% OF ADT)	---	---

ADT = Average Daily Traffic
DHV = Design Hourly Volume
K $[_{30/100/200}]$: K_{30} = Interstate, K_{100} = Rural, K_{200} = Urban, % = ADT in DHV
D = % DHV in predominate direction of travel
T = Trucks
P = % ADT in peak hour
K_8 = % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day (required only if CO analysis required per NR 411.)

***Note: The traffic forecast information developed for this study is based on a build year of 2018 and design year of 2038. The actual build year and design year may be 2020 and 2040, respectively, depending on the availability of Majors funding for the project.**

EIS Significance Criteria - Basic Sheet 7

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 12** for a technical memorandum on Consideration of Indirect and Cumulative Effects for additional information.

2) Will the Proposed Action contribute to cumulative effects of repeated actions?

☒ No
☐ Yes – Explain or indicate where addressed.

See **Attachment 12** for a technical memorandum on Consideration of Indirect and Cumulative Effects for additional information.

3) Will the creation of a new environmental effect result from this Proposed Action?

☒ No
☐ Yes – Explain or indicate where addressed.

4) Will the Proposed Action impact geographically scarce resources?

☒ No
☐ Yes – Explain or indicate where addressed.

5) Will the Proposed Action have a precedent-setting nature?

☒ No
☐ Yes – Explain or indicate where addressed.

6) Is the degree of controversy associated with the Proposed Action high?

☒ No
☐ Yes – Explain or indicate where addressed.

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

☒ No
☐ Yes – Explain or indicate where addressed

Environmental Commitments - Basic Sheet 8

ATTACH A COPY OF THIS PAGE TO THE DESIGN STUDY REPORT AND THE PSE SUBMITTAL PACKAGE

Factor Sheet	
A-1 General Economics	Commitments Made 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	Commitments Made 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. WisDOT's Project Manager will ensure fulfillment of this commitment.
A-3 Agriculture	Commitments Made 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 agricultural areas and agricultural related businesses while minimizing delays. Closures at the local road overpasses will be temporary in nature to ensure agricultural equipment has access across I-94 during planting and harvesting seasons. WisDOT's Project Manager will ensure fulfillment of this commitment.
B-1 Community or Residential	Commitments Made 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 residents and minimize delays. The bridges over Kinney Road and 130th Street will be designed in the project plans to accommodate snowmobile trails outside of the local road pavement area. During design, the project will further evaluate and include measures in the project plans to minimize impacts to property owner frontages and consider locations where vegetation and trees may be replaced or added to provide a visual buffer to and from the highway. WisDOT's Project Manager will ensure fulfillment of this commitment.
B-2 Indirect Effects	No Commitments Needed
B-3 Cumulative Effects	No Commitments Needed
B-4 Environmental Justice	No Commitments Needed
B-5 Historic Resources	Not Applicable
B-6 Archaeological Sites	Not Applicable
B-7 Tribal Coordination/Consultation	Not Applicable
B-8 Section 4(f) and 6(f) or Other Unique Areas	Commitments Made The Proposed Action will avoid temporary and permanent impacts to the USFWS Clapp Waterfowl Production Area located adjacent to the project. WisDOT's Project Manager will ensure fulfillment of this commitment.
B-9 Aesthetics	Commitments Made During design, the project will further evaluate and include measures in the project plans to minimize impacts to property owner frontages and consider locations where vegetation and trees may be replaced or added to provide a visual buffer to and from the highway. WisDOT's Project Manager will ensure fulfillment of this commitment.

C-1 Wetlands	Commitments Made Unavoidable wetland losses of an estimated 0.827 acres will be permitted through the Army Corps of Engineers (Section 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. The Section 404 Permit may be reviewed by USFWS as a cooperating review agency. The requirements of the permit will be reflected in the plans and contract special provisions. During the design process, additional methods will be evaluated to further minimize wetland impacts and will be reflected in the project plans. WisDOT's Project Manager and WisDOT's Regional Environmental Coordinator will ensure fulfillment of this commitment.
C-2 Rivers, Streams & Floodplains	Commitments Made Appropriate erosion control measures and best management practices will be added to the project plans and specifications to avoid temporary changes in water quality unnamed waterways, Kinnickinnic River, adjacent wetlands, and floodplains. No work is proposed within the Kinnickinnic River. The waterway and fish passage will be maintained during construction at the unnamed waterway crossings. Non-netted erosion mats shall be used along streams and waterways. Any existing overpass bridges will be netted, if required, to prevent nesting of swallows prior to the start of nesting season on May 1 or bridges removals will be completed during the non-nesting season prior to May 1 or after August 30. The requirements will be included in the project plans and contract specifications. WisDOT's Project Manager will ensure fulfillment of this commitment.
C-3 Lakes or other Open Water	Commitments Made No work will take place within the open water bodies within or adjacent to the project area. Open water fills in the unnamed water body located east of Kinney Road will be avoided by design refinement or use of steep slopes with guardrail and/or a retaining wall. WisDOT's construction engineer will ensure fulfillment of this commitment.
C-4 Groundwater, Wells and springs	Not Applicable
C-5 Upland Wildlife and Habitat	Commitments Made The Proposed Action will avoid temporary and permanent impacts to the USFWS Clapp Waterfowl Production Area (WPA) located adjacent to the project. The project will further evaluate planting and finishing requirements during design for the roadway side slopes adjacent to the USFWS Clapp WPA to minimize the potential of migration of any invasive species into the WPA from the I-94 right-of-way. The project will further evaluate measures during design and include resulting measures in the project plans and specifications if measures (such as a higher fence) can be implemented to reduce deer-car crash rates adjacent to the USFWS Clapp WPA. WisDOT's Project Manager will ensure fulfillment of this commitment.
C-6 Coastal Zones	Not Applicable
C-7 Threatened and Endangered Species	Not Applicable
D-1 Air Quality	Not Applicable
D-2 Construction Stage Sound Quality	Commitments Made 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	Commitments Made A parallel deceleration lane will be evaluated at the Wisconsin State Patrol Weigh Facility to aid in slowing truck traffic exiting to the weigh facility. WisDOT's Project Manager will ensure fulfillment of this commitment.

D-4 Hazardous Substances or Contamination	Commitments Made No contaminated sites have been identified in the Phase I Hazardous Materials Investigation that will impact the construction of the Proposed Action. Prior to construction, a review of current agency records and databases will be completed to update the Phase I Hazardous Materials Investigation to ensure no new contaminated sites are present which may impact construction activities. No asbestos was found on any of the existing structures (B-55-0031, 0032, 0033, 0034, 0036, and 0037). A special provision for Notice to Contractor, Notification of Demolition and/or Renovation (STSP #107-125) will be included with the project and the contractor will be required to complete the Notification of Demolition and/or Renovation (DNR Form4500-113) for removal of the existing structures. WisDOT's Project Manager will ensure fulfillment of this commitment.
D-5 Stormwater	Commitments Made The Proposed Action is subject to a 40% Total Suspended Solids (TSS) reduction per TRANS 401 post-construction standards. Stormwater runoff treatment will be incorporated into the stormwater management strategy for the Proposed Action. Anticipated stormwater management measures include roadside vegetated ditches for treatment of stormwater to achieve or exceed the required sediment reduction and provide for stormwater control prior to discharge off the right-of-way. Any stormwater outfalls will be placed to maintain buffers from wetlands and waterways. WisDOT's Project Manager will ensure fulfillment of this commitment.
D-6 Erosion Control	Commitments Made Proper erosion control measures will be used to avoid impacts per Cooperative Agreement between WisDOT and WDNR and TRANS 401 of Wisconsin's Administrative Code. An Erosion Control Implementation Plan (ECIP) will be prepared for review by WDNR and approval by WisDOT prior to construction. Detailed erosion control measures will be determined during design. Erosion control will be monitored during construction. Non-netted erosion mats shall be used along streams and waterways. WisDOT's Project Manager will ensure fulfillment of this commitment.
E - Oak Wilt	Commitments Made Any cutting or wounding of oak trees shall prevent spread of oak wilt disease. The project will avoid oak tree cutting from April through September. WisDOT's Project Manager will ensure fulfillment of this commitment.

Factor Sheet A-1

Alternative Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

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

Economic Activity	Description
a. Agriculture	Agriculture is a prominent land use in St. Croix County and employs approximately 2.5% of the county's workforce with forestry included. Some agricultural land uses are present adjacent to the I-94 corridor.
b. Retail business	Retail businesses make up one of the top ten employers in St. Croix County. General retail employs approximately 11% of the county workforce. Retail centers and retail businesses are present near the US 12 and WIS 65 interchanges.
c. Wholesale business	No wholesale businesses exist directly adjacent to the project area, but the industry makes up approximately 3.3% of the county's workforce.
d. Heavy industry	Manufacturing employs approximately 20% of St. Croix County's workforce and is the county's second largest work sector. Four of the top ten employers in the county are industrial manufacturers, dealing in metal fabricating and electrical industries.
e. Light industry	See d above. Information regarding light industry statistics was not available separate from heavy industry.
f. Tourism	Although the tourism industry is not a top ten employment sector in St. Croix County, tourism assets make the St. Croix County area more attractive to visitors who bring money into the local economy. It also makes the area more attractive to residents and people being recruited by area employers.
g. Recreation	See f above. Information regarding recreational statistics was not available separate from tourism. Recreation occurs throughout the county due to the presence of Willow River State Park, over 200 miles of snowmobile trails, 185 miles of bicycle routes, 13,600 acres of public hunting land, sailing on the St. Croix River, golf courses, and tubing on the Apple River. Trout fishing is predominant on the Kinnickinnic River. The USFWS Clapp Waterfowl Production area is present in the project area and is open to public recreation and hunting.
h. Forestry	Information regarding forestry statistics was not available separate from agriculture. Woodlands are not a predominant land use in the area, but are present in throughout the county. Forestry is not a predominant workforce in the county. No productive forests are located within the project area although there are wooded lands adjacent to the project area.
i. Service, Health & Education	There is a high concentration of service, health, and education (38%) related jobs in St. Croix county. The education and health industry is the largest employer in the county. Four of the top 25 employers in the county are the local school systems. Five of the top 25 employers in the county are medical related facilities. No schools or health facilities are located directly within the project area.

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

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

No businesses would be relocated as part of the project although minor strip taking of right-of-way will be required along I-94. Minor adverse effects to the industries that move goods and services through the project area and businesses within the project area include temporary delays related to construction activities.

The Proposed Action would better serve businesses and industries on a regional, state, and local level. The benefits to the users of the highway include improved mobility and maintenance of safety. 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: _____

Factor Sheet A-2

Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

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

☐ Yes
☒ No – None required; no relocations planned

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

Because the project corridor serves multiple communities from I-94 which is a regional backbone and interstate highway, there are a wide variety of industries which are affected by the Proposed Action including manufacturing, wholesale, retail, and service businesses. The businesses located directly adjacent to the existing interchanges include office/professional, service, industrial, and retail businesses.

There are a number of undeveloped parcels or vacant commercial parcels adjacent to I-94 which are zoned and planned for commercial land uses. No known substantial near-term developments are planned in the project area.

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

The existing modes of transportation consist of primarily automobile and truck traffic. I-94 carries high truck traffic (24% of average daily traffic). I-94 carries traffic travelling to and from their homes and businesses within western Wisconsin as well as the Twin Cities of Minnesota. School bus service exists throughout the project area. Although limited in nature due to the narrow roadways and shoulders, other modes of transportation include biking, walking, and snowmobiling along the shoulders of the local roads which pass under I-94 (Kinney Road, 100th Street, and 130th Street). There is no public mass transit service in 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 right-of-way would be required from two active businesses and some undeveloped commercially zoned property for the Proposed Action. The strip acquisition would not impact the viability of the businesses to continue or for future development to occur on the undeveloped properties. No businesses would be relocated.

There may be delays to traffic destined for area businesses during construction. The delays would be temporary and project special provisions would be used to limit inconveniences to businesses and maintain access throughout construction. There are no proposed changes in access to any businesses.

5. Describe both beneficial and adverse effects on:

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

Maintenance of access during construction: There may be delays to traffic destined for area businesses during construction. The delays would be temporary and project special provisions would be used to limit inconveniences to businesses and maintain access throughout construction. There are no proposed changes in access to any businesses.

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

There are no changes in employment anticipated at the businesses within the project area as a result of the Proposed Action. No businesses would be acquired and access would be maintained during construction.

Employees and traffic serving businesses may incur minor delays during construction. No disproportionate effects are anticipated on any populations.

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

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

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

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

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

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8. Is Special Relocation Assistance Needed?

☐ No
☐ Yes – Describe special relocation needs.

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

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

10. Describe the business relocation potential in the community:

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

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

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

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

☐ Describe other relocation assistance requirements, not identified above.

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

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

Alternative Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

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

Type of Land Acquired From Farm Operations	Type of Acquisition (acres)		Total Area Acquired (acres)
	Fee Simple	Easement	
Crop land and pasture	7.58	0	7.58
Woodland	1.45	0	1.45
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	0.60	0	0.60
Totals	9.63	0	9.63

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

Acreage to be Acquired	Number of Farm Operations
Less than 1 acre	4
1 acre to 5 acres	5
More than 5 acres	0

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

☒ No

- ☐ The land was purchased prior to August 6, 1984 for the purpose of conversion.
- ☐ The acquisition does not directly or indirectly convert farmland.
- ☐ The land is clearly not farmland
- ☒ The land is already in, or committed to urban use or water storage.

Land to be converted is zoned as ag-residential or commercial. NRCS responded that the FPPA did not apply.

☐ Yes (This determination is made by the Natural Resources Conservation Service (NRCS) via the completion of the Farmland Impact Conversion Rating Form, NRCS Form AD-1006)

- ☐ The land is prime farmland which is not already committed to urban development or water storage.
- ☐ The land is unique farmland.
- ☐ The land is farmland which is of statewide or local importance as determined by the appropriate state or local government agency.

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

☐ No - Explain.

☒ Yes

- ☐ The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for this project alternative.
  Date Form AD-1006 completed: _____
- ☒ The Site Assessment Criteria Score is 60 points or greater.
  Date Form AD-1006 completed: March 28, 2013 (See **Attachment 10**)

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

☒ No

- ☐ Eminent Domain will not be used for this acquisition
- ☐ The project is a "Town Highway" project
- ☐ The acquisition is less than 1 acre
- ☒ The acquisition is 1-5 acres and DATCP chooses not to do an AIS.
- ☐ Other. Describe: _____

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

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

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

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

Is the land acquired "non-significant"?

☐ Yes - (All must be checked) An AIN is not required but complete questions 7-16.
- ☐ Less than 1 acre in size
- ☐ Results in no severances
- ☐ Does not significantly alter or restrict access
- ☐ Does not involve moving or demolishing any improvements necessary to the operation of the farm
- ☐ Does not involve a high value crop

☒ No
- ☒ Acquisition 1 to 5 acres - **AIN required**. (See **Attachment 8**)
- ☐ Acquisition over 5 acres - **AIN required**.

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

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

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7. Identify and describe effects to farm operations because of land lost due to the project:
- ☐ Does Not Apply.
- ☐ Applies – Discuss.

8. Describe changes in access to farm operations caused by the proposed action:
- ☐ Does Not Apply.
- ☐ Applies – Discuss.

9. Indicate whether a farm operation will be severed because of the project and describe the severance (include area of original farm and size of any remnant parcels):
- ☐ Does Not Apply.
- ☐ Applies – Discuss.

10. Identify and describe effects generated by the acquisition or relocation of farm operation buildings, structures or improvements (e.g., barns, silos, stock watering ponds, irrigation wells, etc.). Address the location, type, condition and importance to the farm operation as appropriate:
- ☐ Does Not Apply.
- ☐ Applies – Discuss.

11. Describe effects caused by the elimination or relocation of a cattle/equipment pass or crossing. Attach plans, sketches, or other graphics as needed to clearly illustrate existing and proposed location of any cattle/equipment pass or crossing:
- ☐ Does Not Apply.
- ☐ Replacement of an existing cattle/equipment pass or crossing is not planned. Explain.
- ☐ Cattle/equipment pass or crossing will be replaced.
- ☐ Replacement will occur at same location.
- ☐ Cattle/equipment pass or crossing will be relocated. Describe.

12. Describe the effects generated by the obliteration of the old roadway:
- ☐ Does Not Apply.
- ☐ Applies – Discuss.

13. Identify and describe any proposed changes in land use or indirect development that will affect farm operations and are related to the development of this project:
- ☐ Does Not Apply.

☐ Applies – Discuss.

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

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

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

☐ No
☐ Applies – Discuss.

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

Factor Sheet B-1

Alternative Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

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

Name of Community/Neighborhood: Town of Hudson
Incorporated: ☐ Yes ☒ No

Total Population: 8,367

Demographic Characteristics

Census Year 2010	% of Population
Minority	4.3
60 years of age or older	8.9
Individuals below poverty level	2.0
Owner occupied housing	94.9
Renter occupied housing	5.1
Workforce commuting by automobile	92.6
Workforce commuting by public transportation	1.0

Name of Community/Neighborhood: Town of Warren
Incorporated: ☐ Yes ☒ No

Total Population: 1,740

Demographic Characteristics

Census Year 2010	% of Population
Minority	1.6
60 years of age or older	11.3
Individuals below poverty level	4.8
Owner occupied housing	85.2
Renter occupied housing	14.8
Workforce commuting by automobile	88.6
Workforce commuting by public transportation	0.0

Name of Community/Neighborhood: Town of Kinnickinnic
Incorporated: ☐ Yes ☒ No

Total Population: 1,863

Demographic Characteristics

Census Year 2010	% of Population
Minority	3.0
60 years of age or older	17.2
Individuals below poverty level	4.8
Owner occupied housing	92.2
Renter occupied housing	7.8
Workforce commuting by automobile	89.3
Workforce commuting by public transportation	0.8

Name of Community/Neighborhood: Village of Roberts
Incorporated: ☒ Yes ☐ No

Total Population: 1,789

Demographic Characteristics

Census Year 2010	% of Population
Minority	4.8
60 years of age or older	8.6
Individuals below poverty level	18.4
Owner occupied housing	69.1
Renter occupied housing	30.8
Workforce commuting by automobile	94.6
Workforce commuting by public transportation	0.3

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

The existing modes of transportation consist of primarily automobile and truck traffic. I-94 carries high truck traffic (24% of average daily traffic). I-94 carries traffic travelling to and from their homes and businesses within western Wisconsin as well as the Twin Cities of Minnesota. School bus service exists throughout the project area. Although limited in nature due to the narrow roadways and shoulders, other modes of transportation include biking, walking, and snowmobiling along the shoulders of the local roads which pass under I-94 (Kinney Road, 100th Street, and 130th Street). There is no public mass transit service in 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 would improve mobility and operations of truck and automobile traffic along I-94. The bridges over Kinney Road and 130th Street would be lengthened to accommodate snowmobiles within the shoulder areas during winter months to avoid conflict with roadway traffic. The local roads under I-94 (Kinney Road, 100th Street, and 130th Street) would continue to accommodate pedestrians and bicyclists. There are no proposed changes to any transit, school bus service, or other multi-modal services as a result of the Proposed Action.

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

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

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

Residential development will likely to continue to occur adjacent to I-94. 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.

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

Lane closures during off-peak hours are anticipated on I-94. Local road access may be temporarily disrupted during construction during removal of the existing bridges and setting of new bridge girders over the local roadways. Coordination with emergency services, school bus services, postal services, garbage pickup, and other public services is ongoing and will continue in design. The contract special provisions will be required to maintain emergency and access routes during construction. After construction, emergency and public services will return to preconstruction conditions through the project.

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

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

No access changes are proposed.

In order to complete reconstruction and expansion of I-94, fee acquisition as well as temporary easements would be required from some properties adjacent to I-94. No access points are proposed to be impacted. The acquisition would be required to construct ditches and blend the slopes into the existing frontages. Tree removals would be required within the areas to be acquired.

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

There are no impacts anticipated to any community or neighborhood facilities.

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

- Traffic maintenance on local roads: Property owners requested that traffic be maintained to the extent feasible throughout construction.
- Minimize new right-of-way acquisition: Adjacent property owners requested that strip taking of new right-of-way be minimized to the extent feasible.
- Tree removal/visual impact to and from I-94 facility: Property owners requested that tree removal be minimized, where feasible, to allow for visual screening to and from the highway. Property owners requested consideration of replacement of trees where possible.
- Traffic noise: Property owners requested that considerations be made to reduce noise impacts from traffic where feasible and reasonable.

See **Question 10** for additional details and proposed resolutions to these factors.

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

Community Sensitive Design considerations include snowmobile accommodations on local roads, steepened slopes to minimize adjacent property impacts, and consideration of vegetation planning.

Kinney Road and 130th Street are current and planned snowmobile routes. The snowmobiles are forced onto the roadway pavement under I-94 due to the width-restriction at the existing bridge piers (see photo in **Figure 16**). The snowmobiles can conflict with roadway traffic and create pavement maintenance issues. The bridges are proposed to be replaced with single span structures and lengthened to accommodate a full snowmobile trail within the roadway shoulder/ditch area under the structure.

Steep slopes outside of the clear zone (4:1 normal steepened to 2.5:1/3:1) are proposed to minimize impacts to adjacent properties and minimize tree and vegetation removal.

Design considerations will include areas where vegetation removed can be replaced with new trees to provide a visual buffer between the highway and adjacent properties.

Figure 16 – Width Restriction on Local Road at Piers

Coordination for final community sensitive design features to be incorporated into the project is ongoing.

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

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

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

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

Total Number of Households to be Relocated.

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

a. Number by Ownership

Number of Households Living in Owner Occupied Building	Number of Households Living in Rented Quarters

b. Number of households to be relocated that have.

1 Bedroom	2 Bedroom	3 Bedroom	4 or More Bedrooms

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

Number of Single Family Dwelling.	Price Rang.
Number of Multi-Family Dwellings	Price Range
Number of Apartment	Price Range

12. Describe the relocation potential in the community:

a. Number of Available Dwellings

1 Bedroom	2 Bedrooms	3 Bedrooms	4 or More Bedrooms

b. Number of Available and Comparable Dwellings by Location

within	within
within	within

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

Single Family Dwellings	Price Range
Multi-Family Dwellings	
Apartments	

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

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

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

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

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

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

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

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

☐ Identify other relocation assistance requirements not identified above.

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

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

☐ None identified
☐ Yes - Describe services that will be required

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

WisDOT will work with adjacent residents on an individual basis to minimize temporary disruptions during construction and to minimize impacts to existing property improvements (trees, frontages, etc.). Access will be maintained during and after construction. Disruption to community services such mail service, bus service, utility services, and garbage pickup will minimized through coordination with the community and serving agencies.

Factor Sheet B-4

Alternative Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

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

None of the local comprehensive plans indicate the presence of minority and low income populations in the project area. Coordination with local units of government and the public involvement process did not reveal the presence of any population groups directly adjacent to the Proposed Action. Elderly populations participated in public involvement efforts.

Populations covered under Executive Order 12898, if present, are considered relatively low in the project area.

Population Groups	Low Income	Elderly	Disabled
☒ Black (having origins in any of the black racial groups of Africa) Describe: 0.5% (T of Hudson); 0.3% (T of Warren); 1.1% (T of Kinnickinnic); 0.2% (V of Roberts)	Yes ☐ No ☒	Yes ☐ No ☒	Yes ☐ No ☒
☒ Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race) Describe: 1.1% (T of Hudson); 0.4% (T of Warren); 1.8% (T of Kinnickinnic); 0.7% (V of Roberts)	Yes ☐ No ☒	Yes ☐ No ☒	Yes ☐ No ☒
☒ Asian American (origins in any of the original peoples of the Far East, SE Asia, the Indian subcontinent, or the Pacific Islands) Describe: 0.9% (T of Hudson); 0.2% (T of Warren); 0.5% (T of Kinnickinnic); 0.1% (V of Roberts)	Yes ☐ No ☒	Yes ☐ No ☒	Yes ☐ No ☒
☒ 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: 0% (T of Hudson); 0% (T of Warren); 0% (T of Kinnickinnic); 3.5% (V of Roberts)	Yes ☐ No ☒	Yes ☐ No ☒	Yes ☐ No ☒
☒ White and any combination of the above. Describe: 2.7% (T of Hudson); 1.1% (T of Warren); 0% (T of Kinnickinnic); 1.0% (V of Roberts)	Yes ☐ No ☒	Yes ☐ No ☒	Yes ☐ No ☒
☐ Non-minority low-income population Describe: None identified.		Yes ☐ No ☒	Yes ☐ No ☒

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

- ☒ Advertisements
- ☒ Newsletters
- ☐ Utility Bill Inserts
- ☐ Public Service Announcements
- ☐ Key Persons
- ☐ Brochures
- ☒ Notices
- ☒ E-mails
- ☒ Direct Mailings
- ☐ Other, identify _____

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

- ☐ Mailed Surveys
- ☐ Door-to-door interviews
- ☐ Focus Group Research
- ☐ Public Hearings
- ☐ Other, identify _____
- ☐ Targeted Small Group Information Meetings
- ☐ Targeted Workshop/conferences
- ☒ Public Meetings
- ☐ Key Person Interviews

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

- ☐ Interpreters
- ☒ Listening Aids

☒ Accessibility for Elderly & Disabled ☐ Transportation Provided
☐ Child Care Provided ☐ Sign Language
☐ Other, _____

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 maintenance of safety. Measures to incorporate beneficial effects include direct coordination with property owners, local municipalities and agencies, and other interested stakeholders.

B. Adverse effect.

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

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

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

- Short lived delays during construction; special provisions will be included in the project requiring the contractor to maintain access to and from I-94 and the local roads. If interruption in service is required on the local roads during construction activities, the interruption would be short-lived while providing timely notice will be provided to adjacent property owners if access must be interrupted on local roads. Traffic information will be made public via written notices, email, press releases, and door-to-door contact, as needed, to notify travelers of possible traffic delays.
- Changes in view-shed to and from the facility; coordination is ongoing with property owners to minimize impacts to lot frontages and minimize tree removal which provides a buffer between the viewers and the roadway facility.

☐ 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-9

Alternative Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

1. Landscape Characteristics:

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

The landscape in the area consists primarily of low-density residential and agricultural land uses with some commercial/retail uses concentrated around the US 12 and WIS 65 interchanges. The residential properties have both open grass land and wooded land cover. The agricultural land cover is primarily open cropland/pasture with some woodland cover.

Views of the USFWS Clapp Waterfowl Production Area (WPA) are present along the north side of I-94 just east of Kinney Road. There is an existing WisDOT truck weigh station facility located within the existing right-of-way on the south side of I-94 between Kinney Road and 100th Street.

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 to the USFWS Clapp WPA is pleasing to users of I-94 as well as to property owners adjacent to these landscape features and users of the public lands.

2. User/viewer Characteristics:

a. Identify and discuss the viewers who will have a <u>view of</u> the improved transportation facility:

The property owners located adjacent to I-94 would have a view of the improved transportation facility. Local road users including bicyclists, pedestrians, and snowmobiles on Kinney Road, 100th Street, and 130th Street will also have a view of the improved roadway. The general number of viewers who have a view of the improved transportation facility is generally low (<500).

b. Identify and discuss users of the transportation facility who will have a <u>view from</u> the facility:

Through and local traffic, commuters, and tourists using the I-94 facility have the views from I-94. The general number of viewers who have a view from the improved transportation facility is generally high (>40,000 per day).

3. Effects:

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

The project would have minimal impacts on the existing visual character of the landscape. Some trees and vegetation adjacent to the I-94 facility and within the existing right-of-way would be removed to construct the proposed improvements.

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

There are no anticipated effects to the viewers from the I-94 roadway. Some adjacent property owners may have modified views of the I-94 facility due to removal of trees and vegetation along I-94.

4. Mitigation:

a. Have aesthetic commitments been made?

☐ No

☒ Yes - Discuss: During design, the project will further evaluate measures to minimize impacts to property owner frontages and consider locations where vegetation may be replaced to provide a visual buffer to and from the highway.

Factor Sheet C-1

Alternative Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

1. Describe Wetlands:

	Wetland 1	Wetland 2	Wetland 3	Wetland 4
Name (If known)*	W14	W3	W4	W13
Location County	St. Croix	St. Croix	St. Croix	St. Croix
Location (Section-Town-Range)	SEC 26 T29N 19W	SEC 35 T29N R19W	SEC 36 T29N R19W	SEC 31 T29N R18W
Location Map	**Attachment 16**			
Wetland Type(s)[1]	RPF (N)	SM	M(N)/SS	M(N)
Total Wetland Loss (acres)	0.336	0.095	0.054/0.054	0.082
Wetland is: (Check all that apply)[2]	Yes/No	Yes/No	Yes/No	Yes/No
• **Isolated from stream, lake or other surface water body**	Yes	No	Yes	Yes
• **Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain**	No	No	No	No
• **If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range**	No	Yes Unnamed Water Body (private pond) SEC 35 T29N R19W	No	No

	Wetland 5	Wetland 6	Wetland 7	Wetland 8
Name (If known)*	W6	W12	W11	W20
Location County	St. Croix	St. Croix	St. Croix	St. Croix
Location (Section-Town-Range)	SEC 31 T29N 18W	SEC 32 T29N R18W	SEC 32 T29N R18W	SEC 34 T29N R18W
Location Map	**Attachment 16**			
Wetland Type(s)[1]	SS	SM/M(N)	M(N)	M(N)
Total Wetland Loss (acres)	0.004	0.049/0.049	0.019	0.086
Wetland is: (Check all that apply)[2]	Yes/No	Yes/No	Yes/No	Yes/No
• **Isolated from stream, lake or other surface water body**	Yes	Yes	Yes	No
• **Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain**	No	No	No	No
• **If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range**	No	No	No	Yes Unnamed Stream SEC 34 T29N R18W

[1]Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C"

[2]If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

* Wetland name is taken from original wetland delineation report prepared in September 2012 for the Proposed Action.

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 would include excavation for the proposed roadway widening; placement of fill for roadway embankments; culvert reconstruction; and placement of riprap at pipe outlets to minimize erosion.

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

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

5. Federal Highway Administration (FHWA) Wetland Policy:

☐ Not Applicable - Explain
☐ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.
☒ Statewide Wetland Finding:
NOTE: All three boxes below must be checked for the Statewide Wetland Finding to apply.
☒ Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.
☒ The project requires the use of 7.4 acres or less of wetlands.
☒ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

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

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

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

☐ Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.
☒ Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.
Indicate area of wetlands filled: 0.827 Acres
Type of 404 permit anticipated:
☐ Individual Section 404 Permit required.
☒ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.
Indicate which GP or LOP is required:
☐ Non-Reporting GP
☐ Provisional GP
☒ Provisional LOP
☐ Programmatic GP

Expiration date of 404 Permit, if known

404 Permit submittal is pending and approval will be obtained prior to construction of the Proposed Action.

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

☒ No Section 10 Waters.

Indicate whether Pre-Construction Notification (PCN) to the USACE is:
☐ Not applicable.
☐ Required: Submitted on: (Date)

Status of PCN
USACE has made the following determination on: (Date)
USACE is in the process of review, anticipated date of determination is: (Date)

9. Wetland Avoidance and Impact Minimization: [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 widening to south along I-94 instead of the north side to avoid larger wetland complexes and open water areas near the USFWs Clapp WPA and maintaining the proposed work within existing roadway corridor, where feasible in areas where more right-of-way is available.

2. Indicate the total area of wetlands avoided:
   Acres: 1.5 (estimated)

B. Minimize the amount of wetlands affected:

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

   Wetland impacts were minimized by use of steeper slopes outside the clear zone (increase 4:1 normal slope to 2.5:1/3:1 steeper slopes) or a combination of use of guardrail and steeper slopes.

   During design additional wetland minimization will be evaluated through use of steep slopes, guard rail, and profile adjustments.

2. Indicate the total area of wetlands saved through minimization:
   Acres: 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)	0.336	**				**
RPF(D)	Degraded riparian wetland (wooded)						
RPE(N)	Riparian wetland (emergent)						
RPE(D)	Degraded riparian wetland (emergent)						
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens	0.289	**				**
M(D)	Degraded meadow						
SM	Shallow marsh	0.143	**				**
DM	Deep marsh						
AB(N)	Aquatic bed						
AB(D)	Degraded aquatic bed						
SS	Shrub Swamp, shrub carr, alder thicket	0.058	**				**
WS(N)	Wooded swamp						
WS(D)	Degraded wooded swamp						
Bog	Open and forested bogs						

D = Degraded
N = Non-degraded

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

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

Not applicable. No on-site mitigation sites were available due to the lack of hydric soils in the project area and construction of on-site mitigation would have created impacts to adjacent property owners which would have outweighed the limited wetland impact acreage for the Proposed Action.

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 the USACE. Correspondence with WDNR is included in **Attachment 6**. Coordination will continue with WDNR and USACE to permit wetland fills and obtain water quality certification/final concurrence for the Proposed Action.

