Environmental Report (ER) and Environmental Assessment (EA) Template

06-25-2019 Wisconsin Department of Transportation

Project Summary

Project ID 1010-10-01	**Project Termini** Northern Terminus: end of the southbound taper from the I-90/94 & I-39/WIS 78 interchange. Southern Terminus: Black Road.	**Funding Sources** (check all that apply) ☒ Federal ☒ State ☐ Local
Construction ID N/A		Estimated Total Project Cost (design, construction, real estate, etc.). Include delivery cost in Year of Expenditure (YOE). $146 million in YOE dollars $141 million in current year (2020) dollars
Route Designation *(if applicable)* I-39/90/94	**Nearest Municipality** Town of Dekorra, Wisconsin Town of Caledonia, Wisconsin	
National Highway System (NHS) Route ☒ Yes ☐ No		Real Estate Acquisition Portion of Estimated Cost (YOE) $0.46 million in YOE dollars
County Columbia	**Section / Township / Range** S 36 / T 12 / R 8 S 1 / T 11 / R 8 S 12 / T 11 / R 8 S 13 / T 11 / R 8 S 18 / T 11 / R 9 S 19 / T 11 / R 9	Utility Relocation Portion of Estimated Cost (YOE) $3.4 million in YOE dollars
Project Title I-39/90/94 Wisconsin River Bridge Project		
Bridge Number(s) *(if applicable)* B-11-0022 (SB I-39/90/94) B-11-0023 (NB I-39/90/94) B-11-0035 (County U over I-39/90/94) B-11-0037 (County V over I-39/90/94)	For an ER, indicate the date of the first tribal notification letter. For an EA, indicate the date the Process Initiation Letter (PIL) was accepted by FHWA. June 7, 2018	

Right-of-Way Acquisition	Acres
Fee	13.1
TLE	1.0
PLE	1.0

Functional Classification of Existing Route (FDM 4-1-10 & 4-1-15)	Urban	Rural
Freeway/Expressway	☐	☒
Principal Arterial	☐	☐
Minor Arterial	☐	☐
Major Collector	☐	☐
Minor Collector	☐	☐
Local	☐	☐
No Functional Class	☐	☐
Other	☐	☐

WisDOT Project Classification (FDM 3-5)	
Perpetuation – Preservation/Restoration	☐
Perpetuation – Resurfacing	☐
Perpetuation – Bridge Rehabilitation	☐
Rehabilitation - Reconditioning	☐
Rehabilitation – Pavement Replacement	☐
Rehabilitation - Bridge Replacement	☐
Modernization - Reconstruction	☐
Modernization - Expansion	☐
Preventative Maintenance	☐
State Majors	☒
Other – Describe:	☐

☐ FHWA Draft Categorical Exclusion (CE)/WisDOT Draft Environmental Report (ER). **No significant impacts indicated by initial assessment.**
☒ FHWA/WisDOT Environmental Assessment (EA). **No significant impacts indicated by initial assessment.**

Ashley Schulze 11/03/2020
(Print – Preparer Name, Title, Company/Organization) (Date – m/d/yy)
Ashley Schulze, Environmental Lead, AECOM

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☒ Region ☐ Aeronautics ☐ Railroads & Harbors
Daniel Schave, WisDOT Project Manager

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☒ FHWA ☐ FAA ☐ FTA ☐ FRA
Ian Chidister, FHWA Enviro Program Manager

A Public Hearing was not required. After reviewing and addressing substantive public comments and coordinating with other agencies, it is determined this action:

☐ **Will NOT significantly affect** the quality of the human environment. This document is a Final CE/Final ER.
☐ **Will NOT significantly affect** the quality of the human environment. This document is a Final EA/Finding of No Significant Impact (FONSI).
☐ **Has potential to significantly affect** the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

A Public Hearing was held, and after reviewing and addressing substantive public comments, updating the Draft CE/ER or EA and coordinating with other agencies, it is determined this action*:

☐ **Will NOT significantly affect** the quality of the human environment. This document is a Final CE/Final ER.
☒ **Will NOT significantly affect** the quality of the human environment. This document is a Final EA/Finding of No Significant Impact (FONSI).
☐ **Has potential to significantly affect** the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

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Ashley Schulze, Environmental Lead, AECOM

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☒ FHWA ☐ FAA ☐ FTA ☐ FRA

*Include Environmental Document Availability and Hearing Summary following this page.

Daniel Schave, WisDOT Project Manager

Ian Chidister, FHWA Enviro Program Manager

ENVIRONMENTAL DOCUMENT AVAILABILITY and HEARING SUMMARY

06-11-2019 Wisconsin Department of Transportation

Project ID: 1010-10-01

This Environmental Document Availability and Hearing Summary is completed if the project required publication of a Notice of Public Hearing and Notice of Availability of an Environmental Document or a Notice of Opportunity to Request a Public Hearing and Notice of Availability of an Environmental Document. When completed, attach this summary to the environmental document following the signatory page with the updated Environmental Document Template including all changes highlighted.

1. **Type(s) and Date(s) of Public Notice(s):**

   Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment (November 12, 2020 and November 19, 2020)

   Notice of a Public Hearing and Notice of Availability of an Environment Document
   (February 28, 2021 and March 21, 2021)

2. **Published in (name of newspaper):**

   Wisconsin State Journal

3. **Dates environmental document was available to the public and agencies for review and comment:**

   From: November 12, 2020
   To: April 7, 2021

4. **Public Hearing**:
   - ☒ A Notice of Opportunity to Request a Public Hearing and Notice of Availability of an Environmental Document was published.
     - ☐ No requests for a public hearing were received.
     - ☐ Hearing request(s) received, then later rescinded in writing, documentation attached as:
   - ☒ Hearing was held on:

   Virtual Public Hearing – March 30, 2021, via YouTube Live, 6:00 p.m. to 8:00 p.m.
   In-Person Public Hearing – March 31, 2021, Poynette Village Hall, 5:00 p.m. to 8:00 p.m.

5. Summarize comments from the Public Hearing and environmental document availability period or additional public involvement following the approval of the environmental document. Characterize public support or opposition to the project. Include responses to all substantive comments. (Note: Alternatives proposed by the public and subsequently rejected should be identified and the reasons for rejecting them):

Comments received during the environmental document availability period and during the public hearing were generally in support of the Preferred Alternative. No comments were received that expressed opposition to the selection of the East Alternative as the Preferred Alternative. Comments received were primarily focused on impacts to the Wisconsin River. Below is a summary of comments received:

I. Wisconsin River Impacts

a. Concerns regarding river flow and river elevation as a result of construction.

   i. *Response – A hydraulic analysis was completed that indicated the proposed I-39/90/94 Wisconsin River bridge would not adversely impact the floodplain elevation or water velocity of the Wisconsin River. A temporary backwater rise in water surface elevation is anticipated if the contractor elects to build a temporary causeway during construction. Information regarding the final size, location, or expected duration of a potential temporary causeway is not determined at this time. These details are typically determined by or with input from contractors, to best fit their means and methods of construction. A contractor will be brought onboard prior to commencement of project construction, which is expected in 2024. Additional floodplain analysis will be completed once the final causeway footprint has been determined. Based on the results of that analysis, communication will occur with the Wisconsin Department of Natural Resources (WDNR) and United States Army Corps of Engineers (USACE) to minimize the extent and duration of any identified temporary impact. Additional floodplain analysis will be completed once final structure sizing and causeway footprint have been determined.*

b. Inquiring about the type, assumptions, and level of detail in the hydraulic analysis, as well as if the analysis considered the channel along County V.

   i. *Response – The Wisconsin River HEC RAS model was used by the Wisconsin Department of Transportation (WisDOT) to design the proposed bridge and evaluate impacts. This HEC-RAS model is referenced in the current Columbia County FIS Report (5/16/2016) and was created by the USACE in March 2006. It is a 1-Dimensional steady state model. The side channel of the Wisconsin River that is adjacent to County V was included in the model.*

c. Concerns regarding impacts to streambed morphology, locations of sand bars, sediment in the river, and how to mitigate sediment coming downstream.

Response – A structural analysis will be completed to determine the final size and location of the bridge. After the exact size and location of the bridge has been determined, we will evaluate the potential for bridge scour.

Additionally, prior to construction beginning, an Erosion Control Implementation Plan (ECIP) will be prepared by the construction contractor and will be reviewed and approved by WisDOT, in coordination with the WDNR. The ECIP will designate erosion control measures that will be implemented to minimize impacts per WisDOT and WDNR cooperative agreement and Trans 401 of Wisconsin's Administrative Code. Implementation of the ECIP will be monitored during construction by WisDOT in cooperation with the WDNR.

Also, prior to construction, a permit will be obtained from the United States Army Corps of Engineers, who regulate the placement of dredged and fill material for compliance with section 404 of the Clean Water Act.

d. Concerns regarding the size, location, temporary adverse impacts, and increased downstream sedimentation associated with the potential temporary causeway.

i. *Response – Information regarding the final size, location, or expected duration of a potential temporary causeway is not determined at this time. These details are typically determined by or with input from contractors, to best fit their means and methods of construction. A contractor will be brought onboard prior to commencement of project construction, which is expected in 2024. Additional floodplain analysis will be completed once the final causeway footprint has been determined. Based on the results of that analysis, communication will occur with the WDNR and USACE to minimize the extent and duration of any identified temporary impact. Also, prior to construction, a permit will be obtained from the United States Army Corps of Engineers, who regulate the placement of dredged and fill material for compliance with section 404 of the Clean Water Act. Details of the potential temporary causeway would be included with that permit application.*

Additionally, prior to construction beginning, an Erosion Control Implementation Plan will be prepared by the construction contractor and will be reviewed and approved by WisDOT, in coordination with the WDNR. Causeway details and location will be outlined in the ECIP, as well as erosion control measures that will be implemented to minimize impacts per WisDOT and WDNR cooperative agreement and Trans 401 of Wisconsin's Administrative Code. Implementation of the ECIP will be monitored during construction by WisDOT in cooperation with the WDNR.

e. Sharing of a petition for the WDNR to help property owners along Wildcat Road (approximately 2.5 miles downstream of the I-39/90/94 Wisconsin River bridge) with waterfront concerns regarding the filling in of sand since the 2008 Lake Delton levy failure.
    i. *Response – A structural analysis will be completed to determine the final size and location of the bridge. After the exact size and location of the bridge has been determined, we will evaluate the potential for bridge scour.*

    Additionally, prior to construction beginning, an Erosion Control Implementation Plan will be prepared by the construction contractor and will be reviewed and approved by WisDOT, in coordination with the WDNR. The ECIP will designate erosion control measures that will be implemented to minimize impacts per WisDOT and WDNR cooperative agreement and Trans 401 of Wisconsin's Administrative Code. Implementation of the ECIP will be monitored during construction by WisDOT in cooperation with the WDNR.

    Also, WisDOT will include the property owners who signed the petition in public outreach during final design and construction.

f. Encourages WisDOT and WDNR to allow local officials and property owners to participate in the development of the Erosion Control Plan (ECP). The property owners downstream of the project are concerned about the impacts this project may have on the river and increased sediment deposits.
    i. Response – WisDOT will complete additional public outreach during final design. During this public outreach, local officials and the general public (including property owners) will have an opportunity to share their views with WisDOT for consideration in the erosion control plan (ECP). This will allow local officials and property owners to provide local insights about sediment deposits in the Wisconsin River. However, Trans 401 of Wisconsin's Administrative Code bears general responsibility for preparing the project erosion control plan to WisDOT. As such, the ECP will be completed by WisDOT, with WDNR responsible for concurrence on ECP acceptability.

g. Concerns related to lack of a plan on what happens if there is an accidental spill into the river during construction to prevent pollution.
    i. *Response – Prior to construction beginning, an Erosion Control Implementation Plan will be prepared by the construction contractor and will be reviewed and approved by WisDOT, in coordination with the WDNR. The ECIP review process will include soliciting and incorporating WDNR erosion control comments both on the plan for the 401 Water Quality Certification process during design and by reviewing the contractor's ECIP prior to the start of construction. The ECIP will include best management practices that will be utilized to prevent the transport of pollutants into the Wisconsin River, as well as best management practices to control hazardous spills in the event that one occurs.*

h. Concerns related to river navigation during construction.
    i. *Response – The Wisconsin River will remain open for navigation throughout construction. River navigability will be maintained by leaving gaps in the proposed temporary causeway. Signage will be posted to help river recreationists navigate through construction activities.*

i. Report of an endangered fish species in the Wisconsin River within the project limits.
    i. *Response – The WDNR updated their Natural Heritage Inventory (NHI) database to include the endangered fish species. The Environmental Assessment has been updated to include measures to protect this endangered fish species.*

II. **I-39/90/94 Wisconsin River Bridge Design**

a. Inquiring if the proposed I-39/90/94 Wisconsin River bridge would have horizontal connections between the footings below the water level.

i. *Response – The current design for the new I-39/90/94 Wisconsin River Bridge does not include horizontal structural elements connecting the pier footings below the water level.*

b. Prefers to see an option explored that lengthens each of the existing piers either on each end or only the east end in order to limit disruption to the flow of the Wisconsin River. Also prefers to see the use of a temporary causeway eliminated.

i. *Response – Rehabilitation alternatives were evaluated, and it was determined that re-use and/or lengthening of the existing bridge piers is not feasible due to the limited remaining service life of the existing piers. A detailed floodplain analysis will be completed during final design to evaluate the final bridge configuration and temporary conditions during construction.*

c. Prefers to see the Wisconsin River bridge, nearby overpasses, and overhead sign structures have the same design as the I-39/90 project.

i. *Response – In addition to the I-39/90/94 bridge over the Wisconsin River, the preferred alternative would require the County V and County U bridges over I-39/90/94 to be relocated and reconstructed. The design associated with these structures will be based on current WisDOT standards and determined during final design.*

III. Oak Knoll Road

a. Inquiring about potential impacts to Oak Knoll Road.

i. *Response – The preferred alternative will not have permanent impacts to Oak Knoll Road.*

b. Inquiring about traffic noise impacts and noise barriers for Oak Knoll Road residents.

i. *Response – A noise analysis was completed and indicated that noise levels on Oak Knoll Road are anticipated to remain similar to the existing levels due to I-39/90/94 travel lanes moving further away from Oak Knoll Road. A few properties on Oak Knoll Road had traffic noise levels above the Noise Level Criteria. A noise barrier was evaluated. The model analysis found that a noise barrier did not meet WisDOT's Reasonableness Criteria which evaluates the cost per benefited receptor. As a result, noise barriers are not proposed to be included on this project.*

IV. American Transmission Company Structures

a. Inquiring about details regarding current design and distances from structures.

i. *Response – A graphic showing the minimum offsets to structures, an exhibit showing preliminary cross sections, and ATC coordination that has taken place to date were shared with the individual.*

6. **Summarize comments from agencies or local units of government from the Public Hearing and document availability period or additional public involvement following the completion of the Draft ER or EA:**

The Wisconsin Department of Agriculture Trade and Consumer Production, Environmental Protection Agency, United States Fish and Wildlife Service, and United States Army Corps of Engineers indicated that they did not have any comments on the Environmental Assessment during the availability period. The Wisconsin Department of Natural Resources had one comment that indicated they received knowledge of the aforementioned endangered fish species. The Environmental Assessment was updated to include protective measures for the endangered fish species.

Additionally, the Village of Lake Delton passed a resolution (No. 20-024) on December 7, 2020 in support of the replacement of the I-39/90/94 bridges over the Wisconsin River in Columbia County (Appendix 14).

7. **Summarize changes to the environmental document and project resulting from comments or feedback from the public, agencies or local units of government:**

The Environmental Assessment was updated to document an endangered fish species. This species was recently added to the Wisconsin Department of Natural Resource's Natural Heritage Inventory database. The Department of Natural Resources supplied the Wisconsin Department of Transportation with an updated review of the database on April 12, 2021 that included the endangered fish species. The updates to the Environmental Assessment included adding information pertaining to the endangered fish species in the following sections: Environmental Factors Matrix; Environmental Commitments; and Threatened, Endangered, and Protected Resources Factor Sheet.

The Environmental Assessment was also updated to document agency comments on the draft Environmental Assessment and to include that the proposed action was included in the amended 2021-2024 State Transportation Improvement Program.

All updates to the Environmental Assessment are highlighted in green throughout the document. Sections of the Environmental Assessment that were updated are also highlighted in green in the table of contents.

8. Describe the preferred alternative:

☒ The preferred alternative is the same as that described in the environmental document.

☐ The preferred alternative is different from that described in the environmental document. Explain changes and why another alternative was selected:

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2. Abbreviations and Acronyms:

AADT:	Annual Average Daily Traffic
AASHTO:	American Association of State Highway and Transportation Officials
ACM:	Asbestos Containing Material
AIN:	Agricultural Impact Notice
AIS:	Agricultural Impact Statement
APE:	Area of Potential Effect
ATC:	American Transmission Company
BA:	Biological Assessment
BLM:	Bureau of Land Management
BTS:	WisDOT Bureau of Technical Services
CE:	Categorical Exclusion
CER:	Cost Estimate Review
CFR:	Code of Federal Regulations
CO:	Central Office
DATCP:	Department of Agriculture, Trade and Consumer Protection
dB(A):	A-weighted Decibels
DHV:	Design Hourly Volume
EA:	Environmental Assessment
ECIP:	Erosion Control Implementation Plan
EIS:	Environmental Impact Statement
EJ:	Environmental Justice
EO:	Executive Order
EPA:	United States Environmental Protection Agency
EPDS:	WisDOT Environmental Process and Documents Section
ER:	Environmental Report
ERW:	Exceptional Resource Water
ESA:	Endangered Species Act
FAA:	Federal Aviation Administration
FDM:	WisDOT Facilities Development Manual
FEMA:	Federal Emergency Management Administration
FERC:	Federal Energy Regulatory Commission
FHWA:	Federal Highway Administration
FIRM:	Flood Insurance Rate Map
FONSI:	Finding of No Significant Impact
FRA:	Federal Railroad Administration
FTA:	Federal Transit Administration
FWHP:	Fox-Wisconsin Heritage Parkway
IHS:	Information Handling Services
IPaC:	Information for Planning and Consultation
K30:	Design Hour Factor
LOS:	Level of Service
LRFD:	Load and Resistance Factor Design
MOA:	Memorandum of Agreement
MPO:	Metropolitan Planning Organization
MSAT:	Mobile Source Air Toxic
NB:	Northbound
NEPA:	National Environmental Policy Act
NFIP:	National Flood Insurance Program
NHI:	National Heritage Inventory
NHS:	National Highway System
NLC:	Noise Level Criteria
NLEB:	Northern Long-Eared Bat
NPS:	National Park Service
NRCS:	Natural Resources Conservation Service
ORW:	Outstanding Resource Water
PCN:	Pre-Construction Notification
PIM:	Public Involvement Meeting

PIP: Public Involvement Plan
PS&E: Plans, Specifications and Estimates
REC: Region Environmental Coordinator
ROW: Right-Of-Way
RPC: Regional Planning Commission
RTP: Regional Transportation Plan
SB: Southbound
Section 106: Section 106 Of the National Historic Preservation Act
Section 4(f): Section 4(f) Of the U.S. Department of Transportation Act Of 1966
Section 6(f): Section 6(f) Of the Land and Water Conservation Fund Act
SFHA: Special Flood Hazard Area
SHPO: Wisconsin State Historic Preservation Officer
SIP: State Implementation Plan
STIP: State Transportation Improvement Program
STSP: WisDOT Standardized Special Provisions
THPO: Tribal Historic Preservation Officer
TIP: Transportation Improvement Program
Title VI: Title VI of The Civil Rights Act Of 1964
TLE: Temporary Limited Easement
TMDL: Total Maximum Daily Load
TNM 2.5: FHWA Traffic Noise Model 2.5
TP: Total Phosphorus
TSS: Total Suspended Solids
USACE: United States Army Corps of Engineers
USCG: United States Coast Guard
USFS: United States Forest Service
USFWS: United States Fish and Wildlife Service
VPD: Vehicles Per Day
WBIC: Waterbody Index Code
WDNR: Wisconsin Department of Natural Resources
WEPA: Wisconsin Environmental Policy Act
WisDOT: Wisconsin Department of Transportation
YOE: Year of Expenditure

3. Document Type:

Environmental Assessment

4. Environmental Document Statement:

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

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

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

The Council on Environmental Quality updated their NEPA regulations at 40 CFR 1500 – 1508 during the preparation of this Environmental Assessment (EA). These NEPA regulations apply to all Federal Agencies. Per updated 40 CFR 1506.13, the updated regulations, "apply to any NEPA process begun after September 14, 2020". Since the NEPA process for this project was started prior to that date, FHWA and WisDOT have decided to prepare this EA consistent with the older version of the regulations, and all references to 40 CFR 1500 – 1508 throughout this document reference the older version of the regulations.

5. Fiscal Constraint:

For federally-funded actions, indicate whether the project is included in the most recent version of the WisDOT Statewide Transportation Improvement Program (STIP) or included in a STIP amendment:

☐	The proposed action will not require FHWA funding and/or approval.
☒	The proposed action will use FHWA funds and/or require an FHWA approval and it is included in the most recent version of the STIP or included in a STIP amendment – Indicate the name of the STIP or STIP amendment, the portion of the proposed project funded and the page number on which the project can be found: 2021-2024 STIP - February Amendments; 1010-10-02/22/42/82; $100 million or greater; page 2
☐	For projects in a Metropolitan Planning Area, the proposed action will use FHWA funds and/or require an FHWA approval and it is included in the most recent version of the Transportation Improvement Plan (TIP) or included in a TIP amendment – Indicate the name of the TIP or TIP amendment, the portion of the proposed project funded and the page number on which the project can be found:

6. Purpose and Need:

BACKGROUND AND PROJECT TERMINI

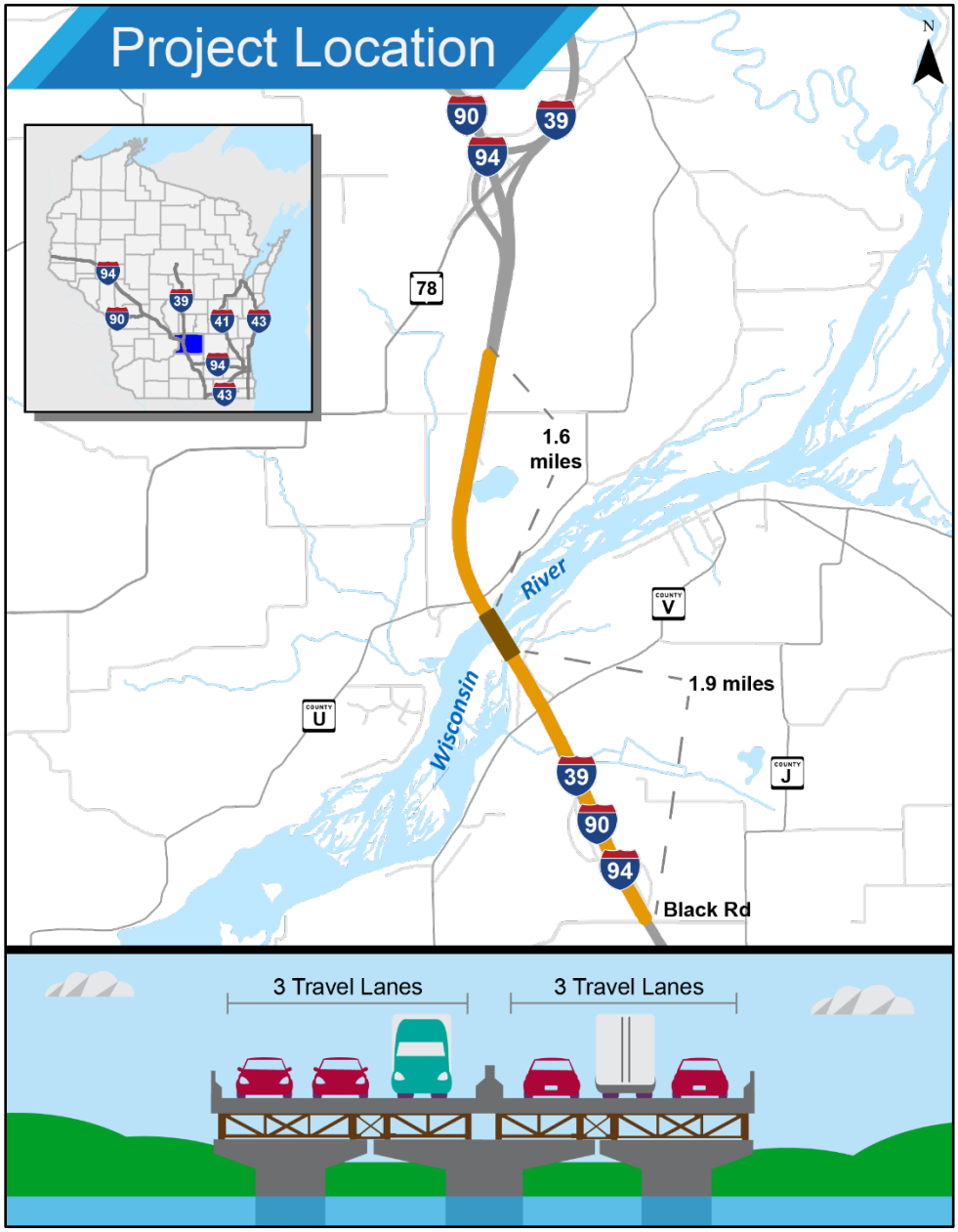
The project is focused on the Interstate 39/90/94 (I-39/90/94) crossing of the Wisconsin River in Columbia County, and extends approximately 1.6 miles to the north and approximately 1.9 miles to the south (Figure 1). Exhibit 1 also displays the location of the project. The southern terminus for the project is Black Road. The northern terminus for the project is the end of the southbound taper from the I-90/94 & I-39/WIS 78 interchange.

Consistent with Federal Highway Administration (FHWA) regulations at 23 Code of Federal Regulations (CFR) 771.111(f), this project:

- connects logical termini and is of sufficient length to address environmental matters on a broad scope;
- has independent utility and will be a reasonable expenditure of funds even if no additional transportation improvements in the area are made; and
- does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The I-39/90/94 crossing of the Wisconsin River consists of two structures. However, in this document the structures are collectively referred to as the Wisconsin River Bridge.

Figure 1. Project Location and Existing Bridge Configuration

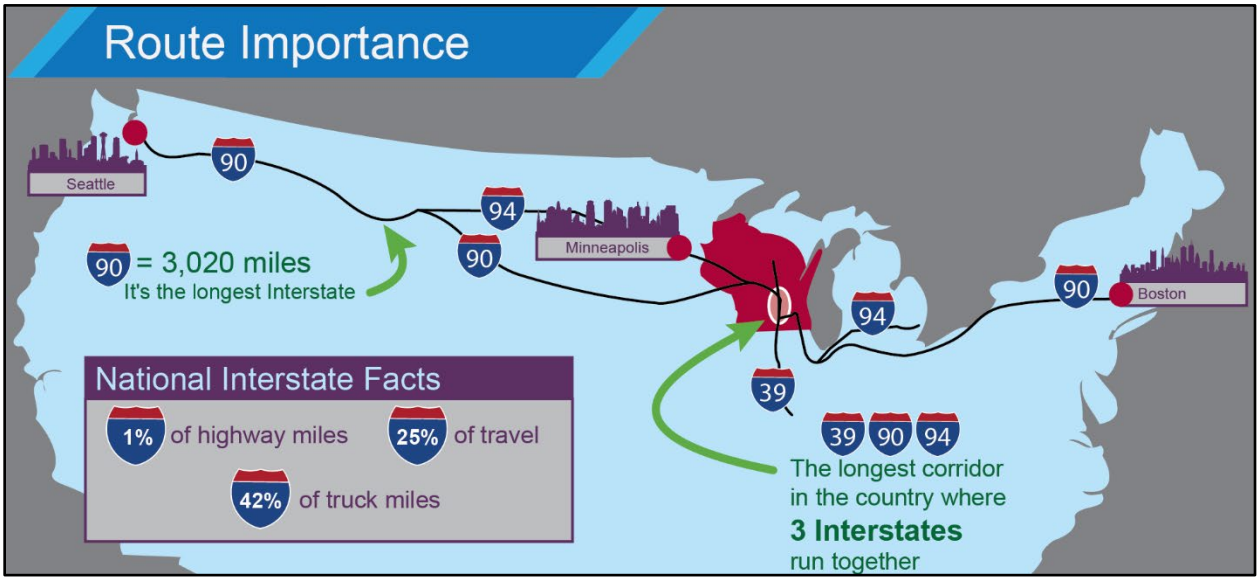


I-39/90/94 is a 6-lane divided interstate with a posted speed limit of 70 mph (Figure 1). I-39, I-90 and I-94 are all routes of national, state, and regional importance. Each is included in the National Highway System; which consists of roadways important to the nation's economy, defense, and mobility. Each interstate is also part of the Dwight D. Eisenhower National System of Interstate and Defense Highways, as authorized by the Federal Aid Highway Act of 1956.

I-39/90/94 is also identified as a backbone route in the Wisconsin Department of Transportation's Connections 2030 Long Range Transportation Plan, and as the Badger State Corridor, a System Level Priority Corridor.

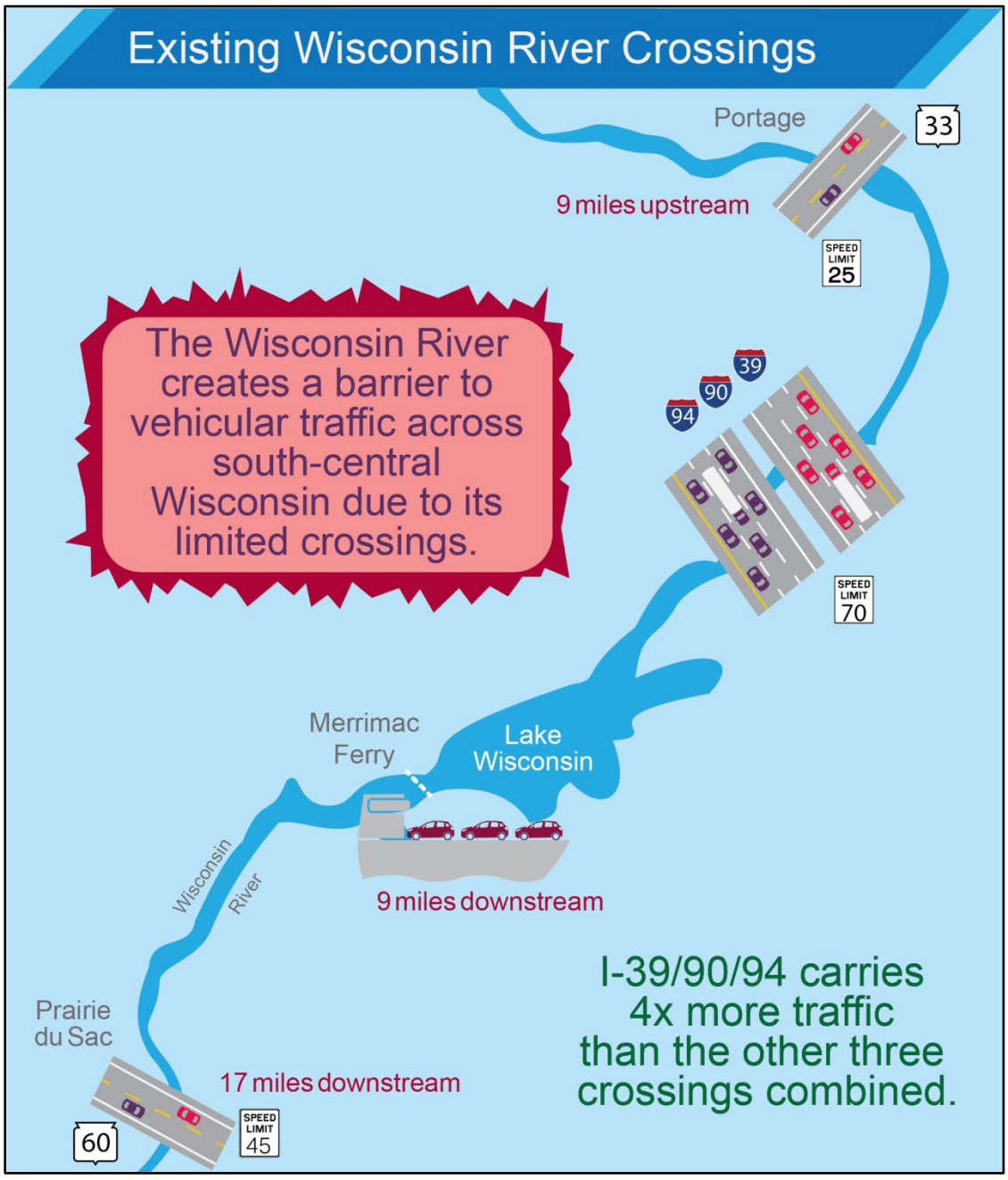
I-39, I-90, and I-94 are federal truck routes that connect major cities such as Boston, Detroit, Chicago, Minneapolis, and Seattle. These routes are used heavily for regional travel, tourism, and freight movements. In south-central Wisconsin, the three interstate highways merge together and run concurrently for 29 miles (Figure 2). All vehicles traveling through Wisconsin on one of these three interstate highways must cross the Wisconsin River at this location.

Figure 2. Importance of I-39, I-90, and I-94 Routes



The Wisconsin River begins in north-central Wisconsin and flows south and west into the Mississippi River. Like many large rivers, locations for vehicles to cross are limited. In south-central Wisconsin, I-39/90/94 is the most used crossing of the Wisconsin River. Besides the interstate, there are no crossings of the Wisconsin River that could support the current traffic that uses I-39/90/94 (Figure 3). The Wisconsin River Bridge on I-39/90/94 currently serves approximately 57,800 vehicles per day. In comparison, the nearest crossings (WIS 60, WIS 33, and the Merrimac Ferry) combine to handle approximately 15,700 vehicles per day. The Merrimac Ferry can carry 15 passenger cars per crossing and is closed from November to March when ice is present.

Figure 3. Connections across the Wisconsin River



Tourism continues to be one of Wisconsin's most important economic resources. According to the Wisconsin Department of Tourism, the state generated $21.6 billion in 2018 through tourism.[1] The Wisconsin Department of Tourism also estimated that tourism supports over 199,000 jobs. Northern Wisconsin is a major tourist attraction; I-39/90/94 connects both in and out-of-state travelers located south of the Wisconsin River to northern Wisconsin and Minnesota (Figure 4). The connection between northern and southern Wisconsin is of vital importance to both the state and local economies. On I-39/90/94, the highest volumes occur during the summer going northbound on Friday and southbound on Sunday. Summer volumes on the interstate can be up to 75 percent greater than winter volumes. This is due to tourists traveling to and from northern Wisconsin during the summer.

Figure 4. I-39/90/94 Importance for Tourism

[1] Wisconsin Department of Tourism. http://industry.travelwisconsin.com/research/economic-impact.

PURPOSE

The purpose of the I-39/90/94 Wisconsin River Bridge Project is to address the needs of the aging I-39/90/94 structures and maintain vehicular traffic across the Wisconsin River in the towns of Dekorra and Caledonia located in Columbia County.

NEED FOR THE PROJECT

The need for a project is the primary reason why a project is initiated. Identifying the need for improvements is also the basis for developing and evaluating possible alternatives. The Wisconsin River Bridge Project is focused on addressing the existing condition of the structures that carry I-39/90/94 traffic across the Wisconsin River. Addressing the existing condition of the structures is needed to ensure that the bridge remains operational for vehicular traffic. Within the project area, additional items such as traffic demands and roadway geometrics will be considered for improvement.

Wisconsin River Bridge Condition

WisDOT conducts routine bridge inspections on all state-owned structures at regular intervals. Structures classified as high-risk are inspected every year and all other structures are inspected every two years. The Wisconsin River Bridge is on a 2-year inspection cycle. Routine inspections monitor the working condition of each bridge element. Condition ratings for each bridge element are assigned during the inspection consisting of Good, Fair, Poor, and Severe (Figure 5). Each bridge element can be assigned multiple condition ratings. For example, 50 percent of a bridge's steel girders could be rated as fair, 25 percent rated as poor, and 25 percent rated as severe. Condition ratings, observations, and recommendations from the routine inspections are used to assess structure safety and maintenance needs.

Figure 5. Bridge Condition Ratings

The Wisconsin River Bridge was most recently inspected during the summer of 2018. Upon inspection, the concrete deck, steel girders, secondary steel members, and concrete piers all had various portions that were rated as Poor or Severe. Figure 6 describes why portions of these bridge elements received Poor or Severe condition ratings.

Figure 6. Wisconsin River Bridge Condition Ratings

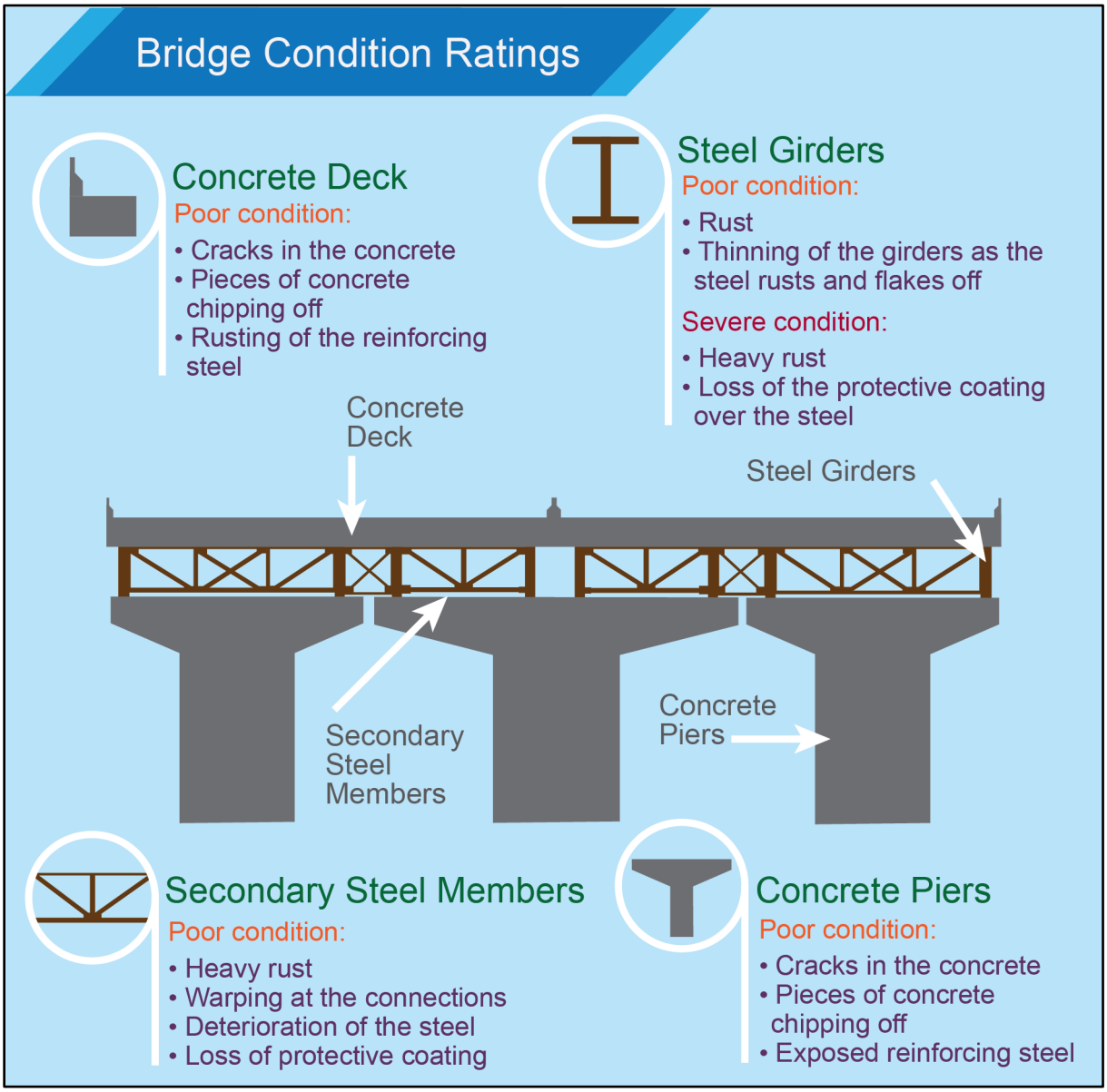
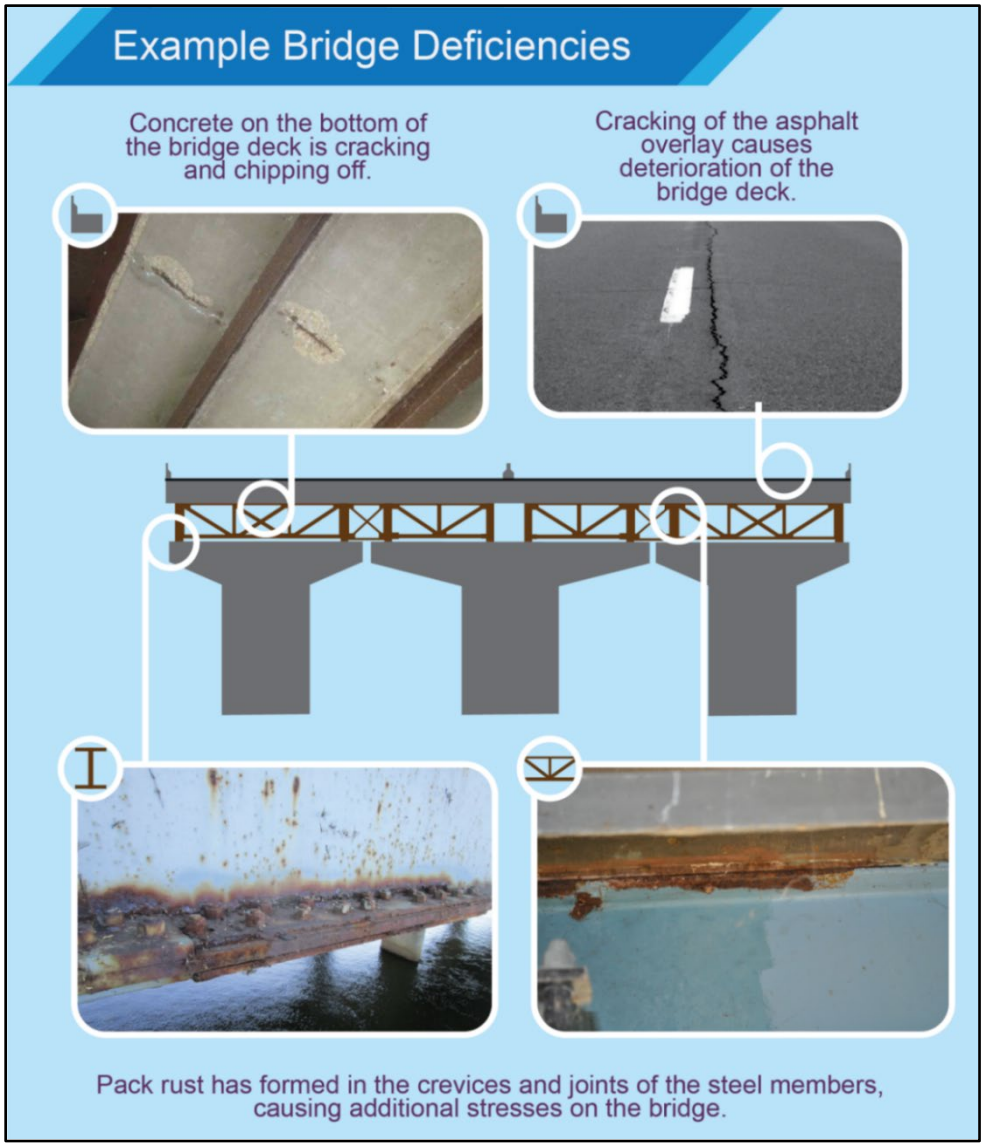


Figure 7 shows examples of current deficiencies that resulted in the Poor and Severe condition ratings. One deficiency is that the concrete on the bottom of the bridge deck is cracking and exposing the steel reinforcement, which will lead to corrosion of the steel. Another deficiency is due to cracking asphalt on the surface of the deck which has allowed water and de-icing salt to infiltrate into the deck, further accelerating the corrosion of the reinforcing steel. Exposure to water and de-icing salt has also produced pack rust on the steel girders and secondary members, causing these elements to bulge and distort, inducing additional stress and cracking in the concrete deck. While these deficiencies currently do not deem the bridge unsafe, deterioration will continue to occur and worsen the condition of the bridge elements if not addressed.

Figure 7. Example Deficiencies of the I-39/90/94 Wisconsin River Bridge

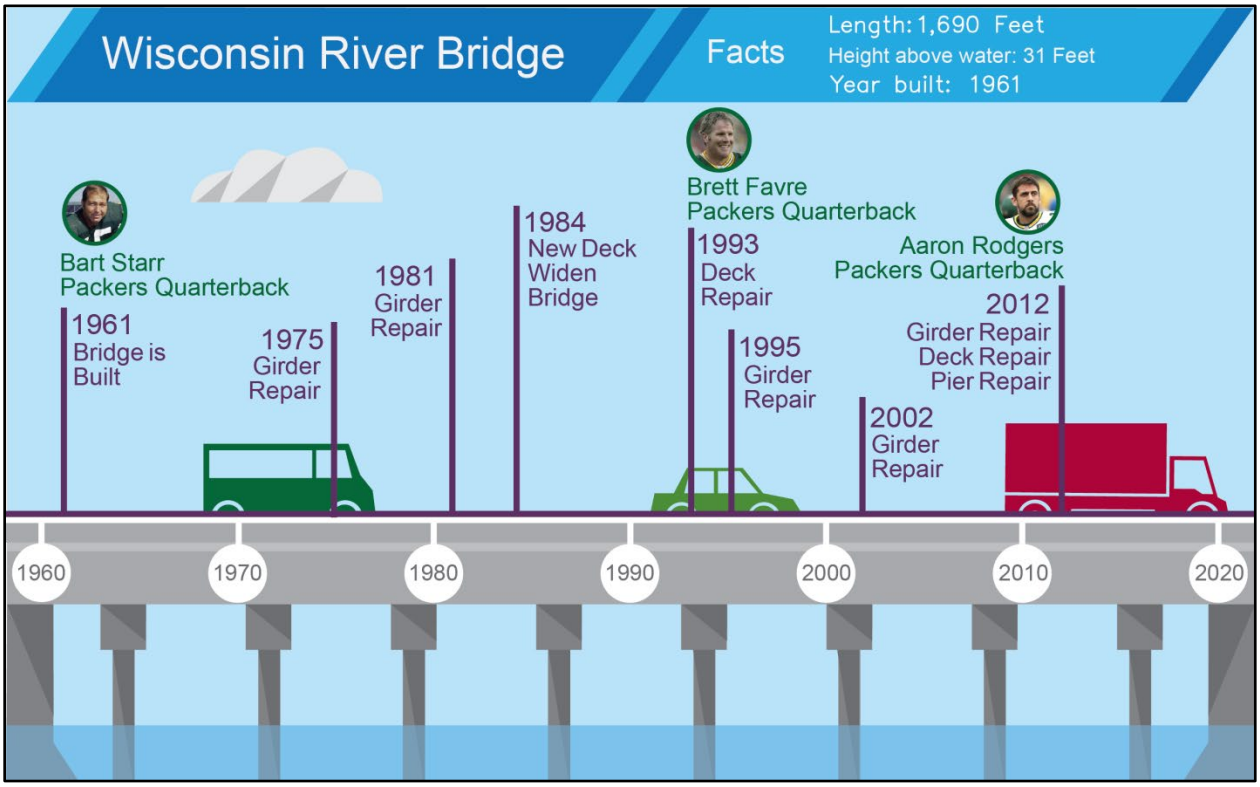


The expected design life of bridges varies, but typically ranges from 50 to 75 years.[2] In order for a bridge to reach its expected design life, it must undergo several types of repairs. These repairs generally become more cost intensive as the bridge ages. Once the bridge nears its expected design life, the repairs often become less cost effective than replacement of the entire bridge.

The Wisconsin River bridge has already undergone several repair projects since it was constructed in 1961 (Figure 8). The most recent repairs were completed from 2012 to 2013 and included girder, deck, and pier repairs, as well as an asphalt overlay. The asphalt overlay was anticipated to protect the bridge deck and last approximately 15 years before more bridge repair work would be needed. However, the asphalt overlay has started to crack earlier than expected, worsening the condition of the bridge.

The past repairs have served as solutions to preserve and extend the service life of the bridge. However even with the past repair work, deficiencies remain with the existing bridge due to the nature of how bridge elements deteriorate over time.

Figure 8. History of Repairs



[2] AASHTO LRFD Bridge Design Specifications 8th Edition

SECONDARY NEEDS

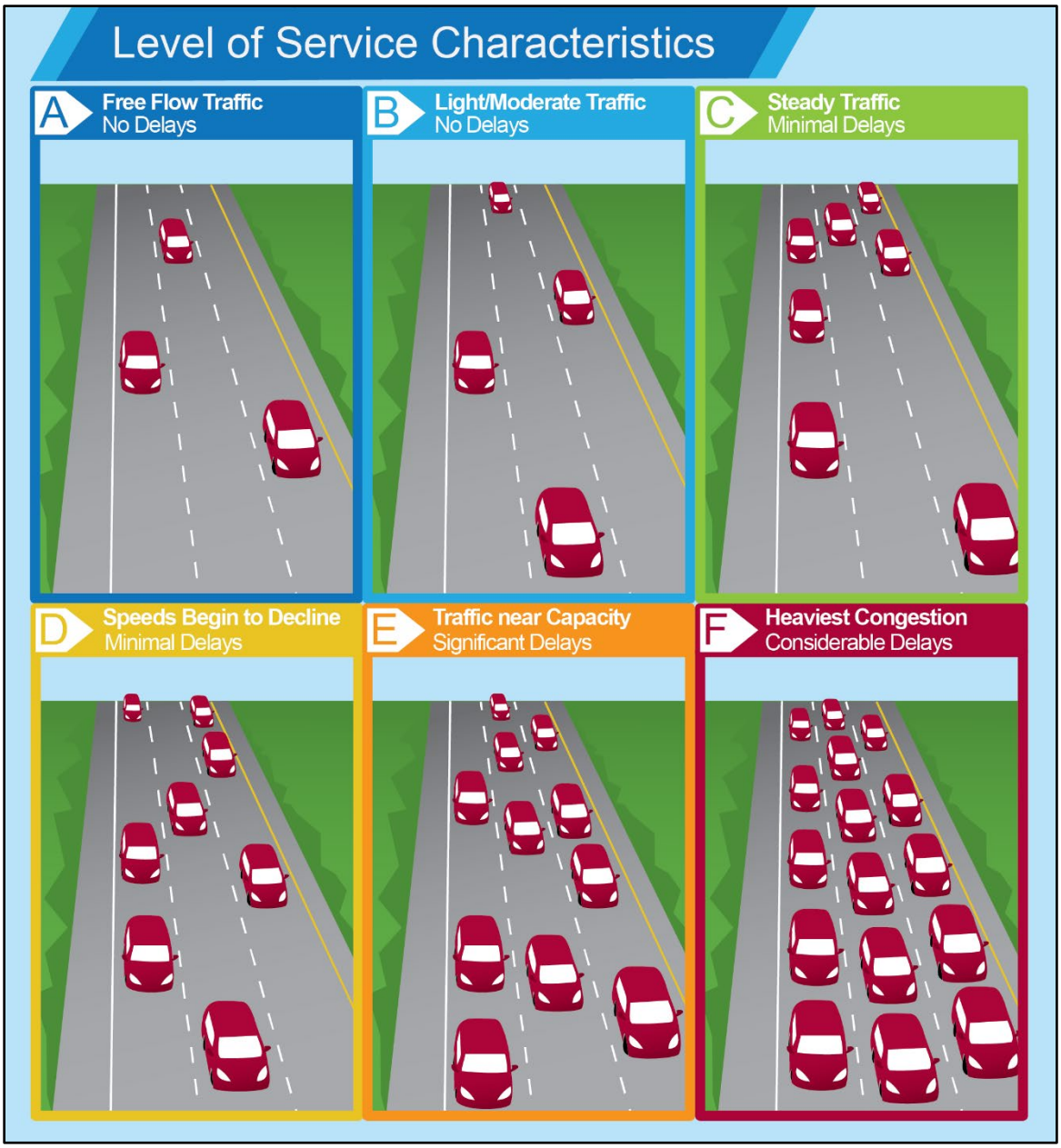
As previously described, the need for a project is the primary reason why a project is initiated. However, there are often additional items within the project termini that may be improved. While these items are not the primary needs for the project, improvements to address them will be considered. Additional items that will be considered are traffic demands and roadway geometrics.

Traffic Demands

I-39/90/94 provides mobility for regional, recreational, and freight users that make long-distance trips; as well as local residents and commuters. Because of the frequency of use and wide array of users, it is important that traffic is flowing properly on the interstate. Level of service (LOS) is a common metric to describe how well traffic flows. For freeways such as I-39/90/94, LOS is based on traffic density, which is calculated by the number of vehicles per lane in a given segment. The more vehicles per lane, the more difficulty drivers have maintaining desired speeds and maneuvering between lanes. Similar to school grades, LOS ranges from A to F, where LOS A indicates high-speed low-density (free-flow) conditions, and LOS F indicates very dense congestion and unstable stop-and-go traffic conditions (Figure 9).

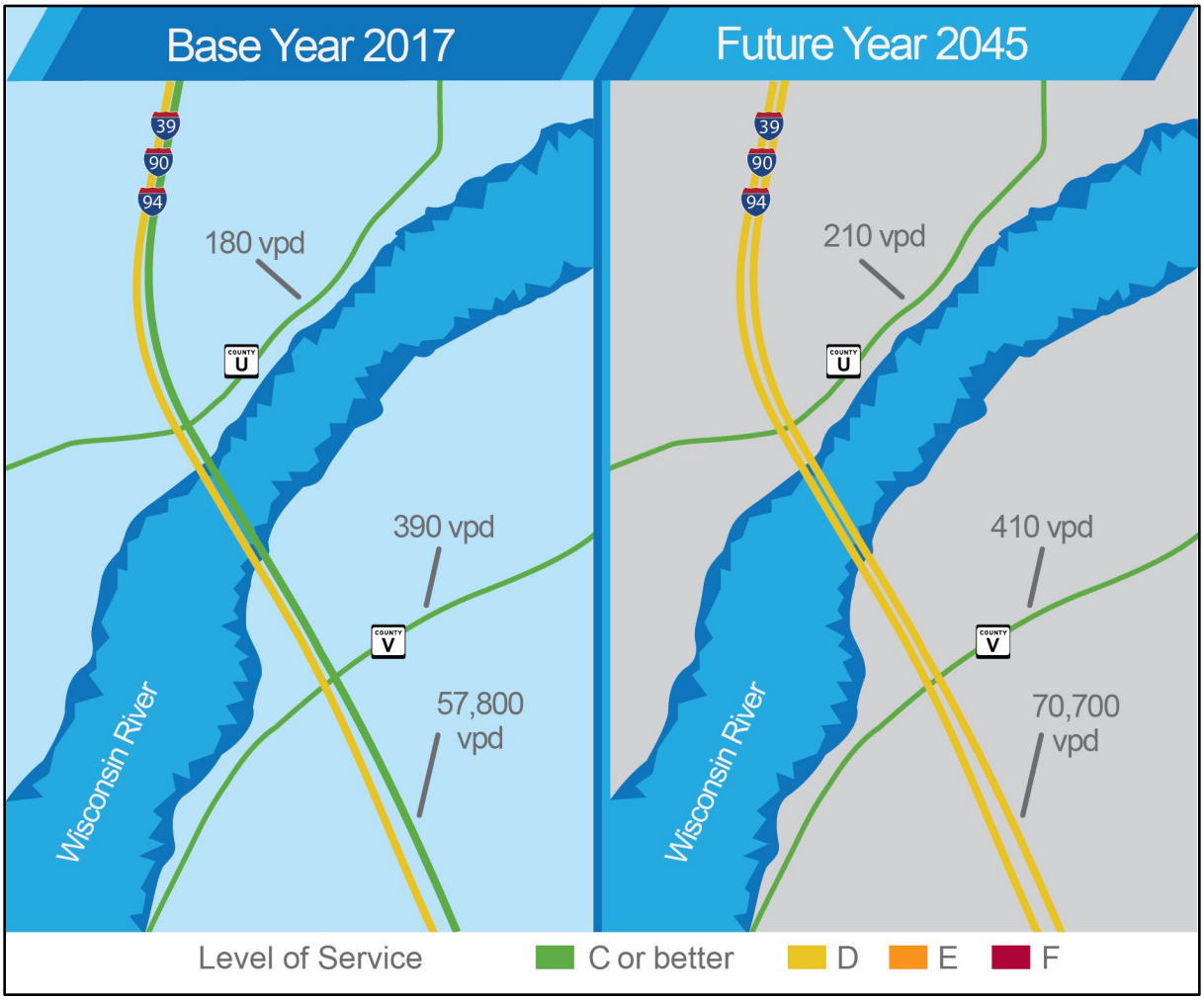
WisDOT's standard for interstate highways is to evaluate traffic operations using the 30th highest hourly volumes (K30), which are the traffic volumes from the 30th busiest hour of an entire year.

Figure 9. Level of Service Characteristics



Northbound I-39/90/94 traffic currently operates at LOS C, while southbound traffic currently operates at LOS D. By 2045, traffic volumes along I-39/90/94 are expected to increase by approximately 20 percent from 57,800 vehicles per day (vpd) to 70,700 vpd. With the increased traffic volumes in the future, northbound and southbound travel are both expected to operate at LOS D (Figure 10).

Figure 10. Existing and Future Traffic Operations

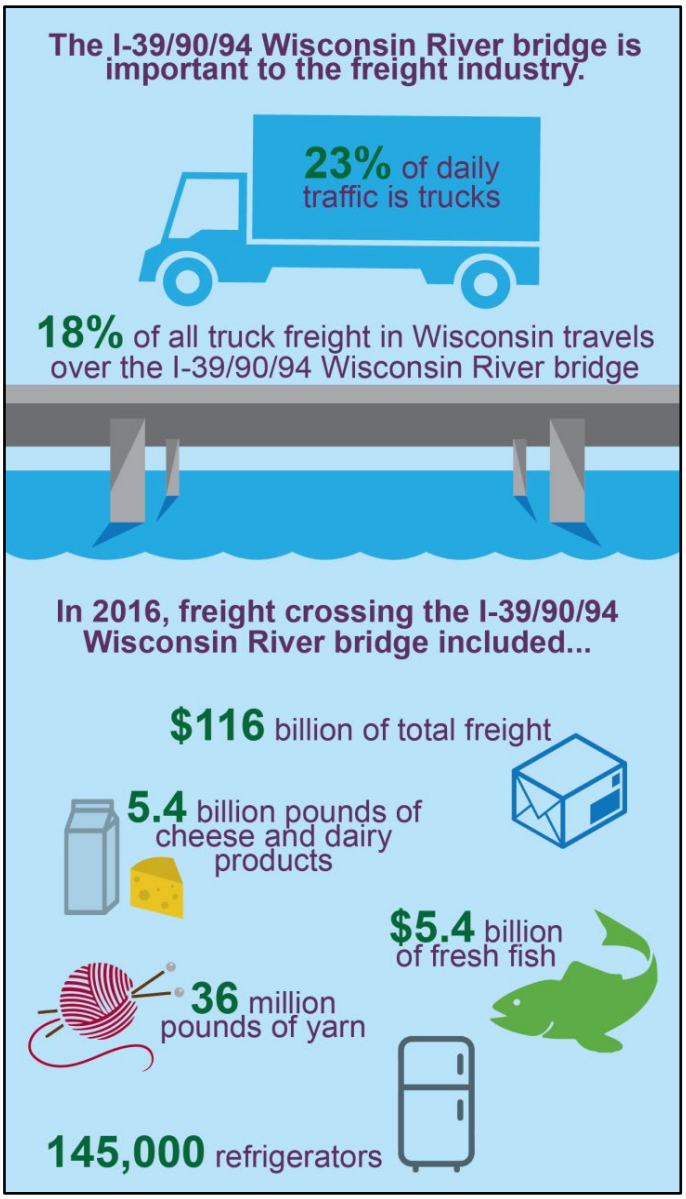


Trucks hauling freight support Wisconsin's economy, and are an important user of the I-39/90/94 corridor (Figure 11). In 2016, approximately 365 million tons of freight was shipped by trucks in Wisconsin; equating to 65 percent of all Wisconsin's freight.[3] As a primary freight corridor that connects major cities, 65 million tons of freight, or 18 percent of all truck freight, passed over the I-39/90/94 Wisconsin River bridge.[4]

Vehicles are classified as trucks if they have at least 2 axles and at least 6 tires.[5] Within the project corridor, 23 percent of the daily traffic volume consists of trucks and 9 percent of the peak hour (K30) traffic consists of trucks. The peak hour truck percentage is less than the daily average because the peak hour occurs during times of heavy tourist travel when the main occupiers of the interstate are passenger vehicles. The volume of trucks on a roadway influences the design standards that need to be followed. Trucks also reduce capacity of highways due to their size.

Minimizing lane closures is another aspect of meeting traffic demands. During the bridge repair work from 2012 to 2013, construction required one lane in each direction be closed. Lanes were not allowed to be closed between Memorial Day and Labor Day, when I-39/90/94 experiences its heaviest volumes as a result of tourists. Even with these restrictions, the lane closures were observed to create lengthy delays, causing WisDOT to issue travel advisories. As traffic grows, construction activities at this bridge will cause more severe backups, reducing the interstate's effectiveness to support commuting, freight movement, and tourism.

Figure 11. Truck Importance



Roadway Geometrics

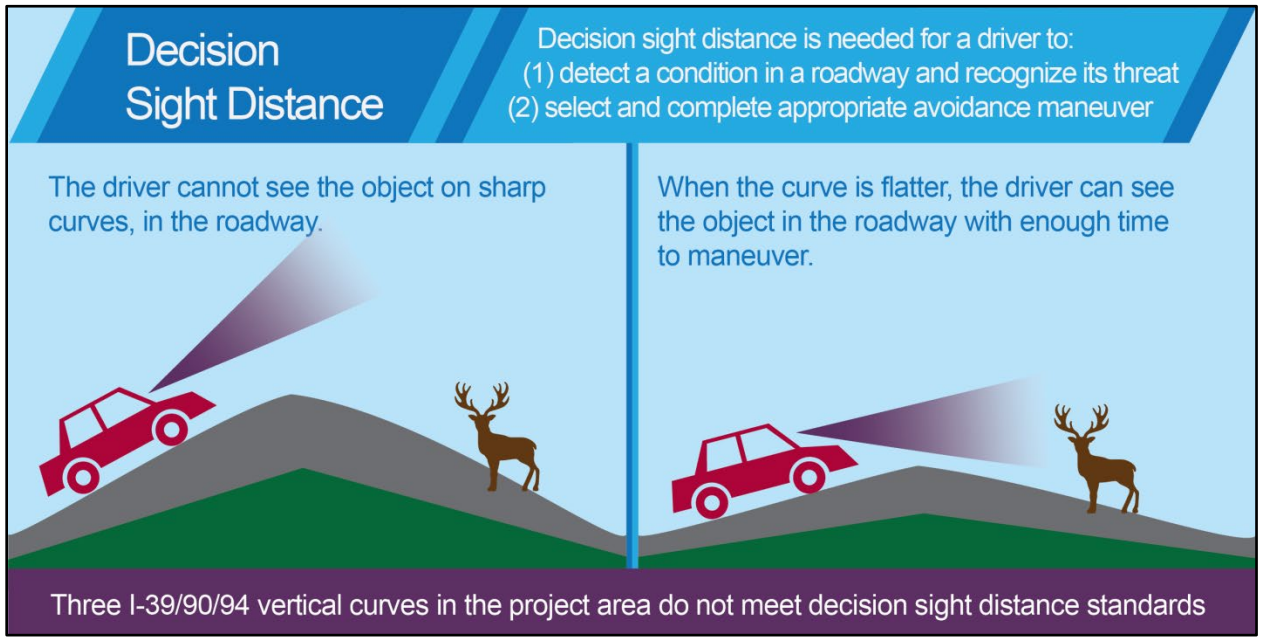
Roadway geometrics are important because they influence traffic operations and safety. Existing geometrics within the project termini were evaluated based on design criteria identified in chapter 11 of the WisDOT Facilities Development Manual (FDM).

One geometric element that was found to be substandard in various areas within the project termini was vertical curves. Vertical curves must provide an adequate decision sight distance. Decision sight distance is the distance required for a driver to detect that a potentially complex decision needs to be made and then complete an avoidance maneuver. Figure 12 demonstrates the importance of having an adequate decision sight distance for each vertical curve.

Three I-39/90/94 vertical curves are considered substandard within the project termini. Two of the substandard curves are located near the rest areas in both the north and southbound directions. The third curve is located southbound near the northern project terminus.

[3] 2016 IHS Transearch Database
[4] 2016 IHS Transearch Database
[5] WisDOT FDM 14-1-5

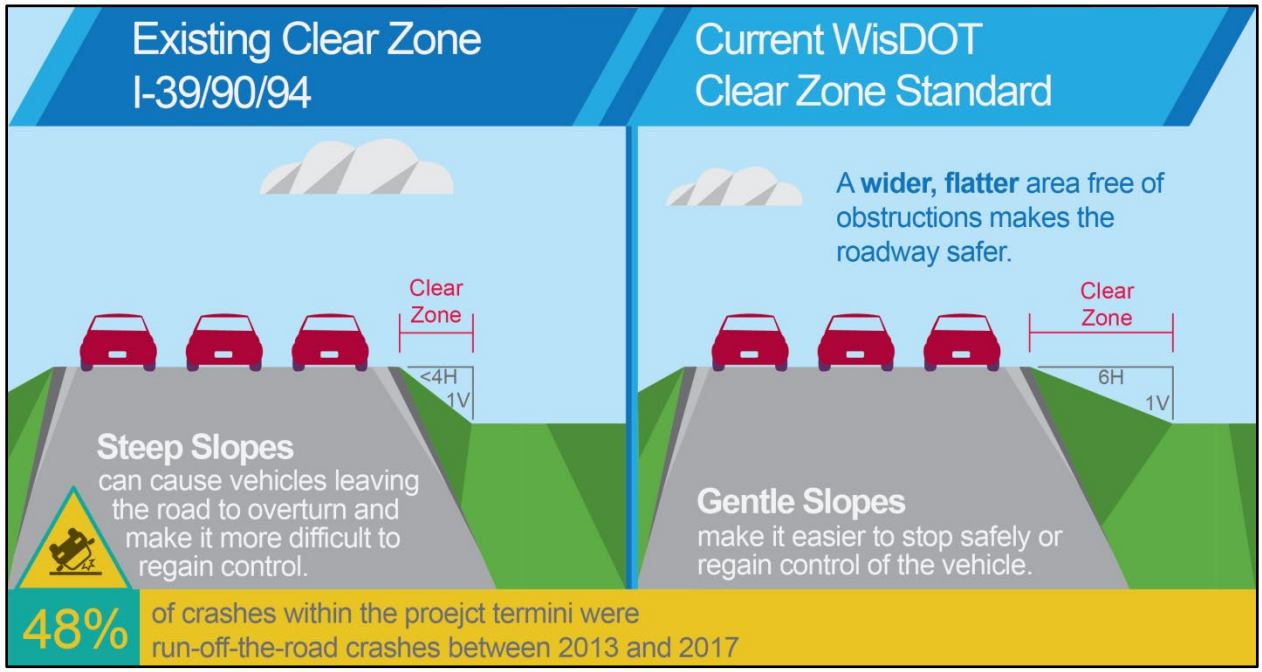
Figure 12. Vertical Curves Influence on Decision Sight Distance



A second geometric element that was found to be substandard was the slopes on the roadside, also known as side slopes. Current WisDOT standards recommend 6H:1V side slopes or flatter, within the clear zone to improve the safety for vehicles leaving the roadway.[6] This means that outside of the shoulder, the elevation of the ground drops 1 foot vertically for every 6 feet horizontally. Figure 13 explains how side slopes relate to safety.