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

Factor Sheet C-2

Alternative Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

1. Stream Name:

- Unnamed Stream #1
- Unnamed Stream #2
- Unnamed Stream #3
- Kinnickinnic River

See **Attachment 13** for the streams within the project area. See **Attachment 14** for mapped floodplains within the project area.

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

☒ Unknown (Unnamed Stream #1, #2, and #3)
☐ Warm water
☒ Cold water (Kinnickinnic River)
If trout stream, identify trout stream classification: Class I
☐ Wild and Scenic River

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

13,189 acres (Kinnickinnic River)
Unknown (Unnamed Stream #1, #2, and #3)

4. Stream flow characteristics:

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

5. Stream Characteristics:

A. Substrate:
☒ Sand
☒ Silt
☐ Clay
☐ Cobbles
☐ Other-describe:

B. Average Water Depth: varies 1 to 5-feet

C. Vegetation in Stream
☐ Absent
☒ Present - If known describe: Unknown

D. Identify Aquatic Species Present:
Brook, brown, and rainbow trout (Kinnickinnic River)
Various forage fish species (Unnamed Stream #1, #2, and #3)

E. If water quality data is available, include this information:
Not available

F. Is this river or stream on the WDNR's "Impaired Waters" list?
☒ No
☐ Yes - List: _____

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

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

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

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

No swallow nests were identified on the culvert to be replaced at Unnamed Stream #3. Although swallow nests were not observed on the I-94 overpass bridges over Kinney Road, 100th Street, and 130th Street; provisions will be provided in the contract to prevent nesting of swallows prior to the start of nesting season on May 1 or the bridges will be removed outside of the nesting season before May 1 or after August 30.

8. Describe land adjacent to stream*:*

Land adjacent to the streams includes residential home sites, farmlands, wetlands, and woodlands.

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

- Unnamed Stream #1 – downstream discharge to West Twin Lake
- Unnamed Stream #2 – none identified
- Unnamed Stream #3 – none identified
- Kinnickinnic River – unnamed Stream #2 discharges into the Kinnickinnic 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.]

I-94 is a crossing encroachment at all streams. The work at each location is described below.

- Unnamed Stream #1 – no work within waterway, existing culvert to remain; slope and roadway grading adjacent to waterway. There are no mapped floodplains at this location.
- Unnamed Stream #2 – no work within waterway, existing culvert to remain; slope and roadway grading adjacent to waterway. No work within the 100-year floodplain.
- Unnamed Stream #3 – culvert replacement within waterway; slope and roadway grading adjacent to waterway. There are no mapped floodplains at this location.
- Kinnickinnic River – no work within waterway, existing bridges will not be reconstructed as part of this Proposed Action; slope and roadway grading adjacent to waterway. There will be roadway grading work up to the bridge and within the 100-year floodplain at this location.

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

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 along I-94 would not increase the backwater of any of the waterways. The project is in compliance with NR116.

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

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

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

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

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

Existing and planned floodplain uses will continue. Floodplain land uses include primarily woodlands, wetlands, and croplands. Development within floodplains is controlled by Federal, State, and local laws. The project would 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 would be no long-term effects on water quality within the floodplains. During construction, there could be a slight impact to the water quality within the project work area, but this would be minimized contained within the project site through the use of silt fence, turbidity barrier, erosion bales, and other Best Management Practices to control erosion. There would be no impacts to aquatic plants, animals, and fish. After construction, the water quality would return to preconstruction conditions.

16. Are measures proposed to enhance beneficial effects?

- ☒ No
- ☐ Yes. Describe: _____

LAKES OR OTHER OPEN WATER EVALUATION
(Lakes, Ponds, Impoundments, Flowages, etc.)

Wisconsin Department of Transportation

Factor Sheet C-3

Alternative Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

1. Name of Lake or Water body:
- Unnamed Water Body #1
- Unnamed Water Body #2
- Unnamed Water Body #3
- Twin Lakes

See **Attachment 13** for a location map of the lakes and water bodies within the project area.

2. Location of Lake or Water body:
- Unnamed Water Body #1 – Section 35, T29N, R19W, Town of Hudson
- Unnamed Water Body #2 – Section 25, T29N, R19W, Town of Hudson
- Unnamed Water Body #3 – Section 29, T29N, R18W, Town of Warren
- Twin Lakes – Section 29, T29N, R18W, Town of Warren

3. Lake or Water body Type:
☒ **Lake** (Unnamed Water Body #2, Unnamed Water Body #3, and Twin Lakes)
☒ **Pond** (Unnamed Water Body #1)
☐ **Bog**
☐ **Impoundment**
☐ **Flowage**
☐ **Other – Describe:**

4. Area of Water body:
- Unnamed Water Body #1 – estimated 1.7 acres
- Unnamed Water Body #2 – estimated 170 acres
- Unnamed Water Body #3 – estimated 10 acres
- Twin Lakes – 99 acres (West Twin Lake) and 60 acres (East Twin Lake)

5. Hydrologic characteristics:
☒ Permanent (year-round)
☐ Temporary (dry part of year**)**

6. Lake or Water body Characteristics:
Substrate:
☒ Sand
☒ Silt
☐ Clay
☐ Cobbles
☐ Other - Describe

Maximum Depth:
☒ Feet: Unknown

Vegetation in Lake or Water body:
☐ Absent
☒ Present - If known – Describe: Unknown

7. Identify Aquatic Species Present:

The water bodies adjacent to the project provide a diverse number of aquatic habitats. These habitats provide for both permanent and seasonal migratory uses for a diversity of species. Resident species around the lake include small mammals, various amphibians, numerous song birds, and other raptors. Resident waterfowl include Canada geese and ducks as well a wide variety of species within the USFWS Clapp Waterfowl Production Area (Unnamed Water Body #2) such as the trumpeter swan, mallard duck, wood duck, hooded merganser, Canada goose, meadowlark, henslow's sparrow, bobolink, and northern harrier. Most of these species use the area for feeding, foraging, and nesting. Forage fish communities are likely present in the water bodies although the specific species are unknown.

8. If water quality data is available, include this information: (e.g., DNR or local discharger might have such records)

Water quality data is not available for Unnamed Water Body #1, #2, and #3. WDNR has listed both of the Twin Lakes on their 2012 list of Impaired Waters. The lakes are listed for high concentrations of phosphorus levels which lead to sever blue algae blooms in the summer.

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

☒ Not applicable – no bridge or box culvert replacement at lakes or open water bodies
☐ None identified
☐ Yes – Identify bird species present: _____
Estimated number of nests is: _____

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

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

11. Describe land adjacent to lake or water body:

Land adjacent to the lakes includes residential home sites, open grassland, wetlands, and woodlands. The Unnamed Water Body #2 is located within the USFWS Clapp Waterfowl Production Area.

12. Describe proposed work in, over, or adjacent to lake or water body;

No work would take plan in or over any of the water bodies. Roadside and slope grading would occur adjacent to Unnamed Water Body #1 and #2.

Open water fills in the Unnamed Water Body #1 (privately owned pond) would be avoided by use of steep slopes with guardrail and/or a retaining wall.

13. Discuss probable direct impacts to water quality in the water body, both during and after construction. Indicate the probable effects on plants and animals inhabiting or dependent upon the lake or water body:

No impacts are anticipated to water quality, plants, or animals during or after construction. Stormwater would be treated prior to discharge. See Factor Sheet D-5.

Silt fence and other erosion control measures would be installed to minimize adverse impacts to water quality during construction adjacent to the water bodies. Graded roadway side slopes would be finished with topsoil, seed, erosion mat, and riprap (stone), where necessary, in a timely manner after excavation and filling to avoid inadvertent erosion into the water bodies. See Factor Sheet D-6 for proposed erosion control methods.

14. Are measures proposed to enhance beneficial effects:

☒ No.
☐ Yes - Describe: _____

Factor Sheet D-2

Alternative Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

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

Noise sensitive sites within the project area consist primarily of residential homes (approximately 100). The number of individual persons potentially affected is approximately 400.

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

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

Table D-2.1 - Construction Noise/Distance Relationships

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

Alternative Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

1. Need for Noise Analysis:

A. Is the proposed action considered a Type I project? (A Type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes).

- ☐ No – Complete only Factor Sheet D-2, Construction Stage Sound Quality Impact Evaluation.
- ☒ Yes – Complete Factor Sheet D-2, Construction Stage Sound Quality Impact Evaluation, and the rest of this sheet.

2. Traffic Data:

A. Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on Basic Sheet 6, Traffic Summary Matrix*:*

- ☒ No
- ☐ Yes

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

Existing and future noise levels were determined using the FHWA Traffic Noise Model (TNM version 2.5) at both developed and undeveloped receptor sites along I-94. See attached noise receptor location map in **Attachment 15**.

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

There are 78 developed receptors which have been modeled in the project area as shown in **Table D-3.1** below. All developed receptors are residential properties except 10 are commercial business sites. No other noise sensitive receptors such as schools, medical facilities, places of worship, public meeting areas, libraries, etc. are present in the project area.

Existing and future noise levels were also modeled at the undeveloped areas along the project area. Thirty-six sample undeveloped receptor sites were modeled as shown in **Table D-3.2** below.

See attached noise receptor location map in **Attachment 15** for locations of the noise receptors.

D. If this proposal is implemented will future sound levels produce a noise impact?

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

E. Will traffic noise abatement measures be implemented?

- ☐ Not applicable – Traffic noise impacts will not occur.
- ☒ No – Traffic noise abatement is not reasonable or feasible (explain why). **See Noise Analysis Summary below.** In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. A copy of the written notification will be sent to local units of government upon approval of this Environmental Assessment and prior to preparation of the final environmental finding.
- ☐ 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 approximately 15 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 I-94 during any period is not compatible with the Purpose and Need of this project and therefore is not a reasonable noise mitigation measure.

Buffer Zones
This is a not a reasonable measure since there are existing buffer zones (undeveloped, wooded areas) already present throughout the project between the existing highway and the receptors. Acquisition of these undeveloped areas would not significantly preempt further development on the undeveloped properties that are adjacent to I-94 nor would acquisition avoid future noise impacts to future receptors due to the rolling topography along the I-94 corridor through this portion of St. Croix County.

Noise Barriers (Walls)
The 15 impacted receptors were grouped into nine areas. Nine noise walls were modeled to determine if noise walls could effectively mitigate traffic noise levels per WisDOT FDM 23-35.

The noise wall locations modeled are shown on the noise receptor maps in **Attachment 15**.

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

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

In all cases, the noise walls modeled are anticipated to exceed the reasonable cost per receptor ($77,000 - $486,000 per receptor). In some cases, the noise wall modeled does not reduce future noise levels by at least 8 dB. The study team ceased noise wall modeling scenarios at a maximum wall height of 40-feet due to total cost and ineffectiveness of the walls.

Noise walls are not effective on this project due to the rolling topography along the corridor as well as the distance of the receptor from the wall. A graphic of the typical noise/distance relationship is shown in **Figure 17** below.

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.

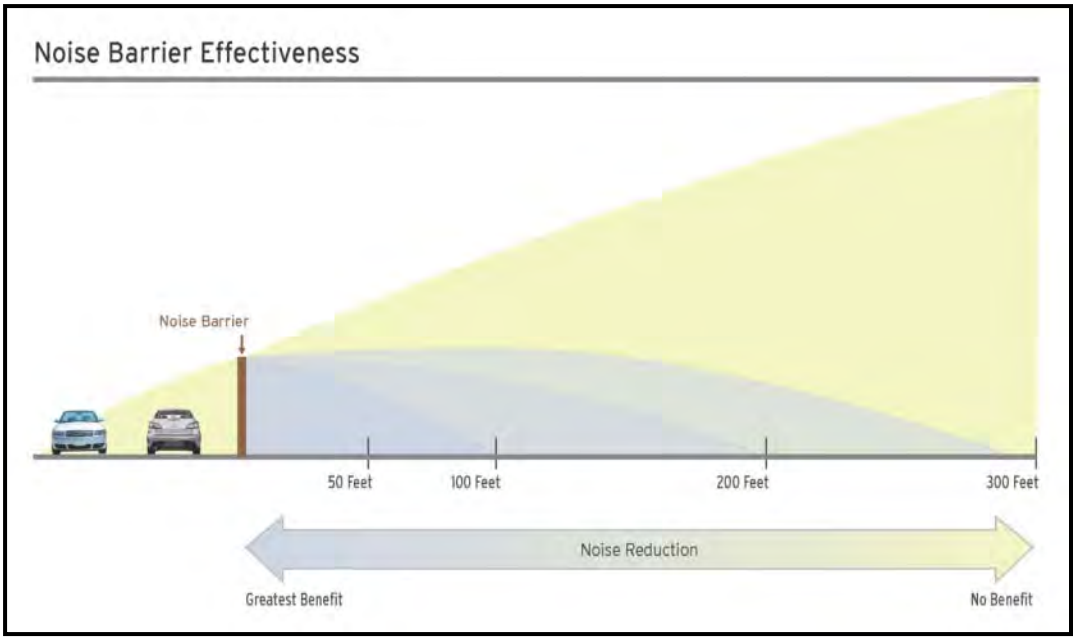


Figure 17 - Noise/Distance Relationships for Noise Barrier Effectiveness

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 Modeling at Developed Sites								
			Sound Level L_{eq}[1] (dBA)			Impact Evaluation		
Receptor Location or Site Identification **(See Attachment 15)** (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)	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)
Area 1 – US 12 to Kinney Road								
1-1	112’	Business (50)	74	74	71	3	0	**I**
1-2	178’	Business (25)	74	70	68	2	-4	N
1-3	160’	Business (25)	74	70	67	3	-4	N
1-4	174’	1 Family	67	74	71	3	7	**I**
1-5	275’	1 Family	67	70	66	4	3	**I**
1-6	441’	1 Family	67	64	60	4	-3	N
1-7	292’	1 Family	67	70	67	3	3	**I**
1-8	390’	1 Family	67	68	66	2	1	**I**
1-9	430’	1 Family	67	64	63	1	-3	N
1-10	524’	1 Family	67	64	61	3	-3	N
1-11	571’	1 Family	67	63	59	4	-4	N
1-12	438’	1 Family	67	61	59	2	-6	N
1-13	502’	1 Family	67	60	57	3	-7	N
1-14	695’	1 Family	67	58	55	3	-9	N
1-15	369’	1 Family	67	67	63	4	0	**I**
1-16	449’	1 Family	67	66	63	3	-1	**I**
1-17	762’	1 Family	67	60	56	4	-7	N
1-18	851’	1 Family	67	59	56	3	-8	N
1-19	884’	1 Family	67	60	56	4	-7	N
1-20	930’	1 Family	67	60	56	4	-7	N
1-21	1069’	1 Family	67	60	56	4	-7	N
1-22	571’	1 Family	67	62	60	2	-5	N
1-23	387’	1 Family	67	63	60	3	-4	N
1-24	298’	1 Family	67	61	58	3	-6	N
1-25	570’	1 Family	67	64	61	3	-3	N
1-26	434’	1 Family	67	60	55	5	-7	N
1-27	708’	1 Family	67	62	60	2	-5	N
1-28	409’	1 Family	67	62	59	3	-5	N
1-29	186’	1 Family	67	71	69	2	4	**I**
1-30	302’	1 Family	67	71	68	3	4	**I**
1-31	350’	1 Family	67	68	65	3	1	**I**
1-32	413’	1 Family	67	66	63	3	1	**I**
1-33	517’	1 Family	67	54	50	4	-13	N
1-34	803’	1 Family	67	60	54	6	-7	N
1-35	869’	1 Family	67	55	52	3	-12	N
1-36	776’	1 Family	67	56	52	4	-11	N
1-37	726’	1 Family	67	57	53	4	-10	N
1-38	999’	1 Family	67	53	49	4	-14	N
1-39	1085’	1 Family	67	54	50	4	-13	N

[1] Use whole numbers only.
[2] Insert the actual Noise Abatement Criteria from Wisconsin Administrative Code, Chapter Trans. 405.04, Table 1.
[3] An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, **or**, future sound levels approach or exceed the Noise Abatement Criteria (“approach” is defined as 1 dB less than the Noise Abatement Criteria, therefore an impact occurs when Column (h) is –1 db or greater). I = Impact, N = No Impact.

Table D-3.1 - Noise Modeling at Developed Sites								
			Sound Level L_{eq}[1] (dBA)			Impact Evaluation		
Receptor Location or Site Identification **(See Attachment 15)** (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)	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)
1-40	811’	1 Family	67	54	50	4	-13	N
1-41	482’	1 Family	67	63	56	7	-4	N
1-42	454’	1 Family	67	64	53	11	-3	N
Area 2 – Kinney Road to Weigh Station								
2-1	347’	1 Family	67	64	59	5	-3	N
2-2	478’	1 Family	67	55	51	4	-12	N
2-3	457’	1 Family	67	58	55	3	-9	N
2-4	345’	1 Family	67	59	56	3	-8	N
2-5	489’	1 Family	67	62	58	4	-5	N
2-6	435’	1 Family	67	63	60	3	-4	N
2-7	460’	1 Family	67	64	61	3	-3	N
2-8	415’	1 Family	67	63	60	3	-4	N
2-9	516’	1 Family	67	48	44	4	-19	N
2-10	544’	1 Family	67	62	58	4	-5	N
2-11	494’	1 Family	67	63	59	4	-4	N
Area 3 – Weigh Station to 100th Street								
3-1	669’	1 Family	67	61	57	4	-6	N
3-2	676’	1 Family	67	59	55	4	-8	N
3-3	594’	1 Family	67	60	56	4	-7	N
3-4	655’	1 Family	67	58	54	4	-9	N
3-5	335’	1 Family	67	69	66	3	2	**I**
3-6	445’	1 Family	67	62	58	4	-5	N
3-7	124’	Business	74	68	68	0	-6	N
Area 4 – 100th Street to WIS 65								
4-1	622’	1 Family	67	58	52	6	-9	N
4-2	649’	1 Family	67	58	53	5	-9	N
4-3	487’	Business	74	64	58	6	-10	N
4-4	475’	1 Family	67	65	58	7	-2	N
4-5	510’	1 Family	67	66	61	5	-1	**I**
4-6	697’	1 Family	67	61	56	5	-6	N
4-7	636’	1 Family	67	61	56	5	-6	N
4-8	632’	1 Family	67	60	55	5	-7	N
4-9	544’	1 Family	67	63	57	6	-4	N
4-10	526’	1 Family	67	66	61	5	-1	**I**
Area 5 – WIS 65 Interchange								
5-1	279’	Business (50)	74	69	67	2	-5	N
5-2	220’	Business (100)	74	64	61	3	-10	N
Area 6 – WIS 65 to 130th Street								
6-1	515’	1 Family	67	51	48	3	-16	N
6-2	700’	1 Family	67	58	57	1	-9	N
6-3	272’	Business (50)	74	70	62	8	-4	N
6-4	559’	Business (5)	74	66	63	3	-8	N
6-5	344’	1 Family	67	67	63	4	0	**I**
6-6	353’	Business (10)	74	64	61	3	-10	N

Table D-3.2 - Noise Modeling at Undeveloped Sites			
Undeveloped Receptor Site Identification No. **(See Attachment 15)**	Distance from Highway Right-of-Way (ft.)	Existing Sound Level (dBA)	Anticipated Future Sound Level (dBA)
Area 1 – US 12 to Kinney Road			
U1-1	100	70	73
U1-2	500	53	57
U1-3	100	62	65
U1-4	500	57	60
U1-5	100	67	71
U1-6	500	56	61
U1-7	100	64	72
U1-8	500	55	61
Area 2 – Kinney Road to Weigh Station			
U2-1	100	50	54
U2-2	500	45	49
U2-3	100	66	70
U2-4	500	56	59
Area 3 – Weigh Station to 100th Street			
U3-1	100	67	70
U3-2	500	56	60
U3-3	100	66	67
U3-4	500	57	60
Area 4 – 100th Street to WIS 65			
U4-1	100	61	62
U4-2	500	52	55
U4-3	100	69	72
U4-4	500	59	63
U4-5	100	68	71
U4-6	500	59	63
U4-7	100	69	72
U4-8	500	59	62
U4-9	100	68	71
U4-10	500	57	61
U4-11	100	64	67
U4-12	500	55	57
U4-13	100	65	70
U4-14	500	55	58
Area 6 – WIS 65 to 130th Street			
U6-1	100	63	67
U6-2	500	52	58
U6-3	100	65	72
U6-4	500	61	65
U6-5	100	67	70
U6-6	500	56	58

Alternative Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

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

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

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

_____

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

☐ No additional or special circumstances are present.
☒ Yes - Additional or special circumstances exist. Indicate all that are present.

☐ Areas of groundwater discharge	☐ Areas of groundwater recharge
☐ Stream relocations	☐ Overland flow/runoff
☒ Long or steep cut or fill slopes	☐ High velocity flows
☐ Cold water stream	☐ Impaired waterway
☐ Large quantity flows	☒ Exceptional/outstanding resource waters
☐ Increased backwater	

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

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

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

Guidelines and regulations for stormwater management include:

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

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

- Prior to land disturbance, preparation and implementation of an approved erosion control and sediment control plan would be made
- Stormwater storm sewer discharges would flow through vegetated swales to promote suspended solids reduction prior to discharge offsite; methods such as stone ditch checks and riprap blankets would be implemented to slow stormwater discharge to promote further suspended solids reduction and avoid erosion.
- Grass-lined ditches parallel to I-94 would be used to treat roadway runoff prior to discharging off the right-of-way.

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

The project is subject to a 40% Total Suspended Solids (TSS) reduction post-construction stormwater requirement under TRANS 401. The project is exempt from peak flow requirements (control of 2-year storm in pre versus post development) and infiltration requirements (infiltrate up to 2% of project site) under TRANS 401 although the finer project area soils would allow for some infiltration to occur providing additional stormwater treatment and control.

The project would provide for total suspended solids reduction through implementation of best management practices. Design features would include roadside vegetated swales along I-94 to transfer and treat stormwater. The vegetated swales would remove suspended solids and aid in slowing runoff velocities. Any stormwater outfalls would be placed to maintain buffers from waterways and wetlands, where feasible, as defined in TRANS 401.

5. Identify the stormwater management measures to be utilized.

- ☒ Swale treatment (parallel to flow) Trans 401.106(10)
- ☐ Vegetated filter strips (perpendicular to flow)
- ☐ Constructed stormwater wetlands
- ☒ Buffer areas – Trans 401.106(6)
- ☐ In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems.
- ☐ Detention/retention basins – Trans 401.106(6)(3)
- ☒ Distancing outfalls from waterway edge
- ☐ Infiltration – Trans 401.106(5)
- ☐ Other

  Describe - _____

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

- ☒ No - None drainage districts present
- ☐ Yes

  Has initial coordination with a drainage board been completed?
  - ☐ No
  - ☐ Yes

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

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

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

8. Has the effect on downstream properties been considered?

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

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

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

Alternative Alternative 2 - Reconstruction with Expansion	Total Length of Center Line of Existing Roadway: 7.5 miles Length of This Alternative: 7.5 miles
Preferred ☒ Yes ☐ No ☐ None identified	

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 existing longitudinal slopes range from 0% to 3%. The existing perpendicular slopes range from 2% to 50%. The proposed longitudinal slopes range from 0.3% to 3%. The proposed perpendicular slopes range from 2% to 40%. Slope lengths vary from 500-feet to 3,500-feet longitudinally along I-94 and from 5-feet to 200-feet perpendicular to I-94. The soils generally consist of free-draining silty and sandy soils with low runoff potential.

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

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

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

3. Are there circumstances requiring additional or special consideration?

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

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

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

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

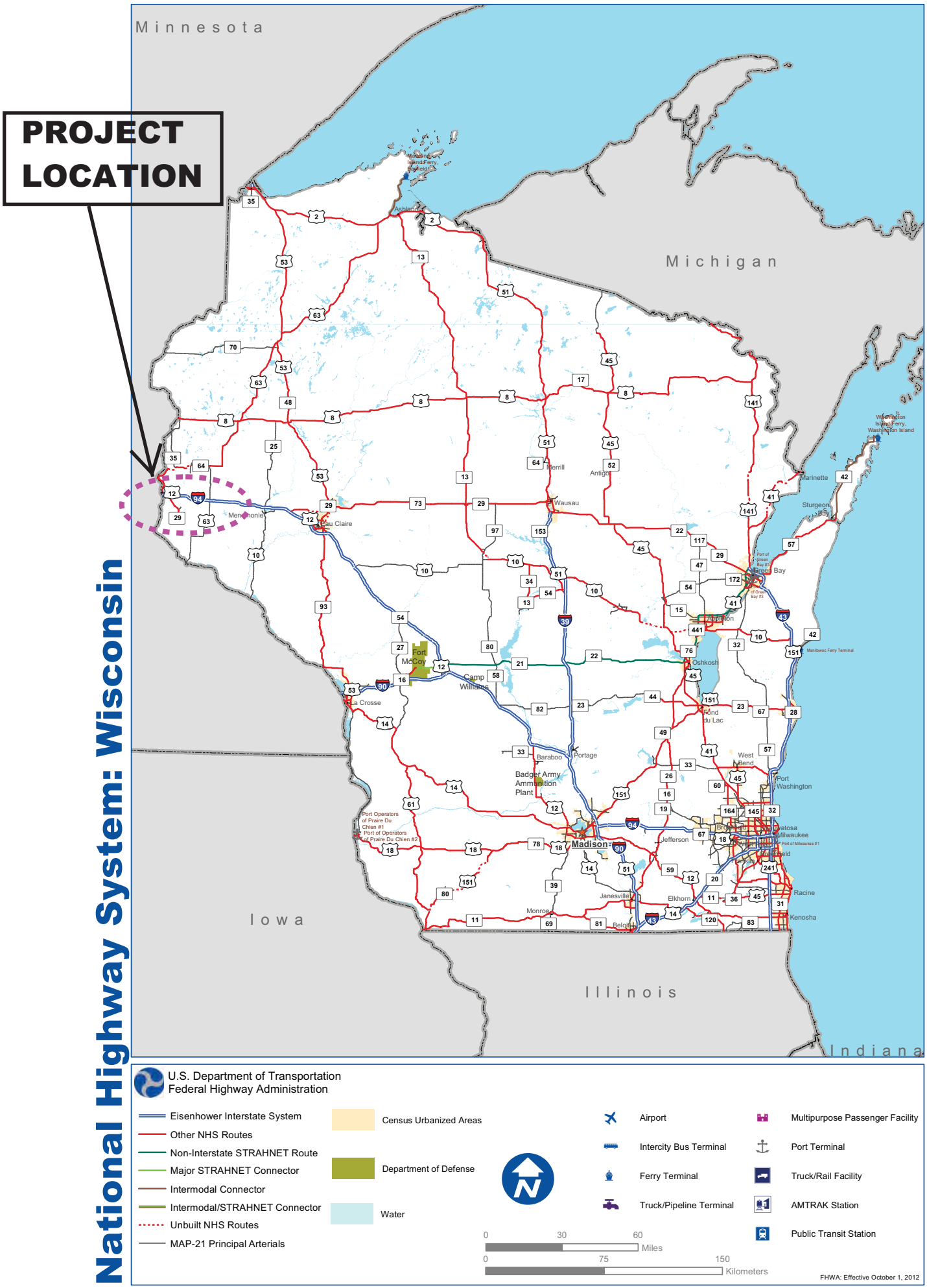
- ☒ WDNR (Coordination is ongoing. Once sufficient engineering information and design development is completed to identify specific erosion control measures, plans will be sent to WDNR to obtain final agency certification on the erosion control plans.)
- ☐ County Land Conservation Department
- ☐ American Indian Tribe
- ☐ US Army Corps of Engineers

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

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

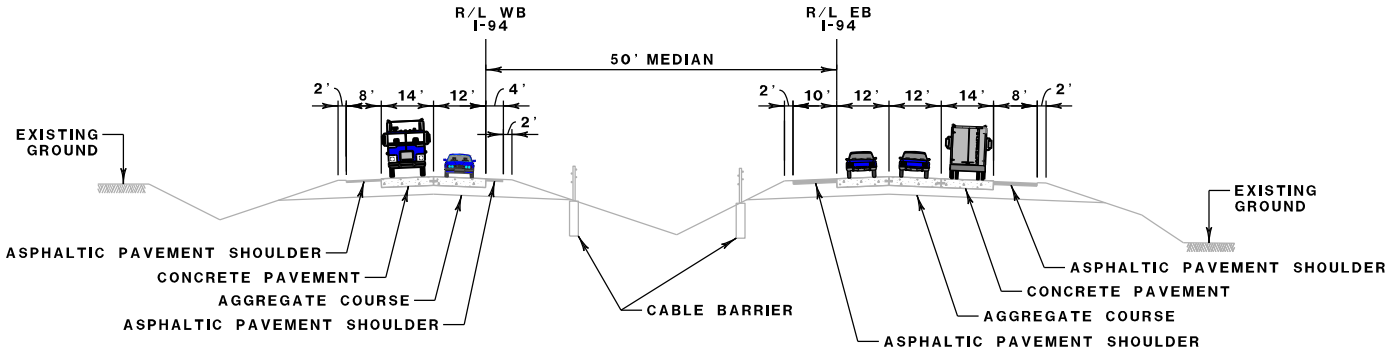
6. Identify the temporary and permanent erosion control measures to be utilized on the project. Consult the FDM, Chapter 10, and the Products Acceptability List (PAL).

- ☒ Minimize the amount of land exposed at one time
- ☒ Temporary seeding
- ☒ Silt fence
- ☒ Ditch checks
- ☒ Erosion or turf reinforcement mat
- ☒ Ditch or slope sodding
- ☒ Soil stabilizer
- ☒ Inlet protection
- ☒ Turbidity barriers
- ☒ Temporary settling basin
- ☒ Mulching
- ☐ Detention basin
- ☒ Vegetative swales
- ☐ Pave haul roads
- ☒ Dust abatement
- ☒ Rip rap
- ☐ Buffer strips
- ☐ Dewatering – Describe method
- ☐ Silt screen
- ☒ Temporary diversion channel
- ☒ Permanent seeding
- ☒ Other - Permanent benching of high cut slopes to provide slope stability and minimize erosion.