When I-39/90/94 was widened in the 1980's, the side slopes throughout the corridor were constructed at a 4H:1V slope. Over the years, as pavement rehabilitation projects have occurred within the corridor, more pavement has been placed on top of the roadway, raising the elevation. This resulted in slightly steeper side slopes than the original 4H:1V slopes constructed with the widening project in the 1980's.

Figure 13. I-39/90/94 Side Slopes



[6] WisDOT FDM 11-15-1.11

SUMMARY

I-39/90/94 is a 6-lane divided interstate with a posted speed limit of 70 mph. All three interstates are included in the National Highway System and in the National System of Interstate and Defense Highways. I-39/90/94 is also identified as a backbone route in the Wisconsin Department of Transportation's Connections 2030 Long Range Transportation Plan, and as the Badger State Corridor, a System Level Priority Corridor.

In south-central Wisconsin, crossings of the Wisconsin River are limited. The nearest crossings to the I-39/90/94 Wisconsin River Bridge are located 17 miles downstream in Prairie du Sac, 9 miles downstream via the Merrimac Ferry, or 9 miles upstream in Portage. I-39/90/94 connects both in and out-of-state travelers located south of the Wisconsin River to northern Wisconsin and Minnesota. This connection is of vital importance to both state and local economies.

In addition to the importance of the I-39/90/94 Wisconsin River Bridge, the purpose and primary need for this project are summarized below:

Purpose:

- The purpose of the I-39/90/94 Wisconsin River Bridge Project is to address the needs of the aging I-39/90/94 structures and maintain vehicular traffic across the Wisconsin River in the towns of Dekorra and Caledonia located in Columbia County.

Primary Need: Wisconsin River Bridge Condition

- Portions of the Wisconsin River Bridge's concrete deck, steel girders, secondary steel members, and concrete piers received Poor or Severe condition ratings based on a field inspection completed in the summer of 2018.
- Although the Wisconsin River bridge is safe, these substandard ratings indicate deficiencies that require attention.
- Since the Wisconsin River Bridge was constructed in 1961, the bridge has undergone seven separate repair projects to address structural deficiencies and allow the bridge to remain operational. In the future, the limited benefit gained from conducting additional repair work may not justify the cost of the repairs.

7. Summary of Alternatives:

PRELIMINARY ALTERNATIVES

The I-39/90/94 Wisconsin River Bridge project evaluated four preliminary alternatives to address the purpose and need of the project. The evaluation of these alternatives is documented in the *Preliminary Alternatives Report (August 2019).* The preliminary build alternatives are shown in more detail in Exhibit 2.

Preliminary alternatives were evaluated based on their ability to address the following project needs:
- Primary Need: Existing condition of the I-39/90/94 Wisconsin River bridge
- Secondary Needs: Traffic demands and roadway geometrics

No-Build Alternative (Carried Forward)

The No-Build Alternative consists of doing nothing to address the aging I-39/90/94 Wisconsin River bridge. No repair, maintenance, or construction activities of any sort would occur on the bridge. Eventually the bridge would need to be closed to traffic due to safety concerns. Closing the bridge would require I-39/90/94 traffic to use an alternate route to cross the Wisconsin River.

Evaluation:
- Does not meet the primary need of the project because structural needs of the bridge are not addressed.
- Does not meet the traffic demand secondary need because eventually the bridge would require closure and traffic across the I-39/90/94 Wisconsin River bridge would be diverted to an alternate route.
- Does not meet the roadway geometric secondary need because no roadway construction would be completed.
- This alternative does not meet the purpose and need but was carried forward for additional analysis to serve as a baseline for comparing alternatives.

Rehabilitation Alternative (Dismissed)

The Rehabilitation Alternative includes phases of rehabilitation work that would be completed on the existing I-39/90/94 Wisconsin River bridge to prolong its life. This alternative would feature three phases of rehabilitation work that would extend the life of the bridge to approximately the year 2045. In 2045, the bridge would then require complete replacement. I-39/90/94 would be reduced from three to two travel lanes in each direction during each phase of construction to rehabilitate the existing bridge.

- **Phase 1**: (~2025-2026, two construction seasons) – girder painting, deck replacement, 1st round of structural steel repairs, bearing replacement, pier wrapping
- **Phase 2**: (~2027, one construction season) – thin polymer overlay
- **Phase 3**: (~2035, one construction season) – 2nd round steel repairs
- **Full replacement**: (~2045)

A detailed description of the Rehabilitation Alternative is documented in the *Preliminary Rehabilitation Plan (February 2020)* report which may be obtained by contacting the WisDOT SW-Region Madison office.

Evaluation:
- Meets the primary need of the project because structural needs of the bridge would be addressed with rehabilitation of the existing bridge.
    - Repairing the existing bridge would extend the life of the bridge by 20 years, but replacement of the bridge would be needed in approximately 2045.
- Does not meet the traffic demand secondary need because lane closures during construction would create queuing.
    - Repair work would occur over four construction seasons from 2025 to 2035.
    - Reducing I-39/90/94 to two lanes in each direction is anticipated to create over 150 queuing events per construction season that on average are 8 miles long and last for 7 hours.[7]
- Does not meet the roadway geometric secondary need because no roadway construction would be completed.
- This alternative does not meet the purpose and need of the project and was removed from further consideration.

[7] Traffic Management Report (September 2019)

East Alternative (Carried Forward)

The East Alternative includes a complete replacement of the existing I-39/90/94 Wisconsin River bridge. The existing bridge would be replaced by two new bridges, the first of which would be located just east of the existing bridge. The second bridge would be constructed where the existing bridge is located, after portions of the existing bridge are removed. The new bridges would be constructed in stages that allow for three lanes of traffic to remain open in both the northbound and southbound directions during construction.

I-39/90/94 roadway mainlines would be shifted to the east to align the roadway to the new bridges. The shift of the I-39/90/94 roadway mainlines would require the replacement of the County U and County V bridges over I-39/90/94.

If the East Alternative was selected, the new I-39/90/94 Wisconsin River bridges would last well beyond the design year 2045. The new bridges would require routine inspection and maintenance, similar to what is expected with all bridges.

Evaluation:

- Meets the primary need of the project because structural needs of the bridge would be addressed with the construction of a new bridge.
- Meets the traffic demand secondary need because 3-lanes of traffic in each direction would remain open during construction and vehicular traffic across the river would be maintained.
- Meets the roadway geometric secondary need because improvements to clear zone and sight distance could be made when the roadway approaches would be realigned to the new bridge.
- This alternative meets the purpose and need of the project and was carried forward for additional analysis.

West Alternative (Carried Forward)

The West Alternative includes a complete replacement of the existing I-39/90/94 Wisconsin River bridge. The existing bridge would be replaced by two new bridges, the first of which would be located just west of the existing bridge. The second bridge would be constructed where the existing bridge is located, after portions of the existing bridge are removed. The new bridges would be constructed in stages that allow for three lanes of traffic to remain open in both the northbound and southbound directions during construction.

I-39/90/94 roadway mainlines would be shifted to the west to align the roadway to the new bridges. The shift of the I-39/90/94 roadway mainlines would require the replacement of the County U and County V bridges over I-39/90/94.

If the West Alternative was selected, the new I-39/90/94 Wisconsin River bridges would last well beyond the design year 2045. The new bridges would require routine inspection and maintenance, similar to what is expected with all bridges.

Evaluation:

- Meets the primary need of the project because structural needs of the bridge would be addressed with the construction of a new bridge.
- Meets the traffic demand secondary need because 3-lanes of traffic in each direction would remain open during construction and vehicular traffic across the river would be maintained.
- Meets the roadway geometric secondary need because improvements to clear zone and sight distance could be made when the roadway approaches would be realigned to the new bridge.
- This alternative meets the purpose and need of the project and was carried forward for additional analysis.

Summary of Preliminary Alternatives Evaluation

Table 1 summarizes the evaluation of each alternative's ability to address the existing condition of the bridge, meet traffic demands, and address roadway deficiencies. The number of queuing events is an estimate of how many times a queue could form and dissipate throughout the year due to construction. Queueing events typically occur on Fridays and Sundays.

Table 1. Preliminary Alternative Evaluation

Preliminary Alternative	Are bridge deficiencies addressed?	Lanes Open During Construction	Per Year: Queueing Events	Per Year: Length of Queueing Events (miles) Avg.	Per Year: Length of Queueing Events (miles) Max.	Per Year: Duration of Queueing Events (hours) Avg.	Per Year: Duration of Queueing Events (hours) Max.	Are roadway deficiencies addressed?
No Build	No	N/A	N/A	N/A	N/A	N/A	N/A	No
Rehabilitation	Yes*	2	157	8.0	41.3	7.3	19.0	No
East	Yes	3	0	0	0	0	0	Yes
West	Yes	3	0	0	0	0	0	Yes

** The rehabilitation alternative would address bridge deficiencies through 2045 when the bridge would need to be replaced.*

ADDITIONAL ALTERNATIVE ANALYSIS

Preliminary alternatives that addressed the purpose and need of the project underwent additional analysis to determine anticipated impacts. During the additional alternatives analysis, design refinements were made to both the east and west alternatives to avoid or minimize impacts where possible. This additional analysis to determine anticipated impacts is documented in the *Alternative Selection Report (November 2019)*.

Alternatives that underwent additional analysis consisted of:

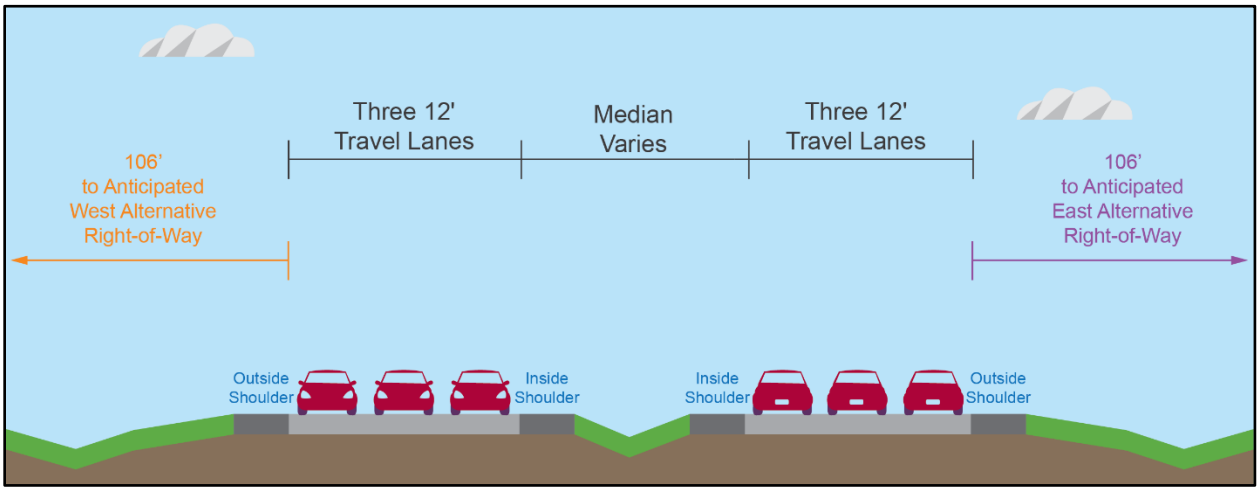
- **No-Build Alternative**: Serves as baseline for comparison
- **East Alternative**: Construct a new bridge just east of existing bridge
- **West Alternative**: Construct a new bridge just west of existing bridge

Detailed overviews of the East and West Alternatives are provided in Exhibit 3 through 6. The following subsections describe the design of each alternative.

Anticipated New Right-of-Way

Replacing the existing I-39/90/94 Wisconsin River bridge with either the East or West Alternative requires the existing interstate lanes to be realigned to connect to the new bridges. Realignment would require full reconstruction for approximately a mile on each side of the new bridges. Both the East and West Alternatives propose the same anticipated new right-of-way width to connect I-39/90/94 to the new bridges (Figure 14). The 106 feet of anticipated new right-of-way only applies to the east side of the realignment for the East Alternative. The East Alternative would not have any impacts beyond the existing west right-of-way. The proposed right-of-way for the East Alternative would be 106 feet from the far east edge of the proposed travel lanes to the existing right-of-way on the west side. The West Alternative mirrors this concept.

Figure 14. I-39/90/94 Anticipated New Right-of-Way of East or West Alternative



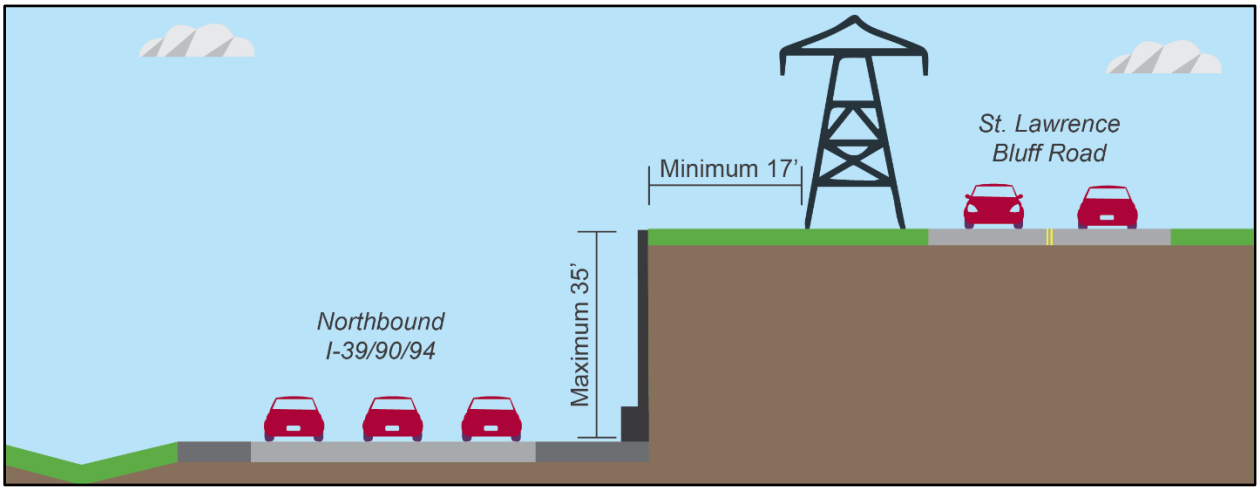
East Alternative Refinements

The Badger Coulee 345-kilovolt overhead electric transmission line is located directly east of I-39/90/94. Eight separate structures for the transmission line are located within the anticipated right-of-way for the East Alternative. The transmission line is owned by American Transmission Company (ATC) and stretches over 180 miles from Dane County to La Crosse County. Representatives from ATC have indicated that relocating one of the transmission structures would likely cause multiple adjacent structures to be relocated due to necessary realignment of the line. In addition to the high cost of impacting the transmission line, power disruption would occur during the relocation of the structures.

The East Alternative proposes two retaining walls to avoid relocation of two transmission structures by avoiding disturbances to the foundations. The locations of these retaining walls are shown in Exhibit 3. The East Alternative avoids impacts to the remaining six transmission structures located within the anticipated right-of-way via grading to establish the clear zone and ditches. Grading completed near the transmission structures would be designed to protect their foundations. Exhibit 3 shows the anticipated new right-of-way, which is the approximate limits for grading near the transmission structures.

In addition to avoiding impacts to the transmission line, the proposed retaining wall south of the Wisconsin River avoids impacts to St. Lawrence Bluff Road. St. Lawrence Bluff Road is a dead-end road that provides access to approximately 18 residences and St. Lawrence Bluff Park. Without the wall, St. Lawrence Bluff Road would need to be closed or relocated, causing several residences to be relocated and increasing the overall impact of the East Alternative. Figure 15 shows a representation of the proposed retaining wall near the transmission structure and St. Lawrence Bluff Road. Exhibit 3 details the approximate length of the retaining wall.

Figure 15. Proposed Retaining Wall Near St. Lawrence Bluff Road



West Alternative Refinements

Oak Knoll Drive is a dead-end road located southwest of the existing I-39/90/94 Wisconsin River bridge. It provides access to approximately 26 residences and the Wisconsin River. The north end of Oak Knoll Drive falls within the anticipated right-of-way for the West Alternative. A retaining wall was evaluated to determine if impacts to Oak Knoll Drive could be avoided. However, not enough space exists between the proposed I-39/90/94 southbound lanes and Oak Knoll Drive to construct a retaining wall. Since a retaining wall isn't feasible in this location, the West Alternative would shorten Oak Knoll Drive by approximately 425 feet and access to six residences would be removed, resulting in relocation of these properties. Two additional properties would require relocations because they are within the anticipated right-of-way for the West Alternative. Since it is a dead-end road, a cul-de-sac would be constructed at the end of Oak Knoll Drive that would allow proper turning movements for fire trucks, school buses, and other large vehicles. Exhibit 4 shows the Oak Knoll Drive cul-de-sac.

County Highway Impacts

Realignment of I-39/90/94 would require the reconstruction of the County U and County V bridges. The East Alternative would lengthen and shift the county highway bridges to the east. The West Alternative would lengthen and shift the county highway bridges to the west.

County U

In addition to accommodating the interstate's new alignment, the County U bridge would be relocated slightly north to improve roadway geometrics and may allow County U to remain open to traffic during construction. Both alternatives propose the same anticipated right-of-way width to modify County U. A detailed view of the County U bridge for the East and West Alternatives is shown in Exhibit 5.

County V

The East and West Alternatives presented at the public involvement and local officials meetings on September 12, 2019 proposed closing County V and reconstructing the bridge in its current location. During the meetings, both local officials and the public indicated that flooding occurs along County V west of I-39/90/94. When County V floods, the crossing of I-39/90/94 is the only access for residents in the area. As a result, the alternative was modified to allow for the County V bridge to remain open during construction. A detailed view of the County V bridge being reconstructed in its existing location as shown at the public involvement meeting is shown in Exhibit 6. Section 8 of this document details design changes to the County V bridge over I-39/90/94 following the September 12, 2019 meetings.

IMPACTS

The anticipated impacts shown in Table 2 were calculated based on the footprint of each alternative. Further details on the impact evaluation are included later in this document. The impacts shown in Table 2 are later refined in association with modifications to the Preferred Alternative. A detailed view of the East and West Alternatives and associated impacts are shown in Exhibit 3 and 4. The No Build Alternative was included in the impacts evaluation to provide a baseline for comparison.

Table 2. Alternatives Anticipated Impacts

Item of Anticipated Impact	No Build	West Alternative	East Alternative
Alternative Length	N/A	2.0 miles	1.8 miles
Bridge Length	1,690 feet	1,840 feet	1,760 feet
ATC Pole Impacts	No	No	Avoided
Historic Properties	0	1	0
Likely to Affect **Fox-Wisconsin Heritage Water Trail**	No	Yes	Yes
Likely to Affect **Threatened or Endangered Species**	No	Yes	Yes
Relocations	0	8	0
Right-of-Way Required	0 acres	15.7 acres	10.4 acres
Agricultural Land	0 acres	4.1 acres	4.1 acres
Protected Public Land	0 acres	1.2 acres	0.1 acres
Water Crossings	N/A	2	2
Wetlands	0 acres	5.8 acres	5.6 acres
Planning Level Cost Estimate (million)	$0	$140-190	$140-190

Preferred Alternative

Although the East and West Alternatives both address the purpose and need of the project, the East Alternative was selected as the Preferred Alternative because it has less impacts than the West Alternative. Compared to the West Alternative, the East Alternative:

- Does not impact historic properties
- Does not require relocations
- Impacts less protected public lands
- Has less amount of private land needed for conversion to right-of-way

8. Description of Preferred Alternative:

After the East Alternative was identified as the Preferred Alternative, some refinements were made to the proposed design at County V to address comments received during the public involvement process. Exhibit 7 provides a detailed overview of the Preferred Alternative.

DESIGN OVERVIEW

The Preferred Alternative would include:

- Replacement of the existing I-39/90/94 Wisconsin River bridge with a new bridge that could accommodate construction staging, future maintenance work, and future traffic needs.
- Replacement of the County U and County V bridges over I-39/90/94
- Construction of retaining walls to avoid impacts to transmission structures

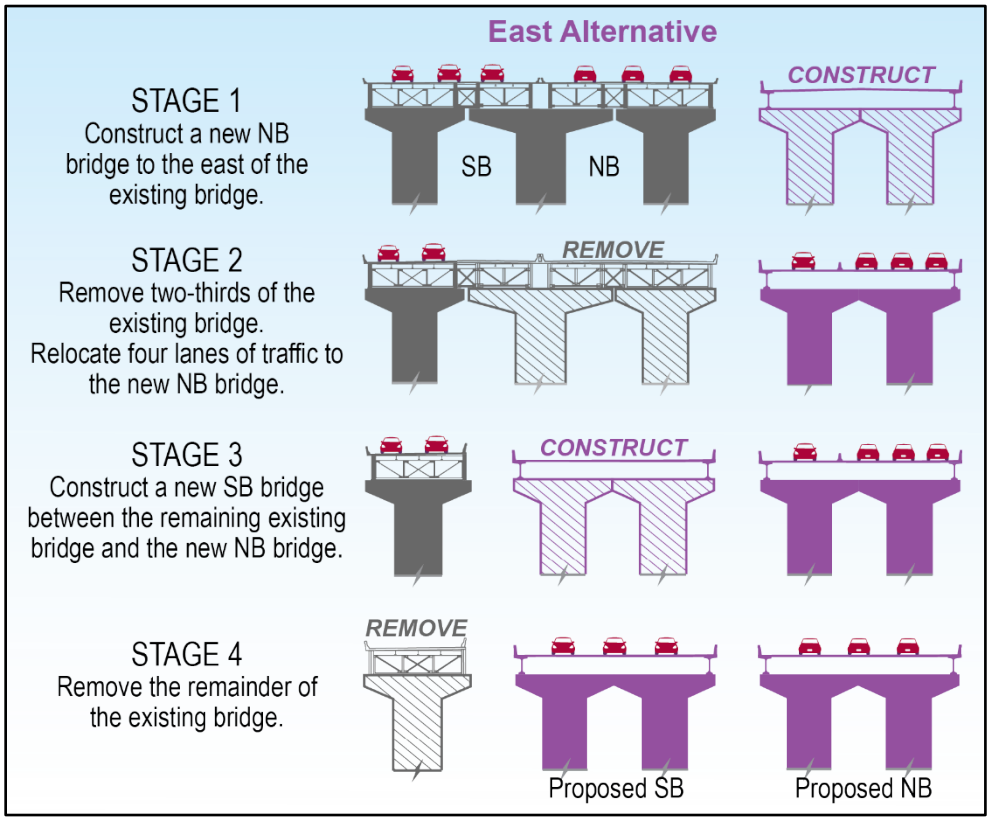
The new I-39/90/94 Wisconsin River bridge would have three 12-foot lanes in each direction and wide shoulders after initial construction. The width of the new bridge would accommodate construction staging, future maintenance work, and future traffic needs. The bridge would be wide enough to allow three lanes of traffic in each direction to remain open during construction or future maintenance work. When future traffic warrants an additional (fourth) travel lane based on volume and design criteria, the bridge could be opened to four 12-foot lanes in each direction with 12 foot inside and outside shoulders, without major bridge construction.

The proposed width of the bridge does not preclude or guarantee future expansion of the interstate. Impacts were conservatively calculated assuming a bridge width accommodating 4 lanes and 12-foot shoulders in each direction. The dimensions of the bridge may be refined in final design.

Location of New Bridges

The East Alternative includes the construction of new I-39/90/94 bridges over the Wisconsin River and the removal of the existing bridge. In an effort to maintain interstate traffic across the Wisconsin River during construction, a potential construction staging concept was developed. The potential construction staging concept offers an example of how construction could be staged to maintain interstate traffic across the Wisconsin River. The potential construction staging concept identified below features four stages of construction (Figure 16).

Figure 16. Potential Construction Staging for the East Alternative (Preferred Alternative)



In stage one, a new northbound bridge would be constructed directly east of the existing northbound bridge providing sufficient space required for construction activities. In stage two, a portion of the existing bridge would be removed after four lanes of traffic are relocated to the new northbound bridge (three lanes of traffic northbound and one lane of traffic southbound). A temporary concrete barrier would separate the northbound and southbound traffic on the new bridge. Two lanes of traffic would remain on the existing southbound bridge. In stage three, the new southbound bridge would be constructed where the existing bridge was removed during stage two. In the final stage, the remainder of the existing bridge would be removed, and all traffic is adjusted to the permanent locations. Exhibit 8 illustrates the potential location of the new bridge, existing piers, and proposed piers during stages one and three – all of which are subject to change in final design.

The four stages of construction would allow for the current six lanes of traffic to remain open throughout the replacement of the bridge. For the East Alternative, this requires the proposed northbound bridge being constructed to accommodate four lanes of traffic during construction. The proposed southbound bridge would also be built to accommodate four lanes of traffic to provide space required for future maintenance activities and traffic needs. While the proposed construction staging may be altered during final design, six lanes of traffic will be maintained throughout construction.

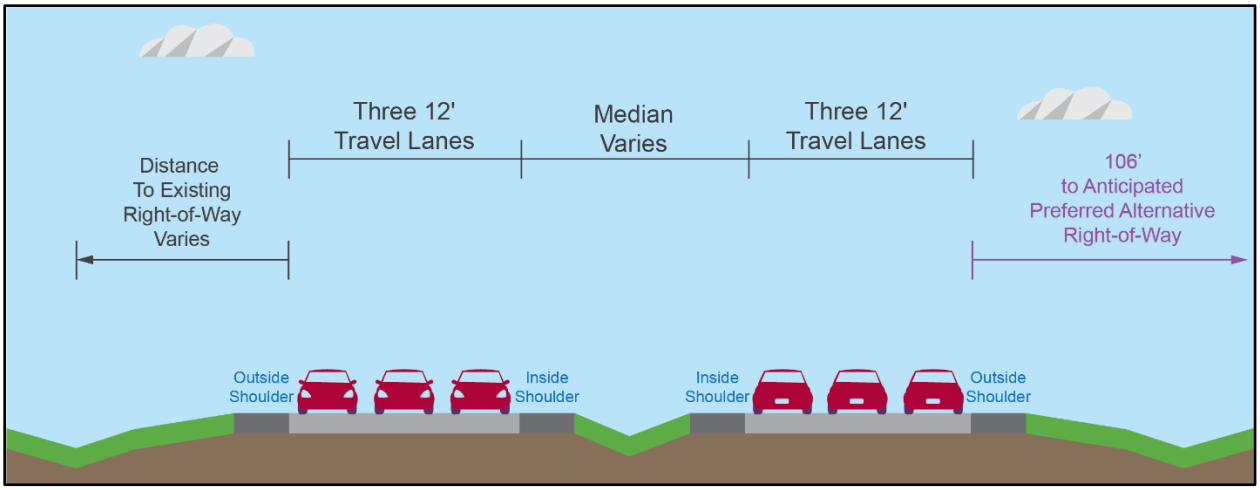
Alignment and Right-of-Way Impacts

I-39/90/94

Realignment of I-39/90/94 to connect to the new bridges would require full reconstruction of I-39/90/94 for 0.8 miles north and 0.7 miles south of the new bridges. All substandard vertical curves along I-39/90/94 are outside of the construction limits and will not be addressed.

The proposed typical section for the reconstruction is three 12 foot travels lanes in each direction with 12 foot inside and outside shoulders, based on WisDOT FDM 11-15 standards. Along the east side of I-39/90/94, proposed right-of-way would generally be 106 feet from the edge of the proposed northbound travel lanes (Figure 17). No additional right-of-way would be needed along the west side of I-39/90/94. The anticipated right-of-way is based on a 36 foot clear zone (per WisDOT FDM 11-15-1) and a 70 foot grading buffer. The clear zone provides recovery space for vehicles that leave the roadway. The grading buffer accounts for design variables such as roadway profile adjustments, ditching for proper drainage of the highway, and retaining wall design.

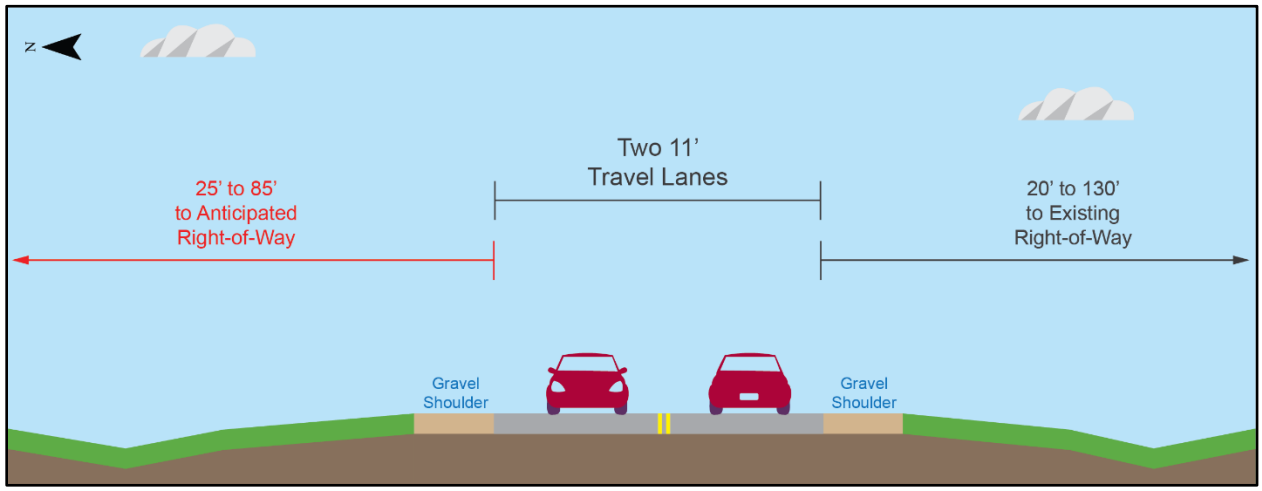
Figure 17. East Alternative (Preferred Alternative) Anticipated New Right-of-Way



County U

The County U bridge would be relocated slightly north to improve roadway geometrics and may allow County U to remain open to traffic during construction. Full reconstruction of County U would be required for 800 feet west and 900 feet east of the new bridge. The proposed typical section would feature two 11 foot travel lanes and a 4 foot shoulder (per WisDOT FDM 11-15). Figure 18 shows the anticipated right-of-way width to reconstruct County U. Additional right-of-way would be needed north of existing County U and no additional right-of-way to the south. The anticipated right-of-way is based on a 24 foot clear zone (per WisDOT FDM 11-15-1) and a grading buffer. The anticipated right-of-way width varies due to additional grading that is needed for the elevation change as County U crosses over I-39/90/94.

Figure 18. County U Anticipated New Right-of-Way



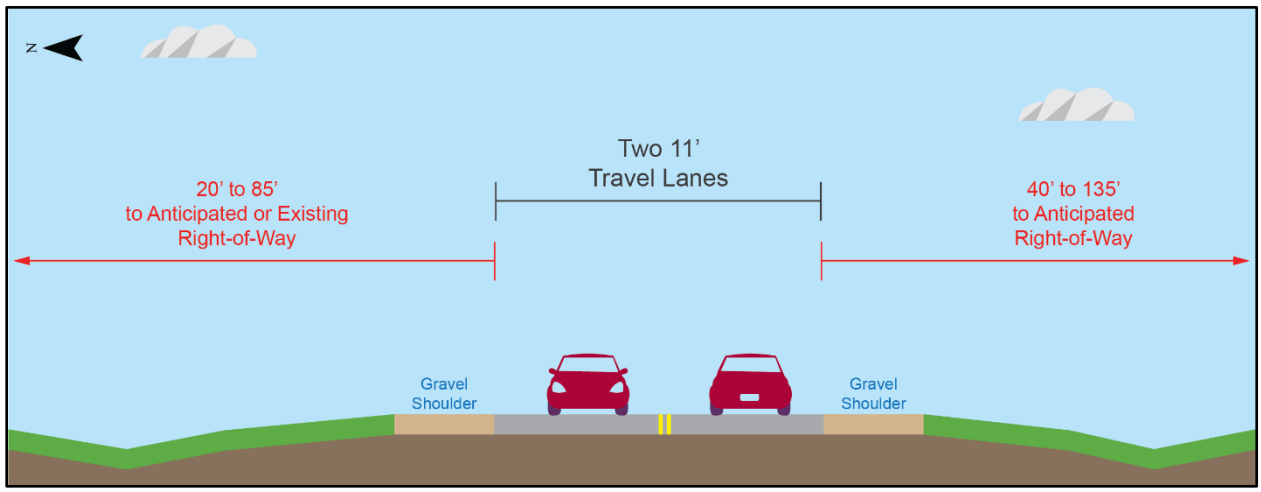
County V

During the public involvement process, comments were received from local officials requesting that County V remains open during construction. It is important to keep the County V bridge open because it is the only access point for residents west of I-39/90/94 when flooding occurs along County V approximately a one mile west of the bridge.

To keep the County V bridge open during construction, the bridge would be relocated slightly south of its existing location. Full reconstruction of County V would be required for 1,200 feet west and 1,300 feet east of the new bridge. The proposed typical section would feature two 11 foot travel lanes and a 6 foot shoulder (per WisDOT FDM 11-15). County V has deficient sight distance as it passes over I-39/90/94. However, no crashes have occurred at this location in the last five years. Reconstructing County V to address substandard vertical curves and to bring County V up to current WisDOT FDM standards would require substantial right-of-way impacts. The vertical profile of County V and St. Lawrence Bluff Road would have to be raised approximately 8 feet. To minimize impacts, the project would retain the current design profile and vertical curves. Because the alternatives would perpetuate current design, a speed limit reduction was pursued on County V near the bridge. Columbia County Highway Committee agreed to extend the existing 35 mph speed zone to east of St. Lawrence Bluff Road.

Figure 19 shows the anticipated right-of-way width to reconstruct County V. The anticipated right-of-way is based on a 24 foot clear zone (per WisDOT FDM 11-15-1) and a grading buffer. The anticipated right-of-way width varies due to additional grading that is needed for the elevation change as County V crosses over I-39/90/94. Most of the new right-of-way would be needed south of existing County V, however east of St. Lawrence Bluff Road, some additional right-of-way would be needed to the north.

Figure 19. County V Anticipated New Right-of-Way



Cost Estimate

A base cost estimate for the Preferred Alternative was developed using WisDOT's Major Projects Estimating Tool and included design, utilities, real estate, and construction costs. The estimate was refined as part of a Cost Estimate Review (CER), with participation from the Federal Highway Administration and WisDOT staff. The objective of the review was to verify the accuracy and reasonableness of the project's current cost estimate, and to develop a probability range for the cost estimate that represents the project's current stage of development. The Preferred Alternative costs presented in this document (see Section 20: Alternatives Comparison) represent 70th percentile costs as determined by the Cost Estimate Review.

9. Land Use Adjoining the Project and Surrounding Area:

The project is located in rural western Columbia County in the towns of Caledonia and Dekorra. Existing and future land use is documented in the town of Caledonia Comprehensive Plan (adopted in 2014) and the town of Dekorra Comprehensive Plan (adopted in 2009). Both towns are regulated by the Columbia County Zoning Code (Chapter 100). The project corridor is primarily adjacent to agricultural lands with some residential and recreational land uses along the Wisconsin River. Exhibit 9 shows existing land uses near the project.

Land uses in the project area have remained relatively unchanged over recent years. Future land use plans indicate that land uses are planned to remain consistent. Future land use plans are consistent with the visions detailed in each town's comprehensive plan, which aim to preserve agricultural and undeveloped lands in their respective communities.

Each town projects an upward trend in future populations. Caledonia's comprehensive plan estimates the 2030 population to reach approximately 1,450 residents, up about five percent from the 2010 census population. Dekorra's comprehensive plan estimates the 2030 population to reach approximately 2,850 residents, up about 25 percent from the 2010 census population.

10. Planning and Zoning:

The following is a list of local plans and ordinances within the I-39/90/94 Wisconsin River Bridge project area:

Towns of Caledonia and Dekorra:

- Town of Caledonia Comprehensive Plan (adopted 2009)
- Town of Dekorra Comprehensive Plan (adopted 2014)
- Town of Dekorra Comprehensive Park and Outdoor Recreation Plan (adopted 2008)

Columbia County:

- Farmland Preservation Plan (adopted 2013)
- Zoning Code (adopted 2014)
- Land Division and Subdivision Ordinance (adopted 2016)
- Floodplain Ordinance (adopted 2012)
- Shoreland-Wetland Protection Ordinance (adopted 2016)

The proposed actions of the project are compatible with the goals, visions, and ordinances listed above.

The following is a list of WisDOT projects that are currently ongoing near the I-39/90/94 Wisconsin River Bridge project area:

I-39 Northbound from WIS 78 Interchange to Marquette County Line (in Design Phase):

- Concrete repairs on I-39 northbound

I-39/90/94 and WIS 60 Interchange (in Design Phase):

- Replaces the bridge on I-39/90/94 at the WIS 60 interchange. The interchange is approximately six miles south of the I-39/90/94 Wisconsin River Bridge southern terminus. Construction anticipated in fall of 2022 to 2023.

I-90/94 & I-39 from Madison to Tomah Study (in Study Phase):

- Evaluates operational and safety needs of the I-90/94 & I-39 corridor.

11. Indirect Impacts:

If any of the following boxes are checked, the Pre-Screening Worksheet for EA and ER Projects for Determining the Need to Conduct a Detailed Indirect Effects Analysis must be completed and attached to this environmental document.

An alternative being carried forward for detailed analysis includes:

- ☐ Economic development as an element of the purpose and need
- ☐ Construction of one or more new or additional through lanes
- ☐ Construction of a new interchange or elimination of an existing interchange
- ☐ Construction of one or more additional ramps or relocation of a ramp lane to a new quadrant on an existing interchange
- ☐ Relocation of an existing roadway to a new alignment (this does not include minor modifications to the existing roadway alignment)
- ☐ Changing an at-grade intersection to a grade-separated intersection with no access or a grade-separated intersection to an at-grade intersection.
- ☐ Construction of one or more additional intersections along the mainline created by a new side road access.
- ☐ One or more new access points along a side road within 500' of the mainline.

☒ None of the above boxes have been checked, it has therefore been concluded that the proposed action will not result in indirect effects.

☐ The proposed action may result in indirect effects. The Pre-Screening Worksheet for EA and ER Projects for Determining the Need to Conduct a Detailed Indirect Effects Analysis attached here: indicates a detailed indirect effects analysis is not required.

☐ The proposed action may result in indirect effects. It has been determined that a detailed indirect effects analysis is required. A summary of the detailed analysis is located here:

12. Environmental Justice (EJ):

How was information obtained about the presence of populations covered by Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (EO 12898)? *(check all that apply)*	
☐ Public Involvement Plan (PIP)	☐ EJ plan for the project
☐ U.S. Census data	☐ Survey/questionnaire
☐ Local government	☒ U.S. EPA EJ Screen
☐ Real estate company	☐ WisDOT Real Estate
☒ Public involvement meeting(s)	☒ Windshield survey*
☐ Official plan (such as a comprehensive plan or MPO plan)	
☐ Health and human services agencies or organizations Identify agency or organization:	
☐ Other – identify:	

*Conducting only a windshield survey is not sufficient to decide if populations are present.

A. Based on data obtained from the methods above, are minority populations or low-income populations present in the project area?
   ☐ No
   ☒ Yes, describe:

   Low-income and minority populations were identified and reported at the Census Block Group level using the Environmental Protection Agency's Environmental Justice Screening and Mapping Tool (Version 2019). The percent of the population that is considered low-income ranges from 6 to 12 percent in the project area. The percent of the population that is a minority ranges from 1 to 3 percent in the project area.

   Property owners in the project area received multiple mailed letters notifying them of the project, field investigations, and inviting them to public involvement meetings. Project related materials shared at the public involvement meetings were posted online for public viewing. Property owners were offered the opportunity to comment on the project at the meetings, via letter, and via email.

B. Will there be potential impacts of any kind to minority populations or low-income populations identified above?
   ☒ No
   ☐ Yes, describe:

13. Title VI of the Civil Rights Act of 1964 and Additional Nondiscrimination Requirements:

A. Indicate if issues have been identified or concerns have been expressed related to Title VI of the Civil Rights Act of 1964 or other nondiscrimination laws, regulations, executive orders and policies under the Title VI umbrella.
   ☒ No. Issues related to the above laws, regulations, executive orders and policies were not identified and concerns were not expressed.
   ☐ Yes. Issues related to the above laws, regulations, executive orders and policies were identified and/or concerns were expressed, describe:

14. Public Involvement:

A. Briefly describe the Public Involvement Plan (PIP):

The PIP for the project outlines strategies for communicating the project's purpose and need, alternatives, and potential impacts. These messages were communicated with property owners, businesses, and the general public. Communication took place in the form of mailed letters, emails, a project website, and public involvement meetings. Press releases were also prepared for each public involvement meeting to notify media outlets.

Public involvement meetings were held at Poynette High School on weekdays in the evening. Poynette High School was selected as the location for the meetings because it is the most readily accessible location for all residents in the project area. At the public involvement meetings, project information was conveyed to the public in the form of presentations, handouts, and exhibit boards. Appendix 1 contains the handouts included at each public involvement meeting. The public was given the opportunity to comment at the meeting or provide comments after the meeting using a comment form that could be mailed to WisDOT or by email to the WisDOT Project Manager.

Information presented at the public involvement meetings was posted to the project's website. The project website was referenced in invitations sent to property owners, businesses, and the general public.

B. Public Meetings

Date (mm/dd/yyyy)	**Meeting Sponsor** (WisDOT, RPC, MPO, etc.)	**Type of Meeting** (PIM, Public Hearings, etc.)	**Location**	**Approx. Number of Attendees**
04/18/2019	WisDOT	Public involvement meeting	Poynette High School	58
09/12/2019	WisDOT	Public involvement meeting	Poynette High School	36
3/30/2021	WisDOT	Virtual public hearing component	YouTube Live	38
3/31/2021	WisDOT	In-person public hearing component	Poynette Village Hall	21

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

- Project website: https://wisconsindot.gov/Pages/projects/by-region/sw/i399094-bridge/default.aspx
- Project notification sent to nearby property owners: August 10, 2018
- Public involvement meeting notification: sent two weeks prior to the meeting
- Press release: sent two weeks prior to the public involvement meeting

D. Indicate any accommodations that were requested by the public or provided to comply with Title VI, EJ or nondiscrimination laws.

- ☐ Interpreters
- ☐ Transportation provided
- ☐ Childcare provided
- ☐ Bilingual materials provided
- ☐ Listening aids
- ☐ Accessibility for elderly populations or individuals
- ☐ Accessibility for disabled populations or individuals
- ☐ Sign language provided

E. Describe populations, groups and individuals who participated in the public involvement process. Include any organizations and special interest groups:

Participating populations included the following groups who were located in/had jurisdiction in the project area:

- Property owners
- Businesses
- County and municipal staff
- Local officials
- State official

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

The Environmental Assessment, once approved, will be made available to the public for review and comment. In addition to the EA being made available for review and comment, an opportunity to request a public hearing will be published in the paper. If requested, a public hearing for the project will be held. A public hearing was requested and held in March 2021. Documentation of the public hearing is included on pages 3 to 8 of this document (see Environmental Document Availability and Hearing Summary section).

In addition to EA availability period, public outreach and meetings will occur during design and construction.

15. Summarize the Results of Public Involvement:

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

The project received support from the public due to the agreement that the existing I-39/90/94 Wisconsin River Bridge is aging and in need of repair. The East Alternative was favored by the public over the Rehabilitation Alternative and West Alternative for the following reasons:

- Does not require lane closures during construction
- Does not require relocations
- Avoids impacts to adjacent transmission poles
- Requires less private property conversion to right-of-way
- Does not impact historic properties
- Has less wetland impacts than the West Alternative
- Will be built to accommodate a future 4th lane in each direction

Concerns in regard to the project were received during discussions at public involvement meetings and from comment forms. Concerns have been summarized into the following categories:

1) Environment
   a) Potential impacts to recreational travel along the Wisconsin River during construction
   b) Potential impacts to the flow of the Wisconsin River during and after construction
   c) Potential impacts to the adjacent transmission line operated by American Transmission Company (ATC)
   d) Potential impacts to private property adjacent to I-39/90/94
   e) Concerns regarding noise from traffic on I-39/90/94 and potential construction
   f) Potential impacts to protected species
2) Traffic
   a) Concerns that the new bridge will not consider the future need for additional lanes on I-39/90/94 to support future traffic

Comments and responses from the virtual and in-person public hearings are included in the Environmental Document Availability and Summary section of this document (page 3-8). The comments outlined here are from the public involvement process prior to the public hearing.

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

1) Environment
   a) The Wisconsin River would remain open to recreational travel during construction. Signage would be posted to assist boaters with navigation near the bridge.
   b) A hydraulic analysis was completed for the preferred alternative to minimize impacts to the flow of the Wisconsin River during and after construction. The new bridge will not adversely impact the floodplain. Size limits will be set for temporary causeways to reduce temporary adverse impacts to floodplains during construction.
   c) The ATC transmission line is adjacent to the anticipated right-of-way for the East Alternative. Retaining walls have been included in the East Alternative where needed to avoid impacts to the transmission line.
   d) The acquisition of private property would be required for both the East and West Alternatives. Both alternatives were designed to minimize impacts to private property. The East Alternative, the preferred alternative, has less impacts to private property compared to the West Alternative and does not require relocations.
   e) A noise analysis was completed for the preferred alternative to analyze if noise barrier walls are necessary. Noise barriers will not be constructed because they do not meet required WisDOT reasonableness criteria.
   f) Coordination with the Wisconsin Department of Natural Resources (WDNR) and the United States Fish and Wildlife Service (USFWS) is ongoing throughout the project to minimize potential impacts to protected species.
2) Traffic
   a) For the East and West Alternatives, the I-39/90/94 bridge over the Wisconsin River would be sized to accommodate a future 4th lane of traffic.

16. Local, County, State, Tribal, Federal Government Coordination:

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

Unit of Government (Village, Town, MPO, RPC, City, County, Tribe, Federal, etc.)	**Coordination** Correspondence Attached	**Coordination Initiation Date** (mm/dd/yyyy)	**Comments**
Town of Caledonia	☐ Yes ☒ No	08/03/2018 Ongoing	Sent initial project notification letter on 08/03/2018. Invited to Local Official Meetings held on 04/18/2019 and 09/12/2019. Representatives attended both meetings.
Town of Dekorra	☐ Yes ☒ No	08/03/2018 Ongoing	Sent initial project notification letter on 08/03/2018. Invited to Local Official Meetings held on 04/18/2019 and 09/12/2019. Representatives did not attend either meeting.
Village of Lake Delton	☒ Yes ☐ No	N/A	The project team did not initiate coordination with the Village of Lake Delton because they are located 15 miles from the project. However, the Village of Lake Delton passed a resolution (No. 20-024) on December 7, 2020 in support of the replacement of the I-39/90/94 bridges over the Wisconsin River in Columbia County (Appendix 14).
Columbia County	☒ Yes ☐ No	08/03/2018 Ongoing	Sent initial project notification letter on 08/03/2018. Invited to Local Official Meetings held on 04/18/2019 and 09/12/2019. Representatives attended both meetings. Attended meeting on 10/21/2019 to discuss project impacts and County V refinements. On 07/02/2020, the Columbia County Highway Committee agreed to extend the existing 35 mph speed zone on County V to just east of St. Lawrence Bluff Road (Appendix 13).
American Indian Tribes	☒ Yes ☐ No	08/13/2018 Ongoing	Sent initial coordination letter requesting comment on the project on 8/13/2018. No response was received. Sent a tribal coordination letter to the Upper Sioux Community on 2/20/2020 (Appendix 10). The Upper Sioux Community responded on 3/30/2020 and indicated that they would like to be a consulting party and that a Traditional Cultural Property may be near the project, of which they will perform field surveys to verify (Appendix 10). On 5/29/2020 the Upper Sioux Community and WisDOT project representatives completed a field review of the project area. On 6/23/2020 the Upper Sioux Community determined that there are no adverse effects to cultural sites significant to the Upper Sioux Community as a result of the project (Appendix 10).
State Representatives	☐ Yes ☒ No	07/26/2018 Ongoing	Sent District 81 Rep Dave Considine and District 42 Rep Jon Plumer initial project notification letter on 07/26/2018. Both were informed of the 04/18/2019 and 09/12/2019 Public Involvement Meetings and information to be presented at each meeting.
State Senators	☐ Yes ☒ No	07/26/2018 Ongoing	Sent District 27 Senator Jon Erpenbach and District 14 Senator Luther Olsen initial project notification letter on 07/26/2018. Both were informed of the 04/18/2019 and 09/12/2019 Public Involvement Meetings and information to be presented at each meeting.

US Representatives	☐ Yes ☒ No	07/26/2018 Ongoing	Sent District 6 Rep Glenn Grothman initial project notification letter on 07/26/2018. Was informed of the 04/18/2019 and 09/12/2019 Public Involvement Meetings and information to be presented at each meeting.
US Senators	☐ Yes ☒ No	07/26/2018 Ongoing	Sent Wisconsin US Senators Ron Johnson and Tammy Baldwin initial project notification letter on 07/26/2018. Both were informed of the 04/18/2019 and 09/12/2019 Public Involvement Meetings and information to be presented at each meeting.

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

The project received support from the units of government due to the understanding that the existing I-39/90/94 Wisconsin River Bridge is aging, and replacement is needed. Concerns expressed by units of government are listed below:

1) At the September 12, 2019 local officials meeting, local officials revealed that County V historically floods approximately one mile west (near River Oaks Road) of the County V bridge over I-39/90/94. When flooding occurs, the County V bridge is the only access for residents located between the flooding and I-39/90/94.

   At the time the comment was received, the East Alternative (Preferred Alternative) planned to close the County V bridge during construction. The closure of the County V bridge would prevent these residents from accessing their properties if flooding were to occur.

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

1) As a result of the comments received regarding the County V flooding, the East Alternative (Preferred Alternative) was revised to include the relocation of the County V bridge to just south of its existing location. Relocating the County V bridge just south of its existing location would allow traffic to use the old County V bridge while the new bridge is being constructed.

D. Indicate any unresolved issues or ongoing discussions:

Two topics were discussed with Columbia County representatives at the October 21, 2019 meeting that will require additional coordination during design: a potential speed reduction on County V and a local waterway ordinance.

County V has deficient sight distance as it passes over I-39/90/94, however, no crashes have occurred at this location in the last five years. Reconstructing County V to current WisDOT FDM standards would require substantial right-of-way impacts. The vertical profile of County V and St. Lawrence Bluff Road would have to be raised approximately 8 feet. To minimize impacts, the project proposes to retain the current design profile which would require a speed limit reduction or design exception. An existing speed zone reduces the speed limit on County V to 35 mph beginning just east of Oak Knoll Drive and continuing west. Additional coordination with Columbia County occurred in July of 2020 to extend the existing 35 mph speed zone to just east of St. Lawrence Bluff Road. Columbia County Highway Committee agreed to extend the existing 35 mph speed zone.

A local waterway ordinance is necessary to place buoys that control or restrict navigation of a waterway. Buoys would likely be used in the Wisconsin River to guide recreationists during construction. Coordination will begin a minimum of one year prior to construction to allow sufficient time for Columbia County to pass the ordinance.

17. Public Hearing Requirement:

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

B. ☐ This document is a Categorical Exclusion / Environmental Report.
- ☐ 1. A substantial amount of right-of-way **will** be acquired.
- ☐ 2. The proposed action will substantially change the layout or functions of connecting roadways or of the facility being improved.
- ☐ 3. The proposed action **will** have a substantial adverse impact on abutting property.
- ☐ 4. The proposed action **will** have other substantial social, economic, or environmental effects.
- ☐ 5. The department has determined that a public hearing is in the public interest.

If one or more of boxes 1-5 above have been checked, you must check one the of the next 2 boxes
- ☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
- ☐ A Public Hearing **will be** held.

If none of boxes 1-5 above have been checked then check the box below.
- ☐ Notice of Opportunity to Request a Public Hearing **will not** be published, and a Public Hearing **is not** required

When a Notice of Opportunity to Request a Public Hearing is published, and/or a Public Hearing is held, the final EA or CE / ER will include the Environmental Document Availability and Hearing Summary sheet at the beginning of the document, after the signature page.

For projects requiring FHWA funding and/or approval(s), FHWA approval of this environmental document indicates concurrence with the department's Public Hearing requirement determination.

18. Traffic Summary:

☐ Traffic Forecast is not required, explain: and skip to Question 19.

Traffic Summary Matrix	ALTERNATIVES/SECTIONS	
	No Build	East Alternative*
TRAFFIC VOLUMES		
Base Yr. AADT Yr. 2017	57,800	57,800
Const. Yr. AADT Yr. 2025	61,500	61,500
Const. Plus 10 Yr. AADT Yr. 2035	66,100	66,100
Design Yr. AADT Yr. 2045	70,700	70,700
DHV Yr. 2045	SB: 5,361 NB: 4,927	SB: 5,361 NB: 4,927
TRAFFIC FACTORS		
K30 (%)	SB: 7.58% NB: 6.97%	SB: 7.58% NB: 6.97%
D (%)	57%	57%
Design Year T (% of AADT)	N/A	N/A
T (% of DHV)	SB: 9% NB: 13.6%	SB: 9% NB: 13.6%
Level of Service (2045)	SB: LOS D NB: LOS D	SB: LOS D NB: LOS D
SPEEDS		
Existing Posted	70 mph	70 mph
Future Posted	70 mph	70 mph
Design Year Project Design Speed	70 mph	70 mph
OTHER (specify)		
P (% of AADT)	N/A	N/A
K_8 (% OF AADT)	N/A	N/A
Other	N/A	N/A

* Preferred Alternative

AADT = Annual Average Daily Traffic DHV = Design Hourly Volume

K [$_{30/100/200}$] : K_{30} = Interstate, K_{100} = Rural, K_{250} = Urban, % = AADT in DHV D = % DHV in predominate direction of travel

T = Trucks P = % AADT in peak hour

K_8 = % AADT occurring in the average of the 8 highest consecutive hours of traffic on an average day (required only if CO analysis is required).

A. Identify the agency that generated the data included in the Traffic Summary Matrix:
   - WisDOT Traffic Forecasting Section

B. Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed:
   - November 2018

C. Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix:
   - Highway Capacity Software (HCS 7)

D. If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT:
   - N/A

19. Agency and Tribal Coordination:

Agency	**Coordination Required?**	Correspondence Attached?	Comments
WisDOT			
Region Real Estate Section	☐ No	N/A	Coordination is not required because there will be no Fee, PLE or TLE acquisitions.
	☒ Yes	☐ Yes ☒ No	Coordination is being done by WisDOT Real Estate including discussion of project effects and relocation assistance, explain: Coordination was completed with the region real estate section to determine cost estimates for anticipated right-of-way acquisition.
Bureau of Aeronautics	☒ No	N/A	Coordination is not required. The project is not located within 5 miles of a public or military use airport.
	☐ Yes	☐ Yes ☐ No	Coordination has been completed and project effects have been addressed. Explain:
Railroads and Harbors Section	☒ No	N/A	Coordination is not required because no railways or harbors are in or planned for the project area.
	☐ Yes	☐ Yes ☐ No	Coordination has been completed and project effects have been addressed. Explain:
STATE AGENCIES			
Natural Resources (WDNR)	☒ Yes	☒ Yes ☐ No	- August 14, 2018: Initial coordination letter was sent to WDNR with information regarding the project. - December 10, 2018: WDNR provided an initial project review letter with their comments and concerns to the project (Appendix 2). See Appendix 2 for annotated WisDOT responses to their initial review. - March 14, 2019: The project purpose and need summary was sent to WDNR for review. - April 12, 2019: WDNR provided a response to the request for comment on the purpose and need of the project (Appendix 2). - April 18, 2019: WDNR indicated that they do not have ownership stake of the Wisconsin River islands near the I-39/90/94 bridge (Appendix 2). - June 25, 2019: WDNR and WisDOT had a call to discuss project coordination (Appendix 2). - October 24, 2019: WDNR attended a meeting to discuss anticipated impacts to the Dekorra Public Hunting Grounds and raptor nesting. - December 9, 2019: Alternative evaluation report was sent to WDNR for review. - December 19, 2019: WDNR attended a meeting to discuss impacts to the raptor nesting area and potential mitigation options. - January 9, 2020: *De minimis* impacts letter was received from WDNR regarding anticipated impacts to the Dekorra Public Hunting Ground (Appendix 2). - January 13, 2020: Wetland Delineation Report was sent to WDNR for review and concurrence. - January 14, 2020: WDNR provided a response to the request for comment on the alternative evaluation process (Appendix 2). - December 11, 2020: WDNR provided a response to the request for comment on the Environmental Assessment (Appendix 2). - April 12, 2020: WDNR provided an updated National Heritage Inventory (NHI) review (Appendix 2).
State Historic Preservation Office (SHPO)	☒ Yes	☒ Yes ☐ No	- March 14, 2019: The project purpose and need summary was sent to SHPO for review. No response was received. - March 9, 2020: SHPO concurred with the Section 106 evaluation. (Appendix 3).

Agriculture (DATCP)	☒ Yes ☐ No	☒ Yes ☐ No	- November 7, 2019: Anticipated agricultural impacts were sent to DATCP. - November 8, 2019: DATCP indicated that an Agricultural Impact Statement will not be needed for the project (Appendix 4). - November 13, 2020: DATCP provided a response to the request for comment on the Environmental Assessment (Appendix 4).
FEDERAL AGENCIES			
U.S. Army Corps of Engineers (USACE)	☒ Yes ☐ No	☒ Yes ☐ No	- August 20, 2018: Initial coordination letter was sent to USACE with information regarding the project. - October 25, 2018: USACE indicated that a Section 404 permit would be needed to dredge or fill wetlands (Appendix 5). - October 29, 2018: WisDOT shared USCG correspondence with USACE (Appendix 5). - March 14, 2019: The project purpose and need summary was sent to USACE for review. - April 12, 2019: USACE provided a response to the request for comment on the purpose and need of the project (Appendix 5). - December 9, 2019: Alternative evaluation report was sent to USACE for review. - January 13, 2020: Wetland Delineation Report was sent to USACE for review and concurrence. - January 30, 2020: USACE provided a response to the request for comment on the alternative evaluation process (Appendix 5). - December 14, 2020: USACE provided a response to the request for comment on the Environmental Assessment (Appendix 5).
U.S. Fish and Wildlife Service (USFWS)	☒ Yes ☐ No	☒ Yes ☐ No	- March 14, 2019: Initial coordination letter and purpose and need summary was sent to USFWS to initiate informal consultation. - May 9, 2019: A meeting was held with USFWS and WisDOT. USFWS indicated that formal Section 7 consultation would be required for the project and should occur during final design, and also provided guidance related to protected mussel species (Appendix 6). - June 3, 2019: USFWS indicated that the mussel survey completed by Helms Associates in 2015 is valid to assume the presence of mussel species in the Wisconsin River (Appendix 6). - September 6, 2019: A meeting was held with USFWS, FHWA, and WisDOT to discuss Section 7 consultation. USFWS indicated that a Biological Assessment should be completed during final design to initiate formal consultation (Appendix 6). - December 9, 2019: Alternative evaluation report was sent to USFWS for review. - January 29, 2020: USFWS provided a response to the request for comment on the alternative evaluation process (Appendix 6). - December 8, 2020: USFWS provided a response to the request for comment on the Environmental Assessment (Appendix 6).
U.S. Forest Service (USFS)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination is not required.
Natural Resources Conservation Service (NRCS)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination is not required.
U.S. National Park Service (NPS)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination is not required.
U.S. Coast Guard (USCG)	☒ Yes ☐ No	☒ Yes ☐ No	- August 24, 2018: Initial coordination letter was sent to USCG with information regarding the project. - October 24, 2018: USCG indicated they suspended their jurisdiction as it pertains to bridge permitting on the Wisconsin River (Appendix 7).

U.S. Environmental Protection Agency (EPA)	☒ Yes ☐ No	☒ Yes ☐ No	- March 14, 2019: The project purpose and need summary was sent to EPA for review. - April 3, 2019: EPA provided a response to the request to comment on the purpose and need of the project (Appendix 8). - December 9, 2019: Alternative evaluation report was sent to EPA for review. - January 10, 2020: EPA provided a response to the request to comment on the alternative evaluation process (Appendix 8). - December 1, 2020: EPA provided a response to the request for comment on the Environmental Assessment (Appendix 8).
Advisory Council on Historic Preservation (ACHP)	☐ Yes ☒ No	☐ Yes ☒ No	Coordination is not required.
Federal Energy Regulatory Commission (FERC)	☒ Yes ☐ No	☐ Yes ☒ No	- September 12, 2018: WDNR indicated the project was within the boundaries of a FERC license for the Prairie du Sac Hydroelectric Project. Alliant Energy is responsible for ensuring compliance with the FERC license. - April 5, 2019: Initial coordination letter was sent to Alliant Energy with information regarding the project. - May 6, 2019: Alliant Energy attended a meeting to discuss how the project relates to the FERC license. Additional coordination is not needed until final design.
Bureau of Land Management (BLM)	☒ Yes ☐ No	☒ Yes ☐ No	- August 20, 2018: Initial coordination letter was sent to BLM with information regarding the project. - August 30, 2018: BLM attended a meeting to discuss the project and ownership of the Wisconsin River Islands near the I-39/90/94 bridge. BLM indicated that a permit would be necessary to access the Wisconsin River islands for field surveys (Appendix 9). - September 13, 2018: BLM approved permit to access the Wisconsin River islands for field surveys. As a stipulation, BLM received quarterly project updates (Appendix 9). - February 8, 2019: A quarterly update was provided to BLM. - March 14, 2019: The project purpose and need summary was sent to BLM for review. - March 19, 2019: BLM indicated which islands are federally owned near the bridge (Appendix 9). The two islands north of the bridge are federal (021-013/014), the island underneath the bridge and the next island to the south are not federal (021-015/016), and the two islands south of the bridge are TBD (021-017/018). - July 16, 2019: A quarterly update was provided to BLM. - October 23, 2019: A quarterly update was provided to BLM. - December 9, 2019: Alternative evaluation report was sent to BLM for review. - December 10, 2019: BLM completed their determination of the federal interest in the islands (Appendix 9). The two islands north of the bridge are federal (021-013/014), the island underneath the bridge and the next island to the south are not federal (021-015/016), and the two islands south of the bridge are federal (021-017/018). - January 23, 2020: BLM provided a response to the request for comment on the alternative evaluation process (Appendix 9).

SOVEREIGN NATIONS			
American Indian Tribes	☒ Yes	Standard Letters have been sent and an example is attached ☒ Yes	- August 21, 2018: Initial coordination letters containing project information were mailed to THPO representatives (Appendix 10). - February 20, 2020: A tribal coordination letter was sent to the Upper Sioux Community (Appendix 10). - March 30, 2020: The Upper Sioux Community indicated they would like to be a consulting party and that a Traditional Cultural Property may be near the project, of which they will perform field surveys to verify (Appendix 10). - April 6, 2020: The Phase 1 archaeological investigations and a detailed map showing impacts and the APE were sent to the Upper Sioux Community (Appendix 10). - May 29, 2020: The Upper Sioux Community and WisDOT project representatives completed a field review of the project area. - June 23, 2020: The Upper Sioux Community determined that there are no adverse effects to cultural sites significant to the Upper Sioux Community as a result of the project (Appendix 10).
Project Involves American Indian Tribal Lands or Reservation Lands	☒ No	N/A	Coordination is not required.
	☐ Yes	☐ Yes	Coordination is not required.
OTHER ENTITIES			
American Transmission Company (ATC)	☒ Yes	☐ Yes ☒ No	- March 4, 2019: ATC attended a meeting to discuss the project and potential impacts to their transmission line located along I-39/90/94. - May 6, 2019: ATC attended a meeting to discuss the construction of a wall to avoid impacts to transmission poles. - June 10, 2019: ATC indicated they are comfortable that the proposed secant design will not impede their ability to access and maintain the structure (Appendix 11).
Fox-Wisconsin Heritage Parkway (FWHP)	☒ Yes	☐ Yes ☒ No	- September 5, 2019: Initial coordination letter was sent to FWHP with information regarding the project and to request a meeting to discuss potential impacts to the Fox-Wisconsin Heritage Water Trail. No response was received. - September 26, 2019: WisDOT sent an email to FWHP to notify FWHP of the project and requesting a meeting. No response was received. - November 11, 2019: WisDOT followed up with FWHP via email regarding a potential meeting. No response was received. - November 21, 2019: WisDOT left a voicemail for FWHP to follow up regarding a potential meeting. No response was received.

20. Alternatives Comparison:

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

As previously described, the anticipated impacts shown in Table 2 were later refined in association with modifications to the design of County V in the Preferred Alternative. The table shown below represents the refined anticipated impacts. Based on the modifications to County V in the Preferred Alternative, additional right-of-way and wetland impacts are anticipated.

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections	
		No Build	East Alternative
Project length	Miles	N/A	1.8
PRELIMINARY COST ESTIMATE (YOE)			
Construction	Million $	0	$134 million
Real Estate	Million $	0	$0.46 million
Total*	Million $	0	$146 million
LAND CONVERSIONS			
Total area converted to ROW	Acres	0	15.1
REAL ESTATE			
Number of farms affected	Number	0	2
Total area required from farm operations	Acres	0	4.1
AIS required		N/A	☐ Yes ☒ No
Farmland rating	Score	N/A	55
Total buildings required	Number	0	0
Housing units required	Number	0	0
Commercial units required	Number	0	0
Other buildings or structures required	Number & Type	0	0
ENVIRONMENTAL FACTORS			
Indirect impacts		☐ Yes ☒ No	☐ Yes ☒ No
Cumulative impacts		☐ Yes ☒ No	☐ Yes ☒ No
Environmental justice population(s) affected	Number	N/A	0
Number of historic properties affected	Number	0	0
Burial site protection (authorization required)		N/A	☐ Yes ☒ No
Section 106 MOA required		N/A	☐ Yes ☒ No
Section 4(f) evaluation or determination required	Number	0	1
Section 6(f) land conversion required	Number	0	0
Impacts to other specially funded properties	Number	0	0
Floodplain impacts	Number	N/A	0
Unique upland habitat impacted	Number	N/A	0
Total wetlands permanently impacted	Acres	0	5.9
Stream crossings	Number	0	2
Noise analysis required receptors impacted	Number	N/A	16
Contaminated sites impacted	Number	N/A	0

* Total cost includes additional costs beyond construction and real estate costs.

21. Significance Criteria:

In determining whether a proposed action is a "major action significantly affecting the quality of the human environment," the proposed action must be assessed considering the definition of significantly as used in NEPA and requires the consideration of both context and intensity (as defined by CEQ in 40 CFR 1508.27):

Context means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. Both short- and long-term effects are relevant.