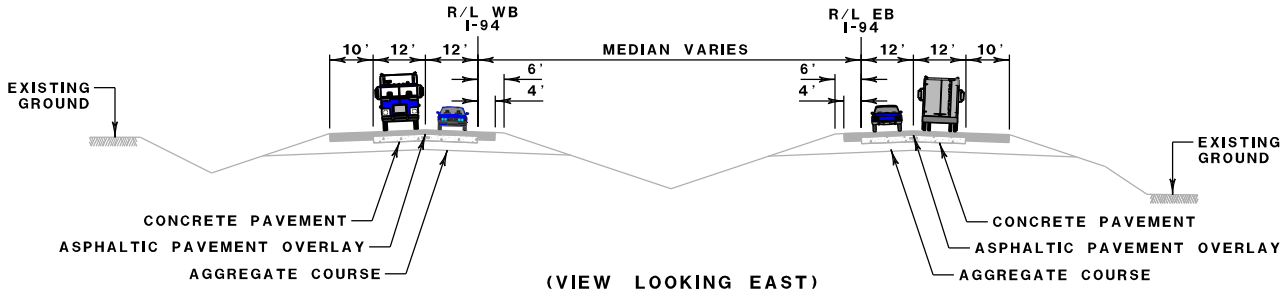


ATTACHMENT 1

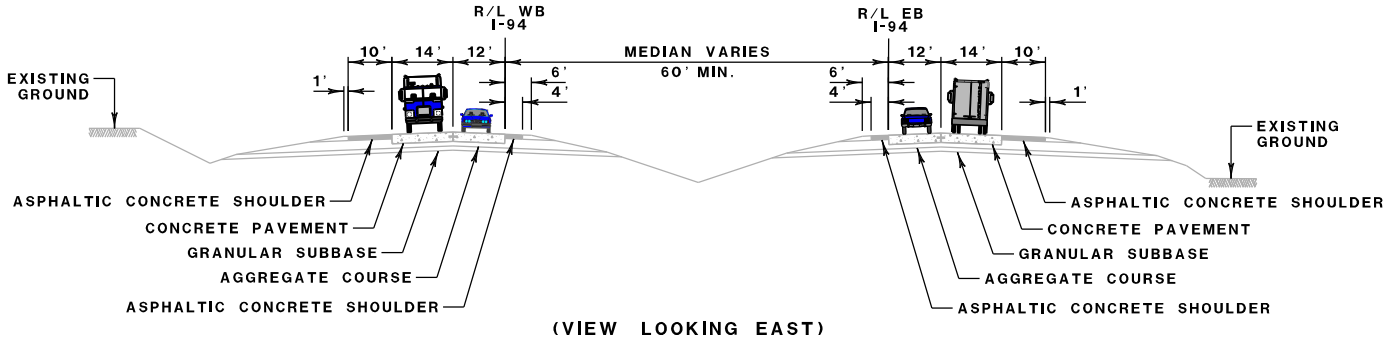
IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
USH 12 - 130TH STREET
IH 94
ST. CROIX COUNTY



(VIEW LOOKING EAST)
US 12 - 3,700-FEET EAST OF US 12



(VIEW LOOKING EAST)
3,700' EAST OF US 12 - 100TH STREET
WIS 65 - 130TH STREET

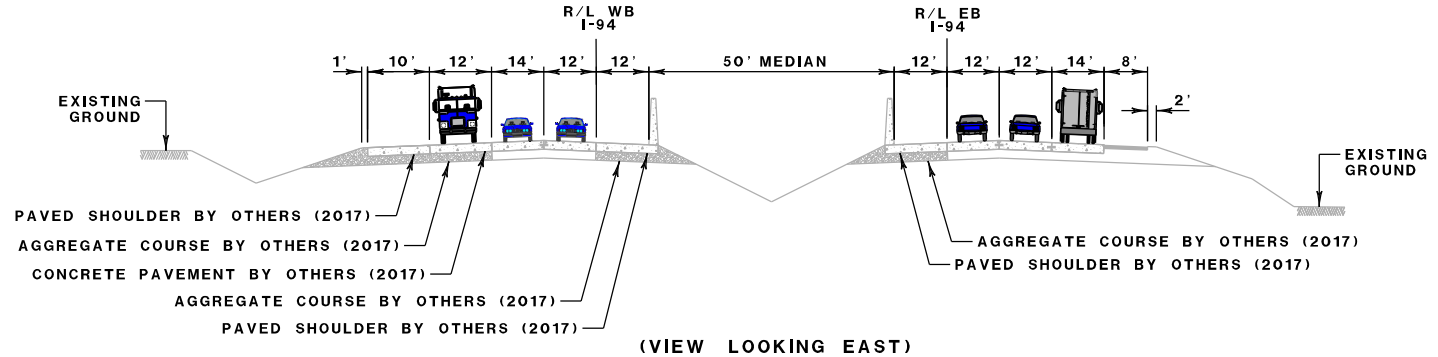


(VIEW LOOKING EAST)
100TH STREET - WIS 65
(CONSTRUCTION TO BE COMPLETED IN 2013)

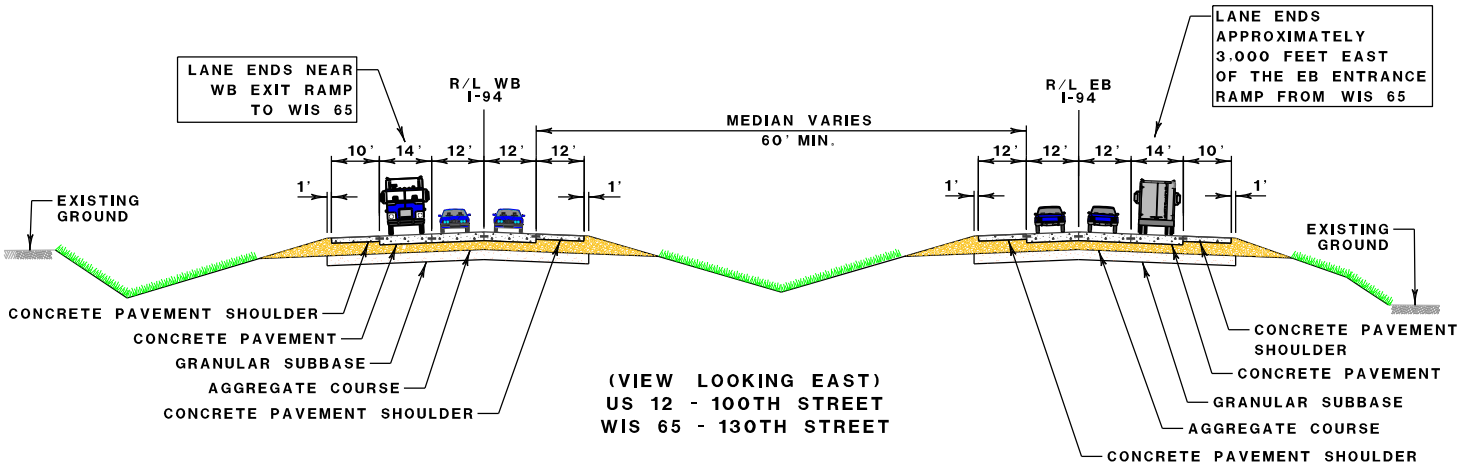
EXISTING I-94 TYPICAL SECTIONS

ATTACHMENT 2

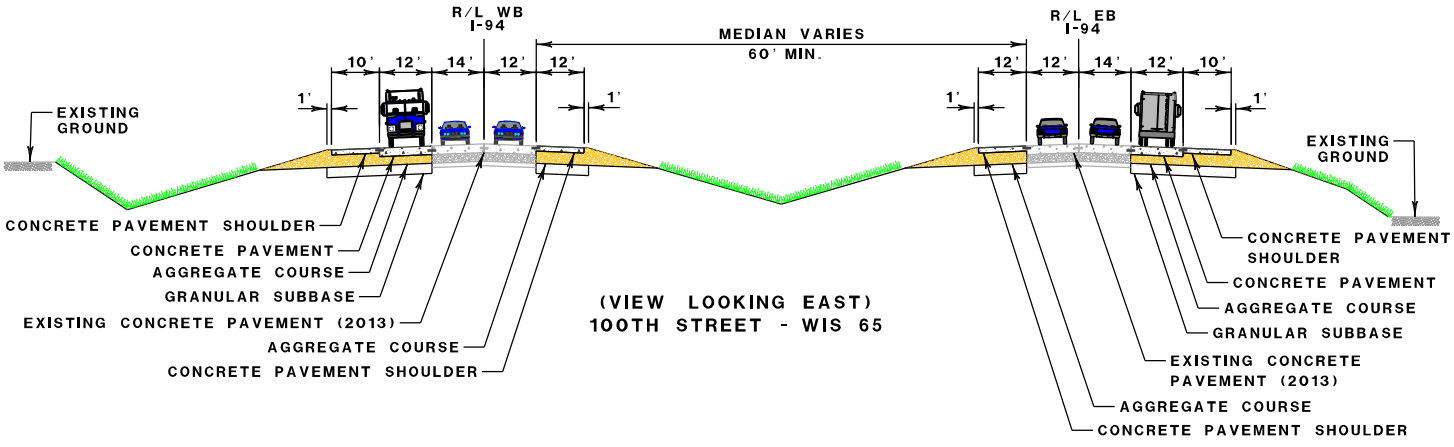
IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
USH 12 - 130TH STREET
IH 94
ST. CROIX COUNTY



(VIEW LOOKING EAST)
US 12 - 3,700-FEET EAST OF US 12



(VIEW LOOKING EAST)
US 12 - 100TH STREET
WIS 65 - 130TH STREET



(VIEW LOOKING EAST)
100TH STREET - WIS 65

PROPOSED I-94 TYPICAL SECTIONS

PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY
MAP 1 OF 4

MARCH 2014

LEGEND

- RECONSTRUCT BRIDGE
- RECONSTRUCT RAMPS
- RECONSTRUCT 3 TRAVEL LANES (EB & WB)
- CONSTRUCT 3RD TRAVEL LANE (EB & WB)
- RECONSTRUCT PAVEMENT FOR STAGING NEEDS
- CONSTRUCT 3RD TRAVEL LANE BY OTHERS (WB)
- EXISTING 3 TRAVEL LANES (EB)
- STH 65 INTERCHANGE (2013)
- PROPOSED R/W
- EXISTING R/W
- LIMITS OF CONSTRUCTION
- DELINEATED WETLANDS
- POTENTIAL WETLAND IMPACTS
- PUBLIC LANDS

BEGIN STUDY LIMIT

BEGIN EXPANSION CONSTRUCTION

TOWN OF HUDSON

TOWN OF HUDSON

BRAKKE DR

EXCHANGE DR

COMMERCE DR

ORIOLE LN

BLUE JAY LN

N MEADOW DR

KINNEY RD

BAKER DR

GILBERT RD

KINNEY RD

RONN HECHTER

RONN HECHTER

HECHTER HUDSON OUTPOST

% BARBARA KENALL KENALL ENTERPRISES

RICHARD N PEARSON

DAVID E & LILA SPENCER

ROBERT C & MARLENE PETERSON

DAVID M & CONNIE OSTBY

KIRK A & KAREN A BETTS

ROBERT W & CHRISTINE A WAXON

SHERRI WEISS

DAVID R OSWALD

STEVEN E & MELISSA G HALVERSON

DAVID & EMILY L PETERSON

DENNIS & TAMMY PALMBERG

SWEETGRASS PROPERTIES LLC

RICHARD O & JANET P STOUT

TIMOTHY O LIUM

STEVE FRISINGER

WILLIAM M & MARY M FETZER

ROBERT K & CHERI MONETTE

ROGER F & DIANE AHO

MICHAEL C & SUE A FAVILA

DORIS E GARBE

WATERWORKS DEVELOPMENT LLC

FABCO EQUIPMENT INC

OAKLEY PROPERTIES LLC

C P T LLC

B & J ENTERPRISES LLC

C P T LLC

MHT TAL PROPERTIES TRUST

180EB+00

190EB+00

200EB+00

210EB+00

220EB+00

230EB+00

240EB+00

250EB+00

260EB+00

270EB+00

280EB+00

290EB+00

ATTACHMENT 3

PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY
MAP 2 OF 4

MARCH 2014

N

LEGEND

- RECONSTRUCT BRIDGE
- RECONSTRUCT RAMPS
- RECONSTRUCT 3 TRAVEL LANES (EB & WB)
- CONSTRUCT 3RD TRAVEL LANE (EB & WB)
- RECONSTRUCT PAVEMENT FOR STAGING NEEDS
- CONSTRUCT 3RD TRAVEL LANE BY OTHERS (WB)
- EXISTING 3 TRAVEL LANES (EB)
- STH 65 INTERCHANGE (2013)
- PROPOSED R/W
- EXISTING R/W
- LIMITS OF CONSTRUCTION
- DELINEATED WETLANDS
- POTENTIAL WETLAND IMPACTS
- PUBLIC LANDS

KINNEY RD
REGAL RIDGE
US FISH & WILDLIFE SERVICE
CLAPP WATERFOWL PRODUCTION AREA
FISH & WILDLIFE U S A
TOWN OF HUDSON
TOWN OF WARREN
290'EB'+00
300'EB'+00
310'EB'+00
320'EB'+00
340'EB'+00
350'EB'+00
360'EB'+00
370'EB'+00
380'EB'+00
390'EB'+00
400'EB'+00
70TH AVE
65TH AVE
100TH ST
93RD ST
HILLARY FARM RD
ALEX LN
MARY JO CT
COUNTY N
WEIGH STATION
GREGORY W & SAMANTHA L KANNE
FRANKLIN C & MARCHELLE M ANDERSON
PAUL M KROENING
RYAN G & RENEE L CORSON
ROBERT H & WENDI K HEUERMANN
MARK & KIMBERLY ROMNESS
ROBERT G & JODY L (TRS) OLSEN
LISA M HENKE
ROBERT & THERESA LINDER
SWEETGRASS PROPERTIES
RICHARD O & JANET P STOUT
VIOLET B & JOANE M GERKEN
ROSCON PROPERTIES LLC
GLENRIDGE PROPERTIES LLC
JASON A GRUBER

ATTACHMENT 3

PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY
MAP 3 OF 4

MARCH 2014

N

LEGEND

- RECONSTRUCT BRIDGE
- RECONSTRUCT RAMPS
- RECONSTRUCT 3 TRAVEL LANES (EB & WB)
- CONSTRUCT 3RD TRAVEL LANE (EB & WB)
- RECONSTRUCT PAVEMENT FOR STAGING NEEDS
- CONSTRUCT 3RD TRAVEL LANE BY OTHERS (WB)
- EXISTING 3 TRAVEL LANES (EB)
- STH 65 INTERCHANGE (2013)
- PROPOSED R/W
- EXISTING R/W
- LIMITS OF CONSTRUCTION
- DELINEATED WETLANDS
- POTENTIAL WETLAND IMPACTS
- PUBLIC LANDS

TOWN OF WARREN

TWIN LAKES

VILLAGE OF ROBERTS

70TH AVE

112TH ST

65TH AVE

STARR LN

INTERSTATE 94

65

400EB+00 410EB+00 420EB+00 430EB+00 440EB+00 450EB+00 460EB+00 470EB+00 480EB+00 490EB+00 500EB+00

RICHARD O & JANET P STOUT

ADAM M BJORNSTAD

BAO K VANG

LEONARD L & DIANE P TRIEBOLD

311 LLC

PILOT TRAVEL CENTERS, LLC

BLUE JAY PROPERTIES

COUNTY MATERIALS CORP

NATIONWIDE BOILER INCORPORATED

WILKENS PROPERTIES LLC

RIVER BANK EXCHANGE LLC

MASON A GRUBER

PATRICK J & SUSAN K ROELING

DENISE M CARROLL

RICHARD O & DEBRA K SUNDBY

BOBBY G & MARJORIE L RICCI

JAMES B & MAUREEN M SCHREIBER

GERALD R ALTMANN

STATE OF WISCONSIN

LYNN W & DEANNA F BOURDAGHS

GLEN M & LOLA M TR WIESE

ATTACHMENT 3

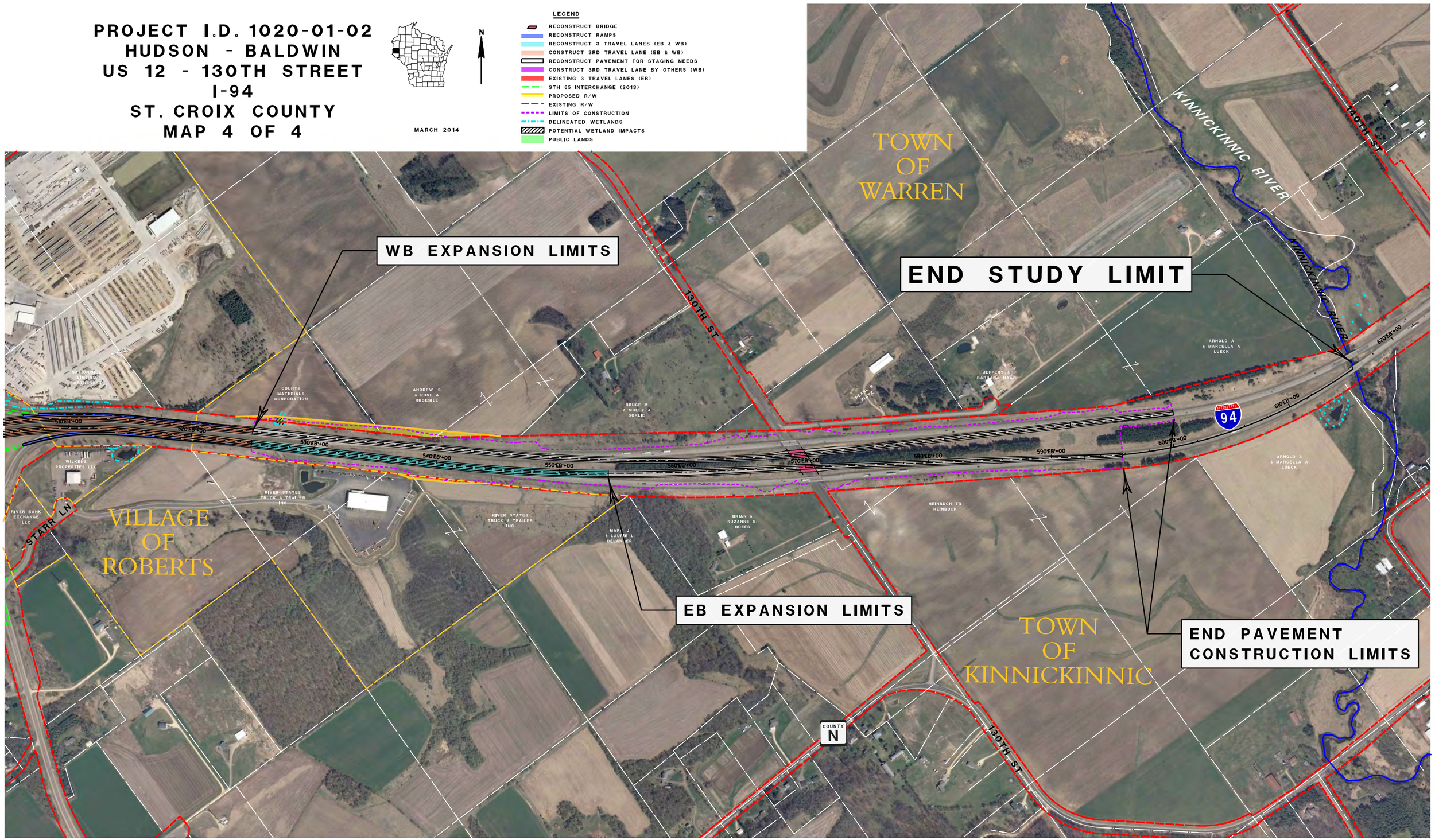
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY
MAP 4 OF 4

MARCH 2014

N

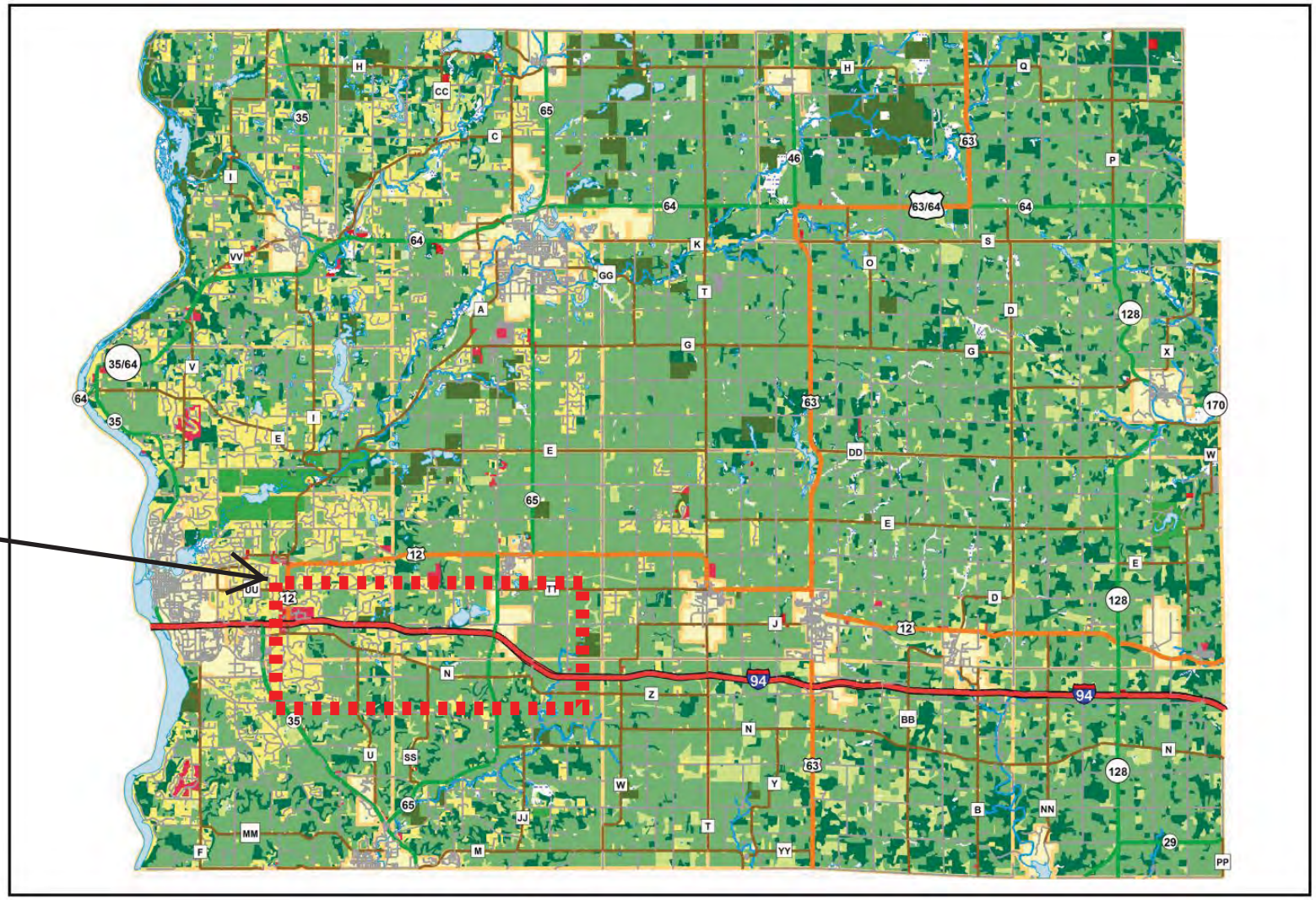
LEGEND

- RECONSTRUCT BRIDGE
- RECONSTRUCT RAMPS
- RECONSTRUCT 3 TRAVEL LANES (EB & WB)
- CONSTRUCT 3RD TRAVEL LANE (EB & WB)
- RECONSTRUCT PAVEMENT FOR STAGING NEEDS
- CONSTRUCT 3RD TRAVEL LANE BY OTHERS (WB)
- EXISTING 3 TRAVEL LANES (EB)
- STH 65 INTERCHANGE (2013)
- PROPOSED R/W
- EXISTING R/W
- LIMITS OF CONSTRUCTION
- DELINEATED WETLANDS
- POTENTIAL WETLAND IMPACTS
- PUBLIC LANDS



ATTACHMENT 3

ATTACHMENT 4



Existing Land Use - 2010 St. Croix County, WI

- Residential
- Commercial
- Industrial
- Parks, Recreation & Open Space
- Utilities
- Agricultural/ Other Open Ag Land
- Grassland
- Wooded
- Wetland
- Water Features

Source: 2010 St. Croix County Assessment Records, WROC 2010 Orthophotography, St. Croix County Planning & Zoning Department.

Note: This map is for general reference and general planning purposes only. It is not intended for detailed site planning.

-----Original Message-----
From: "Hetland, Justin - DOT" <Justin.Hetland@dot.wi.gov>
To: "schristensen@emcsinc.com" <schristensen@emcsinc.com>
Cc: "Kelly, Jerry - DOT" <Jerry.Kelly@dot.wi.gov>, "Brummond, Scott - DOT" <scott.brummond@dot.wi.gov>
Date: 03/12/13 07:54
Subject: I-94 Hudson-Baldwin ID 1020-01-02

Ms. Christensen,

I'd like to introduce myself first of all as the new airspace manager for the Bureau of Aeronautics. You can send me any highway proposals to review from here on out.

I reviewed DOT# 1020-01-02 Hudson - Baldwin USH 12- STH 65 IH 94 in St. Croix County and do not have any issues with the project from a Bureau of Aeronautics standpoint. I'd like to remind you to check the FAA's OE/AAA website to see if you will have to file any notices of proposed construction for the project, perhaps for cranes or other types of equipment. You can use the 'Notice Criteria Tool' to see if any of your equipment will require study by the FAA, here's the link:
https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm

If you have any questions about this process please contact me and I can assist you.

Justin M Hetland
Airspace Safety Program Manager
Department of Transportation/DTIM/Aeronautics
4802 Sheboygan Ave Room 701
Madison, WI 53707
608-267-5018 | justin.hetland@dot.wi.gov

ATTACHMENT 5

From: Hessler, Lavane J - DNR [mailto:Lavane.Hessler@wisconsin.gov]
Sent: Wednesday, September 26, 2012 12:39 PM
To: Stephanie Christensen
Cc: Koenig, James - DOT; Stapelmann, Troy - DOT; Schaff, Nicholas A - DNR
Subject: RE: ID 1020-01-02, Hudson - Baldwin, USH 12 - STH 65, IH 94, St. Croix County - Clapp Waterfowl Production Area

Hi,

This property is not a 6f property so it will only be 4f.

Lavane Hessler
Stewardship & LWCF Grant Manager
Bureau of Community Financial Assistance
Wisconsin Department of Natural Resources

(☎) phone: (608) 267-0497 or (715) 839-3709
(☎) fax: (608) 267-0496 or (715) 839-6076
(✉) e-mail: lavane.hessler@wisconsin.gov
Website: dnr.wi.gov
Find us on Facebook: www.facebook.com/WIDNR

From: Stephanie Christensen [mailto:SChristensen@emcsinc.com]
Sent: Wednesday, September 26, 2012 12:29 PM
To: Hessler, Lavane J - DNR
Cc: Koenig, James - DOT; Stapelmann, Troy - DOT; Schaff, Nicholas A - DNR
Subject: RE: ID 1020-01-02, Hudson - Baldwin, USH 12 - STH 65, IH 94, St. Croix County - Clapp Waterfowl Production Area

Thanks Lavane. See location on page 2 of the attached. The parcel is located east of Kinney Road on the north side of IH 94.

--

Stephanie G. Christensen , PE
Project Manager | EMCS, Inc.
715-845-1081 | http://www.emcsinc.com | schristensen@emcsinc.com

From: Hessler, Lavane J - DNR [mailto:Lavane.Hessler@wisconsin.gov]
Sent: Wednesday, September 26, 2012 12:20 PM
To: Stephanie Christensen
Subject: RE: ID 1020-01-02, Hudson - Baldwin, USH 12 - STH 65, IH 94, St. Croix County - Clapp Waterfowl Production Area

Hi,

I am in Texas this week. I think this won't be 6f but I do need to review it a little further. Do you have a map showing exactly where the wildlife area is located? Thanks for the help.

Lavane Hessler
Stewardship & LWCF Grant Manager
Bureau of Community Financial Assistance
Wisconsin Department of Natural Resources

(☎) phone: (608) 267-0497 or (715) 839-3709
(☎) fax: (608) 267-0496 or (715) 839-6076
(✉) e-mail: lavane.hessler@wisconsin.gov
Website: dnr.wi.gov
Find us on Facebook: www.facebook.com/WIDNR

From: Stephanie Christensen [mailto:SChristensen@emcsinc.com]
Sent: Wednesday, September 26, 2012 10:51 AM
To: Hessler, Lavane J - DNR
Cc: Schaff, Nicholas A - DNR; Stapelmann, Troy - DOT; Koenig, James - DOT
Subject: FW: ID 1020-01-02, Hudson - Baldwin, USH 12 - STH 65, IH 94, St. Croix County - Clapp Waterfowl Production Area

Hi Lavane-

Can you confirm for me if the US FWS Clapp Waterfowl Production Area located on the north side of IH 94 near Hudson used any 6(f) funds? We do not anticipate impacting the parcel but we would like to confirm if this property would only be 4(f) or also 6(f) for our environmental documentation purposes.

USFWS indicates it was acquired with Migratory Bird Conservation Funds. We would also like to confirm with WDNR.

Nick was sent the attached initial letter back in July and I know his initial comment letter to us is pending. The map attached to the letter shows the project location for your reference.

A confirmation via email or confirmation in Nick's initial comment letter will work for us.

Thanks.
--
Stephanie G. Christensen , PE
Project Manager | EMCS, Inc.
715-845-1081 | http://www.emcsinc.com | schristensen@emcsinc.com

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
West Central Region Headquarters
1300 W. Clairemont Avenue
Eau Claire, WI 54701

Scott Walker, Governor
Cathy Stepp, Secretary
Dan Baumann, Regional Director
Telephone 715-839-3722
FAX 608-275-3338

WISCONSIN
DEPT. OF NATURAL RESOURCES

January 23, 2013

Jim Koenig
DTSD NW Region – Eau Claire Office
718 West Clairemont Avenue
Eau Claire, WI 54702

Subject: **DNR Initial Project Review:**
Project I.D. 1020-01-02
IH 94
USH 12 to STH 65
St. Croix County

Dear Mr. Koenig:

The Department has received the information you provided for the proposed above referenced project. According to your proposal, the purpose of this project is to expand IH 94 from its current 4 lane configuration to a 6 lane facility.

Preliminary information has been reviewed by DNR staff for the project under the DOT/DNR 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.

A. Project-Specific Resource Concerns

Public Lands

LWCF Funded Lands:

Section 6(f) of the federal Land and Water Conservation Act requires that special steps be taken when land acquired with funds using LWCF (*aka* LAWCON) funding is converted from a recreational use to any other use (e.g., highway right-of-way). These lands must be replaced with property of equal market value as well as equivalent usefulness and location. The Department, together with the National Park Service, administers this program.

First and foremost, every effort should be taken to avoid impacts to these lands. If it is determined that avoidance is not practicable, then the department will begin the 6(f) process with WisDOT and the National Park Service.

This is a lengthy process, which can take one year or longer to complete, so adequate planning will be necessary. The process is coordinated by the DNR Liaison, working with the DNR's State LWCF Grants Manager.

There is an additional U.S. Dept. of Transportation "Section 4(f)" process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas. This requirement is coordinated by state and federal transportation departments. Please be aware that while both the 4(f) and 6(f) processes may be initiated concurrently, DNR must have final 4(f) approval from the Federal Highways Administration before we may send 6(f) materials to the National Park Service for their approval.

Pittman-Robertson/Dingell-Johnson Funded Lands:

Lands acquired with funding from the U.S. Fish and Wildlife Service Pittman-Robertson Wildlife Restoration or Dingell-Johnson Sport Fish Restoration (PR-DJ) program that are taken by a highway project must be replaced or made whole. The market value and use benefits provided by the replacement property must be equal to those of the original property. If a suitable replacement property cannot be identified (or is not equal in value), cash outlay can sometimes fulfill the exchange. The entire transaction must be evaluated for compliance with 43 CFR 12.71 and approved by USFWS through the WDNR Federal Aid Coordinator.

Wetlands & Waterways:

There is potential for wetland impacts to occur as a result of this project and therefore wetland impacts must be avoided and/or minimized to the greatest extent possible. Unavoidable wetland impacts must be mitigated for in accordance with the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline.

The Department has received the delineation report dated September 5th, 2012. The wetlands within the project area were numbered by the delineator in order to identify them. The survey was ground-truthed by DOT and DNR staff and it was found that wetlands W2, W7, W15 and W18 should be considered artificial wetlands. Artificial wetlands are those wetlands that are present only because of the presence of the highway. These wetlands do not fall under the "avoid, minimize, mitigate" paradigm. For this reason these areas should not be included in the wetland impact total.

The project approaches the Kinnickinnic River, which is a highly regarded class 1 trout stream.

On the west end of the project the proposal includes impacting wetland W3 in order to avoid a Fish and Wildlife Service property on the north side of the highway. This property is identified as a 4(f) property. The Department approves of this proposal, provided that opportunities for on-site mitigation are explored.

Endangered Resources (ER)

Based upon a review of the Natural Heritage Inventory (NHI) database, there are no resources in the project area that will be adversely impacted by the project, as proposed.

Fisheries/Stream work

The Kinnickinnic River is a Class 1 trout stream. In order to protect developing fish eggs and substrate for aquatic organisms, all instream work that could adversely impact water quality should be undertaken between April 15th and September 15th.

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. The use of oil based accelerants is also prohibited. In addition, a permit may be required to burn any material during the wildland fire season. For information regarding current fire danger and burning permit restrictions please refer to the DNR Forestry website at http://dnr.wi.gov/topic/ForestFire/restrictions.asp

Burning permits are available through the local DNR ranger or fire warden.

Other Issues/Unique Features

- **Oak Wilt:**
  This project involves work that may involve cutting or wounding of oak trees. 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/forestry/fh/oakWilt/index.htm#causes

B. Construction Site Considerations:

The following issues may be addressed in the Special Provisions and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP).

Erosion control/Stormwater

Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.

An adequate erosion control implementation plan (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.

If erosion mat is used along stream banks, the department recommends that biodegradable and 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.

Asbestos

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (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://www.dnr.state.wi.us/air/compenf/asbestos/reqfees.htm for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The DNR's online notification system is available at http://www.dnr.state.wi.us/air/compenf/asbestos/notify.htm . The notification must be submitted 10 working days in advance of demolition projects.

Hot Mix Asphalt Plants

If a hot mix asphalt plant is to be utilized it will require an air pollution control permit, and must be able to meet the emission limits and air quality standards of the State of Wisconsin. Portland concrete batch plants that produce or will produce less than 20,000 cubic yards of concrete per month averaged over any 12- consecutive-month period are exempt. under NR 406.04(1)(d) and 407.03(1)(d), Wis. Admin. Code.

Wisconsin has developed general construction permits and general operation permits for asphalt plants and rock crushing facilities. More information on the general permits can be found here: http://dnr.wi.gov/topic/AirPermits/Options.html

If you are uncertain whether a proposed batch plant will require an air quality construction permit, contact:

Jeff Johnson
1300 West Clairemont Avenue
(715) 838-8387
Jeffery.johnson@wi.gov

The site that is utilized for the asphalt plant must be properly treated to prevent erosion. Appropriately sized stilling basins should be provided that will intercept runoff and allow ample time for the suspended material to settle out before any water is discharged.

The above comments represent the Department's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after review of plans and further consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 715-839-1609.

Sincerely,

Nick Schaff
Environmental Analysis & Review Specialist
West Central Region

CC: Russ Anderson - SCR
Stephanie Christensen – EMCS
Troy Stapelmann – WisDOT NW Region

ATTACHMENT 6

SHPO

SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 11/2006

For instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 1020-01-02	Highway - Street IH 94	County St. Croix
Project Termini Hudson - Baldwin, USH 12 - STH 65		Region - Office Northwest Region – Eau Claire
Regional Project Engineer - Project Manager Jim Koenig		Area Code - Telephone Number 715.838.8391
Consultant Project Engineer - Project Manager Stephanie Christensen, EMCS, Inc.		Area Code - Telephone Number 715.845.1081
Archaeological Consultant Great Lakes Archaeological Research Center (2012 surveys) CCRG, Inc. (2010 surveys)		Area Code - Telephone Number 414.481.2093 414.446.4121
Architecture/History Consultant Great Lakes Archaeological Research Center (2012 surveys) CCRG, Inc. (2010 surveys)		Area Code - Telephone Number 414.481.2093 414.446.4121
Date of Need June 2013		SHSW # 13-0426/5C
Return a signed copy of this form to: Jim Koenig, WisDOT NWR		pg 1/3

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II. PROJECT DESCRIPTION

Project Length 7 miles	Land to be Acquired: Fee Simple 25 acres	Land to be Acquired: Easement 0 acres

Distance as measured from existing centerline (along Business 51)	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width (feet)	130-340	165-340	Terrace Width (feet)	N/A	N/A
Shoulder (feet)	55-200	57-168	Sidewalk Width (feet)	N/A	N/A
Slope Intercept (feet)	130-340	165-340	Number of Lanes (each)	4	6
Edge of Pavement (feet)	45-190	45-180	Grade Separated Crossing (each)	6	6
Back of Curb Line (feet)	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other - List:	N/A	N/A	Stream Channel Change	☐ Yes	☒ No
Attach Map(s) that depict "maximum" impacts. **Attachment 2**	☒ Yes	☐ No	Tree topping and/or grubbing	☐ Yes	☒ No

ATTACHMENT 7

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

The Wisconsin Department of Transportation is undertaking an environmental study project along IH 94 to plan for future improvements. The project is located on IH 94 in the Towns of Hudson, Warren, and Kinnickinnic and within the Village of Roberts. The study area extends from the USH 12 interchange to approximately 2-miles east of STH 65 to the Kinnickinnic River. The project is approximately 7-miles in length. See **Attachment 1** for a project location map.

This Majors project has been approved for study by the Transportation Projects Commission (TPC) and proposed improvements include reconstruction of the deteriorated pavement while expanding IH 94 with three travel lanes in each direction to ensure safe and efficient freeway operations are maintained in this high priority corridor. The deteriorated bridges over Kinney Road, 100th Street, and 130th Street would be reconstructed. Strip taking of new right-of-way would be required to accommodate the improvements. Enumeration for construction will be evaluated by the TPC after completion of the environmental study. Construction could occur as early as 2018.

Proposed improvements would include:

- Construction of new pavements and drainage facilities from USH 12 to the Kinnickinnic River with three 12-foot lanes in each direction and 12-foot inside and outside shoulders
- Construction of a third lane outside lane, 12-foot outside shoulder, and 12-foot inside shoulder for 2-miles through the STH 65 interchange from approximately 100th Street to STH 65
- Reconstruction of the bridges over Kinney Road, 100th Street, and 130th Street
- Construction of temporary pavements for staged construction

Ground disturbing activities would include removal of existing pavements and reconstruction of new existing pavements, drainage pipe and inlet construction, bridge removal and bridge construction, and slope and ditching grading.

Prior archaeological and historical studies within the project limits have been approved which cover a portion of the area of potential affects (APE). The previously approved Section 106 Review is from Project ID 1020-07-04/74 which covers the IH 94 corridor from approximately 100th Street to STH 65. This Section 106 Review was approved on April 5, 2010. This previous project included the necessary right-of-way to expand IH 94 from four lanes to six lanes.

See **Attachment 2** for a map depicting area of maximum ground disturbing activity and the area of prior Section 106 Review approval. See **Attachment 3** for maps depicting the preliminary design and estimated right-of-way. See **Attachment 4** for a copy of the previous Section 106 Review approval from Project ID 1020-07-04/74.

☐ Add continuation sheet, if needed.

13-0426/SC Pg 2/3

WHS # 10-0305/SC

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MAY 16 2013
DIV HIST PRES

ATTACHMENT 7

RECEIVED
MAY 16 2013
DIV HIST PRES

III. CONSULTATION

How has notification of the project been provided to:

☒ Property Owners
- ☒ Public Information Meeting Notice
- ☒ Letter - Required for Archaeology
- ☐ Telephone Call
- ☐ Other:

Attachments 5 and 6

☒ Historical Societies/Organizations
- ☒ Public Information Meeting Notice
- ☒ Letter
- ☐ Telephone Call
- ☒ Other: E-mail

Attachments 5, 7, and 8

☒ Native American Tribes
- ☒ Public Info. Mtg. Notice
- ☒ Letter
- ☐ Telephone Call
- ☐ Other:

Attachments 5, 9, and 10

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

IV. AREA OF POTENTIAL EFFECTS - APE

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

HISTORY: Describe the area of potential effects for buildings/structures.
The Area of Potential Effects (APE) was defined to include properties adjacent to the proposed project corridor that may be affected directly or indirectly by the project and considers both visual and audible effects.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY

☒ Archaeological survey **is needed**

☐ Archaeological survey **is not needed** - Provide justification
- ☐ Screening list (date).

HISTORY

☒ Architecture/History survey **is needed**

☐ Architecture/History survey **is not needed**
- ☐ No structures or buildings of any kind within APE
- ☐ Screening list (date).

VI. SURVEY COMPLETED

ARCHAEOLOGY

☒ **NO** archaeological sites(s) identified - ASFR attached

☐ **NO** potentially eligible site(s) in project area - Phase I Report attached

☐ Potentially eligible site(s) identified-Phase I Report attached
- ☐ Avoided through redesign
- ☐ Phase II conducted – go to VII (Evaluation).

☐ Phase I Report attached - Cemetery/cataloged burial documentation

HISTORY

☒ **NO** buildings/structures identified - A/HSF attached

☐ Potentially eligible buildings/structures identified in the APE - A/HSF attached

☐ Potentially eligible buildings/structures avoided – documentation attached

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

☐ No arch site(s) eligible for NRHP - Phase II Report attached

☐ Arch site(s) eligible for NRHP - Phase II Report attached

☐ Site(s) eligible for NRHP - DOE attached

☐ No buildings/structure(s) eligible for NRHP - DOE attached

☐ Building/structure(s) eligible for NRHP - DOE attached

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

IX. PROJECT DECISION

☒ No historic properties (historical or archaeological) in the APE.

☐ No historic properties (historical or archaeological) affected.

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

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Pg 3/3

(Regional Project Manager)	(WIDOT Historic Preservation Officer)	(State Historic Preservation Officer)
4/1/2013 (Date)	5/13/2013 (Date)	May 22 2013 (Date)
(Consultant Project Manager)		
March 27, 2013 (Date)		

ATTACHMENT 7

EMCS
engineering
management
consulting
services

March 28, 2013

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

Subject: AIN for IH 94 Corridor Expansion Study
Project ID 1020-01-02
Hudson – Baldwin
USH 12 – STH 65
IH 94
St. Croix County

Dear Peter:

EMCS, Inc. has been retained by the Wisconsin Department of Transportation to provide environmental and preliminary design services for the expansion of IH 94 between USH 12 and STH 65. The project is located on IH 94 in the Towns of Hudson and Warren and within the Village of Roberts. The study area extends from the USH 12 interchange to approximately 2-miles east of STH 65 to the Kinnickinnic River. The project is approximately 7-miles in length.

This Majors project has been approved for study by the Transportation Projects Commission (TPC) and proposed improvements include reconstruction of the deteriorated pavement while expanding IH 94 with three travel lanes in each direction to improve freeway operations. The deteriorated bridges over Kinney Road, 100th Street, and 130th Street will be reconstructed. New right-of-way will be required to accommodate the improvements. Enumeration for construction will be evaluated by the TPC after completion of the environmental study. Construction could occur as early as 2018.

We are in the process of preparing a Type II Enviromental Assessment which is anticipated to be ready for approval by January 2014.

Please find enclosed the Agricultural Impact Notice (AIN) for the subject project. Five parcels have acquisitions of one acre or less and four parcels have acquisition between one and five acres. A completed Agricultural Impact Notice form, project location map, preliminary plans of the proposed improvements, and detailed maps depicting farmland acquisitions are enclosed.

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

Sincerely,

Stephanie G. Christensen

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

CC: Jim Koenig, WisDOT Northwest Region

Enclosure

AGRICULTURAL IMPACT NOTICE

Wisconsin Department of Transportation

DT1999 2003 (Replaces ED872)

Proposing Agency		
Wisconsin Department of Transportation		
Project ID 1020-01-02	Highway IH 94	County St. Croix County
Project Title Hudson – Baldwin, USH 12 – STH 65		Project Length 7-miles
Type and Status of Environmental Document Type II Environmental Assessment (EA), Anticipated January 2014		
Proposing Agency Wants to Review Pre-Publication Draft of AIS? ☒ Yes ☐ No		AIS Needed by What Date? July 2013

1. Project Description

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

The Wisconsin Department of Transportation (WisDOT) is undertaking an environmental study project along IH 94 to plan for future improvements. The project is located on IH 94 in the Towns of Hudson, Warren, and Kinnickinnic and within the Village of Roberts. The study area extends from the USH 12/CTH U interchange to approximately 2-miles east of STH 65 to the Kinnickinnic River. The project is approximately 7-miles in length. See **Attachment 1** for a project location map.

IH 94 is an east-west rural four lane freeway with a posted speed of 65 mph within the project limits. IH 94 is functionally classified as a freeway. There are four 12-foot travel lanes with 10-foot outside shoulders and 6-foot inside shoulders. Stormwater is managed with roadside grass-lined ditches. Existing right-of-way varies in width from approximately 130-feet to 340-feet from the existing centerline of the existing rural ditch median.

Within the project limits there are three access locations including the USH 12/CTH U interchange, the WisDOT Weigh Enforcement Facility, and the STH 65 interchange. IH 94 passes over three local roads at Kinney Road, 100th Street, and 130th Street.

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

This Majors project has been approved for study by the Transportation Projects Commission (TPC) and proposed improvements include reconstruction of the deteriorated pavement while expanding IH 94 with three travel lanes in each direction to ensure safe and efficient freeway operations are maintained in this high priority corridor. The deteriorated bridges over Kinney Road, 100th Street, and 130th Street would be reconstructed. Enumeration for construction will be evaluated by the TPC after completion of the environmental study. Construction could occur as early as 2018.

Proposed improvements would include:

- Construction of new pavements and drainage facilities from USH 12 to the Kinnickinnic River with three 12-foot lanes in each direction and 12-foot inside and outside shoulders
- Construction of a third lane outside lane, 12-foot outside shoulder, and 12-foot inside shoulder for 2-miles through the STH 65 interchange from approximately 100th Street to STH 65
- Reconstruction of the bridges over Kinney Road, 100th Street, and 130th Street
- Construction of temporary pavements for staged construction

Ground disturbing activities would include removal of existing pavements and reconstruction of new existing pavements, drainage pipe and inlet construction, bridge removal and bridge construction, and slope and ditching grading.

Strip acquisition of new right-of-way would be required for slope and ditch grading. The proposed right-of-way would vary in width from approximately 165-feet to 340-feet from the existing centerline of the existing rural ditch median. Efforts to further minimize right-of-way acquisition will be explored during final design.

Preliminary plans of the proposed improvements including estimated right-of-way needs are shown in **Attachment 2**.

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

Two alternatives were considered as part of the Proposed Action:

Alternative 1 - No Build

This alternative would maintain the existing conditions and leave the deteriorated roadway pavement and bridges in place. There would be no addition of travel lanes to improve capacity. WisDOT would continue to incur increased maintenance costs and roadway safety and operations would deteriorate. While the alternative does not meet the purpose and need for the project, it does serve as a baseline for a comparison of impacts related to the recommended alternative.

Alternative 2 – Expansion from 4-lanes to 6-lanes with a Rural Divided Median

Features of this alternative would include reconstruction of IH 94 from USH 12/CTH U to approximately 2-miles east of STH 65 to the Kinnickinnic River. See **Attachment 2** for preliminary plans.

Features of this alternative include:

- Reconstruction of the IH 94 roadway pavement and drainage facilities with expansion from 4-lanes to 6-lanes
- Reconstruction of the IH 94 bridges over Kinney Road, 100th Street, and 130th Street
- Construction of temporary pavement to accommodate staged construction
- Maintenance of access at USH 12, STH 65, and existing weight enforcement facility

Alternative 2 is the preferred alternative since it replaces the deteriorated pavement, bridges, and drainage structures while providing 6-lanes to meet future capacity needs to maintain safe and efficient operations on this high priority interstate facility.

3. Maps and Exhibits

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

See **Attachment 1** for a project location map. The project extends from USH 12 to 2 miles east of STH 65 to the Kinnickinnic River.

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

The preliminary plan from USH 12/CTH U to STH 65 including estimated right-of-way needs is shown in **Attachment 2**.

Detailed maps of estimated farmland acquisitions are shown on **Attachment 3**. The maps show the parcel numbers which are referenced in the tables contained in this AIN. The maps also show existing property lines, existing right-of-way, property owner names, and areas of proposed acquisition.

There are five parcels requiring more than one but less than five acres of acquisition and four parcels with less than one acre of acquisition.

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

Project ID	Project Title
1020-01-02	Hudson – Baldwin, USH 12 – STH 65

		Acres				
Parcel No.	Owner(s) (Include operator if diff. from owner)	Acquired	Fee S.	Ease.	Existing Farm Operation	Present Use/Remarks
1	Robert and Christen Waxon	1.11	X		155	The existing farmstead consists of residential home and outbuildings south of IH 94 located outside the area of acquisition. The property consists of some fallow cropland and pasture as well as some woodland. The proposed IH 94 improvements will require acquisition of a strip of land for slope and ditch grading.
4	Glenridge Properties	2.43	X		135	The existing farmstead consists of residential home north of IH 94 located outside the area of acquisition and there appears to be no farm buildings associated with the parcel. The property consists of a combination of cropland that is actively farmed, fallow cropland and pasture, and some woodland. The proposed IH 94 improvements will require acquisition of a strip of land for slope and ditch grading.
5	Richard and Janet Stout	1.69	X		78	The existing farmstead consists of residential home north of IH 94 located outside the area of acquisition and there appears to be no farm buildings associated with the parcel. The property consists of some fallow cropland and pasture as well as some woodland. The proposed IH 94 improvements will require acquisition of a strip of land for slope and ditch grading.
7	County Materials Corporation	1.08	X		173	The existing parcel is owned by the County Materials Corporation for production of concrete products. A large portion of the parcel adjacent to IH 94 is actively farmed cropland. The parcel appears to be leased and farmed by the adjacent property owner (parcel 8 – Rudesill). The proposed IH 94 improvements will require acquisition of a strip of cropland for slope and ditch grading.
8	Andrew and Rose Rudesill	1.02	X		93	There doesn't appear to be a farmstead with outbuildings associated with this parcel. The property is cropland that is actively farmed. The proposed IH 94 improvements will require acquisition of a strip of cropland for slope and ditch grading.

There are 4 acquisitions that are 1 acre or less, and are categorically non-significant totaling 2.29 Acres

Parcel	Owner	Acres
2	Robert K & Cheri Monette	0.94
3	Doris E Garbe	0.91
6	James B & Maureen M Schreiber	0.18
9	River States Truck & Trailer Inc	0.26
		2.29

See Attachment 3 for Farmland Acquisition Maps

Note: Existing farm operation area estimated from St. Croix County plat book.

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

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

PARCEL	OWNER	ADDRESS	CITY	STATE	ZIP
1	ROBERT W & CHRISTINE A WAXON	726 CTY RD N	HUDSON	WI	54016
2	ROBERT K & CHERI MONETTE	717 PENNY LA	HUDSON	WI	54016
3	DORIS E GARBE	752 CTY RD N	HUDSON	WI	54016
4	GLENRIDGE PROPERTIES LLC	1353 AWATUKEE TRL	HUDSON	WI	54016
5	RICHARD O & JANET P STOUT	1353 AWATUKEE TRL	HUDSON	WI	54016
6	JAMES B & MAUREEN M SCHREIBER	1052 65TH AVE	ROBERTS	WI	54023
7	COUNTY MATERIALS CORPORATION	PO BOX 100	MARATHON	WI	54448
8	ANDREW S & ROSE A RUDESILL	1962 CTY RD YY	BALDWIN	WI	54002
9	RIVER STATES TRUCK & TRAILER INC	PO BOX 2075	LACROSSE	WI	54602

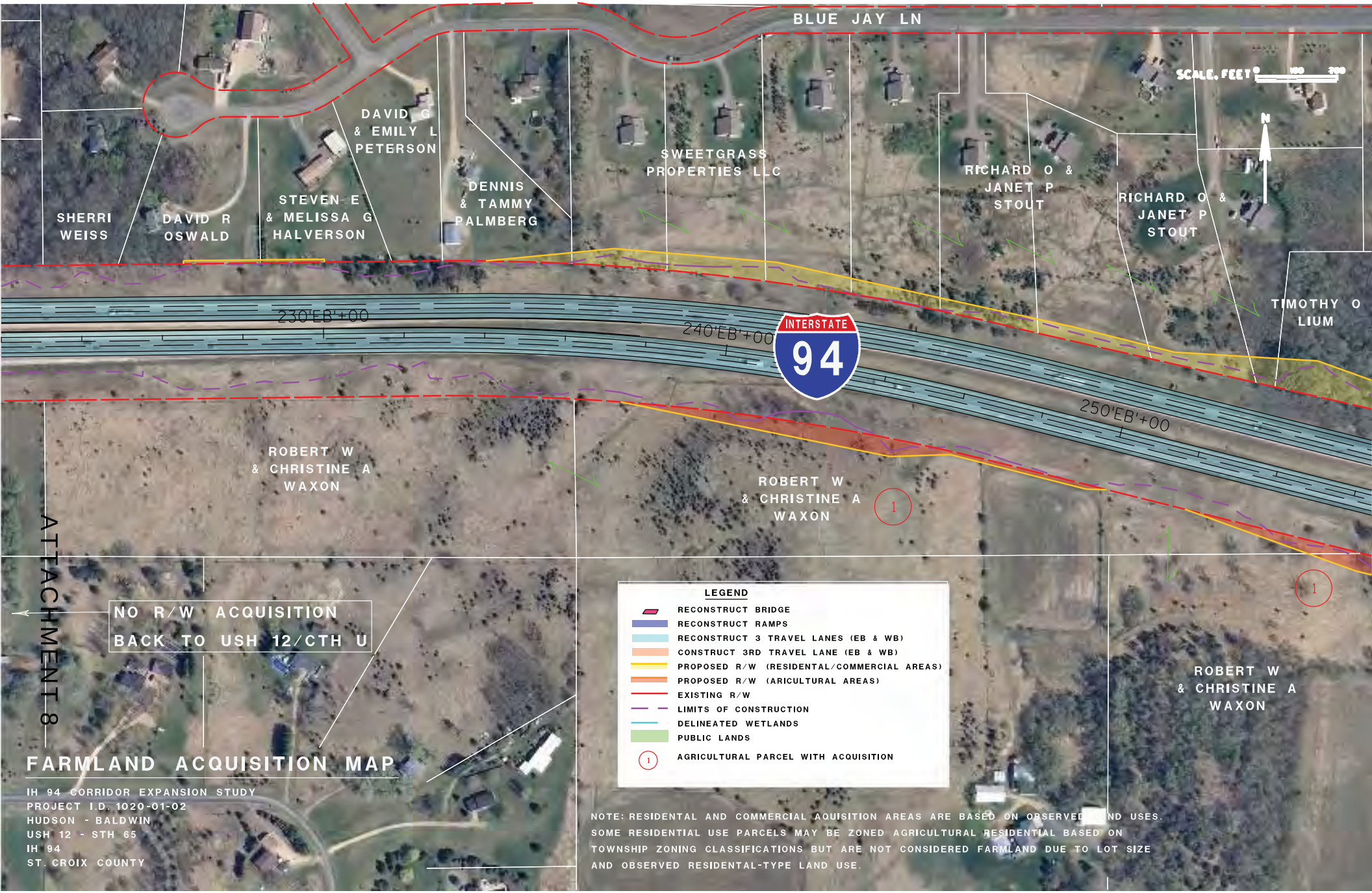
Addresses obtained from St. Croix County GIS in January 2013.

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

None requested.

Attachments

1. Project Location Map
2. Preliminary Design Maps
3. Farmland Acquisition Maps



FARMLAND ACQUISITION MAP

IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
USH 12 - STH 65
IH 94
ST. CROIX COUNTY

NOTE: RESIDENTAL AND COMMERCIAL AQUISITION AREAS ARE BASED ON OBSERVED LAND USES. SOME RESIDENTIAL USE PARCELS MAY BE ZONED AGRICULTURAL RESIDENTIAL BASED ON TOWNSHIP ZONING CLASSIFICATIONS BUT ARE NOT CONSIDERED FARMLAND DUE TO LOT SIZE AND OBSERVED RESIDENTAL-TYPE LAND USE.

FARMLAND ACQUISITION MAP

IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
USH 12 - STH 65
IH 94
ST. CROIX COUNTY

ATTACHMENT 8

FARMLAND ACQUISITION MAP

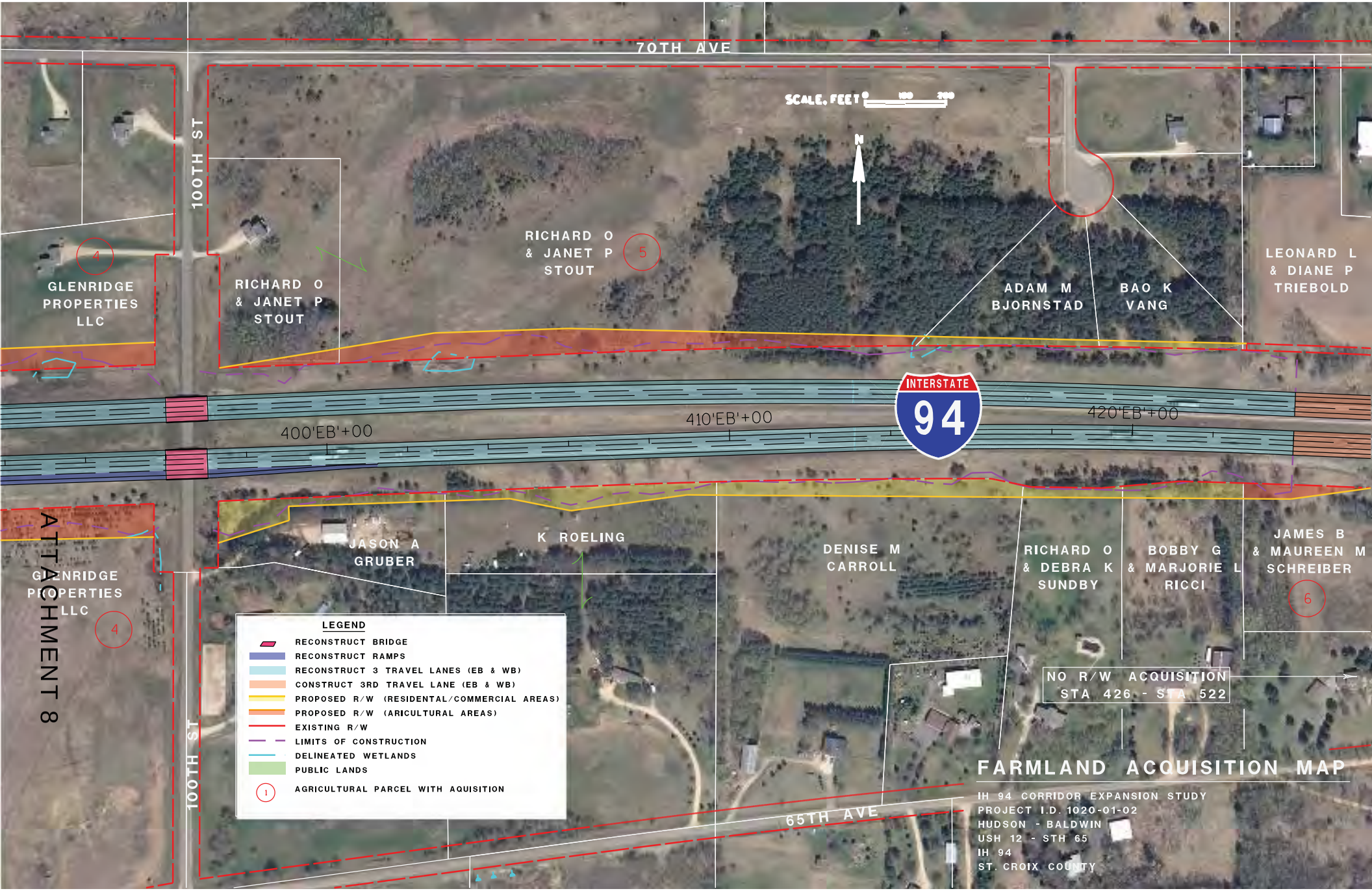
IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
USH 12 - STH 65
IH 94
ST. CROIX COUNTY


US FISH & WILDLIFE SERVICE
CLAPP WATERFOWL PRODUCTION AREA
FISH & WILDLIFE
U S A
LEGEND
RECONSTRUCT BRIDGE
RECONSTRUCT RAMPS
RECONSTRUCT 3 TRAVEL LANES (EB & WB)
CONSTRUCT 3RD TRAVEL LANE (EB & WB)
PROPOSED R/W (RESIDENTAL/COMMERCIAL AREAS)
PROPOSED R/W (ARICULTURAL AREAS)
EXISTING R/W
LIMITS OF CONSTRUCTION
DELINEATED WETLANDS
PUBLIC LANDS
1 AGRICULTURAL PARCEL WITH AQUISITION
SCALE, FEET
N
330'EB'+00
340'EB
350'EB'+00
INTERSTATE
94
FISH & WILDLIFE
U S A
RYAN G & RENEE L CORSON
ROBERT H & WENDI K HEUERMANN
MARK & KIMBERLY ROMNESS
ROBERT G & JODY L (TRS) OLSEN
LISA M HENKE
ROBERT & THERESA LINDER
SWEETGRASS PROPERTIES
RICHARD O & JANET P STOUT
ROSCON PROPERTIES LLC
HILLARY FARM RD
ATTACHMENT 8
FARMLAND ACQUISITION MAP
IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
USH 12 - STH 65
IH 94
ST. CROIX COUNTY

ATTACHMENT 8

FARMLAND ACQUISITION MAP

IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
USH 12 - STH 65
IH 94
ST. CROIX COUNTY



FARMLAND ACQUISITION MAP

IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
USH 12 - STH 65
IH 94
ST. CROIX COUNTY

ATTACHMENT 8

FARMLAND ACQUISITION MAP

IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
USH 12 - STH 65
IH 94
ST. CROIX COUNTY

State of Wisconsin
Governor Scott Walker

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

April 5, 2013

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

Dear Stephanie Christensen:

Re: Project ID: 1020-01-02
Project Name: IH 94: USH 12 - STH 65
County: Saint Croix

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

Please note that if the proposed project or project specifications are altered in any way which could be construed as increasing the potential adverse effects of the project on agriculture or on any farm operation, the DATCP should be renotified. Questions on the AIS program can be directed to me at the above address or by dialing 608/224-4650.

Peter Nauth

Peter Nauth
Agricultural Impact Program

DATCP ID: #3909

United States Department of the Interior

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

To: Stephanie Christensen **USFWS Project ID:** 12-TA-0336

Regarding your: ☑ Letter ☐ E-mail ☐ FAX **Dated:** July 2, 2012

RE: Project ID 1020-01-02, IH 94 Improvements, Bridge Reconstruction, St. Croix County, Wisconsin

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

☑ Due to the project location, no federally-listed, proposed, or candidate species, or designated critical habitat occurs within the project area. We recommend checking our website (http://www.fws.gov/midwest/GreenBay/) every 6 months from the date of this letter to ensure that listed species presence/absence information for the proposed project is current.

☑ If migratory birds are known to nest on any structures (*e.g.,* bridges) which may be disturbed by project construction, activities should begin (and be concluded) before the initiation of the breeding season for those species or after the breeding has concluded. Alternatively, the structures can be *tightly screened* before the breeding season (May 1 through August 30) to prevent nesting. If you will not be able to begin construction prior to or after the breeding season, please contact our office.

☐ Under the Migratory Bird Treaty Act of 1918, as amended, it is unlawful to take, capture, kill, or possess migratory birds, their nests, eggs, and young. If migratory birds are known to nest on any structures or habitat which may be disturbed by project construction, activities (e.g., tree removal) should begin and be completed before the initiation of the breeding season for those species or after breeding has concluded. Generally, we recommend that any habitat disturbance occur before May 1 or after August 30 to minimize potential impacts to migratory birds, but please be aware that some species may initiate nesting before May 1.

☑ We recommend, when possible, that bridges and abutments be designed and constructed in such a way as to allow terrestrial wildlife to pass under the bridge without entering the river during normal flow conditions. This may require lengthening the bridge, limitations on the use of exposed riprap, modifications to the surface of the riprap (e.g., grouting the surface or filling with soil or other natural materials), or modifications in the substrate and/or slope at the base of the abutments, as some wildlife species cannot or prefer not to traverse areas of riprap.

☐ The Service supports and encourages the maintenance or creation of habitat connectivity wherever possible. As such, we recommend installing bridges or culverts that do not impede the movement of water, sediments, or aquatic species along existing waterways. Specifically, we strongly recommend replacing failing culverts with bridges or bottomless culverts where possible. At minimum, we recommend new culverts be set at a zero slope, with a width that matches bank flow.

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

USFWS Contact(s): Jill Utrup **Phone Number:** 920-866-1734

For the Field Supervisor: _____ **Date:** August 1, 2012

ATTACHMENT 9

USFWS CLAPP WPA LOCATION MAP

ATTACHMENT 9

From: Kerr, Tom [mailto:tom_kerr@fws.gov]
Sent: Wednesday, April 17, 2013 7:25 AM
To: Stephanie Christensen
Subject: Re: Clapp Waterfowl Production Area - ID 1020-01-02, Hudson - Baldwin, USH 12 - STH 65, IH 94, St. Croix County

We do not have any specific section on the website for information about the Clapp Waterfowl Production Area (WPA). It is 239 acres in size. Here is some general information about management on most WPAs within the St. Croix Wetland Management District. WPAs are part of the National Wildlife Refuge System and are managed to benefit wildlife.

Common breeding bird species in the WMD include:
Trumpeter Swan
Mallard
Wood Duck
Hooded Merganser
Canada Goose
Meadowlark
Henslow's sparrow
Bobolink
Northern Harrier

Management on WPAs within the St. Croix WMD includes the following:

Managed Grazing
Haying
Prescribed fire
Invasive species control
Habitat restoration

WPAs are managed to restore the prairie, wetlands and oak savanna historically found in the St. Croix Wetland Management District

WPAs are open to the following public uses:

Hunting
Fishing
Environmental education
Wildlife photography
Bird watching

A good resource for additional information is our comprehensive conservation plan which describes how the Service will manage WPAs in the St. Croix WMD. The link to the plan is http://www.fws.gov/midwest/planning/stcroix/

Hope this helps.
Tom Kerr

EMCS
engineering
management
consulting
services

March 28, 2013

Tim Miland
USDA, NRCS – NW Area
1304 North Hillcrest Parkway, Suite A
Altoona, WI 54720

Subject: Farmland Impact Rating (AD-1006) for IH 94 Corridor Expansion Study
Project ID 1020-01-02
Hudson – Baldwin
USH 12 – STH 65
IH 94
St. Croix County

Dear Tim:

EMCS, Inc. has been retained by the Wisconsin Department of Transportation to provide environmental and preliminary design services for the expansion of IH 94 between USH 12 and STH 65. The project is located on IH 94 in the Towns of Hudson and Warren and within the Village of Roberts. The study area extends from the USH 12 interchange to approximately 2-miles east of STH 65 to the Kinnickinnic River. The project is approximately 7-miles in length.

This Majors project has been approved for study by the Transportation Projects Commission (TPC) and proposed improvements include reconstruction of the deteriorated pavement while expanding IH 94 with three travel lanes in each direction to improve freeway operations. The deteriorated bridges over Kinney Road, 100th Street, and 130th Street will be reconstructed. New right-of-way will be required to accommodate the improvements. Enumeration for construction will be evaluated by the TPC after completion of the environmental study. Construction could occur as early as 2018.