Intensity means to the severity of the impact. Responsible officials must bear in mind that more than one agency may make a decision about partial aspects of a major action.

If a significant impact(s) will result the no-build alternative should be selected or the preparation of an Environmental Impact Statement (EIS) should commence.

Indicate whether the issues listed below is a concern for the proposed action or alternative and if the issue is a concern, explain how it is to be addressed or where it is addressed in the environmental document. If the document preparer believes the "Yes" box should be checked for any of the following items, contact your REC and BTS-EPDS liaison immediately to discuss.

A. Will the proposed action result in a significant beneficial or adverse impact?
☒ No
☐ Yes, explain or indicate where addressed:

B. Will the proposed action stimulate significant indirect environmental impacts?
☒ No
☐ Yes, explain or indicate where addressed:

C. Will the proposed action result in a significant impact to public health or safety?
☒ No
☐ Yes, explain or indicate where addressed:

D. Will the proposed action result in a significant impact to geographically scarce resources?
☒ No
☐ Yes, explain or indicate where addressed:

E. Will the proposed action have possible impacts on the human environment that are highly controversial, highly uncertain or involve unique or unknown risks?
☒ No
☐ Yes, explain or indicate where addressed:

F. Will the direct and indirect impacts of proposed action when combined with past, present and reasonably foreseeable actions result in significant cumulative impacts?
☒ No
☐ Yes, explain or indicate where addressed:

G. Will the proposed action violate an applicable law or requirement imposed for the protection of the environment?
☒ No
☐ Yes, explain or indicate where addressed:

22. Environmental Factors Matrix (check all that apply):

If the effects on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included. If the Factor Sheet is completed include a brief summary.

Factors	Adverse Impact	Beneficial Impact	No Impacts Identified	Factor Sheet Attached	**For those Factors not present in the project area indicate not present.** Effects
Business and Economic	☐	☐	☒	☐	No businesses are anticipated to have direct or indirect impacts.
Community	☐	☐	☒	☐	Community impacts are not anticipated. The project is located in rural Columbia County and will largely occur within the existing right-of-way, only requiring strips of adjacent property. Access will need to be maintained to private property, Oak Knoll Drive, and St Lawrence Bluff Road during construction.
Aesthetics	☐	☐	☒	☐	The project is a reconstruction of the existing I-39/90/94 facility. The visual character of the landscape is anticipated to remain unchanged. Previous tree clearing occurred along the corridor when the ATC transmission line was constructed. To reduce the amount of tree clearing required for the proposed action, design considerations were made to avoid the need for a temporary road at St Lawrence Bluff Road. Final tree clearing determinations will be made during design. Restoration of the right-of-way would occur after construction.
Agriculture	☒	☐	☐	☒	The project anticipates acquiring 4.1 acres of cropland for right-of-way purposes. Impacts are strip acquisitions adjacent to existing right-of-way. Impacts are not anticipated to alter agricultural or farming practices.
Relocations	☐	☐	☒	☐	No relocations are anticipated.
Indirect Impacts	☐	☐	☒		No indirect impacts are anticipated.
Cumulative Impacts	☐	☐	☒		No cumulative impacts are anticipated.
Environmental Justice	☐	☐	☒	☐	No low income or minority populations are anticipated to be impacted.
Historic Properties	☐	☐	☒	☐	Phase 1 archaeological investigations were completed. Per Section 106 coordination, SHPO concurred that no historic properties were adversely affected. The initial Architecture/History Area of Potential Effect (APE) included a National Register Eligible Historic Farmstead along Black Road. Through alternative development the architecture/history APE was refined and no longer includes the National Register Eligible Farmstead. Access was denied to property south of County V during Phase 1 archaeology investigations. After right-of-way has been purchased from this property, Phase 1 archaeological investigations will be performed prior to construction. If evidence of historic properties is found, additional Section 106 coordination with SHPO would occur.
Burial Sites	☐	☐	☒		Three uncatalogued burial sites are located within the project area. These sites are located outside of the construction limits and are not anticipated to be impacted by the project.
Tribal	☐	☐	☒		The Upper Sioux Community initially identified concerns related to a Traditional Cultural Property. A field visit was completed on May 29, 2020. Following the field visit, the Upper Sioux Community identified they no longer have immediate concerns with this project. They would like to be notified if changes are made to the APE or an inadvertent discovery takes place. If ground disturbance from this project inadvertently uncovers any human remains, funerary objects or artifacts, established laws and regulations need to be followed and the Upper Sioux Community should be notified immediately.
Section 4(f)	☒	☐	☐	☒	Two Section 4(f) resources are located within the project area: the Dekorra Public Hunting Grounds and Fox-Wisconsin Heritage Water Trail. Impacts to the Dekorra Public Hunting Grounds are considered *de minimis*. The project will not result in a Section 4(f) use of the Fox-Wisconsin Heritage Water Trail because trail connectivity will be maintained during construction.

Section 6(f) and other Unique Funding	☐	☐	☒	☐	Not present
Wetlands	☒	☐	☐	☒	5.9 acres of wetlands are anticipated to be impacted. Wetland impacts will be mitigated per coordination with WDNR and USACE.
Surface Water Resources	☒	☐	☐	☒	Two surface water resources are anticipated to be impacted: the Wisconsin River and Unnamed Creek (Waterbody Index Code (WBIC) 5031451). Coordination with WDNR will be ongoing through construction to ensure erosion control and stormwater standards are met.
Groundwater, Wells, and Springs	☐	☐	☒	☐	No groundwater, well, or spring impacts are anticipated.
Coastal Zones	☐	☐	☒		Not present
Floodplains	☐	☐	☒	☒	The floodplain analysis results indicate that the project would not adversely impact the floodplains. The final floodplain analysis will be completed during final design and will include the modeling of cofferdams and a potential temporary causeway.
Unique Wildlife and Habitat	☐	☐	☒		Unique wildlife and habitat are not anticipated to be impacted.
Threatened, Endangered or Protected Resources	☒	☐	☐	☒	A USFWS Information for Planning and Consultation (IPaC) search was completed on November 5, 2019 to identify federally listed species that could potentially exist within the project area. The following six federally listed species were identified: Northern Long-eared Bat, Whooping Crane, Eastern Massasauga Rattlesnake, Higgins eye Mussel, Sheepnose Mussel, and Mead's Milkweed. Formal Section 7 Consultation with USFWS will be required for the following endangered species: the Sheepnose Mussel and the Higgins eye Mussel. Formal consultation requires preparation of the Biological Assessment (BA). Communication with USFWS identified the correct time to complete a BA to identify appropriate mitigation measures to minimize impacts for the project is during final design. The Northern Long-eared Bat Consultation and 4(d) Rule Consistency determination key was utilized and a may affect determination was made. WDNR completed a National Heritage Inventory (NHI) search on December 10, 2018 to identify state listed species that could potentially exist with the project area. WDNR provided an updated NHI review on April 12, 2021. A state threatened raptor successfully nested on the I-39/90/94 Wisconsin River Bridge in 2019. Coordination with DNR is on-going related to the species. Protections apply to the species during their nesting period only. Coordination with DNR will continue through final design to determine appropriate mitigation measures. Migratory birds have historically used the I-39/90/94 Wisconsin River Bridge for nesting. Measures will be determined during final design to deter migratory birds from nesting on the bridge during construction. An endangered fish species exists within this stretch of Wisconsin River. Protective measures will be implemented and coordination with WDNR will continue during final design and prior to construction.
Air Quality	☐	☐	☒	☒	The project is not located in a nonattainment or maintenance area nor does it require analysis for Mobile Source Air Toxics.
Construction Sound	☐	☐	☒	☒	Construction sound impacts may occur. See Construction Sound Factor Sheet.
Traffic Noise	☒	☐	☐	☒	A detailed noise analysis was required for this project. Some impacts are anticipated. See attached Traffic Noise Factor Sheet.
Hazardous Substances, Contamination and		☐	☒	☒	No further investigation or provisions are warranted for hazardous substances or asbestos.

Asbestos					
Stormwater	☒	☒	☐	☒	The project will divert runoff from the right-of-way to stormwater treatment practices. Treatment practices may include the use of embankment filter strips and grass swales. If utilized, riprap pads will be placed below bridge drains to prevent scour.
Erosion and Sediment Control	☒	☒	☐	☒	The Wisconsin River and Unnamed Creek (WBIC 5031451) are sensitive to erosion and sediment inputs. An Erosion Control Plan will be created during final design. Restoration of the site will occur in a timely manner following completion of construction.

23. Environmental Commitments:

Identify and describe any avoidance, minimization or compensation measures (commitments) in detail. Be specific on what needs to happen and specifically where on the project. Indicate when the commitment should be implemented and who in WisDOT is responsible for fulfilling each commitment (Project Manager, Environmental Coordinator, etc.). Please note if the commitment will be indicated on the final plan, recorded in the Plans, Specifications and Estimates (PS&E), under special provisions in the final plan set, in construction notes, or some other written format. Attach a copy of this completed matrix to the design study report and the PS&E submittal package. Be sure to update it if further commitments are made after the Environmental Document is signed.

Factor	**Commitment (If none, include N/A)**
Business and Economics	N/A
Community	- Access to Oak Knoll Drive, St Lawrence Bluff Road, and private property along County U and County V will be maintained during construction. The WisDOT Construction Engineer will ensure fulfillment of this commitment.
Aesthetics	N/A
Agriculture	N/A
Relocations	N/A
Indirect Impacts	N/A
Cumulative Impacts	N/A
Environmental Justice	N/A
Historic Properties	- Access was denied to property south of County V during Phase 1 archaeology investigations. After right-of-way has been purchased from this property, Phase 1 archaeology investigations will be performed prior to construction. The WisDOT Environmental Coordinator will ensure fulfillment of this commitment. - The Upper Sioux Community will be contacted if the APE for the project is modified or if there is an inadvertent discovery of human remains, funerary objects, or artifacts. The WisDOT Project Manager will ensure fulfillment of this commitment.
Burial Sites	N/A
Tribal Lands	N/A
Section 4(f)	- Construction on the I-39/90/94 bridge will not inhibit Wisconsin River recreationists from passing under the I-39/90/94 bridge along the Fox-Wisconsin Heritage Water Trail. Signage will be posted to assist river recreationists with navigating construction activities. Causeways utilized for construction will be clearly marked and lit for navigational safety. River navigation plans will be developed during final design. The WisDOT Project Manager will ensure fulfillment of this commitment.
Section 6(f) or Other Specially Funded Lands	N/A
Wetlands	- Measures will be implemented to minimize wetland impacts in the project area. The project will impact 5.9 acres of wetlands located on or adjacent to the existing I-39/90/94 right-of-way. Wetland impacts will be mitigated using the World Dairy Center bank site at ratios agreed to with WDNR. The WisDOT Environmental Coordinator will ensure fulfillment of this commitment.

Surface Water Resources	- Additional coordination with WDNR will occur regarding in-stream work restrictions as the project progresses. The special provisions will include the date restrictions for in-stream disturbances. The WisDOT Construction Engineer will ensure fulfillment of this commitment. - Removal of the existing structures will comply with WisDOT Standardized Special Provision 203-020 "Removing Old Structure Over Waterway with Minimal Debris". The WisDOT Design Engineer and Construction Engineer will ensure fulfillment of this commitment. - Utilization of a causeway or causeways will be coordinated with WDNR prior to construction. The WisDOT Design Engineer and Construction Engineer will ensure fulfillment of this commitment. - Coordination will occur with Columbia County a minimum of one year prior to construction to have them approve a local waterway ordinance that allows the placement of navigational aids in the Wisconsin River. The WisDOT Project Manager will ensure fulfillment of this commitment.
Floodplains	- During final design, a floodplain evaluation is required to model the effects of cofferdam use on the floodplain. The WisDOT Design Engineer will ensure fulfillment of this commitment. - During final design, a floodplain evaluation will be completed to model the effects a temporary causeway will have on the floodplain. Coordination with WDNR will be completed to discuss temporary floodplain impacts, determine size restrictions for a temporary causeway, and obtain necessary permits. Determination to use a temporary causeway during construction will be made by the Contractor. The WisDOT Design Engineer will ensure fulfillment of this commitment.
Groundwater, Wells and Springs	N/A
Coastal Zones	N/A
Unique Wildlife and Habitat Concerns	- Seed mix #80 (or other native mix deemed suitable for these sites) will be used if ground is disturbed adjacent to WDNR wildlife areas in order to help promote native vegetation on those properties. This commitment will be included in the special provisions. The WisDOT Construction Engineer will ensure fulfillment of this commitment. - Weed-free mulch will be used for restoration in areas with native seeding. This commitment will be included in the special provisions. The WisDOT Construction Engineer will ensure fulfillment of this commitment.

Threatened and/or Endangered Species	- Additional raptor surveys will be completed one year prior to construction to identify the presence of raptor species within the project area. The WisDOT Environmental Coordinator will ensure fulfillment of this commitment. - Coordination with WDNR will continue during design to continue discussion on potential impacts to raptors and identify accommodations that could be made during construction and post-construction. Potential accommodations could include deterrents to prevent raptors from nesting on the existing structure during construction, time restrictions on construction activities to prevent disturbances after eggs have been laid, restricting construction activity from occurring within a certain distance of successful nests, regular monitoring of successful nests throughout nesting season (spring through July 4th), and installation of a raptor box. The final determinations will be included in the PS&E package. The WisDOT Environmental Coordinator, Design Engineer, and Construction Engineer will ensure fulfillment of this commitment. - The project will utilize measures during construction to deter migratory birds from nesting on the existing I-39/90/94 Wisconsin River bridge during the nesting season (May 1st through August 30th). Removal of trees and shrubs which are likely to support active nests should be completed between August 30th and May 1st. The special provisions will include date restrictions for mitigation measures. The WisDOT Design Engineer and Construction Engineer will ensure fulfillment of this commitment. - Coordination with WDNR and USFWS is needed during final design to determine mitigation measures to minimize adverse affects to Higgins eye and Sheepnose mussel species during construction. Formal Section 7 consultation with USFWS will be initiated by submitting a completed Biological Assessment for the project during final design. Approved mitigation measures will be included in the special provisions. The WisDOT Design Engineer and Construction Engineer will ensure fulfillment of this commitment. - "J-turns" will be installed at silt fence ends adjacent to wetlands and open water areas to exclude and redirect reptiles from the project area. Coordination with WDNR will occur during design to determine if areas of suitable habitat for threatened or endangered reptiles will be impacted and identify avoidance and mitigation measures. The WisDOT Design Engineer and Construction Engineer will ensure fulfillment of this commitment. - The WDNR initial review letter included measures to limit construction activities during spawning for various fish species. Coordination will continue through final design and be completed with WDNR prior to construction activities occurring. The WisDOT Project Manager will ensure fulfillment of this commitment. - The updated WDNR NHI review included protective measures within the backwaters on the south side of the Wisconsin River due to an endangered fish species. These restrictions do not apply to the main river channel. Unprotected in-water operations in the Wisconsin River backwaters will be prohibited from June 1st thru July 31st. Coordination with WDNR will continue through final design and be completed prior to construction activities occurring. The WisDOT Design Engineer and Construction Engineer will ensure fulfillment of this commitment. - The USFWS's Official Species List and the Northern Long-eared Bat Consultation and 4(d) Rule Consistency determination will be updated within 90 days prior to permitting and within 1 year prior to construction. The WisDOT Environmental Coordinator will ensure fulfillment of this commitment.
Air Quality	N/A
Construction Sound	N/A
Traffic Noise	- In areas currently undeveloped, local units of government will be notified of predicted sound levels for land use planning purposes following approval of this EA.
Hazardous Substances, Contamination and Asbestos	N/A

Stormwater	- Stormwater management shall comply with Trans 401 and address the requirements in the Wisconsin River total maximum daily load (TMDL) through the use of appropriate stormwater quality control practices such as embankment filter strips, grass swales, and riprap pads placed below bridge drains located above the island and banks of the river to prevent scour. PS&E documents shall specify requirements to be met during construction. The WisDOT design engineer will ensure fulfillment of this commitment.
Erosion Control	- Proper erosion control measures will be used to minimize impacts per WisDOT and WDNR and Trans 401 of Wisconsin's Administrative Code. The project will receive coverage under the Transportation Construction General Permit. An Erosion Control Implementation Plan (ECIP) will be prepared for approval by WisDOT prior to construction. The erosion control plan review process will include soliciting and incorporating WDNR erosion control comments both on the plan for the 401 Water Quality Certification process during design and by reviewing the contractor's ECIP prior to the start of construction. Implementation will occur and will be monitored during construction by the WisDOT Construction Engineer, who will ensure fulfillment of this commitment.
Other: Federal Energy Regulatory Commission (FERC)	- Coordination with Alliant Energy will continue during design to discuss compliance with the FERC license during construction and the proposed final design. The WisDOT Project Manager will ensure fulfillment of this commitment.
Other: American Transmission Company (ATC)	- Coordination with American Transmission Company will continue during final design to discuss considerations related to their transmission structures. The WisDOT Project Manager will ensure fulfillment of this commitment.

FACTOR SHEETS

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AGRICULTURE Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1010-10-01

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

Type of Land Acquired from Farm Operations	Type of Acquisition (acres)			Total Area (acres)
	Fee	PLE	TLE	
Cropland	4.1	-	-	4.1
Pasture	-	-	-	-
Idle or Fallow Fields	-	-	-	-
Specialty Farmland	-	-	-	-
Other Agricultural Land	-	-	-	-
Totals	4.1	-	-	4.1

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

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

3. Is project a Town Highway Project consistent with Wis. Stat. §82?

☒ No - Complete remainder of this factor sheet.
☐ Yes – Skip to question 8 and complete the remainder of this factor sheet

4. Has the land being acquired been determined to be non-significant?

☐ Yes - (All must be checked) An Ag. Impact Notice (AIN) is not required but complete questions 7-16.
- ☐ Less than 1 acre in size per farm operation
- ☐ 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
- ☐ No
- ☐ Acquisition 1 to 5 acres per farm operation - AIN required
- ☐ Acquisition over 5 acres per farm operation - AIN required

☒ Through coordination, DATCP has determined an AIN is not required (see Appendix 4)

5. Has DATCP determined an Agricultural Impact Statement (AIS) Required?

☒ No
☐ Yes, documentation is attached here:

6. Identify and describe impacts to farm operations because of land lost due to the project.

☐ Does not apply.
☒ Applies, discuss:

Impacts are not anticipated to alter the use of either farm operation. Impacts are strip acquisitions adjacent to existing right-of-way.

7. **Describe changes in access to farm operations caused by the proposed action.**
   ☒ Does not apply.
   ☐ Applies, discuss:

   Impacts are not anticipated to alter access to either farming operation.

8. **Indicate whether a farm operation would be severed because of the project and describe the severance (include area of original parcel and size of any remnant parcels).**
   ☒ Does not apply.
   ☐ Applies, discuss:

9. **Identify any impacted agricultural properties operated by someone other than the property owner.**
   ☒ Unknown
   ☐ Does not apply
   ☐ Applies, discuss:

10. **Identify and describe impacts 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. **Identify and describe any impacts on agricultural property improvements such as windbreaks, fencing, drainage ditches, tiling, irrigation systems or wells.**
    ☒ Does not apply
    ☐ Applies, discuss:

12. **Identify and describe any impacts to farm operations that are certified organic producers or that incorporate organic farming practices. Discuss any additional concerns expressed by the farm operator and any mitigation techniques considered or incorporated into the proposed action. (Organic producers or those that exercise organic farms practices would be concerned with any herbicide or pesticide drift that could occur as part of a WisDOT project).**
    ☒ Does not apply
    ☐ Applies, discuss:

13. **Describe impacts 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.**
    ☒ No cattle or equipment passes would be impacted by the proposed action
    ☐ Replacement of an existing cattle/equipment pass, or crossing is not planned, discuss:
    ☐ Cattle/equipment pass replacement will occur at same location
    ☐ Cattle/equipment pass, or crossing will be relocated, discuss:
    ☐ Other, discuss:

14. **Identify and describe any proposed changes in land use or indirect impacts that would or could affect farm operations and are related to the development of this project.**
    ☒ Does not apply
    ☐ Applies, discuss:

15. 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:

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

Adverse effects to agricultural operations are unavoidable. Replacement of the I-39/90/94 Wisconsin River bridge is required because the existing bridge is aging and in need of repair. The project seeks to minimize adverse effects to agricultural operations by replacing the bridge as close as possible to its existing location. The realignment of I-39/90/94 mainlines will not feature any capacity expansion and will be built to current WisDOT standards.

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

☐ No
☐ The land was purchased prior to August 6, 1984 for conversion
  ☐ The acquisition does not directly or indirectly convert farmland
  ☐ The land is clearly not farmland
  ☐ The land is already in, or committed to urban use or water storage
☐ Yes (This determination is made by the Natural Resources Conservation Service (NRCS) via the completion of the Farmland Impact Conversion Rating Form, NRCS Form AD-1006 or CPA - 106)
  ☐ 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
☒ Unknown - The Site Assessment Criteria Score (Part VI of Form CPA-106) is less than 60 points for all project alternatives. Per FDM 5-5-5.3.2, formal coordination and submittal of Form CPA-106 to NRCS is not required

18. Has the Farmland Conversion Impact Rating Form (CPA-106 or AD-1006) been submitted to NRCS?

☒ No
  ☐ The Farmland Protection Policy Act is not applicable and no formal coordination with the NRCS is required
  ☒ The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for each project alternative and no formal coordination is required (see Appendix 4)
☐ Yes – The Site Assessment Criteria Score is 60 points or greater for any project alternative.
Date Form CPA-106 or AD-1006 completed

SECTION 4(f) Factor Sheet

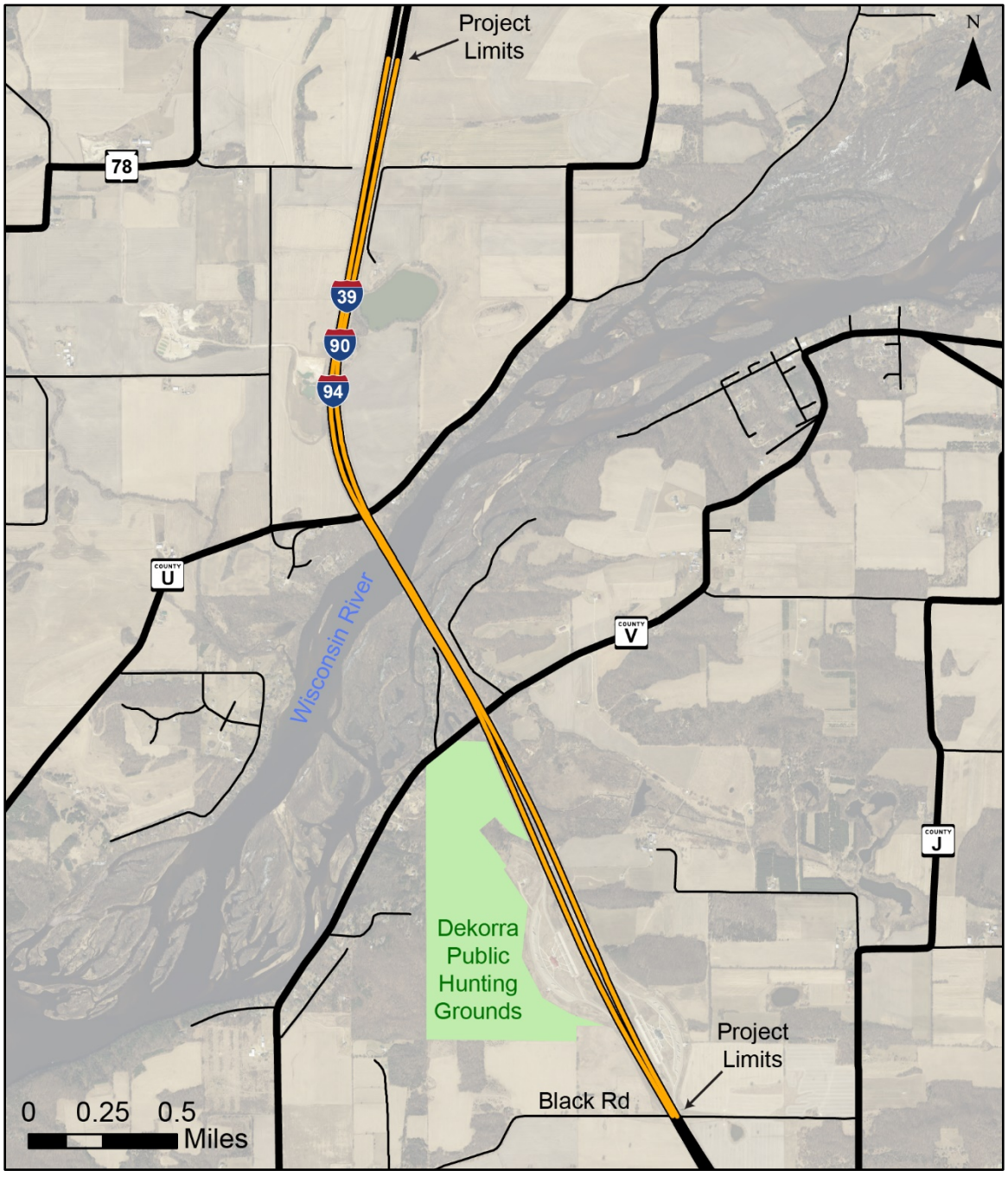
06-11-2019 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1010-10-01

1. **Resource Name:**

   Dekorra Public Hunting Grounds

2. **Location:**
   Map attached here:



3. Ownership and/or Agency with Jurisdictional Authority:

Wisconsin Department of Natural Resources

4. Type of Resource:

- ☐ Park
- ☒ Recreational lands
- ☐ Wildlife Refuge
- ☐ Waterfowl Refuge
- ☐ Historic/Archaeological site eligible for the National Register of Historic Places (NRHP)
- ☐ Other – Identify:

5. Briefly describe use of the resource:

The property is 226 acres and consists of approximately 15 acres of wetland, 46 acres of upland, and 165 wooded acres. This public hunting ground was established to provide the public with additional hunting and recreating opportunities. Recreational opportunities include birding, cross country skiing (no designated trail), fishing, hiking (no designated trail), hunting, trapping, wild edibles/gathering, and wildlife viewing.

6. Type of Section 4(f) Documentation

- ☐ Section 4(f) Exception or questions of Section 4(f) Applicability (Proceed to Questions 7, then 11)
- ☒ *De minimis* (Proceed to Questions 8, then 11)
- ☐ Programmatic Section 4(f) (Proceed to Questions 9, then 11)
- ☐ Individual Section 4(f) (Proceed to Questions 10, then 11)

7. 23 CFR 774.11 applicability and 23 CFR 774.13 exceptions to Section 4(f) approvals:

FHWA has identified various instances when a Section 4(f) analysis might not be necessary for a potential Section 4(f) resource. These instances are listed below: (check the exception to Section 4(f) that applies to the resource AND check the conditions to ensure that they are met). Supporting documentation for use of the exception checked below is attached here:

- ☐ The resource, in its entirety, is not significant per 23 CFR 774.11(c). The officials with jurisdiction have provided information to support this indication.
- ☐ Multiple Use. Where Federal lands or other public land holdings (e.g., State forests) are administered/managed for multiple uses per 23 CFR 774.11(d). Section 4(f) only applies to the portions of the resource that function as, or as designated as significant park, recreation, or wildlife and waterfowl purposes. The officials with jurisdiction have provided information to support this indication.
- ☐ Section 4 (f) does not apply per 23 CFR 774.11 (h)The resource is formally reserved for a future transportation facility and temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, and as a result the interim activity, regardless of duration, will not subject the resource to Section 4(f).
- ☐ Joint Planning. When a resource is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established, and concurrent or joint planning occurs, then any resulting impacts will not be considered a Section 4(f) use. Formal reservation of a Section 4(f) resource for future transportation use can be demonstrated by any of the documents described at 23 CFR 774.11(i).
- ☐ Section 4(f) does not apply to the use of historic transportation facilities in certain circumstances per 23 CFR 774.13(a) Any of the following criteria must be met:
  - ☐ (1) Common post-1945 concrete or steel bridges and culverts that are exempt from individual review under 54 U.S.C. 306108 (Section 106).
  - ☐ (2) Improvement of railroad or rail transit lines that are in use or were historically used for the transportation of goods or passengers, including, but not limited to, maintenance, preservation, rehabilitation, operation, modernization, reconstruction, and replacement of railroad or rail transit line elements, except for:

(i) Stations;
(ii) Bridges or tunnels on railroad lines that have been abandoned, or transit lines not in use, over which regular service has never operated, and that have not been railbanked or otherwise reserved for the transportation of goods or passengers; and
(iii) Historic sites unrelated to the railroad or rail transit lines.

☐ (3) Maintenance, preservation, rehabilitation, operation, modernization, reconstruction, or replacement of historic transportation facilities. Include necessary documentation to support this determination based on consultation under 36 CFR 800.5, that:
(i) Such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or this work achieves compliance with Section 106 through a program alternative under 36 CFR 800.14; and
(ii) The official(s) with jurisdiction over the Section 4(f) resource have not objected to the Administration conclusion that the proposed work does not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, or the Administration concludes this work achieves compliance with 54 U.S.C. 306108 (Section 106) through a program alternative under 36 CFR 800.14.

☐ Section 4(f) does not apply per 23 CFR 774.13(b). Archeological sites that are listed in or determined eligible for the National Register when (both conditions must be satisfied):
☐ (1) The archeological resource is important primarily because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where it is decided in agreement with the official(s) with jurisdiction, not to recover the resource; and
☐ (2) The official(s) with jurisdiction over the Section 4(f) resource have been consulted and have not objected to the finding in paragraph (b)(1) above.

☐ Section 4(f) does not apply per 23 CFR 774.13(c). Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archeological resources in § 774.9(e), the Administration may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the start of construction, then the property should be treated as a historic site for the purposes of this section.

☐ Section 4(f) does not apply per 23 CFR 774.13(d). Temporary occupancies of land that are so minimal as to not constitute a use. All the following conditions must be satisfied:
☐ (1) Duration must be temporary, *i.e.*, less than the time needed for construction of the project, and there should be no change in ownership of the land;
☐ (2) Scope of the work must be minor, *i.e.*, both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
☐ (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
☐ (4) The land being used must be fully restored, *i.e.*, the property must be returned to a condition which is at least as good as that which existed prior to the project; and
☐ (5) There must be documented agreement from the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

☐ Section 4(f) does not apply per 23 CFR 774.13(e)**.** Projects for the Federal lands transportation facilities described in 23 U.S.C. 101(a)(8).

☐ Section 4(f) does not apply per 23 CFR 774.13(f). Certain trails, paths, bikeways, and sidewalks, in the following circumstances:
☐ (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);

☐ (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241- 1251, with the exception of those trail segments that are historic sites as defined in § 774.17;

☐ (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and

☐ (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.

☐ Section 4(f) does not apply per 23 CFR 774.13(g). Transportation enhancement activities, transportation alternatives projects and mitigation activities, where (both must be checked):

☐ (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and

☐ (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.

8. 23 CFR 774.7(b) Finding of *de minimis* Impact

Indicate which Finding of *de minimis* impact applies (attached here: Appendix 12)

☐ Finding of *de minimis* impact on a Historic Property

☒ Finding of de minimis impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges

9. 23 CFR 774.3(d) Programmatic Section 4(f) Evaluation

Indicate which Section 4(f) Programmatic Evaluation(s) applies (attached here:)

☐ Independent bikeway or walkway construction projects

☐ Historic Bridges

☐ Park minor involvement

☐ Historic site minor involvement.

☐ Net Benefit to Section 4(f) Property

10. 23 CFR 774.3 Individual Section 4(f) Evaluation

☐ Draft Individual Section 4(f) evaluation approved on . (Attached here)

☐ Final Individual Section 4(f) evaluation approved on . (Attached here)

11. Was special funding (Federal funds such as Land and Water Conservation Fund Act, Dingell Johnson Act, Pittman-Robertson Act or State funding sources) used to acquire the land or to make improvements on the property?

☒ No, special funding was not used for the acquisition or enhancement of this property.

☐ Yes, complete the Section 6(f) and Other Unique Properties Factor Sheet.

WETLANDS Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1010-10-01

Describe Wetlands

1. **Describe Wetlands Along the Project (a map may be helpful):**

	Name (if known) [1]	County	Section-Township-Range	Location Map	Wetland Type(s)[2]	Total Wetland Loss	Temporary Wetland Loss	Is the wetland contiguous with a stream, lake or other?	Name the contiguous waterbody (ies)
Wetland *1*	Area 1	Columbia	S-13, T-11, R-8E	Exhibit: 10 Wetland Impacts	DM	0 acres	0 acres	☒ Yes ☐ No	Pickerel Lake
Wetland *2*	Area 2	Columbia	S-12, T-11, R-8E	Exhibit: 10 Wetland Impacts	SM, M, RPF	0 acres	0 acres	☐ Yes ☒ No	
Wetland *3*	Area 3	Columbia	S-12, T-11, R-8E	Exhibit: 10 Wetland Impacts	RPF, RPE,	0.46 acres	0 acres	☒ Yes ☐ No	Wisconsin River
Wetland *4*	Area 4	Columbia	S-1, T-11, R-8E	Exhibit: 10 Wetland Impacts	SM, WS, RPF, M, SS, DM, RPE	5.45 acres	0 acres	☒ Yes ☐ No	Unnamed Creek

[1] Examples of named wetlands include: Cherokee Marsh, Horicon Marsh, Tiffany Bottoms, etc.

[2] Use wetland types specified in the WisDOT Wetland Mitigation Banking Technical Guidelines, Table 1-C:

[3] If wetland is contiguous to a stream, lake or other water body, and impacts to the resource are expected, complete the Surface Water Factor Sheet.

2. **Describe method for evaluating wetlands along project.**
   - ☒ Wetland delineation. Date completed: September 2018
   - ☐ Interagency wetland determination. Date completed:
   - ☐ Other. Describe and indicate date completed:
   - ☐ Evaluation not necessary or not completed. Explain:

3. **Are any impacted wetlands considered "wetlands of special status," "red flag wetlands," or "rare and high-quality wetlands"? Refer to WisDOT Wetland Mitigation Banking Technical Guideline, page 10 for additional information.**
   - ☒ No
   - ☐ Yes:
     - ☐ Advanced Identification Program (ADID) Wetlands
     - ☐ Other – Describe:

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

Common Name	Scientific Name
Beaver	*Castor canadensis*
Canada Goose	*Branta canadensis*
Common Snipe	*Gallinago gallinago*
Cottontail Rabbit	*Sylvilagus floridanus*
Great Blue Heron	*Ardea herodias*
Green Frog	*Rana clamitans*
Mallard	*Anas platyrhynchos*
Painted Turtle	*Chrysemys picta*
Red Winged Blackbird	*Agelaius phoeniceus*
Sandhill Crane	*Grus canadensis*
Snapping Turtle	*Chelydra serpetina*
Wood Duck	*Aix sponsa*

Describe Work and Anticipated Impacts

5. **Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, temporary impacts, other:**

   The proposed work will require brush clearing, grading, and fill activities for portions of the wetlands located within Area 3 and 4.

6. **Wetland Avoidance and Impact Minimization:** [Note: Consideration of avoidance and minimization strategies is required before evaluating compensatory mitigation needs.]
   A. Wetlands avoided: 0 acres
      1. Describe methods used to avoid the use of wetlands, such as tightening slopes, using a lower level of improvement or placing the roadway on new location, etc.:

         The Preferred Alternative is designed to stay as close as possible to the existing alignment to avoid and minimize new impacts to wetlands and other resources.

      2. Indicate the total area of wetlands avoided: 0 acres

   B. Wetlands impacts minimized: TBD during final design
      1. Describe methods used to minimize the use of wetlands, such as increasing side slopes, use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.:

         During final design of the Preferred Alternative, grading limits will be refined and steeper side slopes outside of the clear zone will be included to minimize fill to wetlands.

      2. Indicate the total area of wetlands saved through minimization:

         The total acreage of wetlands saved through minimization by grading modifications will not be known until final design.

7. **Erosion control or stormwater management practices which will be used to protect the wetland are described on Factor Sheets, check all that apply:**
   ☒ Erosion Control Factor Sheet completed
   ☒ Stormwater Factor Sheet completed
   ☐ Neither Factor Sheet will be used, briefly describe measures to be used:

Coordination and Permitting

8. **US Army Corps of Engineers (USACE) Jurisdiction and Section 404 Permit (Clean Water Act):**

☐ Not applicable, no impacts anticipated to waters under USACE jurisdiction.
Date of approved jurisdictional determination:

☒ Applicable, impacts anticipated to wetlands under USACE jurisdiction.
Indicate acres of wetlands filled: 5.91 and acres temporarily impacted: 0

Type of 404 permit anticipated:

☒ Individual Section 404 Permit required.

☐ General Permit (GP) or Letter of Permission (LOP) required.
Indicate which GP or LOP is required:

☐ Transportation Regional General Permit (TRGP; expires 02/20/23). Permit category:

☐ Nationwide General Permit (NWP). NWP number:

☐ Letter of Permission (LOP-06-WI; issued 04/17/06 – or – LOP-10-R; issued 08/30/10)

Pre-construction notification (PCN):

☐ Not required. Explain:

☒ Required. Status of PCN: Will be submitted during final design.

9. **Wisconsin Department of Natural Resources (WDNR) Coordination and Section 401 Water Quality Certification (WQC):**

☐ WDNR provided concurrence on the project's wetland delineation. Date received or anticipated:

A wetland delineation was submitted to WDNR on January 13, 2020 for review and concurrence. WDNR concurrence is anticipated prior to construction. Additional coordination is described in question 13.

☐ 401 WQC anticipated:

The Section 401 Water Quality Certification is anticipated prior to construction.

10. Federal Highway Administration (FHWA) Wetland Policy:

☒ Individual wetland finding required. Summarize all practicable measures included in the project to minimize harm to wetlands and explain why there are no practicable alternatives to the proposed action and wetland use:

The project considered four preliminary alternatives to address the purpose and need of the project:

- No-Build Alternative,
- Rehabilitation Alternative,
- East Alternative, and
- West Alternative.

The Rehabilitation Alternative was dismissed from further consideration because it does not address the secondary needs of the project: traffic demands and roadway geometrics. The Rehabilitation Alternative does not address the traffic demand need because it would reduce I-39/90/94 to two lanes in each direction during construction, which would be anticipated to create over 150 queuing events that on average are 8 miles long and last for 7 hours. The Rehabilitation Alternative does not address the roadway geometric need because no roadway construction would be completed (only I-39/90/94 bridge reconstruction). As a result, the Rehabilitation Alternative is not considered a practicable alternative for avoiding and minimizing wetland impacts.

The remaining alternatives were carried forward for additional analysis and to evaluate their impact to wetlands. These alternatives included the No-Build, West Alternative, and East Alternative. The No-Build Alternative does not address the purpose and need of the project and was only carried forward to serve as a baseline for comparison. The East and West Alternatives do address the purpose and need of the project. The East and West Alternatives were designed to stay as close as possible to the existing I-39/90/94 and county highway alignments to avoid and minimize impacts to wetlands and other resources.

Wetland impacts were initially calculated and presented to the public as the West Alternative resulting in 5.8 acres of wetland impacts and the East Alternative resulting in 5.6 acres of wetland impacts. As a result, the alternatives were considered to be essentially equivalent with regard to wetland impacts. However, when compared to the West Alternative, the East Alternative provides an opportunity to avoid and minimize other impacts, including impacts to historic properties, impacts to protected public lands, acquisition of new right-of-way, and relocations (see Section 7. Summary of Alternatives, Table 2 for more details). At that time, the East Alterative was indicated to be the Preferred Alternative. However, as detailed in Section 8 (Description of the Preferred Alternative) of the Environmental Assessment, the Preferred Alternative was refined to include the replacement of the County V bridge over I-39/90/94. The refinements resulted in the Preferred Alternative impacting 5.9 acres of total wetlands. The West Alternative would have also required the same refinements to the County V bridge over I-39/90/94, thus impacting the same wetlands as the Preferred Alternative. Given these considerations, the East Alternative remains the Preferred Alternative.

During final design, the grading limits of the selected alternative will be refined and steeper side slopes outside of the clear zone will be included to minimize fill to wetlands. Lastly, wetland impacts that are unavoidable as a result of the selected alternative will be mitigated as described in question number 12 below.

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to the wetlands which may result from such use (per FHWA Technical Advisory T6640.8A and Executive Order 11990).

☐ Not applicable, explain:

11. 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. Section 10 permit not required.
☒ Section 10 waters present.
  ☒ Individual Permit
  ☐ Nationwide Permit, NWP number:
  ☐ Transportation Regional General Permit, TRGP category:

Pre-construction notification (PCN):
  ☐ Not required, explain:
  ☒ Required, status of PCN: Will be submitted prior to construction activities.

Compensation

12. Describe compensation for unavoidable wetland loss including wetland type, acres of loss, the mitigation ratio to be used, the type and acres of compensation and the Wetland Mitigation Site (if known) where mitigation will occur:

Wetland Type	Acre(s) of Loss	Mitigation Ratio to Wetland Type M	Bank Site and Acreage
RPF – Riparian Wetland Wooded (N)	0.06	1.5:1	0.09 at *World Dairy Center Wetland Mitigation Bank*
RPE – Riparian Wetland Emergent (N)	0.40	1.3:1	0.52 at *World Dairy Center Wetland Mitigation Bank*
WS - Wooded Swamp (N)	0.71	1.2:1	0.85 at *World Dairy Center Wetland Mitigation Ba*nk
M – Wet Meadow (N)	2.07	1:1	2.07 at *World Dairy Center Wetland Mitigation Bank*
SM – Shallow Marsh (N)	2.67	1:1	2.67 at *World Dairy Center Wetland Mitigation Bank*

(D) = Degraded (N) = Non-degraded

According to Section 404(b)(1) of the Clean Water Act, wetland compensatory mitigation procedures and sequencing will conform to the USACE and U.S. Environmental Protection Agency (EPA) joint rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332; and 40 CFR Part 230; dated April 10, 2008).
Compensatory mitigation will be consistent with amendments to the Cooperative Agreement between DNR and WisDOT on compensatory mitigation for unavoidable losses (July 2012) and WisDOT Wetland Mitigation Banking Technical Guideline (March 2002).

13. Summarize the coordination to date and that still needs to be completed with USACE, WDNR and other agencies or organizations regarding compensation for unavoidable wetland losses below and indicate where the documentation is located:

Coordination with the WDNR and USACE has occurred throughout the duration of the project. Discussions with the agencies have included the amount of wetland impacts, minimization of impacts, and wetland mitigation ratio. Both agencies were given the opportunity to comment on the alternative selection process and impacts associated with the preferred alternative. Coordination will continue through final design of the project.

To compensate for unavoidable wetland impacts from the project, mitigation measures will be employed in accordance with requirements of Section 404 of the Clean Water Act and the July 20, 1993 Interagency Cooperative Agreement between WisDOT, WDNR, USACE, USEPA, USFWS, and FHWA.

Mitigation ratios will be in accordance with the "WisDOT Wetland Mitigation Banking Technical Guideline" which establishes a program for compensatory wetland mitigation banking for WisDOT projects. Wetlands impacts are expected to be mitigated to Type M wetlands at the ratios indicated in the table in Question 12, with additional or alternative arrangements according to the WisDOT/WDNR Cooperative Agreement. The mitigation bank site to be debited for this project is the World Dairy Center Wetland Mitigation Bank, located in Dane County, Wisconsin.

See Appendix 2 for WDNR coordination and Appendix 5 for USACE coordination.

SURFACE WATERS Factor Sheet

06-10-2019 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1010-10-01

1. **Waterbody name:** Unnamed Creek (WBIC 5031451)

2. **Location of waterbody:**
   Section-Township-Range: S13, T11N, R8E Municipality Name: Town of Dekorra, Wisconsin

3. **Waterbody type (check all that apply):**
   - ☐ Lake
   - ☐ Pond
   - ☐ Impoundment or flowage
   - ☒ River or Stream
     - ☒ Warm water
     - ☐ Cold water, if trout stream, identify trout stream classification:
     - ☐ Wild and scenic river
     - ☐ Outstanding resource water (ORW), per NR 102.10, describe:
     - ☐ Exceptional resource water (ERW), per NR 102.11, describe:
   - ☐ Other, describe:

4. **Watershed name:** Lake Wisconsin **Size:** 215 square miles

   Unnamed Creek drainage area is estimated to be < 2 square miles.

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

6. **Waterbody characteristics:**
   A. Substrate:
      - ☒ Sand
      - ☒ Silt
      - ☐ Clay
      - ☐ Cobbles
      - ☒ Other, describe: Gravel, muck

   B. Area of water body (for lakes):

   C. Average water depth: < 2 feet

   D. Vegetation in waterbody:
      - ☐ Absent
      - ☒ Present, if known, describe: Cattails

   E. Identify aquatic organisms or water-dependent species observed or expected:

      None observed, though small amphibian species, fish species, fowl species and aquatic insects associated with slow moving or stagnant bodies of water would be expected.

   F. Summarize water quality data, if available: None available

   G. Is this waterbody on the DNR's "Impaired Waters" list?
      - ☒ No
      - ☐ Yes, describe:

7. **Describe land adjacent to waterbody**:

   Land adjacent to the this stretch of Unnamed Creek consists of predominately wetland. Unnamed Creek acts as a backwater to the Wisconsin River during periods of high water.

8. **Describe proposed work in, over, or adjacent to the waterbody:**

   The proposed work consists of the reconstruction of I-39/90/94. The reconstruction will shift I-39/90/94 slightly east. The reconstruction will include the removal of two existing box culverts at Unnamed Creek, one under NB I-39/90/94 and one under SB I-39/90/94, and the installation of new box culverts. New approaches on both banks of the creek will be constructed and include some fill in the adjacent floodplain and wetlands.

9. **Discuss physical impacts to the waterbody during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the lake or water body:**

   During construction, sediment discharges into the creek could occur from either culvert construction or sediment discharges from upstream construction. After construction, highway total suspended solids discharges could enter the creek as a result of normal highway operations.

10. **Discuss probable impacts to water quality during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the waterbody:**

    Sediment loads during and after construction could cause deltas at the discharge location in the creek. These deltas will need to be removed. Temporary turbid conditions in the creek may also affect amphibian and insect species during construction. Post construction, water quality will be anticipated to return to pre-construction conditions.

11. **Describe coordination with the public, municipalities and state and federal agencies concerning waterbodies:**

    The proposed work was discussed with the public and municipalities during public involvement and local official meetings.

    USACE indicated that a Section 404 permit is required to fill wetlands. WDNR coordination will be ongoing through construction to ensure erosion control and stormwater standards are met.

12. **Are measures proposed to avoid, minimize, or compensate for impacts:**

    ☐ No
    ☒ Yes, describe:

    Erosion control measures will be implemented to follow Trans 401 and the DNR/WisDOT Cooperative Agreement. WisDOT Standard Specifications that govern working over waterways will be followed to minimize impacts to the waterway.

13. **Are measures proposed to enhance beneficial effects:**

    ☒ No
    ☐ Yes, describe:

SURFACE WATERS Factor Sheet

06-10-2019 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1010-10-01

1. **Waterbody name:** Wisconsin River

2. **Location of waterbody:**
   Section-Township-Range: S12, T11N, R8E Municipality Name: Town of Dekorra, Wisconsin
   Town of Caledonia, Wisconsin

3. **Waterbody type (check all that apply):**
   - ☐ Lake
   - ☐ Pond
   - ☐ Impoundment or flowage
   - ☒ River or Stream
     - ☐ Warm water
     - ☒ Cold water, if trout stream, identify trout stream classification: Not trout water.
     - ☐ Wild and scenic river
     - ☐ Outstanding resource water (ORW), per NR 102.10, describe:
     - ☐ Exceptional resource water (ERW), per NR 102.11, describe:
   - ☐ Other, describe:

4. **Watershed name:** Lake Wisconsin **Size:** 215 square miles

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

6. **Waterbody characteristics:**
   A. Substrate:
      - ☒ Sand
      - ☐ Silt
      - ☐ Clay
      - ☐ Cobbles
      - ☒ Other, describe: Muck

   B. Area of water body (for lakes): N/A

   C. Average water depth: Not available

   D. Vegetation in waterbody:
      - ☒ Absent
      - ☐ Present, if known, describe:

   E. Identify aquatic organisms or water-dependent species observed or expected:

   None observed, though small amphibian species, fish species, and aquatic insects associated with faster moving bodies of water would be expected.

   F. Summarize water quality data, if available:

   Summer total phosphorus data from 2010 – 2013 show a geometric median of 90 ug/L of total phosphorus at the upstream end of Lake Wisconsin. A USGS gaging station in Muscoda, downstream of the project site on samples taken intermittently from the 1970s to 2008 showed, for suspended sediment, a concentration maximum of 318 mg/L, a minimum of 1 mg/L, a median of 24 mg/L and an average of 40 mg/L. This same gaging

station recorded, for Phosphorus, a concentration maximum of 0.29 mg/L, a minimum of 0.01 mg/L, a median of 0.08 mg/L and an average of 0.08 mg/L.

G. Is this waterbody on the DNR's "Impaired Waters" list?

☐ No

☒ Yes, describe: In Columbia County, listed for fish tissue contaminated with Mercury and PCBs.

7. Describe land adjacent to waterbody:

Land adjacent to the this stretch of the Wisconsin River includes central oak hardwood and pine forest bluffs, with northern central swamp habitat appearing as elevation decreases near the river. Rural residential homes are located within the forested bluffs.

8. Describe proposed work in, over, or adjacent to the waterbody:

The proposed work consists of the construction of a new I-39/90/94 bridge over the Wisconsin River. The new bridge will be located directly east of the existing bridge. New piers will be constructed within the river and 100-year floodplain. The new bridge deck will be constructed on top of the piers and will be well above the 100-year base flood elevation. New approaches on both banks of the river will be constructed and include some fill in the adjacent floodplain and wetlands.

The proposed work also includes the removal of the existing I-39/90/94 bridge over the Wisconsin River. The existing structure will be removed in sections with precautions in place to prevent large pieces and minimize the number of small pieces from entering the waterway.

A temporary causeway may be constructed within the river to complete the proposed work. An opening in the temporary causeway will be provided as a navigational channel for water travel during construction. A potential layout for the temporary causeway during construction is shown in Exhibit 8. Preliminary modeling of a temporary causeway included a causeway elevation equal to a 2-year and a 5-year storm event. In both scenarios, the temporary causeway could increase backwater up to 5 feet during a 100-year storm event. The exact size and location of a temporary causeway would be proposed by the contractor and approved by WDNR prior to construction. A floodplain analysis for the temporary causeway will be completed to identify anticipated temporary impacts to the backwater.

9. Discuss physical impacts to the waterbody during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the lake or water body:

During construction, sediment discharges into the river could occur from either roadway construction or upstream construction. Debris from bridge removal could also fall into the river during demolition. After construction, highway total suspended solids discharges could enter the river as a result of normal highway operations.

10. Discuss probable impacts to water quality during and after construction. Include information regarding anticipated impacts on wildlife and plants inhabiting or dependent upon the waterbody:

Impacts to water quality are expected to be minimal. Temporary turbid conditions in the river may result from construction activities.

11. Describe coordination with the public, municipalities and state and federal agencies concerning waterbodies:

The proposed work was discussed with the public and municipalities during public involvement and local official meetings. Coordination with Columbia County will occur during design to pass a local waterway ordinance to allow for navigational aids to be placed within the Wisconsin River during construction.

USACE indicated that a Section 10 permit and a Section 404 permit are required for construction activities within the river and wetlands. USCG indicated that they do not exercise their jurisdiction on the Wisconsin River. WDNR coordination will be ongoing through construction to ensure erosion control and stormwater standards are met.

12. Are measures proposed to avoid, minimize, or compensate for impacts:

☐ No
☒ Yes, describe:

The Wisconsin River will remain open for navigation throughout construction. Signage will be posted to assist recreationists with navigation during construction.

Erosion control measures will be implemented to follow Trans 401 and the DNR/WisDOT Cooperative Agreement. WisDOT Standard Specifications that govern working over waterways will be followed to minimize impacts to the waterway.

13. Are measures proposed to enhance beneficial effects:

☒ No
☐ Yes, describe:

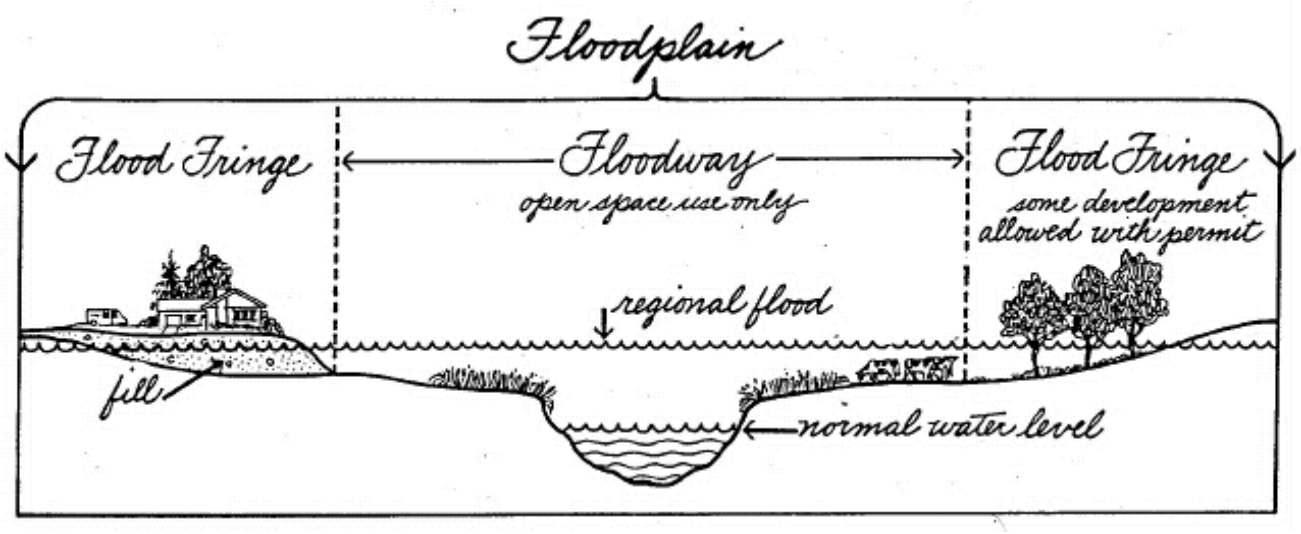
FLOODPLAIN Factor Sheet

06-12-2019 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1010-10-01

When completed this Factor Sheet along with the Environmental Document acts as the Location Study consistent with 23 CFR 650.111.

1. **Name the floodplain watershed (and floodplain zoning authority), where your project is located and encroaching. Encroaching includes modification or repair of existing transportation facilities already in a floodplain. Confirm if the community participates in the Federal Emergency Management Administration (FEMA) voluntary National Flood Insurance Program (NFIP):**



A. Floodplain: Wisconsin River
B. Watershed: Lake Wisconsin Size: 215 (square miles)
C. Municipality: Towns of Dekorra and Caledonia
D. NFIP Applicability: ☒ Yes ☐ No, status date: 4/10/2020
E. Attach map illustrating watershed, floodplain, and project limits. Map location: Exhibit 11

2. **Indicate watershed characteristics:**
☒ Rural Watershed
☐ Rapidly Urbanizing Watershed - NR 116.03 (40)
☐ Urban Watershed
☐ Priority watershed – NR 120.02 (30)
Provide additional description of the upstream and downstream flow characteristics and potential floodwater receptors based on the context and intensity of the alternative within the watershed:

Regulated section of Wisconsin River. Located between Prairie du Sac and Wisconsin Dells dams.

3. **Indicate key regulatory zones the alternative encroaches upon, per Wisconsin Department of Natural Resources (DNR) Floodplain Management definitions and confirm mapping status for your location in E below:**
A. ☒ Floodplain
B. ☒ Floodway
C. ☐ Flood Fringe
D. ☐ Flood Storage
E. ☐ Confirmed DNR approved mapping status on this date:
   1. ☐ Mapped Floodplain
   2. ☐ Unmapped Floodplain

4. **Indicate zones your alternative encroaches upon, per Floodplain Zoning Authority Zoning Map:**
   ☒ Municipal Floodplain Zoning Map approved, map date: 5/16/2016 or not applicable ☐.
   Map location: FEMA Panel 55021C0378F (see attachment at end of factor sheet)
   A. ☒ Floodway district
   B. ☐ Flood fringe district
   C. ☐ Regional flood elevation
   D. ☐ Shallow depth flooding district
   E. ☐ Flood storage district
   F. ☐ Coastal floodplain district
   G. ☐ Floodplain Island

5. **Indicate floodplain zone(s) your alternative encroaches per FEMA NFIP Flood Insurance Rate Map (FIRM) risk identification map legend definitions.**
   ☐ Special Flood Hazard Areas (SFHAs) in Zone:
   ☒ Floodway Areas in Zone AE
   ☐ The project footprint is outside the SFHA and Floodway Areas in Zone AE
   A copy of the FIRM Map with overlay of project encroachment must be included.
   Map location: FEMA Panel 55021C0378F (see attachment at end of factor sheet)

6. **Briefly describe encroachment and proposed work in, over, or adjacent to floodplain and complete questions below**:

   WisDOT is replacing existing bridges B-11-22/23 on I-39/90/94 over the Wisconsin River.

   A. Indicate type of encroachment:
      ☒ Structure, describe type: 13-span girder bridge
      ☐ Drainage improvement, pipe culvert replacement or extension
      ☐ Roadway/embankment fill
      ☒ Temporary causeway expected
      ☒ Other (explain): Cofferdams are anticipated for pier construction in the river

   B. Indicate type/s of encroachment alignment, length and scale of overall footprint on floodplain for the alternative:
      ☒ Transverse – length 1,700 ☒ ft. ☐ miles
      ☐ Longitudinal - length ☐ ft. ☐ miles
      ☐ Combined transverse and longitudinal encroachment will occur
      ☐ Encroachment footprint: acres

   C. Will this be a new footprint encroachment or a modification to existing infrastructure resulting in encroachment or possibly a reduction in historical transportation facility footprints on the floodplain?
      ☐ New footprint
      ☒ Modification to existing footprint
      ☐ No change in footprint
      ☐ Reduction in footprint

7. **What are your anticipated floodplain backwater conditions from this alternative based on the DOT approved computed Hydrology and Hydraulic Analysis methodology? Reference results to DNR Floodplain Management NR 116 criteria:**
   ☐ Increase in regional flood height (a calculated rise equal to or > 0.01 ft)
   ☒ No change in regional flood height
   ☐ Decrease in regional flood height
   Indicate methodology used and date of analysis: HEC RAS v 5.0.6, December 2019

8. **Indicate effects of backwater change and encroachment actions on the physical, chemical and biological integrity of the floodplain ecosystem services.**

A. ☐ Physical integrity (floodway flow and flood risk to property loss and hazard to life)
- ☐ Benefit
- ☒ No effect
- ☐ Adverse effect

Describe:

B. ☐ Chemical integrity (surface water and groundwater quality)
- ☐ Benefit
- ☒ No effect
- ☐ Adverse effect

Describe:

C. ☐ Biological integrity (human environment and ecological functions and services)
- ☐ Benefit
- ☒ No effect
- ☐ Adverse effect

Describe:

9. **What avoidance, minimization or compensation measures will be considered:**

No avoidance, minimization, or compensation measures will be considered because the project has no effect on the physical, chemical, or biological integrity of the floodplain.

10. **Are there beneficial opportunities to develop new floodplain storage or reestablish old floodplain storage to offset or mitigate impact as part of infrastructure development? Are there other feasible ecological restoration or enhancement opportunities such as wetland restoration, stream restoration, aquatic organism passage (AOP), wildlife crossings or other:**

☐ Yes, describe:
☒ No, describe:

Beneficial opportunities are impractical due to steep bluffs located on both sides of the river.

11. **Describe and provide the results of coordination with any regulatory agency or floodplain zoning authority, and describe any public comments related to the encroachment action:**

The Preferred Alternative will not adversely impact the floodplain. Coordination with the WDNR and Columbia County is ongoing.

12. **Is the alternative compatible with Federal, State or Local floodplain land use plans and expectations?**

☒ Yes
☐ No, describe:

13. **If this project is an FHWA action, indicate if the alternative would cause any of the following SIGNIFICANT ENCROACHMENTS per FHWA Regulations (23 CFR Subpart A 650.105(q)):(If the project is not a FHWA action skip to question 14.)**

☐ Significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles or a community's only evacuation route. Describe:

☐ Significant risk. Risk means the consequences associated with the probability of flooding attributable to an encroachment. It includes the potential for property loss and hazard to life during the service life of highway. Describe:

☐ Significant adverse impact on natural and beneficial floodplain values such as fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, forestry, natural moderation of floods, water quality maintenance, and groundwater recharge. Describe:

If any of the boxes above are checked, a significant encroachment on a floodplain will occur, requiring FHWA to prepare an Only Practicable Alternative Finding (Finding). FHWA signature on the final environmental document indicates adoption of the Finding described below:

☒ No significant encroachment, explain: The project will not have significant encroachments.

14. **Indicate the timing of possible State or Federal Agency permits, approval and coordination for the floodplain encroachment and list the Agencies. In addition to DNR and FHWA, other possible Agency approvals may include: US Army Corp of Engineers (USACE), FEMA, United States Coast Guard (USCG), United States Environmental Protection Agency (EPA) and United States Fish and Wildlife Service (USFWS):**

☐ Prior to completion of environmental document:

☒ Post environmental document approval and included as an environmental commitment:

WDNR – 401 Water Quality Certification
USFWS – Section 7(a)(2) Consultation
USACE – Section 404 Individual Permit and Section 10 Permit

☐ Prior to Construction Let:

☐ Prior to Construction:

15. **Impacts from all proposed construction affecting hydraulic characteristics of mapped floodplains have been evaluated. Implementation procedures for data sharing, landowner notifications and legal arrangements for addressing concerns associated with waterway crossings and other floodplain encroachment as identified by NR 116 (Wisconsin's Floodplain Management Program) and NR 320 (Bridges and Culverts In or Over Navigable Waterways) have been or will be addressed prior to construction pursuant to the DOT/DNR February 11, 1988 Cooperative Agreement Implementation Memo of the DOT/DNR Cooperative Agreement, Section VII – Waterway Crossings and Other Floodplain Encroachments (March 1987):**

☐ Yes, procedure for mapped areas is complete

☐ Yes, procedure for unmapped areas is complete

☒ No, procedure for mapped areas is pending final design (add to environmental commitments), discuss:

Causeway and cofferdam scenarios have not yet been modeled. Modeling will occur during final design.

☐ No, procedure for unmapped areas are pending final design (add to environmental commitments), discuss:

FEMA Panel 55021C0378F

PANEL
55021C0358F
eff. 5/16/2016

PANEL
55111C0450E
eff. 12/18/2009

PANEL
55021C0359F
eff. 5/16/2016

PANEL
55021C0378F
eff. 5/16/2016

PANEL
55021C0379F
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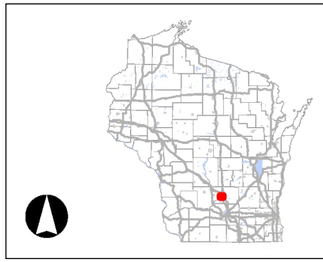
eff. 5/16/2016



Legend

- FIRM Panels
- Flood Hazard Boundaries
  - Other Boundaries
  - Limit Lines
  - SFHA / Flood Zone Boundary
- Flood Hazard Zones
  - 1% Annual Chance Flood Hazard
  - Regulatory Floodway
  - Special Floodway
  - Area of Undetermined Flood Hazard
  - 0.2% Annual Chance Flood Hazard
  - Future Conditions 1% Annual Chance Flood Hazard
  - Area with Reduced Risk Due to Levee
- Municipality
- State Boundaries
- County Boundaries
- Major Roads
  - Interstate Highway
  - State Highway
  - US Highway
- County and Local Roads
  - County HWY
  - Local Road
- Railroads
- Tribal Lands
- Rivers and Streams
- Intermittent Streams
- Lakes and Open water

0.8 0 0.38 0.8 Miles

1:23,760

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DISCLAIMER: The information shown on these maps has been obtained from various sources, and are of varying age, reliability and resolution. These maps are not intended to be used for navigation, nor are these maps an authoritative source of information about legal land ownership or public access. No warranty, expressed or implied, is made regarding accuracy, applicability for a particular use, completeness, or legality of the information depicted on this map. For more information, see the DNR Legal Notices web page: http://dnr.wi.gov/legal/

Notes

THREATENED, ENDANGERED and PROTECTED RESOURCES Factor Sheet

06-23-2020 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None Identified	Project ID: 1010-10-01

Federal Resources

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

Species Common Name	Species Scientific Name	Federal Status	Effect Determination	Justification/ Explanation
Northern Long-eared Bat	*Myotis septentrionalis*	Threatened	May affect, but will not result in prohibited take under ESA.	Northern Long-Eared Bat (NLEB) Consultation and 4(d) Rule Consistency determination key was utilized and a may affect determination was made.
Eastern Massasauga	*Sistrurus catenatus*	Threatened	No effect	Wisconsin WDNR completed a Natural Heritage Database (NHI) search, nothing was identified. In addition, habitat surveys were conducted as part of the project, no habitat identified.
Mead's Milkweed	*Asclepias meadii*	Threatened	No effect	Wisconsin WDNR completed a Natural Heritage Database (NHI) search, nothing was identified. In addition, habitat surveys were conducted as part of the project, no habitat identified.
Higgins eye	*Lampsilis higginsii*	Endangered	May affect, likely to adversely affect	The project may result in a take of the species.
Sheepnose Mussel	*Plethobasus cyphyus*	Endangered	May affect, likely to adversely affect	The project may result in a take of the species.
Whooping Crane	*Grus americana*	Experimental population	No effect	The project will not result in a take of the species.

Date of Official Species List (Appendix 6): 11/05/2019

2. Is there designated or proposed critical habitat within or near the project?

☒ No

☐ Yes, describe critical habitat, proximity to project, and potential impacts to the critical habitat (you may want to complete the Other Factor Sheet to document the critical habitat):

3. Has Section 7 consultation with FWS been completed?

☒ No, explain:

The project may affect and is likely to adversely affect the Higgins eye and Sheepnose Mussel species. USFWS has identified that the appropriate time for formal Section 7 consultation is during final design. A biological assessment will be prepared for the project.

☐ Yes, describe consultation efforts and conclusions and indicate location within the environmental document:

4. Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts?

☐ No, explain:

☒ Yes, briefly describe here:

Measures will be determined and included in the project's biological assessment. Likely measures include relocating mussel species outside of the project's area of impact.

State Resources

1. **Are state threatened or endangered species known to occur in the project area?**
   - ☐ None identified.
   - ☒ Yes.

   Date of Natural Heritage Inventory (NHI) database review or DNR initial review letter (Appendix 2): 12/10/2018 and updated on 4/12/2021.

2. **Are impacts to state-listed species anticipated as a result of the project?**
   - ☐ No, explain:
   - ☒ Yes, explain:

   The project may result in the take of two state-listed mussel species. Field surveys completed in 2015 identified the presence of these mussels within the project area. Mitigation measures will be implemented to minimize impacts to the species. The project may affect two reptile species, one raptor species, and one endangered fish species. Mitigation measures will be implemented to prevent impacts to these species.