We are in the process of preparing a Type II Enviromental Assessment which is anticipated to be ready for approval by January 2014.

Enclosed you will find the NRCS Farmland Conversion Impact Rating form with parts I, III, and VI completed for the proposed expansion alternatives. A complete project description, project location map, preliminary plans, and farmland acquisition maps are enclosed. The project will be constructed on alignment with strip taking of right-of-way from some agricultural properties. There is approximately 10 acres of farmland required from nine property owners.

Please complete Sections II, IV, and V and return it to me at the address listed above by May 15, 2013. Thank you for your assistance on this highway improvement project. If you would like additional information please contact me at (715) 845-1081 or via email at schristensen@emcsinc.com. Thank you for your assistance on this project.

Sincerely,

Stephanie G. Christensen

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

CC: Jim Koenig, WisDOT Northwest Region

Enclosure

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request **3/28/13**	4. Sheet 1 of **1**
1. Name of Project **IH 94, Hudson - Baldwin, USH 12 - STH 65**	5. Federal Agency Involved **Wisconsin Department of Transportation**	
2. Type of Project **Expansion**	6. County and State **St. Croix County, WI**	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐		4. Acres Irrigated / Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction **Acres:** **%**	7. Amount of Farmland As Defined in FPPA **Acres:** **%**
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment **USH 12 - STH 65**			
A. Total Acres To Be Converted Directly	**10**			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	**0**			
C. Total Acres In Corridor	**10**	**0**	**0**	**0**
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*				

PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	Maximum Points				
1. Area in Nonurban Use	15	**12**			
2. Perimeter in Nonurban Use	10	**8**			
3. Percent Of Corridor Being Farmed	20	**20**			
4. Protection Provided By State And Local Government	20	**20**			
5. Size of Present Farm Unit Compared To Average	10	**1**			
6. Creation Of Nonfarmable Farmland	25	**0**			
7. Availablility Of Farm Support Services	5	**5**			
8. On-Farm Investments	20	**5**			
9. Effects Of Conversion On Farm Support Services	25	**0**			
10. Compatibility With Existing Agricultural Use	10	**1**			
TOTAL CORRIDOR ASSESSMENT POINTS	160	**72**	**0**	**0**	**0**
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160	**72**	**0**	**0**	**0**
TOTAL POINTS *(Total of above 2 lines)*	260		**0**	**0**	**0**

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

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

ATTACHMENT 10

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
NW Area Office
1304 N. Hillcrest Parkway
Altoona, WI 54720
Phone: (608) 662-4422
Fax: (608) 662-4430

April 29, 2013

Stephanie G Christensen, P.E.
EMCS
630 South 36th Ave.
Wausau, WI 54401

Re: Project ID: 1020-01-02
Hudson-Baldwin
USH 12-STH 65
IH 94
St. Croix County

Dear Ms. Christensen,

I have reviewed the maps and descriptions for the above mentioned project, with regard to requirements of the Farmland Protection Policy Act (FPPA). The purpose of the Farmland Conversion Impact Rating (Form AD-1006), is to evaluate farmland impacts for various alternatives to proposed projects

Because the proposed construction has no viable alternative to consider and a majority of the project is being constructed on existing right of ways, provisions of the FPPA do not apply and no further action is necessary on your part to comply with its requirements.
.

Thank you for the opportunity to comment on this project.

Sincerely,

Timothy J. Miland
Area Resource Soil Scientist

Division of Transportation
System Development
Northwest Region – Eau Claire Office
718 W Clairemont Ave.
Eau Claire, WI 54701-5108

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

Telephone: 715-836-2891
Toll Free: 800-991-5285
Facsimile (FAX): 715-836-2807
E-mail: nwr.dtsd@dot.wi.gov

July 2, 2012

Re: Federal Highway Administration requests for comments concerning Historic Properties and Notification of project undertaking
Project ID 1020-01-02
Hudson – Baldwin
USH 12 - STH 65
IH 94
St. Croix County

The Wisconsin Department of Transportation (WisDOT) is undertaking an environmental study project along IH 94 to plan for future improvements. The project is located on IH 94 in the Towns of Hudson and Warren and within the Village of Roberts. The study area extends from the USH 12 interchange to approximately 1-mile east of STH 65. The project is approximately seven miles in length. A map showing the location of this project is enclosed.

This major project has been approved for study by the Transportation Projects Commission (TPC) and improvements will include reconstruction of the deteriorated pavement while expanding IH 94 with three travel lanes in each direction to reduce congestion. The deteriorated bridges over Kinney Road and 100th Street will be reconstructed. New right-of-way will be required to accommodate the improvements. Enumeration for construction will be evaluated by the TPC after completion of the environmental study. Construction could occur as early as 2018.

You are invited to attend a local officials meeting on Tuesday, August 7, 2012 from 2 – 3:30 pm at the Community Park Building at 312 North Park Street, Roberts, WI. You will also receive notifications as future coordination meetings are scheduled.

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) 838-8391 or WisDOT Northwest Region – Eau Claire Office, 718 West Clairemont Avenue, Eau Claire, WI 54701 with any concerns or information.

Sincerely,
Jim Koenig
WisDOT Project Manager

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

Enclosure: Project Location Map

ATTACHMENT 11

COMPANY	COMPANY2	FIRST	LAST	TITLE	ADDRESS1	ADDRESS2	CITY	STATE	ZIP
Bad River Band of Lake Superior	Chippewa Indians of Wisconsin	Edith	Leoso	THPO		P.O. Box 39	Odanah	WI	54861
Forest County Potawatomi Community of Wisconsin		Mike	Alloway		Tribal Office	P.O. Box 340	Crandon	WI	54520
Ho-Chunk Nation		William	Quackenbush	THPO	Executive Offices	P.O. Box 667	Black River Falls	WI	54615
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	Melina	Young	THPO	Tribal Historic Preservation Office	P.O. Box 67	Lac du Flambeau	WI	54538
Lac Vieux Desert Band of Lake Superior	Chippewa Indians of Wisconsin	giiwegiizhigookway	Martin	Ketegitigaaning Ojibwe Nation/THPO	P.O. Box 249		Watersmeet	MI	49969
Menominee Indian Tribe of Wisconsin		David	Grignon	THPO	P.O. Box 910		Keshena	WI	54135
Prarie Band Potawatomi Nation		Steve	Ortiz	Chairman	16281 Q Road		Mayetta	KS	66509
Prarie Island Indian Community	Minnesota Mdewakanton Sioux	Marc	Mogan	Tribal Engineer	5636 Sturgeon Lake Road		Welch	MN	55089
Red Cliff Band of Lake Superior	Chippewa Indians of Wisconsin	Larry	Balber	THPO		88385 Pike Road, Highway 13	Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska		Jane	Nioce		305 North Main		Reserve	KS	66434
Sac & Fox Nation of Oklahoma		Sandra	Massey	NAGPRA Representative	RR 2, Box 246		Stroud	OK	74079
Sac & Fox Nation of Mississippi in Iowa		Jonathon	Buffalo	NAGPRA Representative	349 Meskwaki Road		Tama	IA	52339
Sakaogon Chippewa Community of Mole Lake Band				Cultural Resource Director	3051 Sand Lake Road		Crandon	WI	54520
St. Croix Band	Chippewa Indians of Wisconsin	Wanda	McFaggen		Tribal Historic Preservation Office	24663 Angeline Ave.	Webster	WI	54893

ATTACHMENT 11

LAC VIEUX DESERT BAND OF LAKE SUPERIOR CHIPPEWA INDIANS
Ketegitigaaning Ojibwe Nation Tribal Historic Preservation
P.O. Box 249, E23857 Poplar Circle Watersmeet, MI 49969
Phone: 906-358-0137 or 0138 Fax: 906-358-4850

LAC VIEUX DESERT BAND OF LAKE SUPERIOR CHIPPEWA INDIANS
Ketegitigaaning Ojibwe Nation Tribal Historic Preservation
P.O. Box 249, E23857 Poplar Circle Watersmeet, MI 49969
Phone: 906-358-0137 or 0138 Fax: 906-358-4850

Date: July 9th 2012

Project ID: 1020-01-02

Booshoo, (Hello)

The Ketegitigaaning Ojibwe Nation THPO (Lac Vieux Desert Chippewa) received your requests for comments or interest concerning the National Historic Preservation Act, Section 106 request for review and comment to the effect on historic and cultural sites within the proposed project area. The LVD Tribal Historic Preservation Office has no interests documented at this time in the proposed project areas. LVD has conducted its database research, file research and find no sites within the project area at this time. However that does not mean that they do not exist. It is LVD's belief that many prehistoric sites and Indian historic sites in the area have not yet been identified or documented. LVD is among the many Tribes initiating the process of assisting in this endeavor. LVD urges you to consult other Indian Tribes in your immediate area that may have interests in your project area, if you have not already done so.

If the scope of work changes in any way, or if artifacts or human remains are discovered, please notify LVD immediately so we can assist in making an appropriate determination. LVD urges you to consult other Indian Tribes in your immediate area that may have interests in your project area, if you have not already done so.

Please forward any future request for review of historic and cultural properties according to the National Historic Preservation Act Section 106 to giiwegiizhigookway Martin, Officer, Tribal Historic Preservation Office. Please keep us informed of future projects as LVD plans to increase our efforts to identify and document sites in the area.

Miigwetch,

giiwegiizhigookway Martin

giiwegiizhigookway Martin, THPO
Ketegitigaaning Ojibwe Nation
Tribal Historic Preservation Office
P.O. 249
E23857 Poplar Circle
Watersmeet, Michigan 49969
Phone: 906-358-0137
Fax: 906-358-4850

email: gmartin@lvdtribal.com

ATTACHMENT 11

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

Division of Historic Preservation

December 18, 2012

Jim Koenig
WisDOT Project Manager
Division of Transportation
718 W. Clairemont Ave.
Eau Claire, WI 54701-5108

SUBJECT: **Project ID: 1020-01-02; Hudson – Baldwin; US 12 – WIS 65; I-94; St. Croix County, WI**

Dear Mr. Koenig:

In response to your letter dated **November 21, 2012**, the Lac du Flambeau Band of Lake Superior Chippewa Indians would like to express concerns with any impacts to historic and cultural properties located within the project area of potential effect for the project mentioned above. This project is located within areas that have previously been occupied by the Northern Ojibwe Bands.

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

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

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

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

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

Sincerely,

Sarah E. Schoman for

Melinda J. Young
Tribal Historic Preservation Officer

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

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

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
     - New and/or improved interchanges and access
     - Bypass alternatives

Answer:
The design concepts include expansion (one new travel lane in each direction). The design concepts do not include locating I-94 on new alignment, new or improved interchanges or access, or 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. While a safe and efficient roadway supports regional and local economic development, a need for the project is not economic development.

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

Answer: Environmental Assessment.

4. Facility Function
   - What is the primary function of the existing facility? What is the proposed facility?
     - Urban arterial
     - Rural arterial

Answer: Based on WisDOT functional classification maps, I-94 is a rural Principal Arterial. I-94 is one west central Wisconsin's vital links which serves commuters, residents, and freight traffic connecting Wisconsin and Minnesota.

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

Answer: The project area is rural and suburban in nature within the project limits. The project location is located east of Hudson which connects to a more populated urban area within the Twin Cities of Minnesota.

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 <u>not</u> 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 rural in nature with industrial/commercial and residential land uses primarily west of WIS 65 and rural residential and agricultural uses east of WIS 65.

Comprehensive plans are adopted for Town of Hudson, Town of Warrant, Town of Kinnickinnic, and Village of Roberts as well as the surrounding communities and counties. The preferred alternative does not conflict with the local comprehensive planning efforts.

Zoning is in place by each municipality. Zoning in the project area is primarily for commercial and industrial land uses near the US 12 and WIS 65 interchanges and rural residential and agricultural uses outside of the interchange areas. The preferred alternative does not conflict with local zoning in the project area.

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

Answer: Wisconsin Department of Administration (DOA) information for St. Croix County indicates a total projected population growth of 57.7% from 2010 to 2030. The DOA data indicates the population of St. Croix County grew 38% between the years of 2000 and 2010, which was significantly more than the statewide rate of approximately 6%.

St. Croix County is the fastest growing county in the state, mostly from commuters that are seeking rural living while working in the Twin Cities of MN. There were no significant changes in population demographics or employment between 2002 and 2007. Generally the demographics rates have remained steady over the past 10 to 20 years. Unemployment rates have remained steady until 2008, where the county, as well as the state and nation, saw a rise in unemployment rates for the past few years.

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

Answer: The project study area contains some minor planned commercial, industrial and residential developments near the US 12 and WIS 65 interchanges. Industrial and commercial land conversions have occurred at these interchanges over the past two decades.

Between US 12 and WIS 65, one of the main changes in land use over the past two decades has been conversion of agricultural land into residential land as suburban sprawl continues east from the Twin Cities in MN.

Land use east of WIS 65 is primarily agricultural and rural residential in nature and has not seen any major conversions in land use in the past two decades.

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

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

DETAILED INDIRECT AND CUMULATIVE EFFECTS ANALYSIS

I-94 Corridor Expansion Study
Project ID 1020-01-02
Hudson - Baldwin
US 12 – 130th Street
I-94
St. Croix County

Date: February 2014

INTRODUCTION

An analysis of indirect and cumulative effects has been prepared as part of the Environmental Assessment for the I-94 Corridor Expansion Study located between Hudson and Baldwin in St. Croix County, Wisconsin. See **Figure A** for the project location in western St. Croix County. This technical memorandum provides a summary of the analysis of indirect and cumulative effects for the above referenced Proposed Action. These analyses evaluate potential indirect and cumulative impacts to resources resulting from the proposed improvements along I-94 extending from US 12 to approximately 2-miles east of WIS 65 (approximate 7.5-mile study length).

Note: While the "Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis" does not indicate significant potential for indirect effects, a more detail indirect effects analysis is documented in this memorandum since the Proposed Action includes capacity expansion.

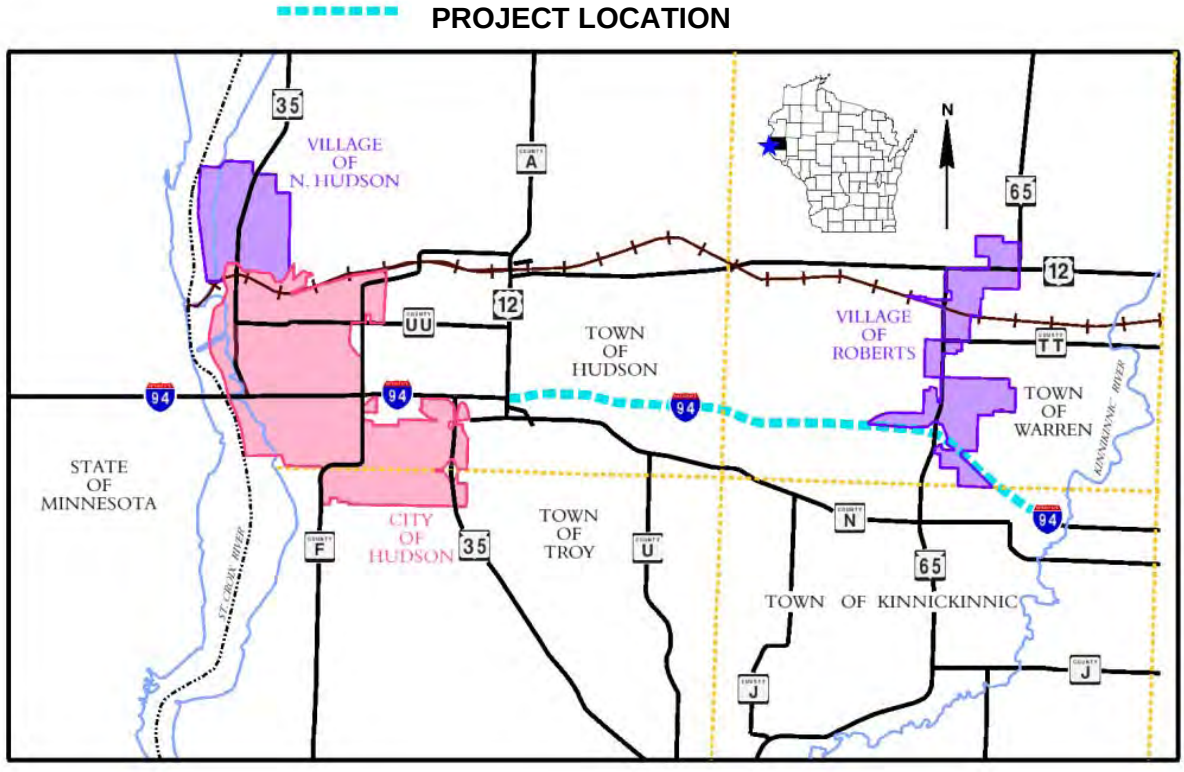


FIGURE A – PROJECT LOCATION

INDIRECT EFFECTS ANALYSIS

Indirect effects are defined as those effects that are "caused by the action and occur later in time or farther removed in distance, but still reasonably foreseeable" (Section 1508.8, Council on Environmental Quality regulations for implementing the National Environmental Policy Act). The following method for analyzing indirect effects is from the National Cooperative Highway Research Program (NCHRP) Report 466, Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects, Transportation Research Board, 2002.

The methodology for conducting this analysis of indirect effects included guidance provided by the Federal Highway Administration (FHWA) in the National Cooperative Highway Research Program (NCHRP).

Guidance provided in the Wisconsin Department of Transportation (WisDOT) Facilities Development Manual (FDM) Section 25-5-17 and WisDOT's guidance analyzing indirect effects were followed for this analysis. The approach includes a six-step process by establishing an area of potential effect; reviewing existing information; documenting project area notable features; identifying potential impact causing activities; identifying and assessing significance of potential indirect effects, and considering mitigation strategies.

Step 1 – Scoping, Selecting Tools/Activities, and Determining Study Area

Predicting indirect effects includes a certain level of uncertainty. The Project Team reviewed demographic trends and available comprehensive, regional, and local plan data for the Project Study Area. The Project Team also conducted local official, environmental resource agency, and public involvement meetings to facilitate project coordination as well to attempt to identify the potential for and magnitude of any indirect effects.

Existing Facility

I-94 within the proposed project limits is located between US 12 extending approximately 2-miles east of WIS 65 to the Kinnickinnic River. The location of the project is shown in **Figure A** above.

There is an existing diamond interchange at US 12 and at WIS 65. I-94 passes over the local roads of Kinney Road, 100th Street, and 130th Street within the project limits. I-94 is an access-controlled facility with access only at US 12, WIS 65, and to the Wisconsin State Patrol weigh enforcement facility located along eastbound I-94 between Kinney Road and 100th Street. The US Fish and Wildlife Service (USFWS) Clapp Waterfowl Production Area (WPA) fronts I-94 along the north side for approximately 1.5-miles. See **Figure B** for an overview map of the project area.

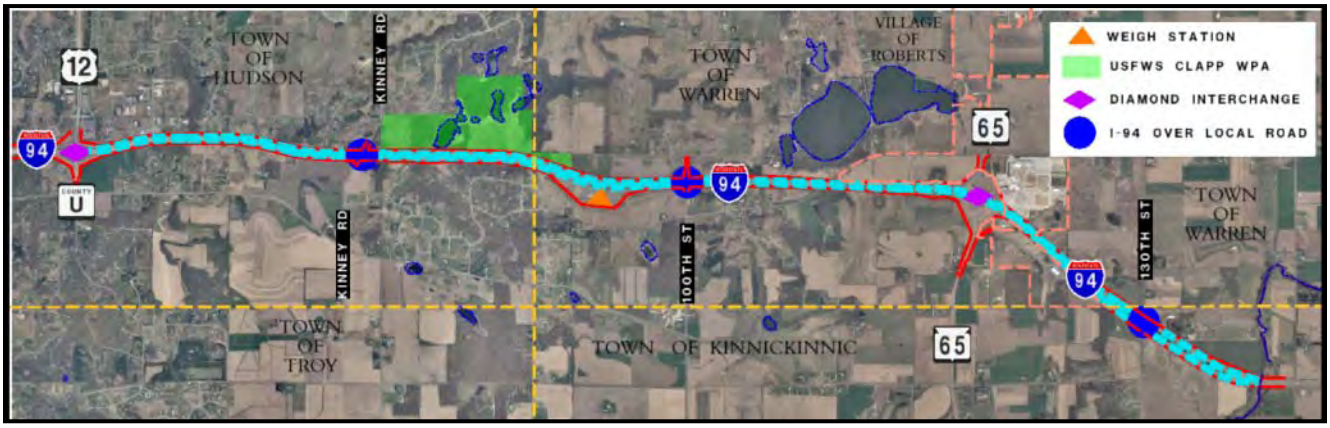


FIGURE B – PROJECT AREA OVERVIEW MAP

The following roadways are part of the project study:

- I-94 is typically a four-lane east/west divided rural freeway with a median varying in width from 50-feet to 275-feet. The median (separation area between opposing roadways) configuration is a grass-lined ditch. I-94 is part of the National Highway System (NHS) and is an important interstate and regional route supporting through, local, and commuter traffic on northwest Wisconsin and eastern Minnesota.
- The existing US 12 interchange is located near the west terminus of the Proposed Action. US 12 is typically an east/west rural roadway. US 12 extending from I-94 north approximately 1.6-miles was recently added to the NHS.
- The WIS 65 interchange is located approximately 2-miles west of the eastern terminus of the Proposed Action. WIS 65 is typically a north/south rural roadway. The WIS 65 interchange at I-94 was reconstructed in 2013 to meet current standards and remove deficiencies. The recent reconstruction of WIS 65 included reconstruction of the ramps, ramp intersections, and approximately 2-miles of I-94. The 2-miles of mainline I-94 pavement were reconstructed to allow for future expansion of I-94 without removal of the pavement.
- The town roads of Kinney Road, 100th Street, and 130th Street provide for local residential, agricultural, and emergency traffic circulation under I-94 within the project area. The town roads as well as US 12 and WIS 65 accommodate multi-modal (pedestrian, bicycle, and snowmobile) crossings of the I-94 corridor.
- Stormwater is managed with grass-lined ditches throughout the project.

Project Alternatives

A detailed discussion of purpose and need, alternatives considered, and evaluation of environmental factors and impacts are included in the Environmental Assessment prepared for the Proposed Action. This technical memorandum summarizes these items for the purpose of evaluating indirect effects.

The purpose of this Proposed Action is to provide for operational and capacity improvements along I-94 to facilitate the safe and efficient movement of people, goods, and services; improve the roadway geometrics and roadside features to modern design standards; improve the deteriorated pavements; improve structural deficiencies; improve safety; and to continue to support local and regional economic development needs.

The level of service (LOS) is used to determine when additional travel lanes are required. The LOS is a measure of how well traffic flows along a portion of a highway with ratings ranging from LOS A (ideal operation) to LOS F (complete congestion). I-94 between US 12 and WIS 65 will meet capacity expansion thresholds around year 2020. I-94 currently operates at a LOS C with 4-lanes. There are approximately 50,000 vehicles forecasted per day in the year 2020 and the freeway is anticipated to operate at a LOS D. LOS C or better is required to ensure safe and efficient operations along this interstate arterial route. Addition of a through travel lane in each direction is required to maintain LOS C or better.

The following alternatives were developed to address the needs for the project:

- Alternative 1 – No Build
- Alternative 2 - Reconstruction with Expansion (6 lanes with rural median) - PREFERRED
- Alternative 3 – Reconstruction with Expansion (6 lanes with concrete barrier median)

A detailed discussion of the features of each alternative and reasons for eliminating Alternative 1 and Alternative 3 are included in the Environmental Assessment prepared for the Proposed Action. The following alternatives were used for the purpose of evaluating indirect effects:

Alternative 1 - No Build
Alternative 1 is the No Build Alternative. This alternative would result in no change to the existing facility and expansion would not occur. WisDOT would continue to incur increased structure and roadway maintenance costs and ultimately the bridge structures may require closure if they are not repaired or replaced. No improvements would be made to address the substandard roadway geometry and deteriorating drainage and roadside safety systems. Safety and operations would decrease as traffic on I-94 continued to increase. Roadway users would begin to experience intolerable delays without expansion.

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

Alternative 2 – Reconstruction with Expansion (Preferred Alternative)
Alternative 2 includes reconstruction of I-94 from US 12 to 2-miles east of WIS 65 to current standards while expanding the roadway to three lanes in each direction to meet future travel demand. Pavement, bridges, drainage systems, and roadside features would be reconstructed. I-94 would be reconstructed with a divided rural median typical section. Access would be maintained at US 12, WIS 65, and the eastbound I-94 weigh facility.

Alternative 3 – Reconstruction with Expansion with Concrete Median Barrier
Alternative 3 would have similar features as Alternative 2 except that a different roadway typical cross section with concrete median barrier was considered. Alternative 3 was determined to not be prudent and was eliminated in the Environmental Assessment from further consideration.

<u>Project Study Area</u>
For the purposes of evaluating indirect effects, the Project Study Area is defined as an area along I-94 from US 12 on the west end to the eastern municipal limits of the Town of Kinnickinnic on the east end. The study area extends north to US 12 to define the northern boundary. The study area extends south to County N to define the southern boundary. The study area includes portions of the Town of Hudson, Town of Warren, Town of Kinnickinnic, and Village of Roberts. See **Figure C** for the Project Study Area.

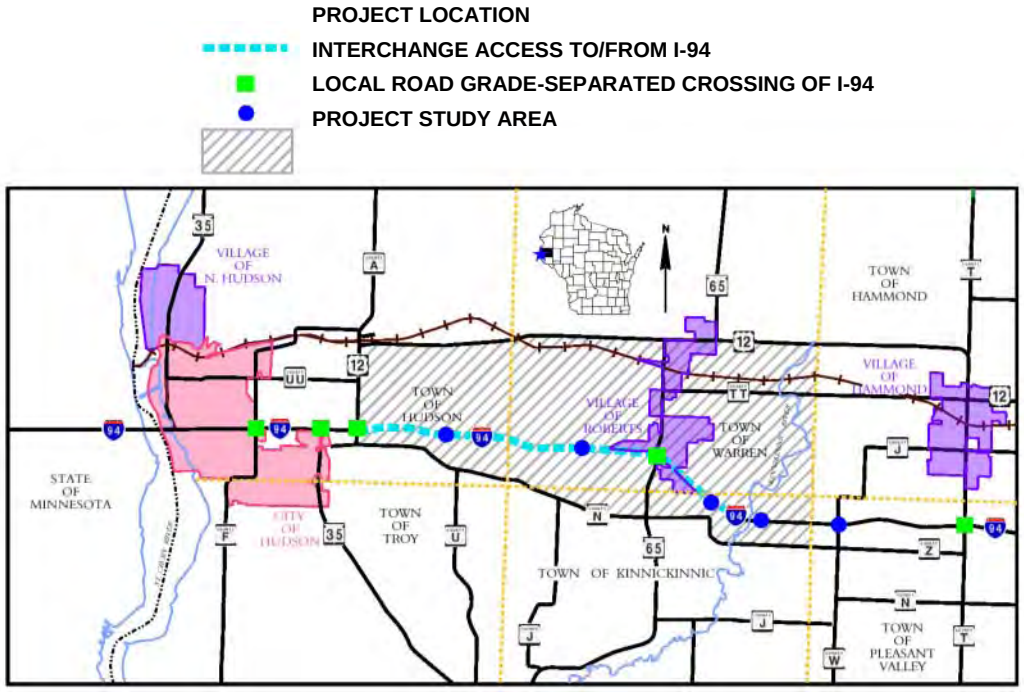


FIGURE C – PROJECT STUDY AREA

The Project Study Area was based upon traffic patterns and access to and from I-94.

- West: At US 12, I-94 is three lanes in the eastbound and planned for three lanes in the westbound (2017). The proposed improvements east of US 12 are not anticipated to induce indirect effects west of US 12, therefore US 12 was selected as the western limit for the analysis.
- East: The eastern edge of the Town of Kinnickinnic is located approximately half way between the interchanges of WIS 65 and County T which provide direct access to I-94 and there are other overpasses located between WIS 65 and County T to provide local circulation and access across I-94. The proposed improvements are not anticipated to induce indirect effects east of the township line.
- North: US 12 is a parallel and alternative route to I-94 which carries traffic from local and regional routes to I-94 at the US 12 interchange and WIS 65. The proposed improvements are not anticipated to induce indirect effects north of US 12.
- South: County N is a parallel route to I-94 which distributes local traffic to the interchanges at US 12 and WIS 65 as well as the local road grade-separated crossings (no access to I-94). The proposed improvements are not anticipated to induce indirect effects south of County N.

Step 2 - Inventory the Study Area and Notable Features

Existing conditions and trends and notable features were identified and evaluated based on available local and regional plans, demographic data and projections, and records illustrating development land use changes that have occurred over time as well as current and anticipated land uses.

Regional and Local Plans

Numerous studies and comprehensive plans are available for the Project Study Area. Although economic development is not a need component for this project, the Proposed Action is compatible with the documented local and regional development plans and a strong transportation system supports locally and regionally planned economic development. The local and regional comprehensive and development plans are discussed in further detail below.

- The local plans document that their physical location adjacent to I-94 is the primary factor which attracts businesses and other development.
- Commercial and industrial developments (land conversions) are planned within the vicinity of I-94 and comprehensive planning and zoning have been implemented to ensure growth is planned. These developments are primarily planned near the US 12 and WIS 65 interchanges.
- The local plans support the idea that a safe and well-maintained I-94 corridor is critical to any planned economic growth.
- The plans document that investment in transportation improvements along the I-94 corridor is important to the success of planned development in St. Croix County and that measures should be taken to ensure the longevity of various highway improvements.

Land uses primarily consist of rural residential, agricultural, commercial, industrial, waterway/lakes, and woodlands with some wetland, public recreation, and conservation land uses. See **Figure D** for an existing land use map (year 2010) from St. Croix County.

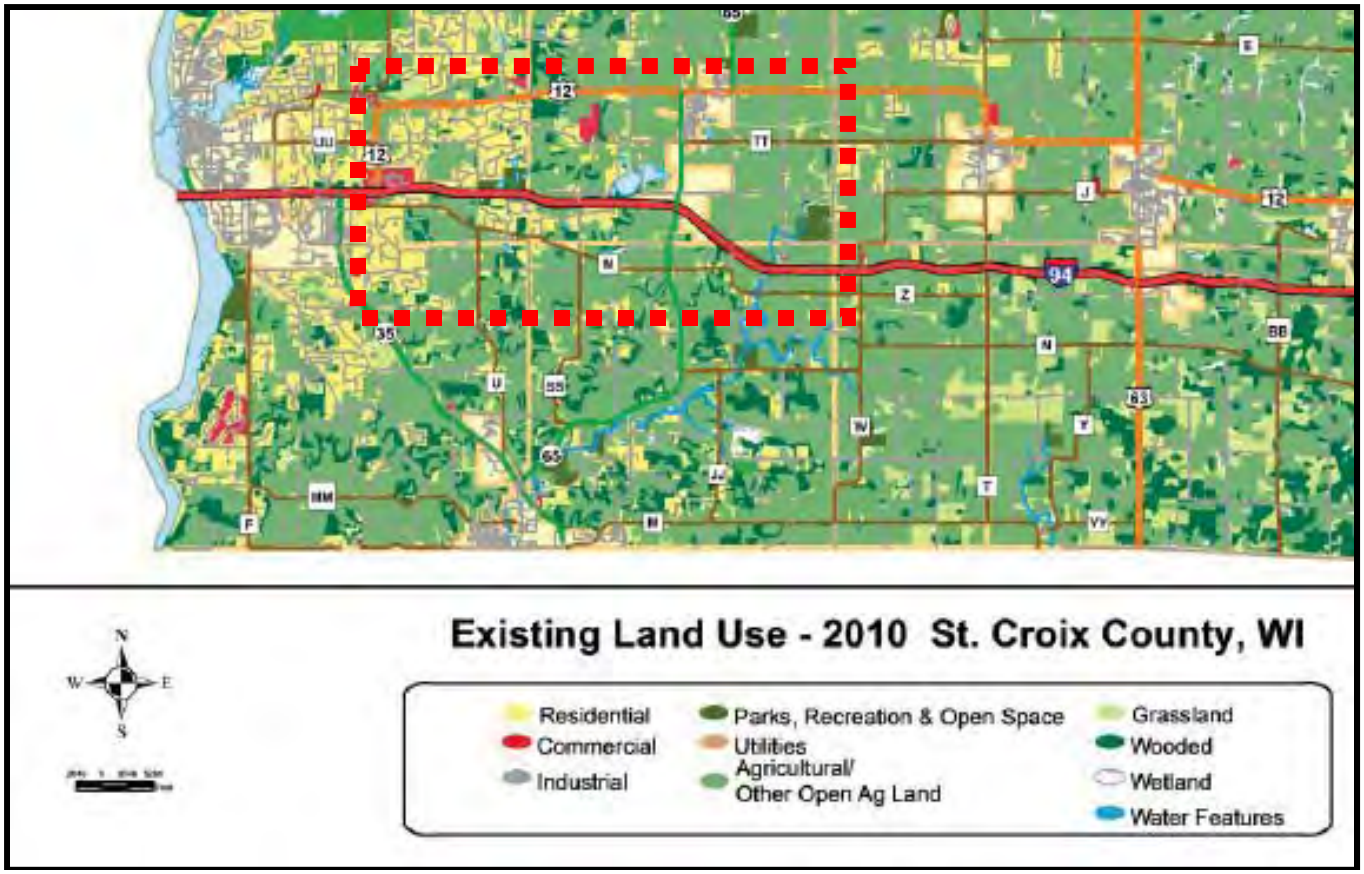


FIGURE D – EXISTING LAND USE (2010)

Existing and proposed commercial, residential, and agricultural development in this corridor are identified in the various plans described below. Each individual Comprehensive Plan is the focus of the community development planning process, stating each community's development goals and outlining public policies for guiding future growth. Each plan establishes a long term vision which allows both the governing body and private interests to plan and budget with an idea as to the direction each municipality may take in the future, and helps to ensure that future growth is not only anticipated, but planned for. The comprehensive plans function as guides to coordinate near term decisions so they meet long term visions of each community.