3. **Has threatened and endangered resource coordination with DNR been completed?**
   - ☒ No, explain:

   Threatened and endangered resource coordination with the WDNR is ongoing and will continue after the EA has been approved, particularly for mitigation-related aspects of the project. The WDNR has completed an initial project review which includes threatened and endangered resource coordination. The WDNR initial review letter is attached as Appendix 2, as well as correspondence that details updated endangered resource coordination. Additionally, coordination with WDNR has been on going through the study to discuss the raptor and mussel species.

   - ☐ Yes, attach and reference location in this document:

4. **Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts?**
   - ☐ No, describe:
   - ☒ Yes, briefly describe:

   Reptiles

   'J-turns' should be installed at silt fence ends adjacent to wetland and open water areas to exclude and redirect reptiles from the project area. Coordination with WDNR will be needed in design to determine areas of suitable habitat and implement avoidance and mitigation measures.

   Raptors

   Coordination with WDNR has been on going through the study to discuss potential mitigation options during and post construction. Coordination with WDNR will continue during final design to determine the mitigation measures that will be implemented.

   Mussels

   Likely measures included would consist of relocating mussel species prior to construction in a suitable habitat upstream of the existing bridge. The mitigation discussion will include a construction staging plan outlining which areas of the river will be disturbed at each stage of construction. Depending on the staging plan, it may be appropriate to relocate the mussel species multiple times during construction.

Fish

Measures included will consist of prohibiting unprotected in-water operations in the backwaters on the south side of the Wisconsin River from June 1st to July 31st. Coordination with WDNR will continue through final design and be completed prior to construction activities occurring.

Other Protected Resources

Bald and Golden Eagles

1. **Are bald and/or golden eagles known to occur near the project?**
   - ☒ None identified
   - ☐ Yes, describe:

2. **Will there be adverse or beneficial effects on bald and/or golden eagles as a result of the project?**
   - ☒ No, explain:

     Bald and/or golden eagles are not known to occur near the project.

   - ☐ Yes, indicate whether effects are adverse or beneficial and describe potential effects:
     - ☐ Adverse, describe:
     - ☐ Beneficial, describe:

3. **Has bald and golden eagle-related coordination with WDNR and/or FWS been completed?**
   - ☒ No, explain:

     Bald and/or golden eagle coordination with the WDNR and FWS is not necessary as they are not known to occur near the project.

   - ☐ Yes, attach and reference location in this document:

4. **Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts?**
   - ☒ No, explain:

     N/A

   - ☐ Yes, briefly describe:

Migratory Birds

1. **Are migratory birds known to occur in the vicinity of the project?**
   - ☐ None identified
   - ☒ Yes, describe:

     WDNR indicated that there is evidence of past migratory birds nesting on the existing I-39/90/94 Wisconsin River bridge.

2. **Will there be adverse or beneficial effects on migratory birds because of the project?**
   - ☒ No, explain:

     Measures will be utilized to deter nesting on the existing I-39/90/94 Wisconsin River bridge during construction.

   - ☐ Yes, indicate whether effects are adverse or beneficial and describe potential effects:

☐ Adverse, describe:
☐ Beneficial, describe:

3. **Has migratory bird-related coordination with WDNR and/or FWS been completed?**
☒ No, explain:

Migratory bird-related coordination with the WDNR is ongoing and will continue during design. The WDNR has completed an initial project review which includes migratory bird-related coordination. The WDNR initial review letter is attached as Appendix 2.

☐ Yes, attach and reference location in this document:

4. **Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts?**
☐ No, explain:
☒ Yes, briefly describe:

Measures will be determined during final design. Possible measures to deter nesting include removing non-occupied nests during the non-nesting season from August 30th to May 1st, installing a barrier prior to May 1st to deter migratory birds from nesting on the existing structure, removal of trees and shrubs which are likely to support active nests should occur between August 30th and May 1st, and ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds should be completed between August 30th and May 1st.

AIR QUALITY Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1010-10-01

1. Ozone:

A. Is the project located in an area which is designated nonattainment or maintenance for ozone?
- ☒ No, proceed to question 2
- ☐ Yes, proceed to question 1B

B. Is this project exempt from a conformity determination per 40 CFR 93.126 or per 40 CFR 93.128 as a traffic signal synchronization project or is the project exempt from regional emissions analysis requirements per 40 CFR 93.127?
- ☐ No, proceed to question 1C
- ☐ Yes, explain which exemption applies and proceed to question 2:

C. This project is a non-exempt project. One of the following boxes must be checked:

☐ This project is included in a Metropolitan Planning Organization (MPO) Board-approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's MPO. The RTP and TIP were found to conform to the State Implementation Plan (SIP) for ozone by the Federal Highway Administration and the Federal Transit Administration. There has been no significant change in the design concept or scope from the project description in the RTP and TIP. Provide the following information:

MPO Name:
RTP Name:
TIP Name:
TIP Number:
TIP Project Description:
Conformity Finding Date(s):

☐ Through the interagency consultation process for air quality, this project has been determined to be Not Regionally Significant and is not included in the conforming RTP and TIP. Documentation supporting this conclusion is attached as

☐ This project is located outside of a Metropolitan Planning Organization's boundaries and has received a positive conformity determination per the rural conformity section of the 2012 Interagency Memorandum of Agreement Regarding Determination of Conformity of Transportation Plans, Programs and Projects to State Implementation Plans.
Conformity Finding Date:

☐ Other, describe:

2. Fine Particulate Matter, less than 2.5 microns or less ($PM_{2.5}$)

A. Is the project located in an area which is designated nonattainment or maintenance for $PM_{2.5}$?
- ☒ No, proceed to question 3
- ☐ Yes, proceed to question 2B

B. Is this project exempt from a conformity determination per 40 CFR 93.126 or per 40 CFR 93.128 as a traffic signal synchronization project or is the project exempt from regional emissions analysis requirements per 40 CFR 93.127?
- ☐ No, proceed to question 2C or 2D.
- ☐ Yes, explain which exemption applies and proceed to question 3:

C. This project is a non-exempt project but does not fall under the category of projects listed under 40CFR93.123(b)(1). Through the interagency consultation process for air quality, this project is not considered a project of local air quality concern. If the following box can be checked, proceed to Question 3. If the following box cannot be checked, continue to Question 2D.

☐ This project is included in a Metropolitan Planning Organization (MPO) Board-approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's

MPO. The RTP and TIP were found to conform to the State Implementation Plan (SIP) for $PM_{2.5}$ by the Federal Highway Administration and the Federal Transit Administration. There has been no significant change in the design concept or scope from the project description in the RTP and TIP. The conformity determinations of the Plan and TIP were based on the latest planning assumptions, using EPA's most recent emissions estimation model. No hot-spot analysis is required.

Provide the following information:

MPO Name:
RTP Name:
TIP Name:
TIP Number:
TIP Project Description:
Conformity Finding Date(s):

D. This project is a non-exempt project and it falls under the category of projects listed under 40 CFR 93.123(b)(1). Through the interagency consultation process for air quality, this project is considered a project of local air quality concern. If the following box can be checked, proceed to Question 3. If the following cannot be checked, continue to Question 2E.

☐ This project is included in a Metropolitan Planning Organization (MPO) Board-approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's MPO. The RTP and TIP were found to conform to the State Implementation Plan (SIP) for $PM_{2.5}$ by the Federal Highway Administration and the Federal Transit Administration. There has been no significant change in the design concept or scope from the project description in the RTP and TIP. The conformity determinations of the Plan and TIP were based on the latest planning assumptions, using EPA's most recent emissions estimation model. Through the interagency consultation process for air quality, this project is considered a project of local air quality concern per 40 CFR 93.123(b)(1). A quantitative hot-spot analysis was performed and a determination was made, through the interagency consultation process, that implementation of the project will not cause or contribute to any new localized PM violation, increase the frequency or severity of any existing violations, or delay timely attainment of the NAAQS or any required interim emission reductions or other milestone in the PM nonattainment or maintenance area. Documentation supporting this conclusion is attached as .

Provide the following information:

MPO Name:
RTP Name:
TIP Name:
TIP Number:
TIP Project Description:
Conformity Finding Date(s):

E. This project is a new non-exempt project that is of local air quality concern but is not included in a metropolitan plan or TIP. The following box must be checked:

☐ This project was not initially included in a conforming metropolitan plan and TIP. Through the interagency consultation process for air quality, this project <u>is</u> considered a project of local air quality concern per 40 CFR 93.123(b)(1). The plan and TIP have been amended to include the project. A quantitative hot-spot analysis was performed and a determination was made, through the interagency consultation process, that implementation of the project will not cause or contribute to any new localized PM violation, increase the frequency or severity of any existing violations, or delay timely attainment of the NAAQS or any required interim emission reductions or other milestone in the PM nonattainment or maintenance area. Documentation supporting this conclusion is attached as .

Provide the following information:

MPO Name:
RTP Name:
TIP Name:
TIP Number:
TIP Project Description:
Conformity Finding Date(s):

F. Are mitigation measures for $PM_{2.5}$ proposed?

☐ No, explain why:

☐ Yes, discuss mitigation options considered and identify those measures proposed for implementation:

3. Mobile Source Air Toxics (MSATs):

A. For this project, what level of analysis is required for MSATs?

☒ No analysis is required. The project has no meaningful potential MSAT effects or is an exempt project. One of the following boxes must be checked.

- ☐ The project qualifies as a categorical exclusion action under 23 CFR 771.117
- ☒ The project is exempt under 40 CFR 93.126
- ☐ This document is an environmental assessment, but the project will have no meaningful impact on traffic volume or vehicle mix. Documentation supporting this conclusion is here:

☐ A qualitative analysis is required. The project has low potential for MSAT effects. One of the following boxes must be checked. The qualitative analysis is attached here:

- ☐ The project is a minor widening project
- ☐ The project is a new interchange connecting an existing roadway with a new roadway
- ☐ The project is a new interchange connecting new roadways
- ☐ The project makes minor improvements or expansions to intermodal centers or other projects that affect truck traffic
- ☐ The project improves highway, transit or freight operations without adding substantial capacity

☐ A quantitative analysis is required. The project has a higher potential for MSAT effects. One of the following two boxes must be checked and the third box must also be checked. The quantitative analysis is attached here:

- ☐ The project will create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location, involving a significant number of diesel vehicles for new projects or accommodating with a significant increase in the number of diesel vehicles for expansion projects
- ☐ The project will create new capacity or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000 or greater by the design year and
- ☐ The project is proposed to be in proximity to populated areas.

B. Are mitigation measures for MSATs proposed?

☒ No, explain why:

No mitigation measures for MSATs are proposed as the project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts.

☐ Yes, discuss mitigation options considered and identify those measures proposed for implementation:

CONSTRUCTION SOUND Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1010-10-01

1. **Identify and describe residences, schools, libraries, government or social services offices or other noise sensitive areas near the proposed project which will be in use during construction window of the proposed project. Include the number of persons potentially affected:**

   Residences are the only noise sensitive areas within the project limits that may be impacted by construction noise. A total of 58 rural single-family residences exist within the project limits.

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 dB(A) range at a distance of 50 feet. 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:

TRAFFIC NOISE Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1010-10-01

1. **Need for Noise Analysis:**
   Is the proposed action considered a Type I project? (A Type I project is defined in FDM 23-10-1.1).
   ☐ No, complete the Construction Stage Sound Quality Impact Evaluation Factor Sheet.
   ☒ Yes, complete the Construction Stage Sound Quality Impact Evaluation Factor Sheet and the rest of this sheet.

2. **Traffic Data:**
   Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on The ER and EA Template in Question 18:
   ☐ No
   ☒ Yes – Indicate volumes and explain why they were used:

   Traffic data used for existing and design year sound level predictions represent the Design Hour Volume (DHV) or the maximum hourly volume under Level of Service "C", whichever created the highest sound level.

2017/2018 Existing Traffic Volumes

Road Name	Volume (PM Peak)	Percent Trucks %	LOS C or Forecast Volume?	Auto / hour	Truck / hour
Volumes for receptors east of I-30/90/94					
I-39/90/94 NB	4459	13%	LOS C	3654	546
I-39/90/94 SB	3229	9%	Forecast	2938	291
Volumes for receptors west of I-30/90/94					
I-39/90/94 NB	3229	13%	Forecast	2809	420
I-39/90/94 SB	4459	9%	LOS C	3959	392
Volumes for other receptors					
U EB	13	16%	Forecast	11	2
U WB	13	16%	Forecast	11	2
V EB	27	10%	Forecast	24	2
V WB	27	10%	Forecast	24	2
Rest Area NB	194	13%	Forecast	168	25
Rest Area SB	194	9%	Forecast	176	17

2045 Build Traffic Volumes

Road Name	Volume (PM Peak)	Percent Trucks %	LOS C or Forecast Volume?	Auto / hour	Truck / hour
Volumes for receptors east of I-30/90/94					
I-39/90/94 NB	5454	13%	LOS C	3959	392
I-39/90/94 SB	3949	9%	Forecast	3436	513
Volumes for receptors west of I-30/90/94					
I-39/90/94 NB	3949	13%	Forecast	3436	513
I-39/90/94 SB	5454	9%	LOS C	3959	392
Volumes for other receptors					
U EB	15	16%	Forecast	13	2
U WB	15	16%	Forecast	13	2
V EB	28	10%	Forecast	25	3
V WB	28	10%	Forecast	25	3
Rest Area NB	194	13%	Forecast	168	25
Rest Area SB	194	9%	Forecast	176	17

3. Sound Level Analysis Technique:

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

Federal Highway Administration (FHWA) Traffic Noise Model 2.5 (TNM 2.5) was used for the noise analysis. TNM 2.5 is FHWA's computer program for predicting and analyzing roadway traffic noise. TNM 2.5 computes roadway traffic noise at identified noise receptor locations adjacent to the noise source and aids in noise barrier analysis. Future noise levels are based on design year 2045 forecasted traffic volumes.

A receptor location map must be included with this document (see attached receptor location map – Exhibit 12).

4. Sensitive Receptors:

Identify sensitive receptors, e.g., schools, libraries, churches, hospitals, residences, resources protected by Section 4(f), etc., potentially affected by traffic sound:

Fifty-eight single-family residences were identified within the project limits for a total of 58 receptors. Three noise measurements were taken adjacent to the project area; along County U, Ridgeview Drive, and Oak Knoll Drive. (See attached receptor location map – Exhibit 12)

5. Noise Impacts:

If this alternative is constructed would future sound levels produce a noise impact:

☐ No

☒ Yes

- ☒ The Noise Level Criteria (NLC) is approached (1 dBA less than the NLC) or exceeded
- ☐ Existing sound levels will increase by 15 dBA or more

6. Abatement:

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:

In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes following approval of the EA. A form letter template for use in the notification process is attached to this factor sheet.

Noise abatement measures such as traffic control measures and buffer zones will not be incorporated into the project. The use of traffic control measures and the acquisition of buffer strips would create more human and environmental impacts than the current design, would diminish the functional capacity of the roadway, and the associated costs would exceed the WisDOT reasonable abatement cost threshold per benefited receptor. Therefore, design features are not proposed for incorporation into the project.

Noise abatement measures that could potentially reduce future sound levels were also evaluated for incorporation into the project. Traffic control devices could be used to reduce the speed of the traffic; however, the minor benefit of 1 dB(A) per 5 mph reduction in speed does not outweigh the associated increase in congestion and air pollution. Other measures such as time or use restrictions for certain vehicles are prohibited on state highways. Based on these considerations, traffic management measures were determined to be infeasible as a noise abatement measure.

Barrier analyses were performed using the FHWA TNM 2.5 to determine if noise abatement in the form of noise barriers would meet WisDOT reasonableness and feasibility requirements. Noise barriers do not meet WisDOT reasonableness criteria due to the cost of all barriers analyzed exceeding $47,000 per benefited receptor. Feasibility was not further analyzed, as the barriers did not meet required reasonableness criteria. Because mitigation techniques on this project are not reasonable, noise abatement is not proposed.

Noise barriers located along westbound and eastbound I-39/90/94 were evaluated for incorporation into the project. Barrier information is provided in Table 1.

Table 1: Noise Barrier Proposal

Barrier	Representative Receivers	Total No. Benefited	Length (feet)	Height (feet)	Total Cost	$/Benefited Receiver
1	1 - 10	4	2,050	22	$1,262,800	$315,700
2	11 – 37	4	1,650	16	$739,200	$184,800

Note: Cost calculated using WisDOT's construction cost of $28.00 per square foot.

Barrier 1
This barrier is located south of the Wisconsin River, between NB I-39/90/94 and Saint Lawrence Bluff Road to address nine predicted impacts. Barrier 1 is located along the shoulder of NB I-39/90/94 for approximately 1,850 feet until it runs along the Wisconsin River Bridge for approximately 200 feet. The total evaluated length of Barrier 1 is 2,050 feet with an average height of 22 feet, for a total approximate area of 45,100 square feet. Barrier 1 is predicted to benefit four of the nine impacted receptors (>8 dB(A) noise level reduction). At least a 5 dB(A) noise level reduction is predicted for seven of the nine impacted receptors, and at least a 9 dB(A) noise level reduction is predicted for one of the nine impacted receptors. One impacted receptor is predicted to receive noise level reduction of 10 dB(A).

Based on the total allowable cost of $47,000 per benefited receptor at $28/sq ft wall cost (excludes berm cost and real estate cost) provided in WisDOT FDM 23-35, this barrier is not reasonable. Due to the barrier's unmet reasonableness criteria, coordination between the project team and WisDOT Bureau of Structures to determine feasibility of the noise barrier on structure is not necessary. Barrier 1 is not reasonable and is not proposed for incorporation into the project.

Barrier 2
This barrier is located south of the Wisconsin River, between SB I-39/90/94 and Oak Knoll Road to address five predicted impacts. Barrier 2 is located along the shoulder of SB I-39/90/94 for approximately 1,450 feet until it runs along the Wisconsin River Bridge for approximately 200 feet. The total evaluated length of Barrier 2 is 1,650 feet with an average height of 16 feet, for a total approximate area of 26,400 square feet. Barrier 2 is predicted to benefit four of the five impacted receptors (>8 dB(A) noise level reduction). At least a 5 dB(A) noise level reduction is predicted for all five impacted receptors, and at least a 9 dB(A) noise level reduction is predicted for one of the five impacted receptors.

Based on the total allowable cost of $47,000 per benefited receptor at $28/sq ft wall cost (excludes berm cost and real estate cost) provided in FDM 23-35, this barrier is not reasonable. Due to the barrier's unmet reasonableness criteria, coordination between the project team and WisDOT Bureau of Structures to determine feasibility of the noise barrier on structure is not necessary. Barrier 2 is not reasonable and is not proposed for incorporation into the project.

Because mitigation techniques on this project are not reasonable, noise abatement is not proposed. The location of modeled receptors and the noise barriers evaluated are shown in Exhibit 12.

☐ Yes, traffic noise abatement has been determined to be feasible and reasonable, a map of likely abatement locations is included on exhibit . Describe any traffic noise abatement measures which are proposed to be implemented and explain the process by which the implementation, or lack thereof, was determined:

7. Summary of Receptor Data (complete the following table):

			Sound Level L_{eq} (dBA)[1]			Impact Evaluation		
A. Receptor Location or Site Identification (See map attached here: Exhibit 12**)**	**B. Distance from C/L of Near Lane to Receptor in feet (ft.)**	**C. Number of Families or People Typical of this Receptor Site**	**D. Noise Level Criteria[2] (NLC) (dBA)**	**E. Future Sound Level (dBA)**	**F. Existing Sound Level (dBA)**	**G. Difference in Future and Existing Sound Levels (E minus F) (dBA)**	**H. Difference in Future Sound Levels and Noise Level Criteria (E minus D) (dBA)**	**I. Impact (I) or No Impact[3] (N)**
1 - N4532 County Rd V	1045	1	67	58	58	0	-9.5	**N**
2 - N4560 St Lawrence Bluff Rd	330	1	67	70	68	2	2.9	**I**
3 - N4568 St Lawrence Bluff Rd	300	1	67	71	69	2.3	3.8	**I**
4 - N4586 St Lawrence Bluff Rd	200	1	67	73	70	2.6	6	**I**
5 - N4606 St Lawrence Bluff Rd	160	1	67	73	71	1.9	6	**I**
6 - N4614 St Lawrence Bluff Rd	140	1	67	74	72	1.7	6.7	**I**
7 - N4630 St Lawrence Bluff Rd	175	1	67	73	72	1.3	5.9	**I**
8 - N4652 St Lawrence Bluff Rd	330	1	67	67	66	1.2	0.3	**I**
9 - N4659 St Lawrence Bluff Rd	250	1	67	73	70	2.6	5.8	**I**
10 - N4663 St Lawrence Bluff Rd	330	1	67	70	67	3.6	3.3	**I**
11 - N4493 County Rd V	1135	1	67	62	59	3.1	-5.2	**N**
12 - N4501 Oak Knoll Rd	1140	1	67	58	58	-0.4	-9.2	**N**
13 - N4507 Oak Knoll Rd	1065	1	67	58	58	-0.2	-9.4	**N**
14 - N4519 Oak Knoll Rd	1010	1	67	57	58	-0.8	-9.6	**N**
15 - N4524 Oak Knoll Rd	815	1	67	61	61	-0.1	-6	**N**
16 - N4527 Oak Knoll Rd	900	1	67	59	59	0.1	-7.6	**N**
17 - N4533 Oak Knoll Rd	890	1	67	59	59	-0.2	-8.2	**N**
18 - N4539 Oak Knoll Rd	815	1	67	60	60	-0.3	-7	**N**
19 - N4543 Oak Knoll Rd	795	1	67	61	61	-0.2	-6.1	**N**
20 - N4549 Oak Knoll Rd	780	1	67	60	60	-0.3	-7	**N**
21 - N4555 Oak Knoll Rd	730	1	67	61	61	0	-5.9	**N**
22 - N4561 Oak Knoll Rd	720	1	67	62	62	-0.2	-5.4	**N**
23 - N4567 Oak Knoll Rd	650	1	67	60	61	-0.5	-6.6	**N**
24 - N4579 Oak Knoll Rd	645	1	67	58	59	-0.5	-8.8	**N**
25 - N4583 Oak Knoll Rd	540	1	67	60	61	-0.6	-7.1	**N**

26 - N4587 Oak Knoll Rd	515	1	67	60	60	-0.5	-7.1	N
27 - N4593 Oak Knoll Rd	525	1	67	60	60	-0.3	-7.4	N
28 - N4607 Oak Knoll Rd	560	1	67	59	59	-0.3	-8	N
29 - N4611 Oak Knoll Rd	385	1	67	62	62	0.8	-4.6	N
30 - N4608 Oak Knoll Rd	220	1	67	72	73	-0.7	4.9	I
31 - N4612 Oak Knoll Rd	170	1	67	75	76	-0.5	8.2	I
32 - N4621 Oak Knoll Rd	365	1	67	61	60	0.8	-6.3	N
33 - N4629 Oak Knoll Rd	340	1	67	64	63	1	-3.2	N
34 - N4631 Oak Knoll Rd	355	1	67	65	64	0.9	-2.1	N
35 - N4637 Oak Knoll Rd	330	1	67	66	66	0.3	-0.6	I
36 - N4641 Oak Knoll Rd	300	1	67	70	70	0	2.5	I
37 - N4645 Oak Knoll Rd	260	1	67	72	72	-0.6	4.8	I
38 - N4886 County Rd U	1215	1	67	58	56	1.6	-9.2	N
39 - N4882 County Rd U	1095	1	67	60	59	1.4	-6.9	N
40 - N4862 County Rd U	600	1	67	65	63	1.7	-2.4	N
41 - N4846 County Rd U	465	1	67	62	61	1.3	-5.1	N
42 - N4790 Ridgeview Dr	525	1	67	66	66	-0.7	-1.5	I
43 - N4788 Ridgeview Dr	995	1	67	61	60	0.9	-5.9	N
44 - N4774 Ridgeview Dr	1220	1	67	60	59	0.2	-7.5	N
45 - N4775 Ridgeview Dr	1335	1	67	58	57	1.7	-8.8	N
46 - W10091 Eagle Bluff Trl	1700	1	67	56	55	1.1	-10.9	N
47 - N4762 Ridgeview Dr	1370	1	67	58	58	0.6	-8.8	N
48 - W10029 Eagle Bluff Ct	595	1	67	64	65	-0.6	-3.1	N
49 - W10033 Eagle Bluff Ct	690	1	67	63	63	-0.4	-4.1	N
50 - W10037 Eagle Bluff Ct	785	1	67	62	62	-0.3	-4.9	N
51 - W10041 Eagle Bluff Ct	910	1	67	61	62	-0.1	-5.6	N
52 - W10045 Eagle Bluff Ct	1050	1	67	60	60	0.1	-7.1	N
53 - W10049 Eagle Bluff Ct	1155	1	67	60	60	0.3	-7.2	N
54 - N4738 Ridgeview Dr	1385	1	67	60	60	0.4	-6.6	N
55 - N4726 Ridgeview Dr	1490	1	67	60	60	0.5	-6.8	N
56 - N4717 Ridgeview Dr	1905	1	67	57	56	0.3	-10.3	N

57 - N4723 Ridgeview Dr	1805	1	67	57	56	0.5	-10.2	**N**
58 - W9925 Ziehmke Rd	1200	1	67	69	69	0.1	2.4	**I**

[1] Use whole numbers only.

[2] Insert the actual Noise Level Criteria from WisDOT Facilities Development Manual, Section 23-30, Table 2.1.

[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 Level Criteria ("approach" is defined as 1 dB less than the Noise Level Criteria, therefore an impact occurs when Column (h) is –1 dB or greater). I = Impact, N = No Impact.

{WisDOT Region Office Letterhead}

[Date]

[Address Block]

Subject: [Project Identification Information]

[Salutation]

To promote compatibility between future development and anticipated highway sound levels and to avoid future noise impacts the Wisconsin Department of Transportation notifies local officials of future traffic noise impacts on undeveloped lands not currently permitted.

The *[environmental document type]* for the referenced project has been completed. The noise analysis prepared has identified that noise impacts would occur with completion of the proposed roadway project.

In an effort to prevent future traffic noise impacts on the currently undeveloped lands within your jurisdiction adjacent to the project, the 66 dBA L_{eq} or 71 dBA L_{eq} setback distance along the proposed project would be *[distances]* feet respectively along *[road name]* between *[termini]*. *[The previous sentence should be used for each substantial change in traffic volume along the project corridor.]* The distances referenced are measured from the centerline of the nearest lane on the future roadway.

This sound level information and setback distance should be used to ensure that the desired compatibility between potential future development and highway is achieved.

There are several types of administrative controls available, including the use of exclusive zoning, public ownership, and various forms of legal controls such as building codes, subdivision, regulations, health codes, etc. These and others are described in a publication produced by the Federal Highway Administration (FHWA) entitled "*The Audible Landscape: A Manual for Highway Noise and Land Use*". The sole purpose of this manual is to assist local government officials, developers, and designers in dealing with noise-sensitive land uses near highways.

The Department distributed copies of this booklet to nearly every municipality within the state. While this manual was originally developed in the 1970's, it is still an excellent tool to assist local government officials by indicating ways in which local government officials can guide the development of undeveloped land in the vicinity of existing highways. This manual and other information about noise compatible land use planning can be found on the FHWA website at http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/.

The official "Date of Public Knowledge" for consideration of noise impacts at the project level is defined in 23 CFR 772.5 as the date of approval of the Categorical Exclusion (CE), the Finding of No Significant Impact (FONSI), or the Record of Decision (ROD), as defined in 23 CFR part 771. Any new development permitted after this date in the project corridor is not eligible for consideration of noise abatement. Even though new development would not be eligible for noise abatement, noise impacts on the new development and the feasibility and reasonableness of abatement were evaluated for planning purposes.

Accompanying this letter for your information is [*Factor Sheet D-3 or Final EIS Pages* ___]. I have also enclosed a copy of the project site plan, which shows the noise modeling receptors used to determine the setback distances.

If you have any further questions in regard to this subject or regarding this project in general, please feel free to contact me at [*phone number*].

Sincerely,

[*WisDOT Project Manager or WisDOT Local Roads Program Manager*]

Enclosures

cc: [*WisDOT Region Environmental Coordinator*]

[*WisDOT Central Office Noise Engineer*]

[*Others required by the Region Office*]

HAZARDOUS SUBSTANCES, CONTAMINATION and ASBESTOS Factor Sheet

06-10-2019 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1010-10-01

I. HAZARDOUS SUBSTANCES and CONTAMINATION

1. Briefly describe the results of the Phase 1 Hazardous Materials Assessment for this alternative. Do not use property identifiers including owner name, address or business name. Attach additional sheets if necessary.

Site Reference #	Land Use of Concern (Past or Present)	Contaminants of Concern	Phase 1 Recommendations (No further action, or is a phase 2, 2.5 or 3 recommended for this site, and why?)
1	Right-of-way	Hydraulic oil Unleaded gasoline	Spills were relatively small and cleaned up at the time they occurred. No further investigation or provisions are warranted.
2	Right-of-way	Diesel fuel Gasoline Industrial chemicals Food product	Spills were relatively small and cleaned up at the time they occurred. No further investigation or provisions are warranted.
3	Right-of-way (WisDOT rest area)	Diesel fuel	An above ground storage tank is present. No further investigation or provisions are warranted.
4	Right-of-way	Diesel fuel Windshield washer	Spills were relatively small and cleaned up at the time they occurred. No further investigation or provisions are warranted.
5	Industrial	Diesel fuel	An above ground storage tank is present. No further investigation or provisions are warranted. If construction or real estate requirements change, evaluation of need for further investigation will be necessary.
6	Right-of-way	Petroleum Diesel fuel Cleaning solvents	The spills are closed. No further investigation or provisions are warranted.

Additional comments:

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

☒ No

☐ Yes, how many:

Why were parcels not reviewed? Explain:

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

☒ No

☐ Yes, complete the table for each site closed with continuing obligations or deed restrictions:

Site Reference #	Soil or Excavation Restrictions	Groundwater Restrictions	Cover Restrictions	Other Restrictions	DNR Notification Required?
					☐ No ☐ Yes ☐ Yes, DNR has been notified. DNR response is attached.

4. Have Phase 2, 2.5 or 3 Assessments been completed? Discuss the results:

No Phase 2, 2.5 or 3 assessments have been recommended or are warranted based on the Phase 1 results.

Site Reference #	Phase 2, 2.5 or 3 Recommendations	Materials Handling Plan or Remediation Recommended?		Is WisDOT a Responsible Party?	
		Yes	No	Yes	No

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

N/A

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

N/A

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

N/A

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

N/A

II. ASBESTOS

1. Have all the bridges on the project been inspected for the presence of asbestos containing material (ACM):

☐ No, explain:

☒ Yes, fill out the table below and insert additional data as needed:

Bridge Number	Results of Asbestos Sampling	Proposed Work (brief description)	List the Appropriate Special Provision
SB I-39/90/94 B-11-22	No asbestos	Reconstruction	STSP 107-125
NB I-39/90/94 B-11-23	No asbestos	Reconstruction	STSP 107-125
County U B-11-35	No asbestos	Reconstruction	STSP 107-125
County V B-11-37	No asbestos	Reconstruction	STSP 107-125

2. Number of structures (buildings) proposed to be acquired and demolished:

None.

3. Number of structures (buildings) proposed to be acquired and relocated:

None.

4. Are there utilities with known transite conduit or piping located within the project limits?

☒No ☐ Yes - answer 4.a. and 4.b.

a. Number of linear feet of conduit expected be impacted:
Who will conduct the abatement during construction?
☐ Utility ☐Municipality ☐Included in construction contract*
* STSP 203-006 must be included as an environmental commitment.

b. Number of linear feet of conduit expected to be protected:

STORMWATER Factor Sheet

06-13-2019 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1010-10-01

1. **Special consideration should be given to areas that are sensitive to water quality degradation. Indicate whether a sensitive area is present and provide specific recommendations on the level of protection needed.**
   - ☐ No, special natural resources are not affected by the alternative
   - ☒ Yes, special natural resources exist in the project area
     - ☐ DNR designated Outstanding Resource Waters (ORW)
     - ☐ DNR Designated Exceptional Resource Waters (ERW)
     - ☐ Wetland(s)
     - ☐ Lake
     - ☐ Endangered species or critical habitat
     - ☐ Cold water stream
     - ☐ Other waterways
     - ☐ Areas of groundwater recharge
     - ☒ Total Maximum Daily Load (TMDL)
     - ☐ Other, describe:

   Describe protection recommendations:

   The Wisconsin River TMDL only has total phosphorus limitations. These limitations are established as two phases – activated and proposed. For the project reach sheds, the total phosphorus activated phase reduction requirements are zero percent. The total phosphorus proposed reduction requirements are 63%, but have not yet been approved. They are anticipated to be approved, per an email from Pat Oldenburg (WDNR, 11/4/19) in late winter/early spring. Until they are approved, WisDOT will assume that no total phosphorus reductions are required for this project.

2. **Indicate whether circumstances exist in the project vicinity that require additional consideration such as an increase in peak flow, total suspended solids (TSS) or water volume.**
   - ☐ No, additional or special circumstances are not present.
   - ☒ Yes, additional or special circumstances exist. Indicate all that are present:
     - ☐ Areas of groundwater discharge
     - ☐ Stream relocations
     - ☒ Long or steep cut or fill slopes
     - ☐ Increased backwater
     - ☐ Rural to urban conversion
     - ☒ Impaired waterway
     - ☐ High velocity flows
     - ☒ Large quantity flows
     - ☐ Significant increase in impervious surface
     - ☐ Other – Describe any unique, innovative, or atypical stormwater management measures to be used:

3. **Describe the overall stormwater management strategy to minimize adverse effects and enhance beneficial effects:**
   - Divert as much runoff from the right-of-way to stormwater treatment practices as possible. The main diversion limitation is due to the convex vertical alignment of the bridge, which forces some runoff to the low spot in the bridge, over the Wisconsin River. No treatment practices are anticipated for this runoff.
   - Treat all runoff that can be diverted upstream of the river edges with embankment filter strips and grass swales.
   - Widen grass swales, as practical, within the available right-of-way. Modify subsoil of grass swales, as necessary, to improve infiltration.
   - Place riprap pads, as needed, below bridge drains located above the island and banks of the river to prevent scour. Route as much flow as possible to flat vegetated areas on the island to filter runoff before it gets to the river.