St. Croix County Comprehensive Plan (2012)

- St. Croix County has developed a comprehensive land use plan (http://www.co.saint-croix.wi.us). Although the plan does not specifically identify the Proposed Action, the plan outlines the importance of I-94 as a critical link in the county and documents the importance of maintaining safety and mobility the important transportation routes within the County. The Proposed Action is consistent with the planning principals laid out in the St. Croix County plan.

Village of Roberts/Town of Warren Comprehensive Plan (2002)

- The Village of Roberts and Town of Warren created a joint comprehensive plan (http://www.robertswisconsin.com/). The plan recognizes transportation as a key element in the functional operation of a community. The plan documents the WIS 65 interchange at I-94 as a critical access to and from their communities. Although the comprehensive plan does not specifically identify the Proposed Action, the Proposed Action is consistent with the planning principals laid out in the Town's plan.

Town of Hudson Comprehensive Plan (2006)

- The Town of Hudson comprehensive plan (http://www.townofhudsonwi.com) recognizes the I-94 facility a strength in supporting access to and from their township. The basic transportation and planning principals laid out in their plan include support of transportation mobility, freight movement, connectivity of the transportation system, transportation safety, and support of recreational transportation uses. Although the comprehensive plan does not specifically identify the Proposed Action, the Proposed Action is consistent with the planning principals laid out in the Town's plan.

Town of Kinnickinnic Comprehensive Plan (2008)

- The Town of Kinnickinnic comprehensive plan (www.kinnickinnictwp.org) recognizes a strong transportation system as a key to a community's growth. Although the comprehensive plan does not specifically identify the Proposed Action, the Proposed Action is consistent with the planning principals laid out in the Town's plan.

USFWS St. Croix County Wetland Management District Comprehensive Conservation Plan (2008)

- The US Fish and Wildlife Service (http://www.fws.gov/midwest/planning/stcroix/) has implemented a Wetland Management District (WMD) Comprehensive Plan. The St. Croix Wetland Management District manages more than 7,400 acres of waterfowl production areas (WPA) in three of the eight west-central Wisconsin counties that comprise the District. The USFWS Clapp WPA is located adjacent to the project between Kinney Road and 100th Street. See **Figure E** below.

FIGURE E – USFWS CLAPP WPA

- The USFWS Clapp WPA is approximately 239 acres in size. It is proactively managed by the USFWS as part of the USFWS St. Croix WMD. Per USFWS, the WMD goals are to:
  - Preserve, restore, and enhance plant diversity to support breeding habitat for waterfowl, birds, and other wildlife.
  - Preserve, restore, and enhance diversity and abundance of migratory birds and other native wildlife with an emphasis on waterfowl, grassland, and wetland-dependent birds.
  - To allow the public to enjoy and appreciate the USFWS lands for recreational uses.
  - To protect the resources within the USFWS lands and ensure health and safety of visitors and USFWS staff.
- The Proposed Action will avoid impact to the USFWS Clapp WPA and is consistent with the goals of the USFWS plan.

Wisconsin Connections 2030 (2009)

- The importance of the I-94 route, a critical piece of Wisconsin's transportation infrastructure, supports the need for maintenance of the roadway facility. I-94 facilitates interstate travel, provides a critical backbone route between regional economic centers, and functions as a long haul route for automobiles and trucks.
- This route is part of the National Highway System (NHS) and the Dwight D Eisenhower National System of Interstate and Defense Highways. The NHS and Interstate systems are critical to the nation's economy, defense, and mobility providing a primary network for movement of goods and services throughout the nation.
- 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 protecting highway investments that connect major economic/population centers and carry long-distance, statewide traffic. The Proposed Action is within the Chippewa Valley Corridor as defined in the Connections 2030 plan (http://wisconsindot.gov/Pages/projects/multimodal/conn2030.aspx) between Eau Claire, WI and the Twin Cities, MN. This 80-mile corridor is part of a major passenger and freight route that links Wisconsin to the Twin Cities, southern Wisconsin and Chicago, IL.

West Central Regional Freeway System (2005)

- In January 2005, a delegation of nine state legislators representing West Central Wisconsin, requested that WisDOT perform a comprehensive study (http://www.stcroixedc.com/transportation.htm) of the West Central Freeway system within their legislative area. The study was generated in response to the high rate of urban expansion in western Wisconsin from the Minnesota Twin Cities area. The study reviewed capacity needs on major highways throughout the region including I-94. This report documents the need for expansion of I-94 to a 6-lane roadway to handle long-term traffic and growth needs between US 12 and WIS 65.

Other Plans

- Gateway Corridor Commission (2013) – The commission studied and identified mass transit options (http://thegatewaycorridor.com/) to link the Minnesota Twin Cities to the Hudson area in western Wisconsin. The selected alternative under that study does not extend into Wisconsin. The Proposed Action does not foreclose future options for mass transit to western Wisconsin.
- St. Croix County Development Management Plan (2000) – St. Croix County developed a plan (http://www.co.saint-croix.wi.us) to address goals, objectives and policies related to the physical development of the unincorporated communities in St. Croix County. Although the plan does not specifically identify the Proposed Action, the plan outlines the importance of I-94 to development in St. Croix County.
- St. Croix County Outdoor Recreation Plan (2013) – St. Croix County developed the plan (http://www.co.saint-croix.wi.us) to address goals, objectives and policies related to outdoor recreation the County. Although the plan does not specifically identify the Proposed Action, the plan identifies recreation routes along the roadways which pass under I-94 (Kinney Road, 100th Street, and 130th Street. The Proposed Action allows for continued use of these roadways for snowmobiling, bicycling, and walking. The Proposed Action will accommodate snowmobile trails outside of the roadway pavement with longer overpass bridges at Kinney Road and 130th Street.
- St. Croix County Farmland Preservation Plan (2012) - St. Croix County developed the plan (http://www.co.saint-croix.wi.us) to address goals, objectives and policies related to preservation of key farmland within the County. Although the plan does not specifically identify the Proposed Action, the plan identifies I-94 as an important transportation route in serving the agricultural community and economy. The Proposed Action does not conflict with the goals of the plan.
- St. Croix County Land and Water Resource Management Plan (2009) – St. Croix County developed the plan (http://www.co.saint-croix.wi.us) to provide a guide to conserve natural resources while supporting sustainable economic and recreational use of these resources. The Proposed Action is consistent with the goals of this plan by addressing stormwater runoff quality, recreation accommodations, and avoidance and minimization of environmental resource impacts.

Zoning Regulations

- The Proposed Action and Project Study Area are physically located within the Town of Hudson, Town of Warren, Town of Kinnickinnic, and Village of Roberts. All municipalities have mapped zoning and ordinances. Zoning along most of the I-94 corridor within the project limits consists of agricultural-rural residential zoning uses. Some commercial and industrial zoning exists around the US 12 and WIS 65 interchanges. The

Proposed Action is consistent with the existing and proposed land uses as well as the current zoning in the project area. Zoning maps are shown in the next section.

Land Use Trends

The current land use is a mix of rural residential, agricultural, and commercial with areas of open land, woodland, natural areas, and conservation areas. Maps of the proposed land uses (year 2030) and zoning which corresponds with land uses from each municipality are shown in **Figures F1-F6** to demonstrate the municipality's intent for proposed land uses.

Legend: Approximate "Project Study Area" shown on the following maps

TOWN OF HUDSON

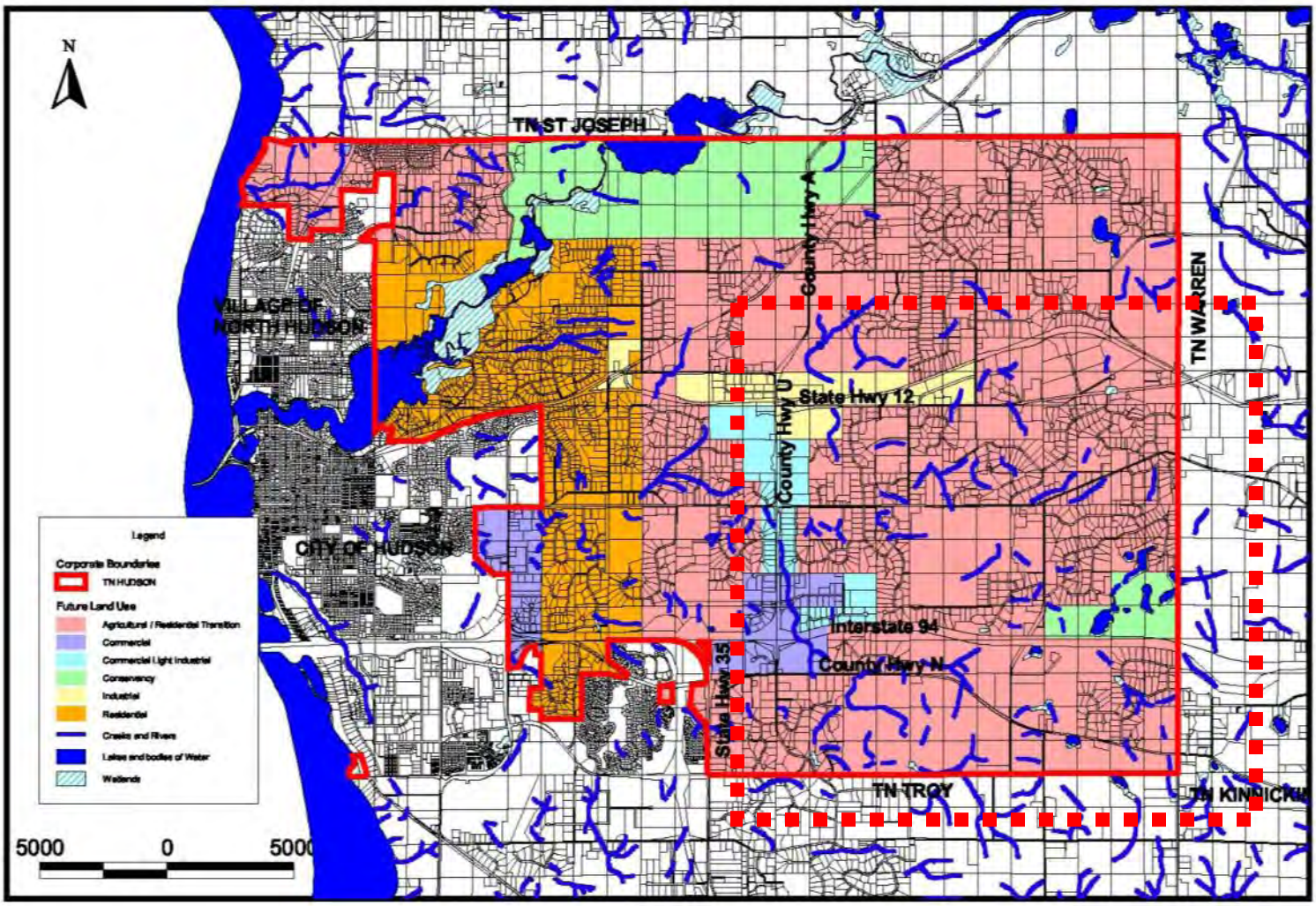


FIGURE F1 – PROPOSED LAND USE TOWN OF HUDSON

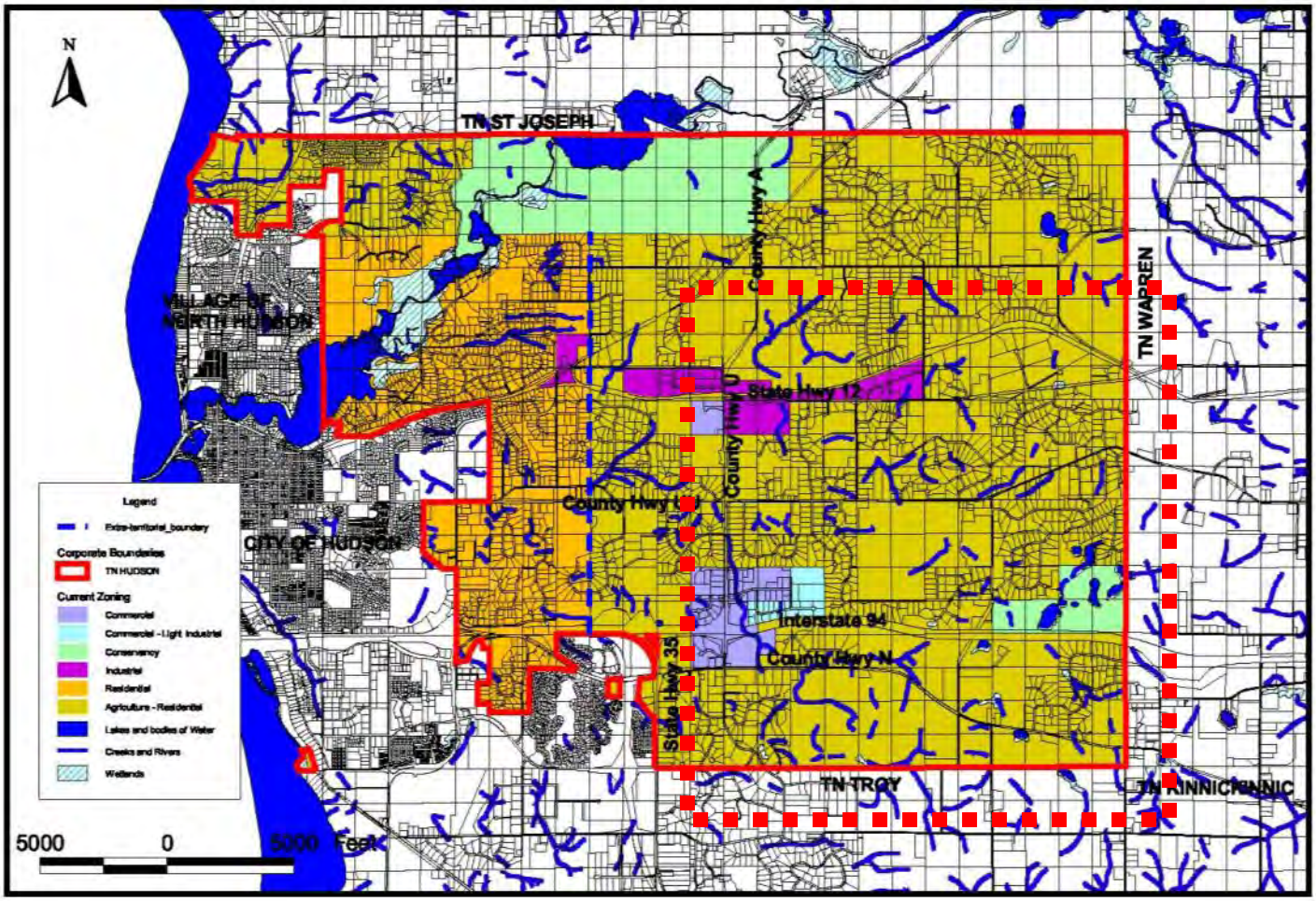


FIGURE F2 – ZONING TOWN OF HUDSON

TOWN OF KINNICKINNIC

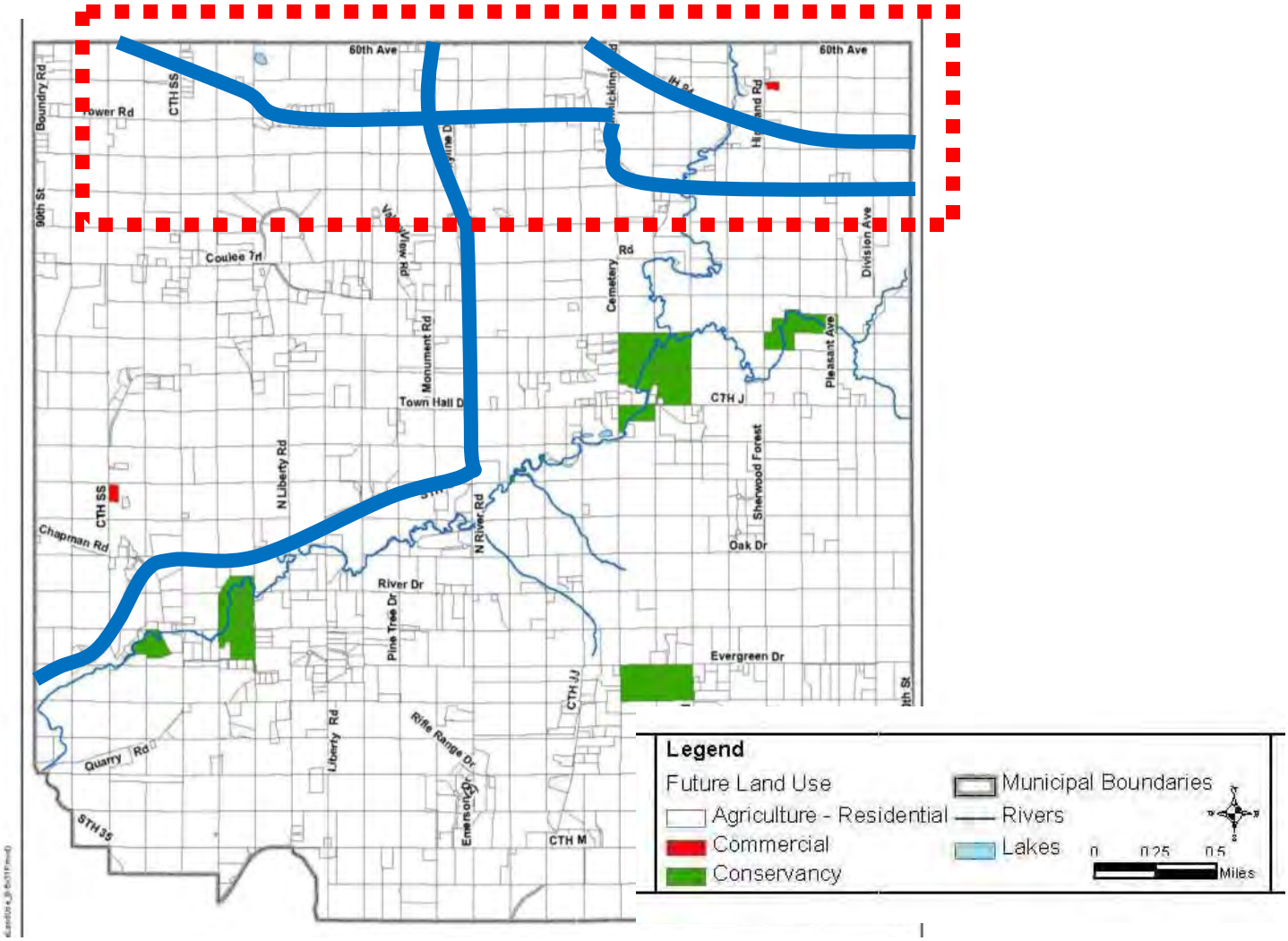


FIGURE F3 – PROPOSED LAND USE TOWN OF KINNICKINNIC

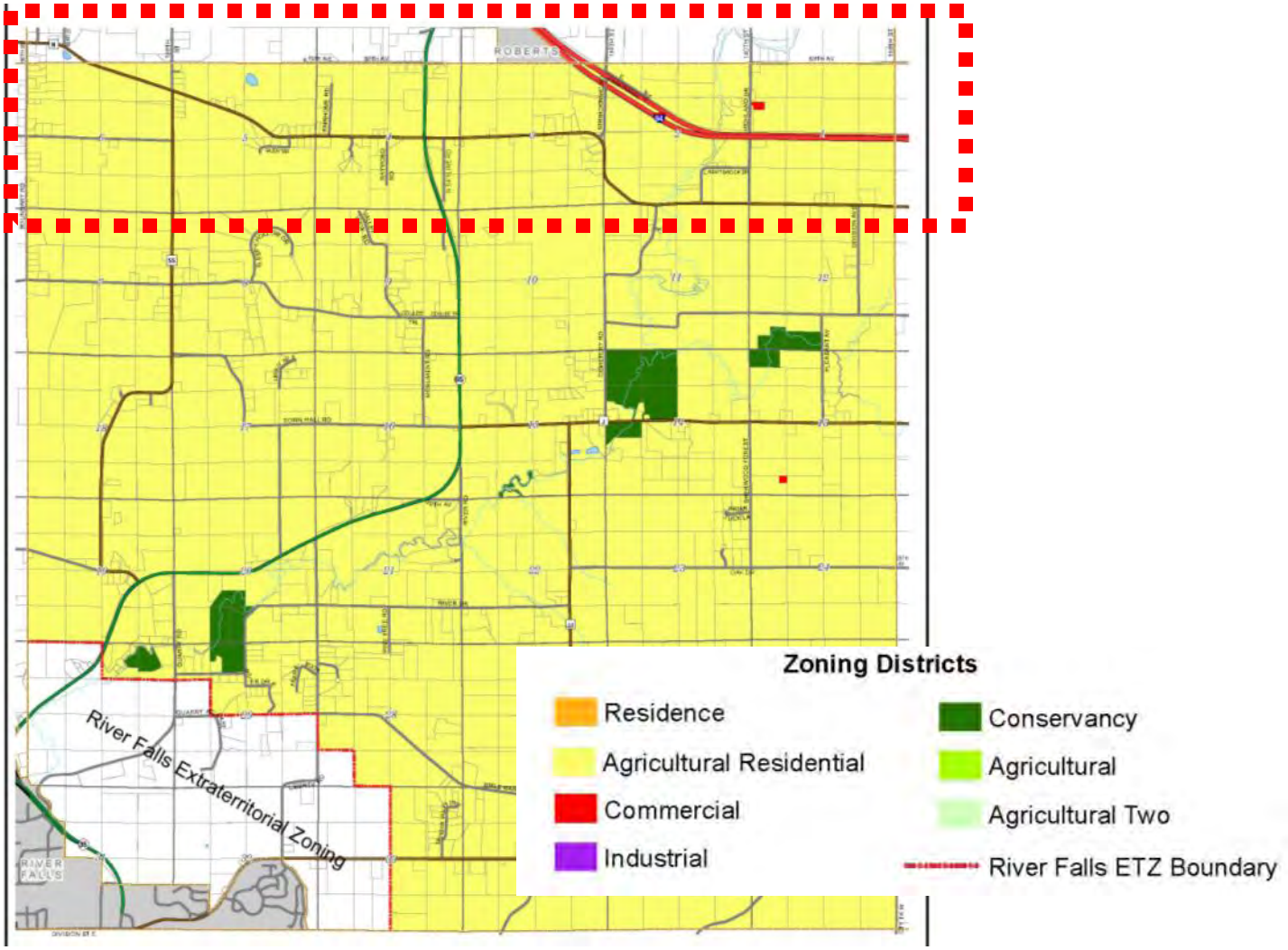


FIGURE F4 – ZONING TOWN OF KINNICKINNIC

TOWN OF WARREN/VILLAGE OF ROBERTS

FUTURE LAND USE • Village of Roberts and Town of Warren

LAND USE DESCRIPTION	MAPPED TOTAL	INSIDE VILLAGE LIMITS	INSIDE URBAN GROWTH BOUNDARY	OUTSIDE VILLAGE LIMITS, INSIDE URBAN GROWTH BOUNDARY	OUTSIDE URBAN GROWTH BOUNDARY
Ag/Rural Residential	18,359	0	0	0	15,589
High Density Residential	87	47	87	40	0
Medium Density Residential	1,120	357	1,120	763	0
Commercial	276	12	260	248	16
Industrial	455	83	455	372	0
Government/Institution	58	42	46	3	12
Park/Recreational	1,511	23	23	0	1,465
Recreational	0	0	0	0	357
Conservancy	0	0	0	0	2,469
Cemetery	3	0	0	0	3
TOTAL ACRES	**21,869**	**564**	**1,991**	**1,426**	**19,878**

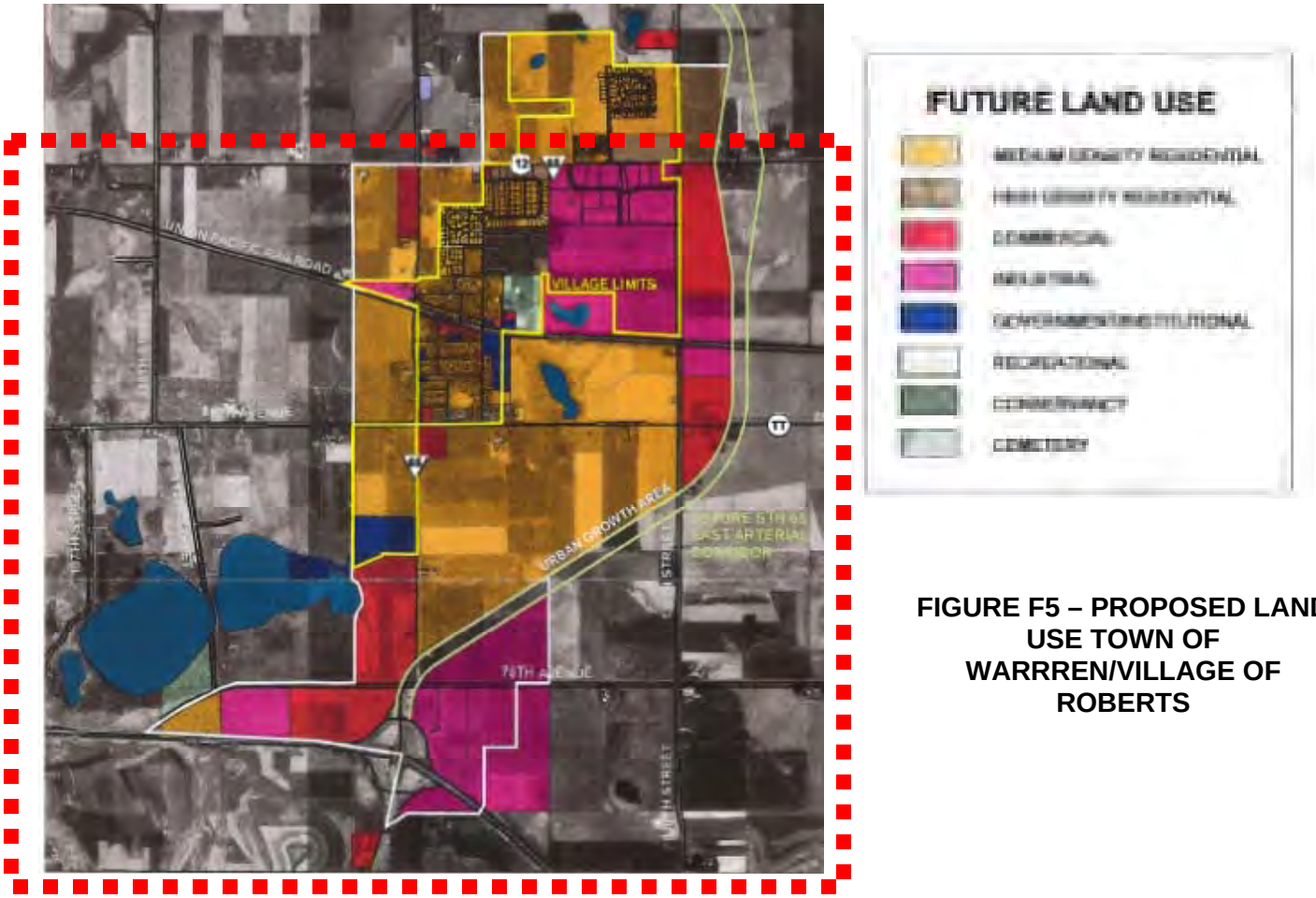


FIGURE F5 – PROPOSED LAND USE TOWN OF WARRREN/VILLAGE OF ROBERTS

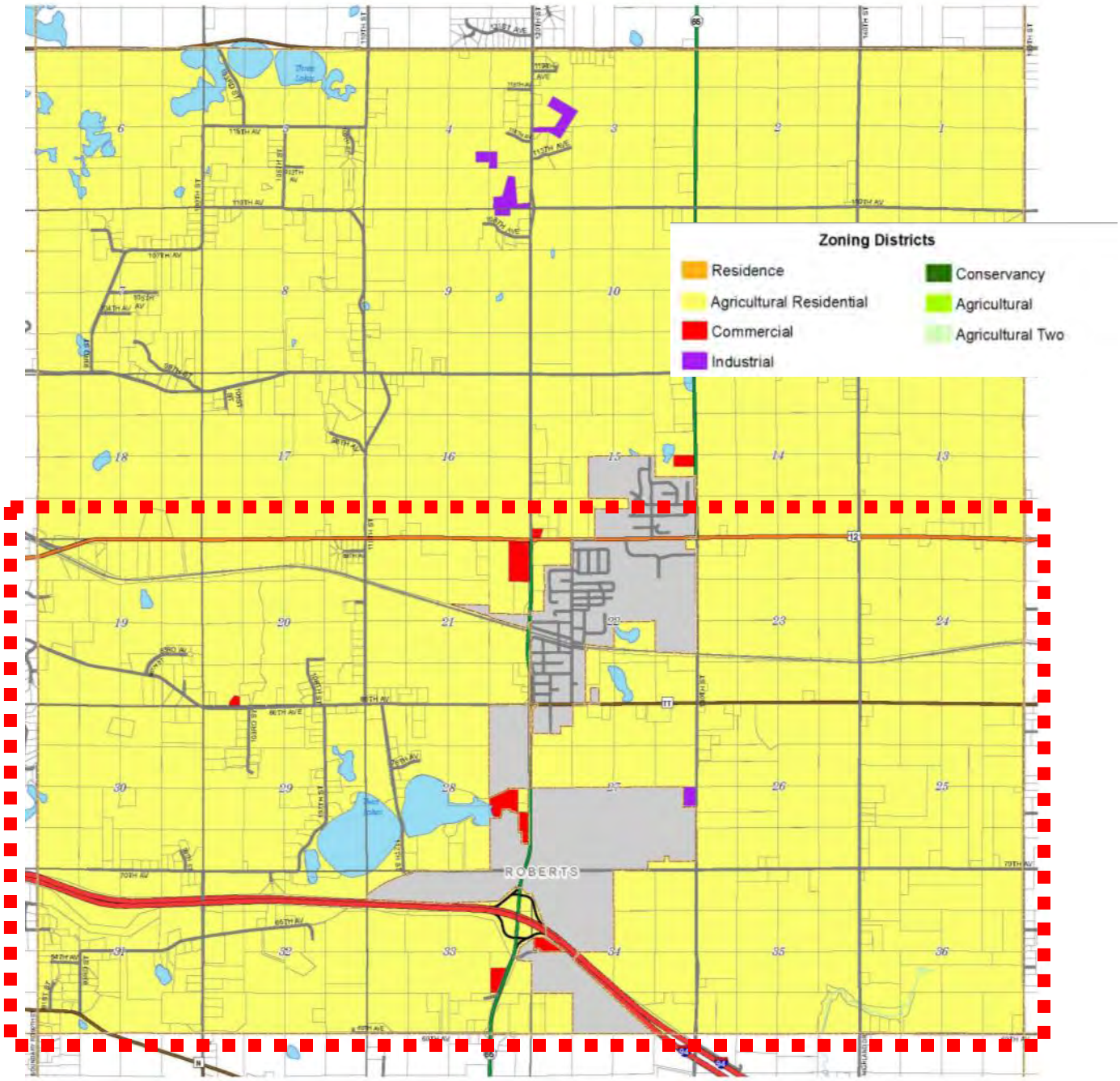


FIGURE F6 – ZONING TOWN OF WARRREN

Demographic Data and Trends

Between 1900 and 1950, St. Croix County's population has remained fairly steady, with small declines in the decades of the 1900s, 1920s and 1930s, and small increases in the decades of the 1910s and 1940s. In the decades between 1940 and 1980, the county's population increased at an accelerating rate, ultimately resulting in the county's highest growth decade in the 1970s (26%). The population growth rate declined somewhat in the 1980s (16.2%) only to have the 1990s (25.7%) almost match the growth of the 1970's. Recently between 2000 and 2008, the County's population increased by 26.2 %. (Source: St. Croix County Comprehensive Plan).

Population data

	Census 1970	Census 1980	Census 1990	Census 2000	Census 2010	Projection 2020	Projection 2030	Projection 2040
Town of Hudson	925	2,012	3,692	6,213	8,461	9,820	11,470	12,410
Town of Kinnickinnic	755	1,051	1,139	1,400	1,722	1,930	2,170	2,275
Town of Warren	622	897	1,008	1,320	1,591	1,790	2,015	2,115
Village of Roberts	484	833	1,043	969	1,651	1,890	2,195	2,360
St. Croix County	34,354	43,262	50,251	63,155	84,345	96,985	111,470	119,010

Source: Demographics Services Center, WI Dept of Administration.

Household Income information

	Less than $10,000	$10,000 - $14,999	$15,000 - $24,999	$25,000 - $34,999	$35,000 - $49,999	$50,000 - $74,999	$75,000 - $99,999	$100,000 - $149,999	Greater than $150,000
Town of Hudson	16	45	32	93	220	370	435	751	758
Town of Kinnickinnic	13	11	21	38	54	125	112	156	89
Town of Warren	7	16	25	18	49	82	87	139	92
Village of Roberts	32	28	67	112	67	130	101	98	5
St. Croix County	1,275	910	2.010	2.579	4,177	6,717	5,244	5,993	3,121

Source: U. S. Census information from 2010

Poverty Status in 1999

	Total Individuals	Individuals below poverty level	Total Families	Families below poverty level
Town of Hudson	8,454	501	2,432	49
Town of Kinnickinnic	1,713	159	522	25
Town of Warren	1,573	194	442	21
Village of Roberts	1,829	688	481	89
St. Croix County	84,363	15,528	23,322	1,842

Source: U. S. Census information from 2010

Ethnicity

	Total	White/ Caucasian	Black/ African American	American Indian/ Alaskan Native	Asian	Native Hawaiian	Other	Two or more races
Town of Hudson	8,454	8,145	18	20	70	0	21	180
Town of Kinnickinnic	1,713	1,673	24	0	12	0	4	0
Town of Warren	1,573	1,528	7	0	6	0	0	32
Village of Roberts	1,829	1,694	0	57	3	0	0	75
St. Croix County	84,363	80,991	660	481	774	9	458	1,169

Source: U. S. Census information from 2010

In addition to existing and future land uses, zoning, demographics, and housing; the local and regional comprehensive plans consider factors such as transportation, community facilities and utilities, agricultural resources, cultural resources, economic development, and intergovernmental cooperation. These factors have been considered during assessment of the potential indirect effects of the Proposed Action.

Study Area's Notable Features

Notable features in the indirect effects analysis area include predominant socioeconomic, manmade and environmental features. An aerial map overview of the Project Study Area is shown in **Figure G** and an environmental corridors map is shown in **Figure H**. The notable features within the Project Study Area include:

- Developments such as:
  - Commercial/industrial and retail developments near the US 12 and WIS 65 interchanges
  - Office developments near the US 12 interchange
  - Gas stations/truck stops at the US 12 and WIS 65 interchanges
  - County Concrete production plant at WIS 65 interchange
- Large suburban residential developments north and south of the I-94 corridor
- Environmental corridors including wetlands and open waters (East and West Twin Lakes)
- USFWS Clapp Waterfowl Production Area located between Kinney Road and 100th Street along the north side of I-94 including open waters and woodlands (shown in **Figure E** above)
- Waterway and associated floodplain as well as Wisconsin Department of Natural Resources (WDNR) fisheries properties located along the Kinnickinnic River
- Tracts of woodland and undeveloped grassed lands areas scattered throughout the project area
- Undeveloped agricultural areas primarily east of WIS 65 documented as farmland preservation

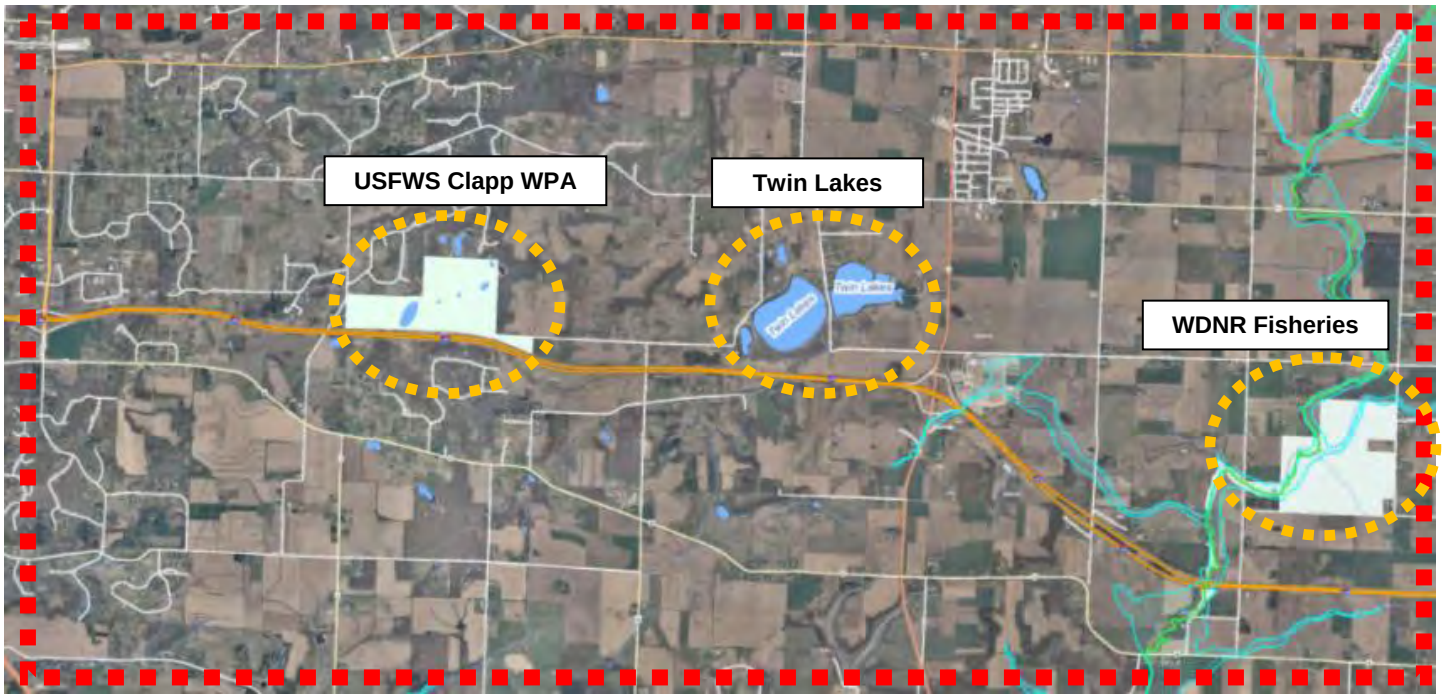


FIGURE G – PROJECT STUDY AREA AERIAL MAP

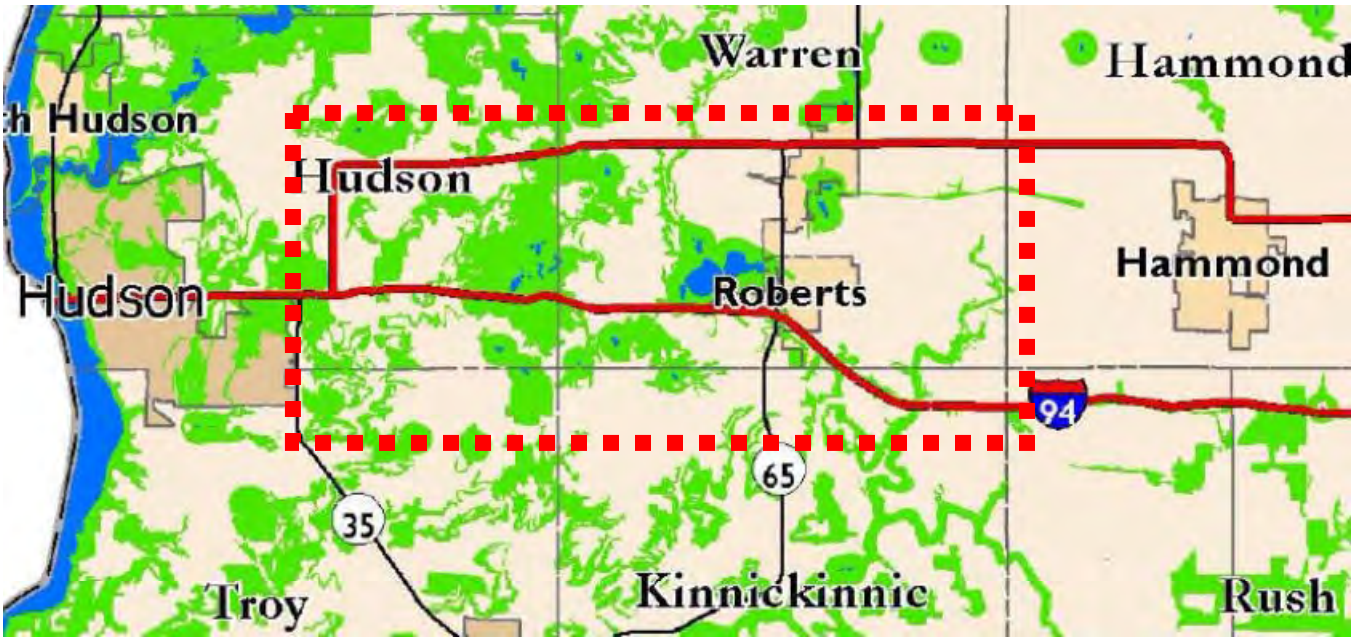


FIGURE H – PROJECT STUDY AREA ENVIRONMENTAL CORRIDORS (Source: St, Croix County)

Step 3 - Identification of Impact Causing Activities
Information about proposed improvements and alternatives is included in Step 1 above. There are no changes in access including no new or improved interchanges. Relocation or bypass of I-94 is not part of the Proposed Action. The Proposed Action does include capacity expansion (addition of through travel lanes).

Potential impact causing activities associated with the Proposed Action are as follows:

Alternative 1
A No Action (No Build) alternative was evaluated. While the No Action alternative would avoid any specific impact causing activities to land use and socioeconomic or environmental factors, it does not address the operational and physical infrastructure needs along I-94. With the No Action alternative, safety and roadway operations would decrease as traffic increases. The No Action alternative does not address considerations identified in local and regional land use and transportation planning efforts for maintenance of a safe and efficient facility which provides safe access to and from local communities with the intent that a strong transportation network supports local planned land uses and economic development.

Alternative 2
Construction of Alternative 2 would include the following potential impact causing activities:

- Construction of one additional travel lane (expansion) along eastbound I-94 and along westbound I-94 between US 12 and the Kinnickinnic River
- Construction of additional impervious pavement area
- Direct land conversion due to proposed roadway cuts and fills

Alternative 3 would have similar impact causing activities as Alternative 2. Alternative 3 was determined to not be prudent and was eliminated in the Environmental Assessment from further consideration.

Step 4 - Potentially Significant Indirect Effects
Based on the information provided in the previous steps, the following indirect effects could occur as a result of the Proposed Action (Build Alternative 2):

Ecological Effects
- Changes in project area water quantity and quality which may impact plant and animal habitat
- Changes in adjacent plant communities from highway landscaping

Socioeconomic Effects
There will be no alteration of traffic patterns and access and no relocations of homes, businesses, and public facilities. There are no anticipated changes in travel patterns or times as a result of the Proposed Action.

There will be direct physical impact adjacent to some of the residential neighborhoods which will require strip taking of right-of-way from adjacent wooded areas. This may result in the following indirect effects:
- Perceived quality of the natural environment
- Aesthetic (visual) and cultural values

Land Use Changes
- Potential for induced land growth resulting in open land conversion to other land uses

Effects of the No Action Alternative (Alternative 1)
If a No Action alternative is selected, safety and roadway operations would continue to decrease as traffic increases along I-94. The No Action Alternative does not address the project needs. Without addressing the deteriorating infrastructure and need for maintenance of an adequate level of traffic operations and safety, restriction of planned development could occur. Without improvements, the conditions on I-94 would deteriorate while affecting travel patterns, travel times, and safety. The No Action alternative does not address objectives identified in local comprehensive and transportation planning efforts to maintain a safe and efficient transportation system to support existing and planned land uses which support strong and healthy communities.

Step 5 – Analyze Indirect Effects, Describe Significance, and Evaluate Assumptions
Based on the information provided the previous steps, the following indirect effects that could result from the Proposed Action (Alternative 2) have been identified and are further analyzed below:

Ecological Effects
Construction of additional impervious area related to the additional travel lanes could produce additional stormwater runoff (quantity) including additional sediment loading (quality). If this runoff is not controlled (slowed) and is not treated to reduce sediment loading, water quality leaving the project may impact water quality within wetlands and waterways outside of the project right-of-way consequently leading to reduced quality of plant and animal habitat outside of the project corridor. Additionally any increases in water quantity may induce or provide a perception of localized flooding where adjacent property owners aren't experiencing drainage issues in the existing condition. In particular, one property owner noted during the public involvement process the need to control and/or redirect stormwater runoff from the highway to avoid the improvements on the site. While the local site improvements may have been constructed after the highway drainage features, there is a perception that the highway runoff is the cause of drainage issues outside the right-of-way.

Disturbance of the existing ground and replanting roadway slopes with standard highway finishing measures and lawn type turf plantings are perceived by resource agencies as having the potential to

introduce invasive species into special plant communities adjacent to the highway right-of-way. In particular during coordination with USFWS, the agency requested that future consideration be given to planting type on the finished roadway slopes in the area adjacent to the USFWS Clapp WPA (shown in **Figure E** above) to ensure there is no invasive species that could potentially affect site resources such as the existing wetlands, grassland communities, remnant prairies, and remnant oak savannahs.

Socioeconomic Effects

There will be direct physical impact adjacent to some of the residential neighborhoods which will require strip taking of right-of-way from adjacent wooded areas. The Proposed Action will require strip taking of right-of-way along I-94 from US 12 to 100th Street to accommodate proposed roadway cuts and fills.

During the public involvement process, property owners expressed the potential for some indirect effects related to the land conversion. The land conversion required for highway reconstruction will consist of taking some wooded lands adjacent to and part of residential properties along the highway. Some public involvement participants expressed the following potential indirect effects:

- A perceived reduction in quality of natural environment due removal of plant species (trees)
- A perceived reduction in aesthetic value from their properties (some trees provide visual screening from the highway)
- A perceived increase in the traffic noise sound levels because of tree removal

Land Use Changes

Construction of additional capacity (one additional travel lane in each direction) on I-94 could lead to the potential for induced land growth resulting in conversion of open land uses for commercial and residential uses.

During the public and agency meetings and outreach, none of the local officials or property owners expressed concern about the potential for any induced land use changes (development or redevelopment) as a result of adding I-94 mainline capacity. There will be no changes in access along I-94.

The pattern of development that is anticipated to occur in the Project Study Area with the Proposed Action would most likely be similar to the current pace and type occurring now. The local and regional comprehensive planning efforts document the planned land uses and the addition of capacity on I-94 is not anticipated to change the rate or type of land conversions already occurring.

As development continues to occur, there would continue to be conversion of open lands to residential, commercial, or industrial land uses**.** Residential development would likely continue in rural and urban fringe areas planned between US 12 and WIS 65 within the Town of Hudson, Town of Warren, and Village of Roberts. Commercial and industrial development would likely continue around the US 12 and WIS 65 interchanges.

The potential for development could cause a decrease in the amount of agricultural land, wetlands, and uplands which currently exist within the project corridor particularly in the rural areas east of WIS 65. In general, the indirect (secondary) effects to these lands could potentially be proportional to the amount of development that occurs. Rural residential development is planned for in the rural areas east of WIS 65 except that it is anticipated to be limited in nature since both the Town of Warren and Town of Kinnickinnic have farmland preservation initiatives in place which cover most of the rural areas within their townships and protect the farmland from intense conversion.

Development could create an environment for property values and the overall tax base to increase. As development continues, the need for municipal services such as sewer, water and waste disposal

would generally increase. Municipal sewer and water services are not available in some areas of the Project Study Area but there has been long-term planning near the Village of Roberts to extend sewer and water service within planned land conversion areas near the WIS 65 interchange. Any commercial and industrial development near the west end of the Town of Hudson may promote annexation into and provision of sewer and water services by the City of Hudson. Additional tax dollars will likely be available from added development to fund expanded municipal services and community facilities as needed.

Potential Significance of Indirect Effects

The analysis in Step 5 did not yield any potentially significant indirect effects as a result of the Proposed Action. The development rate in the project area would not be adversely affected by the Proposed Action. The local and regional comprehensive and transportation planning efforts anticipate the Proposed Action (maintenance of a well-functioning interstate highway system) as part of their overall plan goals and objectives. Development with the proposed project would occur in a manner that is consistent with these local and regional plans.

The indirect and ecological effects are minor in nature and can be mitigated through additional project coordination. See Step 6 for mitigation activities.

Although there is some small level of uncertainty in the underlying assumptions used in the indirect effects analysis, possible variations in the assumptions would not likely change the findings for this Proposed Action.

Step 6 – Assess Consequences and Identify Mitigation Activities

Ecological Effects

The environmental consequences related to the indirect effects from stormwater runoff and highway landscaping are relatively limited in nature.

Part of the project development requirements are for WisDOT to implement stormwater management requirements provided for in Wis. Stat. Trans 401. The Proposed Action will control and slow stormwater runoff through vegetated roadside ditches and sandy soils will promote infiltration to reduce runoff. In general, ditches will be designed to maintain existing drainage patterns except where property owners have requested minor changes to address nuisance issues on their properties. Part of Trans 401 will also require WisDOT to implement stormwater quality standards to meet or exceed a 40% reduction in sediment loading (as compared to no treatment). Vegetated roadside ditches will treat stormwater and a reduction in sediment loading is estimated to be approximately 62% as compared to a project with no stormwater controls. The stormwater design and treatment will ensure stormwater runoff quantity and quality does not have a significant adverse effect on the Project Study area outside of the highway right-of-way.

As part of the coordination that has occurred with USFWS, WisDOT will implement measures during the design process to further consult with the USFWS and WDNR regarding the proposed planting on the roadway side slopes adjacent to the USFWS Clapp WPA. While WisDOT specifications for seeding mixtures limit the allowable invasive species within seed mixtures, further steps will be taken in coordination with these agencies to identify a species of seed mix that is compatible with the adjacent land uses and plant communities within the Clapp WPA.

Socioeconomic Effects

The environmental consequences related to the indirect effects from land conversions and resulting tree removals are relatively limited in nature.

As part of the design process, further consideration will be given to design modifications (steeper slopes, alignment shifts, etc.) that could further limit property acquisition and tree removal thus reducing the potential indirect effects expressed by property owners. Also, the project design will consider where tree planting could occur to replace removed trees.

Additional tree planting could mitigate property owner concerns by providing for a perceived improved natural environment between the highway and residential areas and a perceived improvement of aesthetic views from the private property towards the highway.

During the project public involvement efforts, WisDOT coordinated with property owners regarding traffic noise in great detail. Existing and projected noise levels were modeled for all developed and undeveloped sites along I-94. Through the noise impact evaluation process, it was determined that traffic noise mitigation (i.e. construction of noise walls) was not "reasonable". "Reasonable" is defined by a noise mitigation measure that can be constructed while reducing future noise levels by at least 8 decibels and for $30,000 or less per receptor. Reasonableness is set by WisDOT FDM policy and Wisconsin State Statutes. While additional tree planting is not considered a true traffic noise mitigation measure, some property owners indicated that there is a perception that additional tree planting would "reduce" traffic noise levels heard at their homes.

Land Use Changes

The pattern of development that is anticipated to occur in the project area with the Proposed Action would most likely be at a similar pace and type from that occurring now. With the acquisition of some strip taking of property to accommodate the capacity expansion of I-94, the area will immediately have a decrease in some land uses.

Any new development could cause a decrease in the amount of open and agricultural land, wooded uplands, and to some minor extent possibly wetlands and floodplains within the Project Study Area. In general, the indirect effects to these lands would potentially be proportional to the amount of development that occurs. However, these potential changes are consistent with the planned land use and local government regulations that control the intensity, design and location of development as well as other local, state and federal regulations could prevent or minimize negative effects.

Avoidance and Minimization Strategies for Indirect Effects Related Land Use Changes

The proposed project improvements, based on this analysis, are recognized as potential improvements consistent with local and regional comprehensive efforts. As development occurs, it remains the responsibility of local and regional units of government to ensure that land use is consistent with each comprehensive plan or plans are modified accordingly. The following strategies are available to manage indirect effects:

Local governments

Local governments have the statutory authority to manage any potential negative impacts to natural, cultural, historic or socio-economic resources through planning and zoning authorities provided in state statutes and local regulations.

The following local units of government have ordinances and regulations in place to address potential negative effects of growth and development:

- General Code of St. Croix County, Wisconsin
- Town of Hudson
- Town of Kinnickinnic
- Town of Warren
- Village of Roberts

Wetlands and Floodplain Fill
Wetlands that may be impacted by additional growth are currently protected under state and federal laws. Wetlands within the Project Study Area are primarily located along the banks of existing waterways and lakes, and would typically be covered by local floodplain and shoreland zoning ordinances and other state and county agencies. Any fill placed in wetlands or floodplains will require a permit.

Floodplain fill and mitigation is also managed by the local agencies and should be monitored to assure that adequate storage is created in the study area to provide appropriate mitigation for the impacts. Local agencies will need to coordinate with the appropriate state and county agencies as development continues to help avoid and minimize negative indirect effects. Land use decisions are made in the study area by local agencies.

By applying appropriate land management techniques, negative effects from development to the environment can be avoided and/or minimized.

Stormwater Management
As development increases, particularly commercial and industrial, local units of government may also consider stormwater management boards to identify and address potential negative impacts from growth and development. The County already has stormwater ordinances in place. Each municipality indicates they are working on a plan or recognize the need to implement a stormwater management plan to ensure quantity and quality of stormwater runoff generated from land use changes is handled adequately.

CUMULATIVE EFFECTS ANALYSIS

The FHWA and other Federal agencies are responsible for considering and addressing cumulative impacts as part of the National Environmental Policy Act (NEPA) process. The Project Team conducted the cumulative effects analysis following the recommended 11 step methodology established in the Council of Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR §§1500-1508).

As stated in 40 CFR § 1508.7, "Cumulative impact is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time."

Guidance provided in the Wisconsin Department of Transportation (WisDOT) Facilities Development Manual (FDM) Section 25-5-17 and WisDOT's guidance analyzing cumulative effects were followed for this analysis. The approach includes an eleven-step process by establishing an area where potential effects will be felt; developing the impacts expected from the Proposed Action; identifying and developing impacts of other past, present, or reasonably foreseeable actions in the project area; and assessing the overall impact that can be expected if the individual impacts are allowed to accumulate.

Identify the Significant Cumulative Effects Issues Associated with the Proposed Action and Define the Assessment Goals *(Step 1)*

The cumulative effects analysis addresses the following resources that have been identified to have either direct impacts or indirect effects as a result of the reconstruction and expansion of I-94.

- Community/Socioeconomic
- Wetlands

- Woodlands
- Farmlands (Agricultural)
- Water Quality
- Ecology
- Traffic Noise Levels

Establish the Geographic Scope for the Analysis *(Step 2)*
For the purposes of evaluating cumulative effects, the Project Study Area is expected to be similar in nature as the area defined for review of indirect effects since there are none of the effects which are expected to far outreach the established study area. See **Figure C** for the Project Study Area.

Establish the Timeframe for the Analysis. Significant Cumulative Effects Issues Associated with the Proposed Action *(Step 3)*
Construction of the Proposed Action is anticipated to occur in 2020. The timeframe for the cumulative effects analysis was determined to be 2020 through 2040.

Identify Other Actions Affecting Resources *(Step 4)*
Cumulative effects to the resources listed in Step 1, result from the incremental impact of the Action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions.

Transportation Actions
Known past actions for roadway projects within the Project Study Area include:
- Original construction of I-94 (1958)
- Pavement and bridge rehabilitations along I-94 (1979-2010)
- WIS 65 interchange and 2-miles of I-94 mainline reconstruction from 100th Street to WIS 65 directly within the project limits (2013)
- Original construction and various pavement and bridge rehabilitation projects on the US, state, and local road systems adjacent to I-94 (exact timeframes unknown; development has occurred from early 1900's until current day)

Some future roadway projects planned in and around the Project Study Area include:
- Addition of a third travel lane in the westbound direction from WIS 35 (state line) to US 12 (2017)
- Pavement and bridge replacement/maintenance projects along I-94 east of the Kinnickinnic River within St. Croix County (2015 and beyond)
- Bypass of WIS 65 on the east side of the Village of Roberts (preservation mapping completed and no timeframe for construction established)

Other future transportation actions that are reasonably foreseeable include routine improvements to highways outside of, but adjacent to the area covered under the Proposed Action. No other projects were identified in detail which would potentially affect the resources in the study area. As funding availability varies and needs arise within local municipalities, additional transportation projects could be programmed in the project area which may have impacts on resources present.

Review of Development Patterns and Development Actions
A review of historical aerial photos was completed spanning from 1966 to 2013. Looking back 50 years, this was a very typical open and primarily agricultural area of rural Wisconsin. Very little development existed within the Project Study Area and was confined mostly to the Hudson area near the Minnesota border. Most of the Project Study Area was open land used for agricultural and woodland purposes. Rural residential development was very sparse and commercial development

near the US 12 and WIS 65 interchanges was limited to two or three developments. These low intensity development patterns remained in place at least through the 1970's and 1980's.

Review of 1992 aerial photos showed some low density residential development occurring in the Project Study Area along US 12, County N, and Kinney Road. Some commercial development had occurred near the US 12 interchange.

Review of 2004 aerial photos showed a significant development of residential subdivisions north and south of I-94 in the Project Study Area between US 12 and 100th Street with commercial and business development near the US 12 interchange, and the County Materials concrete production plant at the WIS 65 interchange.

Review of 2010 and 2013 aerial photo data show little change in development since the early 2000's. Residential subdivisions have in-filled with some new homes, the commercial business park near US 12 has in-filled with new commercial buildings, and development of a new truck stop and commercial truck business has occurred near the WIS 65 interchange. Commercial development is also occurring along WIS 65 between I-94 and the Village of Roberts.

Additional land use conversions and development with Proposed Action would occur in a manner that is consistent with local and regional comprehensive plans. Some residential development is anticipated continue in rural and urban fringe areas based on past trends and local land use plans. Potential land use changes are within the decision-making authority of local governments in the project area. Comprehensive plans adopted by local governments indicate the type and locations for the future development. However, other key factors such as land availability and cost, regulatory approvals, and economic conditions also influence the amount, type, rate, and location of future development.

The potential for increased development could cause a decrease in the amount of open lands, agricultural lands, woodlands, and to some degree wetlands and floodplains within the Project Study Area. In general, the cumulative effects to these lands could potentially be proportional to the amount of development that occurs. However, local government regulations about the intensity, design and location of development as well as other state and federal regulations could serve as a means to minimize or avoid negative effects.

Characterize the Resources, Ecosystems, and Human Communities (etc.) Identified During Scoping in Terms of Their Response to Change and Capacity to Withstand Stress *(Step 5)*

Community/Socioeconomic: Socioeconomic factors such as income, wealth, ethnicity, sense of community and other such factors can be influenced by changes to transportation facilities. Development is expected to continue to occur along with the Proposed Action at a pace in locations planned during local and regional comprehensive land use planning efforts.

As commercial and industrial development creates new businesses in the community, it is likely that residential development will increase also as people seek to live close to their workplace. This could result in population growth in the study area as well as an increased tax base and increased need for municipal services and community facilities. Steady residential and community has occurred over the past two decades in the Project Study Area between US 12 and WIS 65. No new major residential or community developments are planned in the Project Study Area.

There would be some direct conversion of community (residential) property to construct the Proposed Action. Strip taking of proposed right-of-way is proposed along the I-94 corridor and is estimated at 23-

acres. The amount of real estate needed will be refined and minimized where feasible during the design process. No homes or businesses will be relocated.

Wetlands: Wetlands in the Project Study Area have been impacted by filling and clearing for transportation improvements, agricultural land uses, and for scattered residential and commercial development. As development continues, wetland impacts may continue to some extent. Proactive enforcement of federal, state and local laws and permitting processes can minimize these further impacts to wetlands in the area. The existing wetlands directly along the I-94 are small in nature and the large wetland complexes within the Project Study Area occur adjacent to existing water bodies (Twin Lakes, USFWS Clapp WPA) and waterways (Kinnickinnic River).

There would be less than 1-acre of direct wetland impacts that would result from the Proposed Action.

Woodlands: Continued development could result in a decrease in the amount of woodland areas which can provide for wildlife habitat and lands available for raw materials for wood products. Large wooded areas are present in and around some of the residential developments and surrounding the open water and wetland areas contiguous with water bodies and waterways. In general the wooded areas contiguous with open water and wetland areas are in a sense protected as development within wetlands and floodplains is protected by federal, state and local laws as noted above.

There would be estimated 12-acres of wooded land impacts that would result from the Proposed Action. Approximately 1-acre of the total is used for agricultural purposes. The other 11-acres are wooded land used for residential purposes.

Farmlands (Agricultural Cropland): Increased development and population growth results in conversion of agricultural lands to other land uses. The amount of land used for agricultural purposes has decreased significantly in recent years, primarily due to increased farming costs and decreased interest in the farming profession. Based on current economic conditions, this trend is expected to continue. Areas east of WIS 65 within the Town of Warren and Town of Kinnickinnic are located primarily within mapped areas with farmland preservation plans in place to protect the lands for future agricultural uses.

Approximately 9-acres of agricultural land will be directly converted by the Proposed Action. These impacted agricultural areas are currently zoned and platted for rural residential development but they are currently being farmed or have the potential to be farmed.

Water Quality: Increased pavement/impervious surfaces from the Proposed Actions and future development can increase stormwater runoff and sediment loading in receiving waters and wetlands. Grass-lined ditches swales will be used to control and treat stormwater runoff helping to reduce suspended solids which are carried off the developed sites.

The Proposed Action will treat stormwater runoff meeting water quantity and quality standards set forth in Wis. Stat. Trans 401. The Proposed Action is not anticipated to degrade receiving water bodies or wetlands. Local land use ordinances are in place or are under development to require stormwater treatment measures for private developments.

Ecology: Continued fragmentation impacts from past and future actions may change habitat characteristics. This is evident from past and present aerial photography reviewed for this analysis where residential development has occurred within upland wooded corridors.

Although the Proposed Action will require strip taking from open lands and wooded parcels, none of these areas have been identified as primary ecological corridors.

The primary ecological corridors directly adjacent to the Proposed Action include the USFWS Clapp WPA and the Kinnickinnic River. There will be no direct or indirect impacts to either of these ecological resources. Existing bridges and culverts will continue to allow migration along the ecological corridors within the Project Study Area.

Traffic Noise Levels: Past activities and current activities affect traffic noise levels. Planned, long-term activities in the Project Study Area are likely to continue to increase noise levels within the corridor.

A detailed noise analysis has been completed for the I-94 corridor to model existing and future noise conditions. While noise will exceed statutory requirements at some receptors, noise level data will be provided to local officials for use in the comprehensive planning efforts. The noise data can be used to assist in best locating sensitive receptors such as residential home sites.

Much of the residential development was or is planned within the Project Study Area directly adjacent to many of the highly traveled corridors. Noise impacts from roadway traffic can be fully anticipated when constructing home sites in relation to roadways with higher traffic. The noise impacts can be anticipated and mitigated through the use of noise walls, berms with plantings, and proper locating of home sites by the developers and local municipalities.

Mitigation measures for traffic noise under the Proposed Action are not considered reasonable and will not reduce noise levels within a reasonable cost. See Step 6 of the Indirect Effects analysis for further information about traffic noise levels and reasonableness of mitigation efforts under Federal actions.

Characterization of Stresses Affecting These Resources, Ecosystems, and Human Communities (etc.) and Their Relation to Regulatory Thresholds (*Step 6)*

Population growth, planned development, and transportation improvements on state, county and local roads are stresses that could potentially affect human communities, wetlands, woodlands, farmlands, water quality, ecology, and traffic noise levels in the project area.

Over the past three decades, St. Croix County has experienced significant changes in rural development. These changes are primarily a result of growth pressures from the Twin Cities Metropolitan Area, which have contributed to the largest percent population growth in the State, a change in who lives in the County and where they work, and conversion of open lands and farmlands. This growth has caused an increase in traffic and an increased need for public facilities and school facilities.

<u>Natural Resources (wetlands, woodlands, farmlands, water quality, and ecology)</u>

Developers are required to complete appropriate design as well as permit applications for grading and stormwater management, wetland impacts, and waterway impacts. WDNR, US Army Corps of Engineers, St. Croix County, and local units of government are responsible for approving plans and authorizing permits.

Regulations are in place to assure appropriate avoidance and mitigation will be required as development occurs in the future to minimize impacts to natural resources.

Local and regional comprehensive planning efforts have placed a focus on protecting natural resources as part of their planning efforts. Site design techniques are desired by each plan to minimize impacts to

the natural environment including topography, hydrology, vegetation, natural habitat, groundwater recharge, and stormwater runoff. The design of developed sites are anticipated to work in concert with these natural systems by employing practices that minimize impacts to these systems both on and off the developed site.

Other specific local and regional planning objectives to protect resources include:

- Minimization of secondary impacts to wetlands and waterways by implementing stormwater management (stormwater quantity and quality improvements)
- Preservation of ecological areas through designation of various natural areas for recreational uses (i.e. USFWS Clapp WPA, Kinnickinnic River fisheries area, and recreational uses around the Twin Lakes)
- Farmland preservation efforts to maintain and grow St. Croix County's agricultural industry and to enhance the rural landscape. The farmland preservation efforts are intended to guide development patterns that will preserve farmland and promote agricultural development. The areas east of WIS 65 are contained within the areas designated for farmland preservation.

Human Communities

Local and regional units of government have prepared comprehensive plans to manage growth and services. The plans are to be reviewed annually and modified to ensure that the adequate municipal and community services are provided and quality of life is maintained or improved for their residents. Each plan inventories natural, cultural, and socioeconomic resources which strongly guide their planning efforts in an effort to protect these resources.

Most of the local and regional comprehensive plans recognize the need to encourage consideration of buffer spaces which will aid in reducing noise nuisances near sensitive receptors such as residential areas.

Develop a Baseline Condition for the Resources, Ecosystems, and Human Communities (*Step 7)*

The baseline condition for purpose of considering cumulative effects is based on the information and data included in local comprehensive plans and review of development progression evident in aerial photography, existing maps, plans, and zoning information.

Only general data is available which addresses the health of the resources in the Project Study Area. The following can be summarized from the previous steps:

Project Study Area Baseline Conditions

Issue	Baseline Conditions Summary
Community/Socioeconomic	The rural areas between US 12 and WIS 65 underwent a major conversion to residential land uses over the past three decades. Residential and community development occurred at a significant rate in the 1990's and 2000's. In recent years the economic conditions have slowed the rate of new residential development some. Undeveloped areas west of WIS 65 which are not of wetland, waterway, ecological, or public use are designated for rural residential land uses. An estimated half of the Project Study Area between US 12 and WIS 65 has yet to fully develop with rural residential land uses. As residential land conversions continue, there will be a continued need for community services. The local and regional comprehensive plans address the planned growth and community service needs.
Wetlands	Recent wetland losses due to transportation, commercial, or residential actions appear to be limited in nature. Most of the wetland conversions in the Project Study Area occurred as a result of the agricultural uses. The wetland

Issue	Baseline Conditions Summary
	conversions typically occurred prior to the 1990's where wetland conversions due to the agriculture slowed dramatically. There has been little conversion of wetlands in the Project Study Area since then since most wetlands are within ecological corridors which are protected. Wetland land uses are low in density within the Project Study Area and are primarily present in small isolated pockets or adjacent to the open water bodies and waterways.
Woodlands	Woodland losses due to transportation, commercial, or residential actions appear to be limited in nature. Most of the woodland conversions in the Project Study Area occurred as a result of the agricultural uses in the early 1900's. There has been little change to the wooded landscape based on review of aerial photos. There have been some woodland fragmentation and conversion with the development of some of the residential subdivisions within the Project Study Area. There has been little conversion of woodlands within the Project Study Area in the past two decades.
Farmlands (Agricultural)	Lands for agricultural use were in place in the early 1900's. Over the past three decades, St. Croix County has experienced changes in agriculture and rural development. These changes are primarily a result of growth pressures from the Twin Cities Metropolitan Area. There has been loss of agricultural land especially between US 12 and WIS 65. Areas east of WIS 65 in the Town Warren and in the Town of Kinnickinnic are designated farmland preservation areas. Additional agricultural land conversions are anticipated to continue between US 12 and WIS 65.
Water Quality	While the local and regional comprehensive plans do not define the specific health of water quality, they recognize the need to treat stormwater runoff to protect the natural drainage network of wetlands and streams, protect ecological habituate, protect groundwater, and promote infiltration and maximum ground water recharge. Natural Resource Conservation Service (NRCS) and WDNR provide programs to help local officials and agricultural users to maintain water quality. Local comprehensive planning efforts include the objective to preserve existing water quality.
Ecology	Each comprehensive plan recognizes the need to protect their primarily ecological corridors as well as wetlands and waterways which promote plant and animal diversity. The existing ecological corridors are in generally good health having been protected by Federal, State, and local authorities through comprehensive planning efforts. The primary ecological corridors within the project area include the USFWS Clapp WPA, Twin Lakes, and Kinnickinnic River fisheries. The USFWS Clapp WPA is actively managed for waterfowl production as well as to provide other upland wildlife habitat. The WPA is open to public uses for hunting, fishing, bridge watching, and environmental education. Twin Lakes is available for public fishing and recreation. The Village of Roberts maintains a 24-acre park near the lake for public recreational uses. The Kinnickinnic River is a prime resource for trout fishing and there is WDNR Fisheries owned property along the waterway. WDNR and the Town of Warren and Town of Kinnickinnic recognize this outstanding resource and have set goals which will aid in maintaining water quality within this resource.
Traffic Noise Levels	Western St. Croix County has grown at a fastest growing rate in the state over the past three decades. As development as continued to occur and roadway networks have developed, traffic related noise levels have continued to increase. While traffic related noise is a nuisance, none of the data collected from the local and regional plans or during the public outreach have indicated these are at intolerable levels. Local and regional plans recognize the need to consider and control noise where feasible. The Proposed Action will not have a significant change in traffic noise levels with increases ranging from 0 to 7 decibels (most commonly in the 3-4 decibels of change between 2020 and 2040 along I-94).

Identify the Important Cause-And-Effect Relationships between Human Activities and Resources *(Step 8)*

Development and population growth are key stress factors affecting resources, ecosystems, and human communities. Over the past three decades, St. Croix County has experienced significant changes in rural development. These changes are primarily a result of growth pressures from the Twin Cities Metropolitan Area.

Changes to transportation infrastructure could induce significant growth and development. Individual actions or combination of actions can alter an area in such a way that traffic may increase, development demands may increase, and improvements would be required for roadways and/or community services and utilities. These actions can also provide encouragement for businesses to locate within an area. Residential development may also inspire the development of additional community or recreational facilities. These actions and expected future activities could also increase noise levels within the Project Study Area.

Local and regional governments and agencies have comprehensive land management plans in place. Local governments must follow through with zoning and permitting policies and practices that examine effects and mitigation on an individual basis to ensure that development continues with a balance of human and environmental needs.

Determine the Magnitude and Significance of Cumulative Effects *(Step 9)*

The cumulative effect of the Proposed Action and other projects expected in the foreseeable future (2020 – 2024) may affect the pace of development and influence on the location of developments. Cumulative actions would likely decrease the amount of open land, agricultural land, and woodlands with some minor potential for wetland impacts and change the character of these resources from their natural state within the Project Study Area. These impacts would likely be relatively minor when considered individually but collectively would increase over a period of time.

Local government regulations about the intensity, design and location of development as well as other state and federal regulations could avoid or minimize negative effects. It should be noted that development specifically within wetlands and floodplains is regulated by local ordinances (County shore land zoning) and state and federal regulations. Ultimately, local governments are poised to influence land use and the type of development that occurs. Local units of government have developed comprehensive land use plans that show some residential and commercial development and anticipate some continued conversion of agricultural land primarily west of WIS 65 with some limited conversions east of WIS 65.

Wetlands in the study area have been affected by past actions such as wetland drainage for agricultural practices and residential and commercial development. There is less than 1-acre of direct impacts anticipated to small pockets of wetlands as a result of the Proposed Action. No primary wetland corridors are being impacted. Local planning efforts document the need to protect and preserve wetlands by avoidance, regulatory oversight, and implementation of stormwater quality standards.

Over time there has been conversion of wooded uplands to agricultural and residential land uses. Wooded lands often provide for upland habitat for range of species and wooded areas connect ecological corridors within the Project Study Area. Clearing of wooded lands is not protected under any local, State, or Federal ordinances. While the project will remove an estimated 12-acres of wooded land currently used for residential purposes, the effect is not anticipated to be significant in nature. Additional efforts will be taken during design to minimize tree removal. Tree re-planting will be considered during the project design to restore the environment and provide for a visual buffer between the highway and the adjacent properties.

The population growth pressures from the west have reduced the amount of land used for agricultural purposes significantly in the past three decades. Approximately 9-acres of agricultural land will be directly converted by the Proposed Action. These impacted agricultural areas are currently zoned and platted for rural residential development but they are currently being farmed or have the potential to be farmed. East of WIS 65 within the Town of Warren and Town of Kinnickinnic are located primarily within mapped areas with farmland preservation plans in place to protect the lands for future agricultural uses. Impacts from the farmland preservation areas will not result from the Proposed Action.

Runoff from existing agricultural operations and past residential and commercial development may have affected water quality within area resources. There is potential for erosion-related and impervious area water quality impacts from the Proposed Action which will be avoided or minimized through implementation of best management practices to control and treat stormwater runoff during and after construction of the Proposed Action.

The Proposed Action will not result in any direct or indirect effects to any primary ecological corridors.

While the Proposed Action will result in an increase in traffic noise levels (average 3-4 decibels) due to traffic growth, the traffic noise impacts are not considered significant. After a detailed analysis of the Proposed Action, noise mitigation measures are not considered reasonable and are not required per State policies. The design will further evaluate minimizing tree removal which has a perceived value by adjacent property owners for noise reduction as well as visual screening.

For the reasonably foreseeable actions within the Project Study Area are not likely to have a significant cumulative effect on the resources especially if local units of government continue to initiate and maintain proactive practices for protecting these resources and maintaining a commitment to mitigation as development continues.

Modify or Add Alternatives to Mitigate Significant Cumulative Effects (Step 10)
None of the cumulative effects are considered significant and additional alternatives are not required.

The decisions regarding future land use and development will influence avoidance, minimization, and mitigation of cumulative effects on resources within the study area. The primary responsibility for land use decisions and permitting lies with local and regional governments. Comprehensive plans for some of these communities address preservation goals and policies for avoiding and minimizing impacts. Wetlands and floodplain zoning ordinances and stormwater management ordinances along with land use and water resource preservation plans are examples of such tools to be used in preserving resources.

As the design proceeds for the Proposed Action, WisDOT will ensure that further minimization of impacts and mitigation of impacts is implemented. Direct impacts to wetlands and property adjacent to the highway have been avoided and minimized during the study process and will undergo further evaluation for minimization to the extent feasible during the design process.

WisDOT will follow Wis. Stat. Trans 401 and the WisDOT/ WDNR Cooperative Agreement Amendment regarding erosion control and storm water management to minimize the potential for adverse effects from the Proposed Action.

Monitor and Evaluate the Cumulative Effects of the Selected Alternative and Adapt Management *(Step 11)*

The proposed roadway improvements included in the preferred alternative could influence the planned long-term land uses in the adjacent communities. These communities all anticipate some amount of future development to occur. Further development is consistent with the expectations and recommendations of local plans and requirements for implementation of zoning ordinances and continued planning have been established as part of the comprehensive planning process. These communities should continue to develop, maintain, and enforce storm water management plans and implementation of design standards to protect resources. They should have zoning in place and actively enforce the requirements of any ordinances to protect ecological corridors, wetlands, groundwater, and water quality.

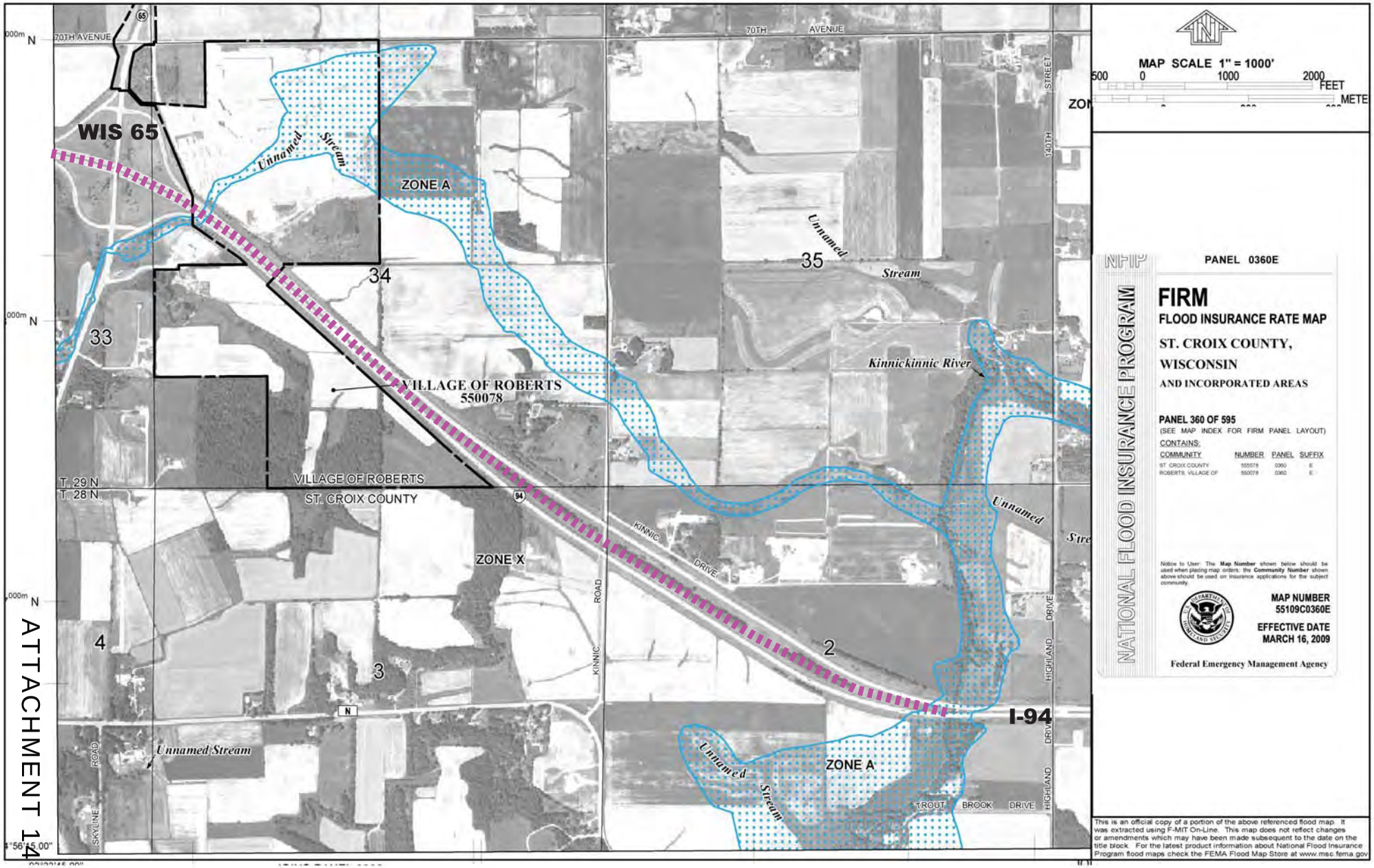
By applying appropriate land management techniques, negative effects from development to the environment can be avoided and/or minimized. As indicated above, the Town of Hudson, Town of Kinnickinnic, Town of Warren, the Village of Roberts, and St. Croix County all have ordinances and regulations in place to address potential negative effects of growth and development.

Local governments are primarily responsible for monitoring cumulative effects to community/socioeconomic factors, wetlands, water quality, conversion of agricultural lands, and traffic noise levels within the study area. Other agencies such as the WDNR and the U.S. Army Corps of Engineers also have authority to monitor some of these impacts through state and federal permit programs. WisDOT will ensure that all mitigation is implemented and monitored as necessary for project impacts and will ensure if the Proposed Action moves forward and the final right-of-way acquisition process advances, that a process is continued for considering, minimizing, and mitigating cumulative effects.

WATER BODY AND STREAM MAP

IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
USH 12 - 130TH STREET
IH 94
ST. CROIX COUNTY

N



ATTACHMENT 14

ATTACHMENT 15

NOISE RECEPTORS

I-94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY

ATTACHMENT 15

NOISE RECEPTORS

I-94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY

ATTACHMENT 15

NOISE RECEPTORS

I-94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY

ATTACHMENT 15

NOISE RECEPTORS

I-94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY

ATTACHMENT 15

NOISE RECEPTORS

I-94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY

ATTACHMENT 15

NOISE RECEPTORS

I-94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY


70TH AVE
N
U4-2
U4-1
4-1
4-2
4-3
100TH ST
INTERSTATE
94
3-7
7
8
3-6
4-4
4-5
4-6
4-7
4-8
4-9
4-10
ATTACHMENT 15
NOISE RECEPTORS
I-94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY
LEGEND
1-1
NOISE RECEPTOR NUMBER
U1-1
UNDEVELOPED NOISE RECEPTOR NUMBER
1
NOISE WALL NUMBER
NOISE WALL LOCATION CONSIDERED
EXISTING R/W

ATTACHMENT 15

NOISE RECEPTORS

I-94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY

ATTACHMENT 15

NOISE RECEPTORS

I-94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY

ATTACHMENT 15

ATTACHMENT 15

NOISE RECEPTORS

I-94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
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ATTACHMENT 15

NOISE RECEPTORS

I-94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
I-94
ST. CROIX COUNTY

ATTACHMENT 16

PRELIMINARY WETLAND IMPACT MAP

IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
IH 94
ST. CROIX COUNTY


70TH AVE
100TH ST
SCALE, FEET 0 100 200
N
LEGEND
WETLAND IMPACT AREA
WETLAND SITE #
TOWN OF WARREN
4
5
6
7
390'WB'+00
390'EB'+00
400'WB'+00
400'EB'+00
410'WB'+00
410'EB'+00
420'WB'+00
420'EB'+00
INTERSTATE
94
100TH ST
65TH AVE
ATTACHMENT 16
PRELIMINARY WETLAND IMPACT MAP
IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
IH 94
ST. CROIX COUNTY

ATTACHMENT 16

PRELIMINARY WETLAND IMPACT MAP

IH 94 CORRIDOR EXPANSION STUDY
PROJECT I.D. 1020-01-02
HUDSON - BALDWIN
US 12 - 130TH STREET
IH 94
ST. CROIX COUNTY

Operational & Safety Needs Study

Wisconsin Department of Transportation

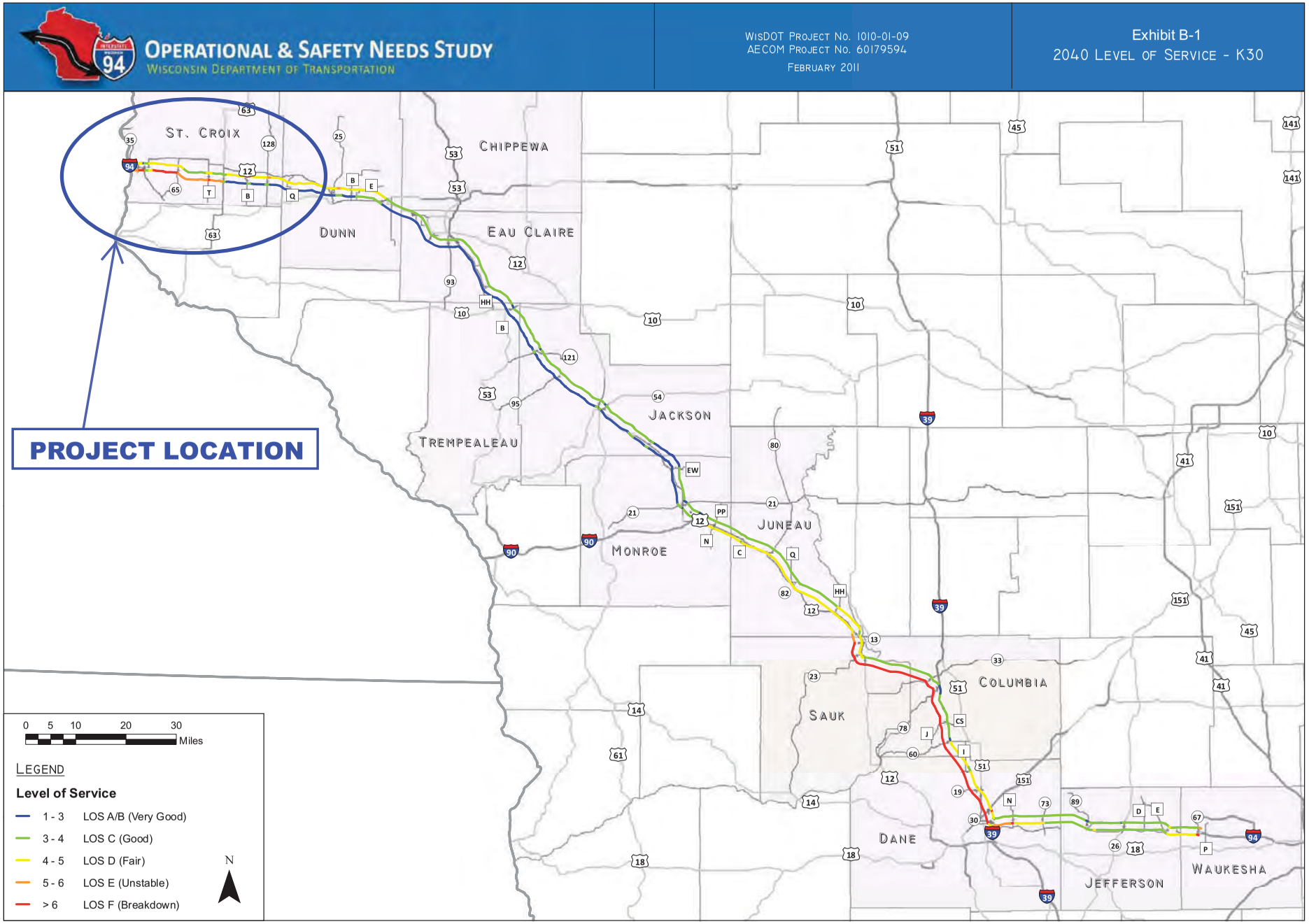
Project Report – Phase 1

Project I.D. 1010-01-09
Minnesota State Line – STH 67

June 2011

Prepared for
Wisconsin Department of Transportation
Bureau of State Highway Programs, Program Analysis Section
4802 Sheboygan Avenue, Room 933, Madison, WI 53707

ATTACHMENT 17



ATTACHMENT 17

OPERATIONAL & SAFETY NEEDS STUDY
WISCONSIN DEPARTMENT OF TRANSPORTATION

Exhibit B-4

Basic Freeway Level of Service Results

K30

County	Row Number	EB Comment	WB Comment	K30 2010 EB LOS	K30 2010 WB LOS	K30 2015 EB LOS	K30 2015 WB LOS	K30 2020 EB LOS	K30 2020 WB LOS	K30 2025 EB LOS	K30 2025 WB LOS	K30 2030 EB LOS	K30 2030 WB LOS	K30 2035 EB LOS	K30 2035 WB LOS	K30 2040 EB LOS	K30 2040 WB LOS	K30 Time Period
St. Croix	1	MN state line to STH 35 North	MN State Line to STH 35 North	3.61	2.45	4.23	2.80	4.42	2.90	4.81	3.08	5.32	3.24	6.56	3.42	7.00	3.63	Friday
	2	STH 35 North to CTH F	14th St. to CTH F	3.24	2.78	3.71	1.09	3.86	1.09	4.14	3.46	4.45	3.65	4.86	3.88	5.38	4.13	
	3	CTH F to STH 35 South	CTH F to STH 35 South	3.65	2.63	4.19	2.97	4.35	3.06	4.68	3.20	5.11	3.36	5.63	3.53	7.00	3.73	
	4	STH 35 South to USH 12	STH 35 South to USH 12	-1.00	2.33	-1.00	2.66	-1.00	2.75	-1.00	2.92	-1.00	3.10	-1.00	3.26	-1.00	3.45	
	5	USH 12 to STH 65	USH 12 to STH 65	3.76	2.86	4.40	3.25	4.62	3.36	5.07	3.55	5.63	3.77	7.00	4.03	7.00	4.30	
	6	STH 65 to CTH T	STH 65 to CTH T	3.31	2.69	3.76	3.06	3.91	3.15	4.18	3.32	4.48	3.50	4.87	3.70	5.35	3.96	
	7	CTH T to STH 63	CTH T to STH 63	3.20	2.69	3.63	3.06	3.76	3.15	4.02	3.32	4.29	3.50	4.62	3.70	5.05	3.94	
	8	STH 63 to CTH B	STH 63 to CTH B	2.09	3.21	2.31	3.55	2.38	3.66	2.50	3.86	2.62	4.09	2.74	4.32	2.88	4.61	
	9	CTH B to STH 128	CTH B to STH 128	2.09	3.21	2.31	3.55	2.38	3.66	2.50	3.86	2.62	4.09	2.74	4.32	2.88	4.61	
	10	STH 128 to CTH Q	STH 128 to CTH Q	2.06	3.20	2.24	3.50	2.30	3.60	2.40	3.76	2.50	3.97	2.60	4.16	2.71	4.38	
Dunn	11	CTH Q to STH 25	CTH Q to STH 25	2.08	3.25	2.27	3.55	2.32	3.66	2.42	3.83	2.52	4.03	2.62	4.22	2.73	4.45	
	12	STH 25 to Rest Area	STH 25 to Rest Area	2.25	3.31	2.42	3.57	2.48	3.67	2.57	3.82	2.66	4.00	2.76	4.17	2.86	4.37	
	13	Rest Area to CTH B	Rest Area to CTH B	2.25	3.31	2.42	3.57	2.48	3.67	2.57	3.82	2.66	4.00	2.76	4.17	2.86	4.37	
	14	CTH B to STH 29/USH 12	CTH B to Weigh Station	2.40	3.22	2.57	3.44	2.63	3.53	2.72	3.65	2.81	3.79	2.90	3.93	3.01	4.10	
	15	STH 29/USH 12 to STH 312	STH 29/USH 12 to STH 312	2.22	3.00	2.35	3.18	2.41	3.25	2.48	3.35	2.55	3.45	2.63	3.56	2.71	3.68	
Eau Claire	16	STH 312 to STH 37	STH 312 to STH 37	1.89	2.57	1.94	2.76	1.99	2.83	2.06	2.96	2.13	3.05	2.21	3.15	2.28	3.25	
	17	STH 37 to STH 93	STH 37 to STH 93	2.12	2.82	2.30	3.07	2.36	3.14	2.46	3.25	2.55	3.37	2.65	3.49	2.75	3.63	
	18	STH 93 to USH 53	STH 93 to USH 53	1.95	2.49	2.07	2.69	2.13	2.77	2.21	2.87	2.29	3.00	2.37	3.10	2.46	3.20	
	19	USH 53 to CTH HH	USH 53 to CTH HH	2.29	2.49	2.48	2.70	2.53	2.76	2.63	2.86	2.72	2.99	2.83	3.08	2.95	3.18	
	20	CTH HH to USH 10	CTH HH to USH 10	2.28	2.49	2.47	2.70	2.53	2.76	2.62	2.87	2.71	2.99	2.81	3.08	2.92	3.18	
Jackson	21	USH 10 to STH 121	USH 10 to STH 121	2.20	2.36	2.41	2.58	2.46	2.64	2.56	2.74	2.66	2.85	2.76	2.97	2.87	3.08	
	22	STH 121 to STH 95	STH 121 to STH 95	2.22	2.42	2.43	2.66	2.49	2.72	2.59	2.83	2.69	2.96	2.80	3.07	2.91	3.18	
	23	STH 95 to USH 12/STH 27	STH 95 to USH 12/STH 27	2.26	2.46	2.46	2.69	2.52	2.76	2.62	2.86	2.72	2.99	2.82	3.09	2.95	3.20	
	24	USH 12/STH 27 to STH 54	USH 12/STH 27 to STH 54	2.31	2.45	2.53	2.68	2.59	2.75	2.69	2.86	2.80	2.99	2.91	3.09	3.04	3.20	
	25	STH 54 to Rest Area	STH 54 to Rest Area	2.25	2.35	2.45	2.56	2.51	2.62	2.61	2.72	2.71	2.82	2.81	2.92	2.92	3.04	
	26	Rest Area to CTH O	Weigh Station to CTH O	2.25	2.35	2.45	2.56	2.51	2.62	2.61	2.72	2.71	2.82	2.81	2.92	2.92	3.04	
Monroe	27	CTH O to CTH EW	CTH O to CTH EW	2.18	2.33	2.37	2.53	2.42	2.59	2.51	2.68	2.60	2.78	2.69	2.88	2.79	3.00	
	28	CTH EW to USH 12	CTH EW to USH 12	2.21	2.35	2.39	2.55	2.45	2.61	2.53	2.70	2.63	2.80	2.72	2.90	2.82	3.01	
	29	STH 21 to Industrial Ave.	STH 21 to Forbes Rd.	2.61	2.61	2.84	2.84	2.91	2.90	3.02	3.01	3.11	3.11	3.21	3.20	3.31	3.30	
	30	Industrial Ave. to I-90	Forbes Rd. to I-90	2.76	2.72	3.00	2.96	3.06	3.02	3.15	3.11	3.25	3.20	3.35	3.30	3.45	3.40	
	31	I-90 to CTH N	I-90 to CTH N	3.26	3.06	3.52	3.29	3.59	3.35	3.71	3.45	3.83	3.56	3.99	3.67	4.12	3.80	
	32	CTH N to CTH C	CTH N to CTH C	3.27	3.07	3.53	3.29	3.59	3.35	3.71	3.44	3.83	3.54	3.97	3.65	4.10	3.76	
Juneau	33	CTH C to STH 80	CTH C to STH 80	3.30	3.01	3.54	3.22	3.61	3.27	3.72	3.36	3.84	3.45	3.98	3.55	4.10	3.65	Sunday
	34	STH 80 to STH 82	STH 80 to STH 82	3.24	2.89	3.50	3.13	3.57	3.19	3.69	3.28	3.82	3.37	3.97	3.48	4.10	3.59	
	35	STH 82 to Rest Area	STH 82 to Rest Area	3.46	3.01	3.78	3.25	3.87	3.32	4.03	3.42	4.18	3.53	4.35	3.66	4.55	3.79	
	36	Rest Area to CTH HH	Rest Area to CTH HH	3.46	3.01	3.78	3.25	3.87	3.32	4.03	3.42	4.18	3.53	4.35	3.66	4.55	3.79	
	37	CTH HH to USH 12/STH 16	CTH HH to USH 12/STH 16	3.65	3.17	4.03	3.44	4.12	3.51	4.28	3.62	4.47	3.75	4.68	3.89	4.93	4.05	
	38	USH 12/STH 16 to STH 13	USH 12/STH 16 to STH 13	3.75	3.21	4.16	3.49	4.26	3.56	4.45	3.69	4.67	3.83	4.92	3.99	5.21	4.14	
Sauk	39	STH 13 to STH 23	STH 13 to STH 23	4.10	3.35	4.56	3.64	4.70	3.72	4.94	3.85	5.21	4.00	5.51	4.14	6.14	4.30	
	40	STH 23 to USH 12	STH 23 to USH 12	4.16	3.34	4.66	3.62	4.81	3.70	5.08	3.83	5.36	3.98	5.71	4.12	6.97	4.27	
	41	USH 12 to STH 33	USH 12 to STH 33	4.16	3.05	4.72	3.32	4.89	3.39	5.19	3.51	5.54	3.63	6.40	3.76	7.00	3.90	
	42	STH 33 to I-39	STH 33 to I-39	4.08	3.01	4.63	3.28	4.80	3.35	5.10	3.46	5.43	3.58	6.00	3.71	7.00	3.86	

Very Good	0-3	LOS A or B
Good	3 - 3.5	
	3.5 - 4	LOS C
Fair	4 -4.5	LOS D
	4.5 - 5	
Unstable	5 - 5.5	LOS E
	5.5 - 6	
Breakdown	6 - 6.5	LOS F
	6.5 - 7	

Note: A value of -1.00 is reported when an influence area type does not exist in a certain location.

ATTACHMENT 17