4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 and the WDNR Transportation Separate Storm Sewer System permit (TS4) requirements:

The Wisconsin River TMDL was officially approved by the USEPA on April 26, 2019 for Total Phosphorus (TP) in the Wisconsin River Basin, including Columbia County, Wisconsin. While the Wisconsin River TMDL was developed to address impairments to designated uses of streams, rivers, and lakes in the Wisconsin River Basin, the TMDL analysis that was conducted included all waters within the basin. The TMDL serves to protect unimpaired waters, as well as downstream receiving waters. In order to comply with the Wisconsin River TMDL requirements, applicable TP percent load reductions have been determined for project area, in reach sheds 235 and 240, in two phases – activated and proposed. The activated phase, which has been approved, requires no reductions for the project reach sheds. The proposed phase, with a required reduction of 63%, has not been approved yet, though approval is expected spring of 2020. In order to meet the calculated TMDL TP percent reductions for the proposed phase, stormwater runoff treatment measures such as filter strips and grass swales will be implemented where appropriate. If TP reduction goals cannot be met within the project limits, additional credit will need to be achieved from WisDOT projects elsewhere within the Wisconsin River basin.

5. Identify the stormwater management measures to be considered:

☒ Swale treatment (parallel to flow) Trans 401.106(10)	☐ In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems
☒ Vegetated filter strip (perpendicular to flow)	☐ Detention basins
☐ Distancing outfalls from waterway edge	☐ Constructed storm water wetlands
☐ Infiltration – Trans 401.106(5)	☐ Buffer areas – Trans 401.106(6)
☒ Other – Describe: Subsoiling	☐ Other – Describe:

6. Indicate whether any Drainage District may be affected by the project (https://datcp.wi.gov/Pages/Programs_Services/DrainageDistricts.aspx**).**

☒ No, none identified

☐ Yes, has initial coordination with a drainage board been completed?

- ☐ No, explain why:
- ☐ Yes, discuss results:

7. Indicate whether the project is within a WDNR Municipal Separate Storm Sewer System (MS4) permitted stormwater management area or a WDNR TS4 stormwater management area.

☒ No, the project is outside of a MS4 or TS4 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 WDNR MS4 storm sewer system (connecting highways or local roads)
- ☐ A WDNR TS4 storm sewer system for WisDOT highways (outside of connecting highway limits)

Describe coordination and BMPs below and indicate location of evidence of coordination here:

TS4:	Coordination:	BMPs:
MS4:	Coordination:	BMPs:

8. Has the effect on downstream properties been considered?

☒ No, explain:

The Wisconsin River is adjacent to and immediately downstream of the project. Post construction impacts to the river from the bridge and the project are expected to be negligible.

☐ Yes, coordination has been completed or is in process, describe:

EROSION CONTROL Factor Sheet

06/11/2019 Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1010-10-01

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 project features moderate slopes to the Wisconsin River from both the north and the south. As the project nears the Wisconsin River, slopes become very steep. The north bank moderate slope length is about 3,500 feet, and the south bank moderate slope length is about 3,700 feet. Embankment slope lengths will vary depending upon the proximity to the river but are expected to be 3:1 or flatter except near the river, where they will likely be steeper. The soil type ranges from sand and muck on the river bottom to sandy and silty loams, loamy sands and mucks in the upland areas.

2. **Indicate all sensitive resources to be affected by the proposal that are sensitive to erosion, sedimentation, or waters of the state quality degradation and provide specific recommendations on the level of protection needed.**
   - ☐ No – There are no sensitive resources affected by the proposal.
   - ☒ Yes – Sensitive resources exist in or adjacent to the area affected by the project.
     - ☒ River/stream
     - ☐ Lake
     - ☐ Wetland
     - ☐ Endangered species habitat
     - ☐ Other – Describe:

     Describe protection recommendations:

   Upslope tracking on all slopes longer than 40 feet, soil stabilizer Type B, emat placed per the erosion control matrix, appropriately sized riprap for steeper slopes, and ditches.

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
     - ☒ One acre or more of ground disturbance (construction permit required)
     - ☒ Long or steep cut or fill slopes
     - ☐ Areas of groundwater recharge (fractured bedrock, wetlands, streams)
     - ☐ Other – Describe:

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

   Restoration in a timely manner, upslope tracking on all slopes longer than 40 feet, soil stabilizer Type B made available for temporary conditions, emat placed per the erosion control matrix, appropriately sized riprap for steeper slopes, and ditches.

   Sediment traps may also be needed to prevent sediment from leaving the site. A turbidity barrier and silt fence with hay bale reinforcement may also be needed near Unnamed Creek and the Wisconsin River. The specification for these practices will also include sediment removal requirements to prevent a release when the control practice is removed.

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

☒ WDNR

☐ American Indian Tribe:

WDNR indicated that erosion control matting to be used along stream banks should be biodegradable non-netted matting. Erosion control measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit. An Erosion Control Plan must be implemented before, during, and after construction. WisDOT will complete additional public outreach during final design. During this public outreach, local officials and the general public (including property owners) will have an opportunity to share their views with WisDOT for consideration in the erosion control plan (ECP). This will allow local officials and property owners to provide local insights about sediment deposits in the Wisconsin River. In addition to the ECP, an Erosion Control Implementation Plan (ECIP) will be developed by the contractor. The ECIP is a narrative and pictorial plan based on the contractor's schedule of operations. It differs from the design erosion control plan, in that, it outlines a general timetable of when erosion control devices are expected to be installed by the contractor before, during and after construction based on the estimated schedule of operations. The ECIP will also include best management practices that will be utilized to prevent the transport of pollutants into the Wisconsin River, as well as best management practices to control hazardous spills in the event that one occurs.

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 Native American Indians are involved. WDNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor to prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WDNR liaison and to WisDOT 14 days prior to the preconstruction conference (Trans 401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the tribes have the 401 Water Quality responsibility on Tribal Trust lands. Describe how the Erosion Control/Stormwater Management Plan can be compatible.

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

☒ No

☐ Yes – Describe:

EXHIBITS

List of Exhibits

Exhibit 1: Project Location
Exhibit 2: Preliminary Alternatives
Exhibit 3: East Alternative
Exhibit 4: West Alternative
Exhibit 5: County U Bridge
Exhibit 6: County V Bridge
Exhibit 7: Preferred Alternative
Exhibit 8: Preliminary Water Navigation / Temporary Causeway
Exhibit 9: Land Use
Exhibit 10: Wetland Impacts
Exhibit 11: Floodplains
Exhibit 12: Receptor Location Map

N

Baraboo River Waterfowl Production Area

Wisconsin Dells

Portage

Lost Lake State Natural Area

Project Limits

Potter Dr

Ziehmke Rd

Wisconsin Power & Light Company Property

Wisconsin River

Dekorra Public Hunting Grounds

Black Rd

Project Limits

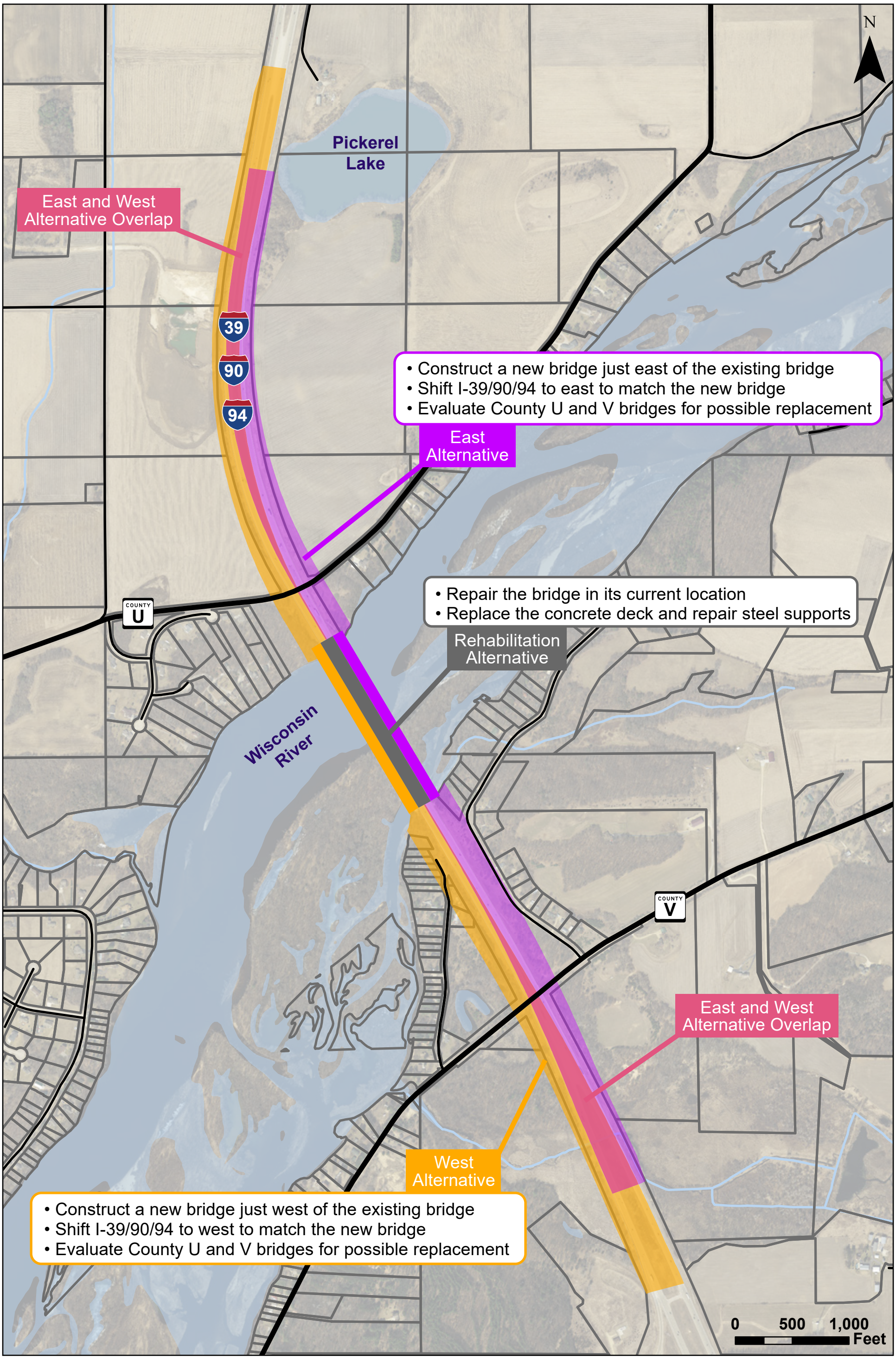
Hinkson Creek Fishery Area

Madison

Rowan Creek Fishery Area

December 2019
WisDOT ID 1010-10-01
I-39/90/94 Wisconsin River Bridge

Exhibit 1: Project Location
Page 1 of 1


N
Pickerel Lake
East and West Alternative Overlap
39
90
94
• Construct a new bridge just east of the existing bridge
• Shift I-39/90/94 to east to match the new bridge
• Evaluate County U and V bridges for possible replacement
East Alternative
COUNTY U
• Repair the bridge in its current location
• Replace the concrete deck and repair steel supports
Rehabilitation Alternative
Wisconsin River
COUNTY V
East and West Alternative Overlap
West Alternative
• Construct a new bridge just west of the existing bridge
• Shift I-39/90/94 to west to match the new bridge
• Evaluate County U and V bridges for possible replacement
0 500 1,000
Feet

East Alternative

- Anticipated New Right-of-Way
- Existing Right-of-Way

Resources

- Wetland
- ATC Structure

N

Pickerel Lake

Lycon Quarry

39

90

94

0 100 200 Feet

East Alternative

- Proposed Bridge
- Anticipated New Right-of-Way
- Existing Right-of-Way
- Proposed Retaining Wall
- Remove Existing Road

Resources

- ATC Structure
- Existing Building

Note: Existing buildings were digitized using 2015 aerial imagery.

N

39

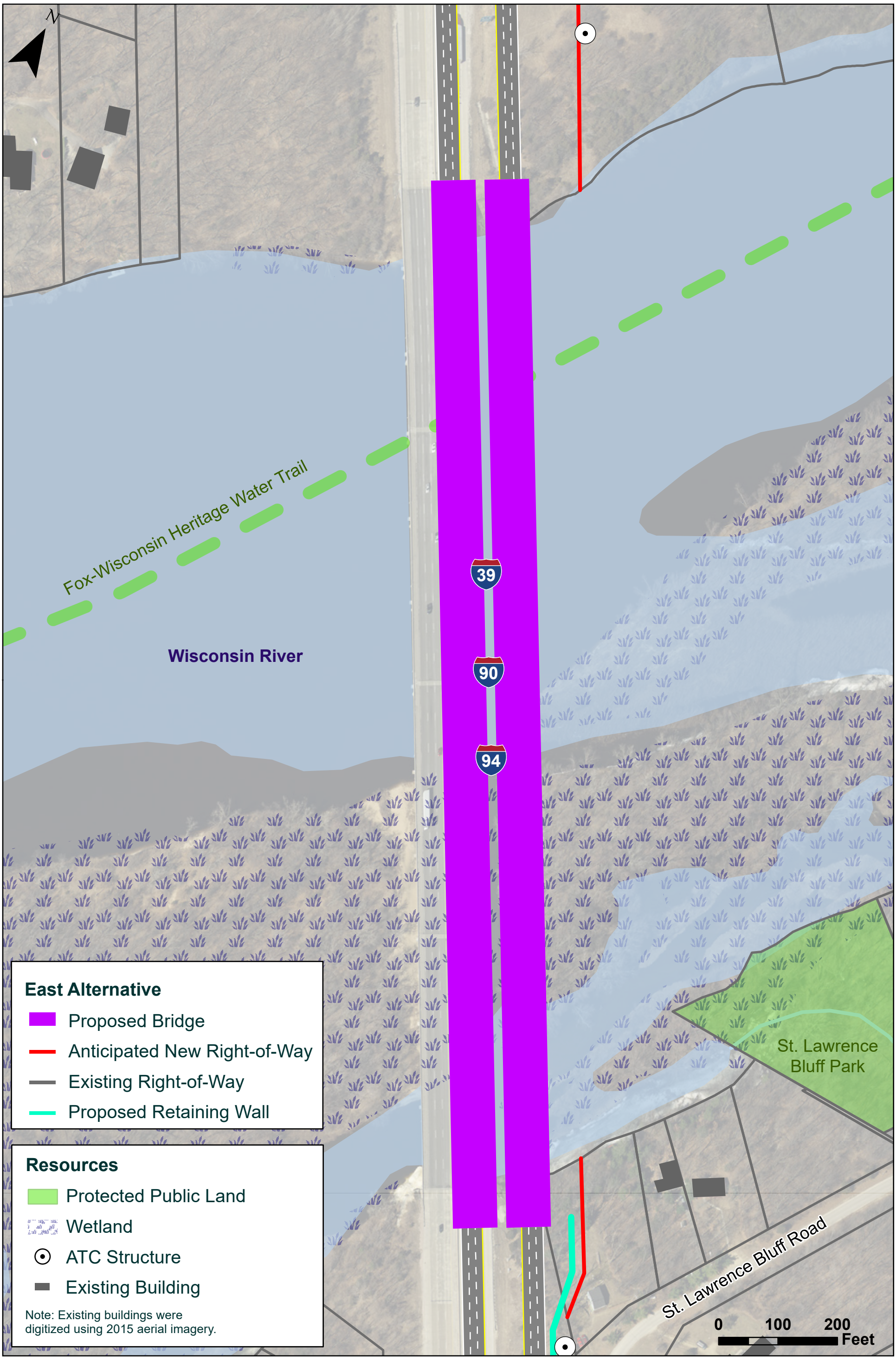
90

94

COUNTY U

Note: See Exhibt 5 for detailed overview of County U bridge over I-39/90/94.

0 100 200 Feet


N
Fox-Wisconsin Heritage Water Trail
Wisconsin River
39
90
94
St. Lawrence Bluff Park
St. Lawrence Bluff Road
East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Resources
Protected Public Land
Wetland
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
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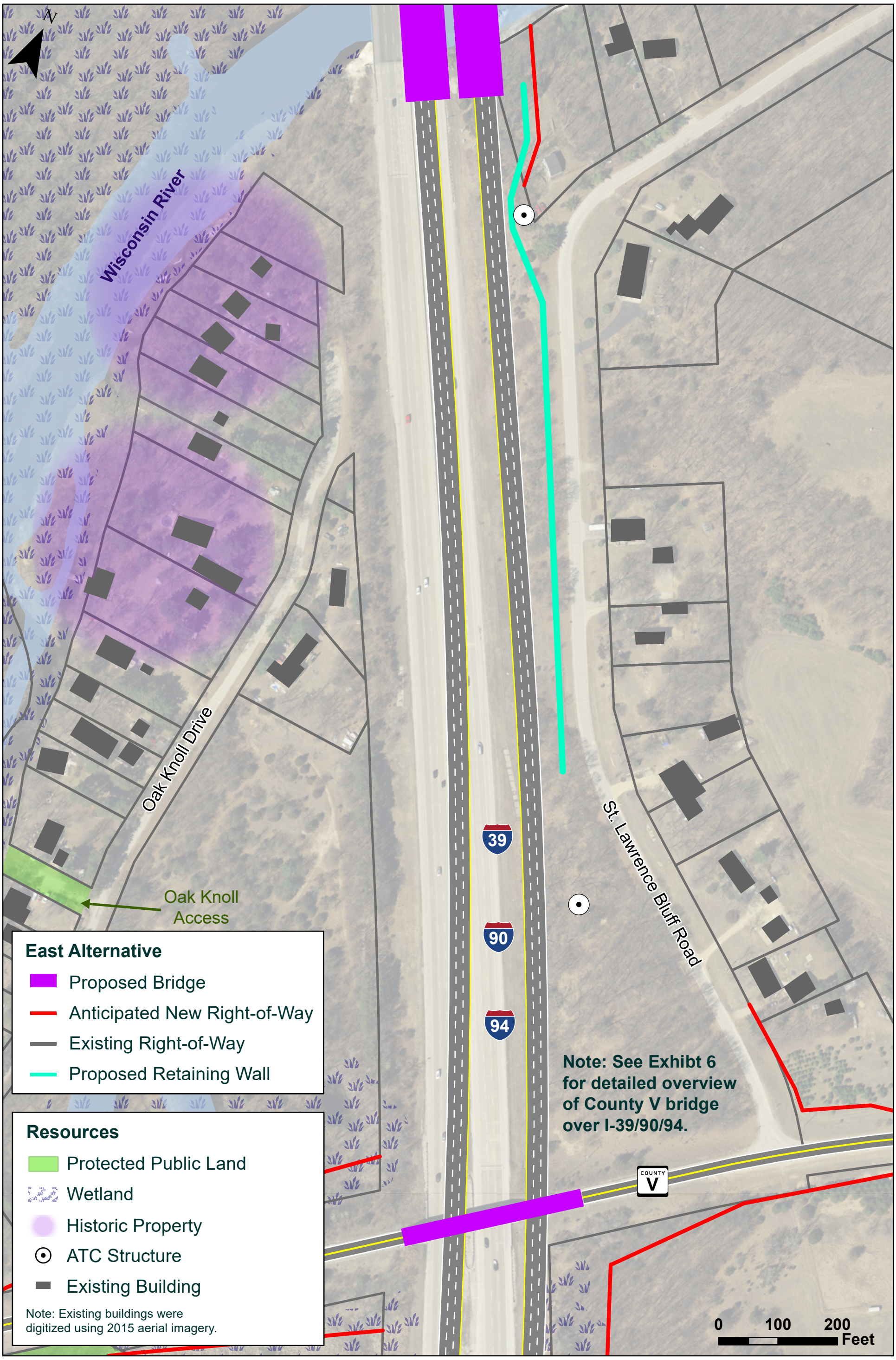
Feet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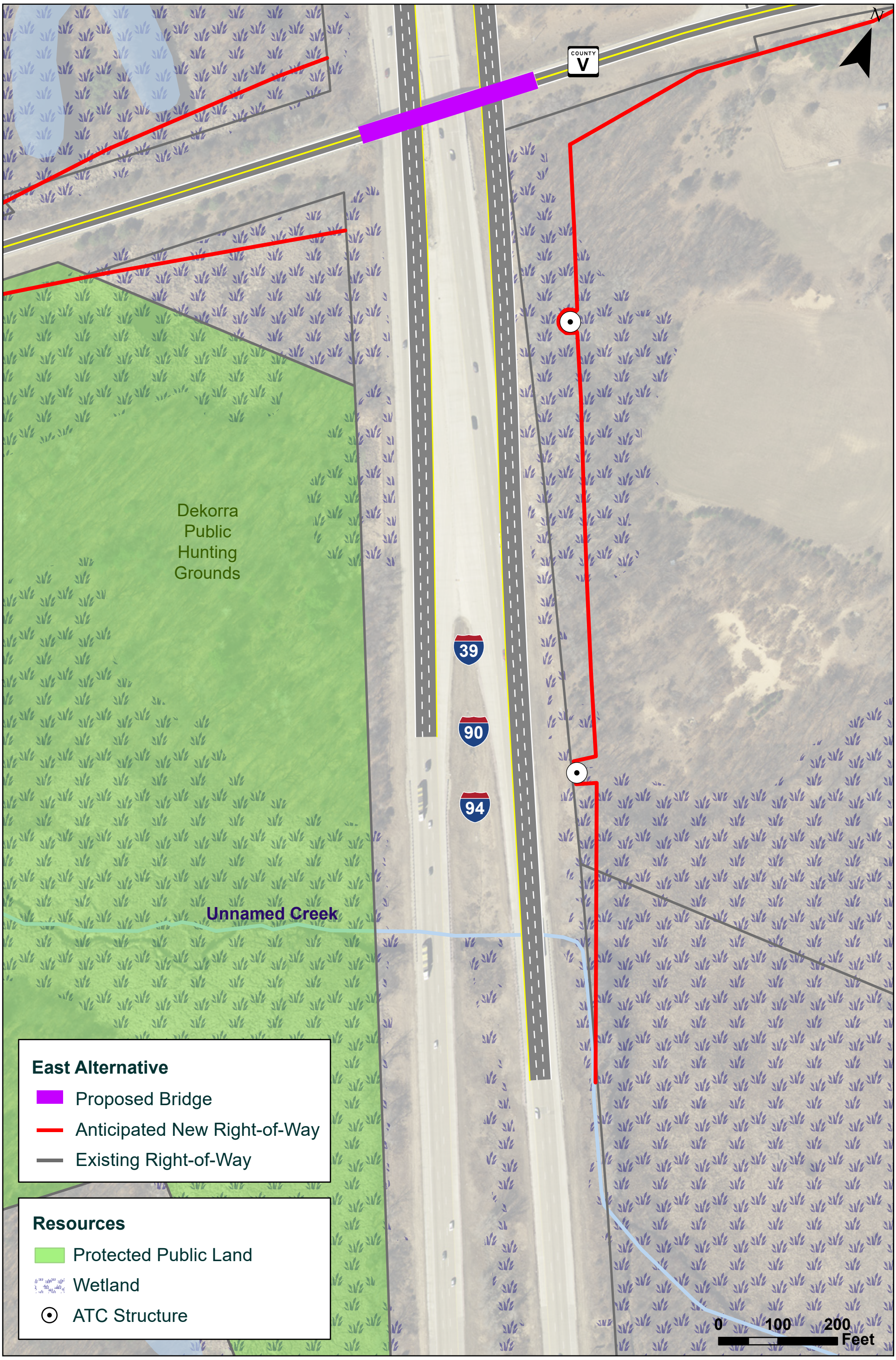
Wisconsin River
Oak Knoll Drive
St. Lawrence Bluff Road
39
90
94
COUNTY
V
Oak Knoll
Access
East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Resources
Protected Public Land
Wetland
Historic Property
ATC Structure
Existing Building
Note: Existing buildings were
digitized using 2015 aerial imagery.
Note: See Exhibt 6
for detailed overview
of County V bridge
over I-39/90/94.
0
100
200
Feet


COUNTY
V
N
Dekorra
Public
Hunting
Grounds
39
90
94
Unnamed Creek
East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Resources
Protected Public Land
Wetland
ATC Structure
0
100
200
Feet

West Alternative

- Anticipated New Right-of-Way
- Existing Right-of-Way

Resources

- Wetland
- ATC Structure
- Existing Building

Note: Existing buildings were digitized using 2015 aerial imagery.

N

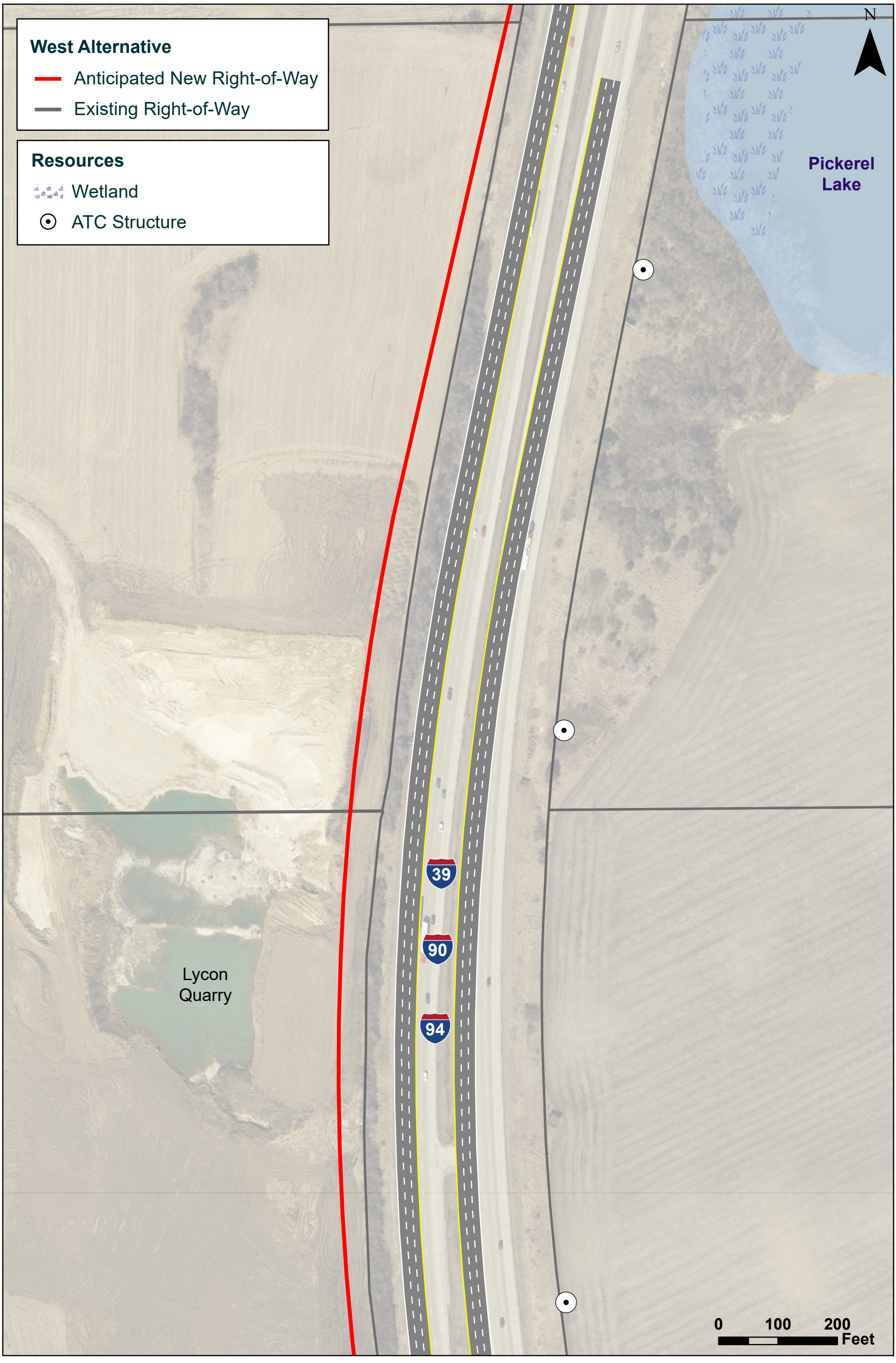
Pickerel Lake

39

90

94

0 100 200 Feet


West Alternative
Anticipated New Right-of-Way
Existing Right-of-Way
Resources
Wetland
ATC Structure
N
Pickerel Lake
Lycon Quarry
39
90
94
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100
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Feet

West Alternative

- Proposed Bridge
- Anticipated New Right-of-Way
- Existing Right-of-Way
- Remove Existing Road

Resources

- ATC Structure
- Existing Building

Note: Existing buildings were digitized using 2015 aerial imagery.

N

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COUNTY U

Note: See Exhibt 5 for detailed overview of County U bridge over I-39/90/94.

0 100 200 Feet

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West Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Resources
Protected Public Land
Wetland
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
Fox-Wisconsin Heritage Water Trail
Wisconsin River
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94
St. Lawrence Bluff Park
St. Lawrence Bluff Road
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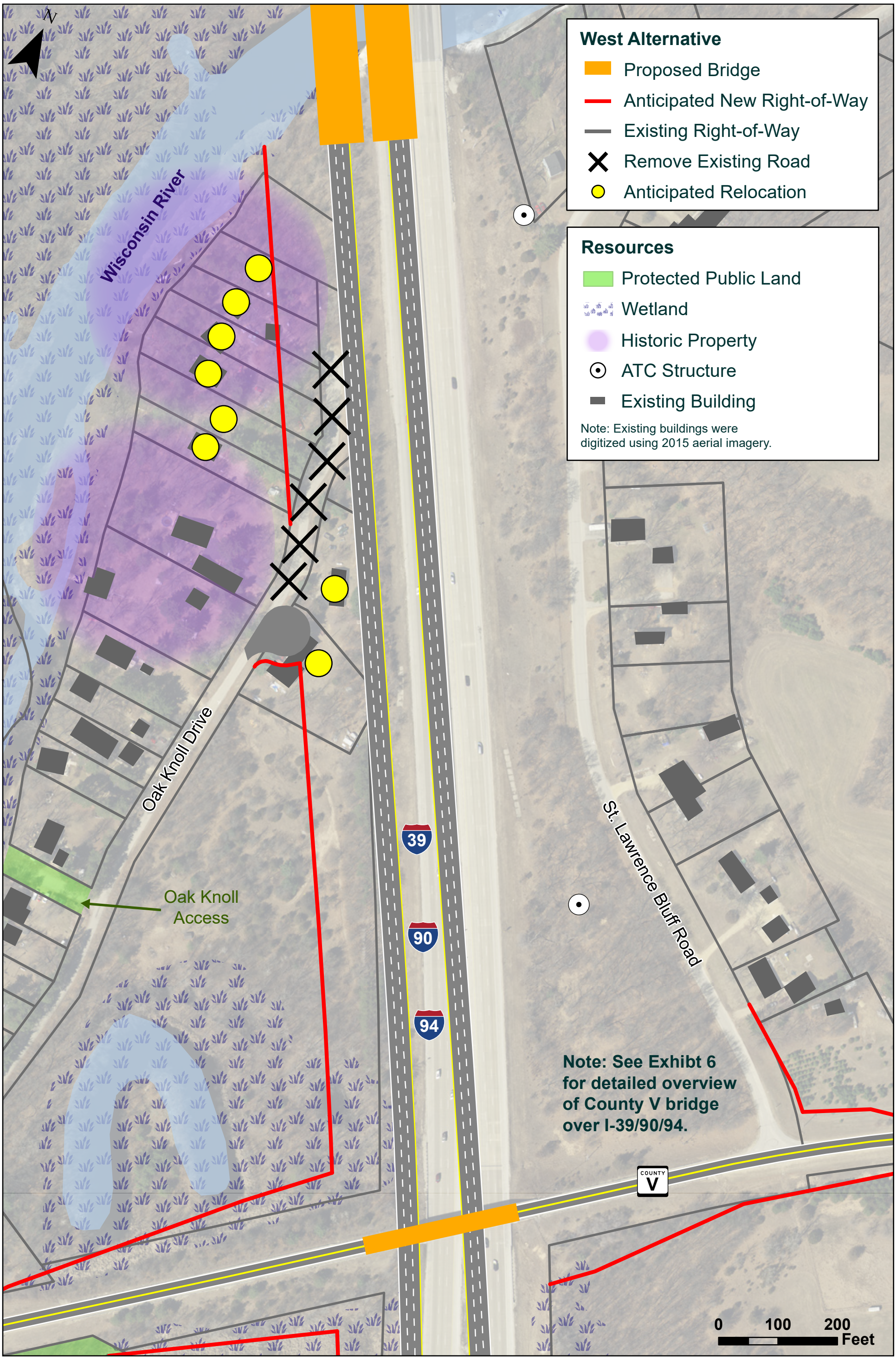
Feet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Wisconsin River
West Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Remove Existing Road
Anticipated Relocation
Resources
Protected Public Land
Wetland
Historic Property
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
Oak Knoll Drive
Oak Knoll Access
St. Lawrence Bluff Road
39
90
94
COUNTY V
Note: See Exhibit 6 for detailed overview of County V bridge over I-39/90/94.
0 100 200 Feet

N
COUNTY
V
Dekorra
Public
Hunting
Grounds
39
90
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Unnamed Creek
West Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Resources
Protected Public Land
Wetland
ATC Structure
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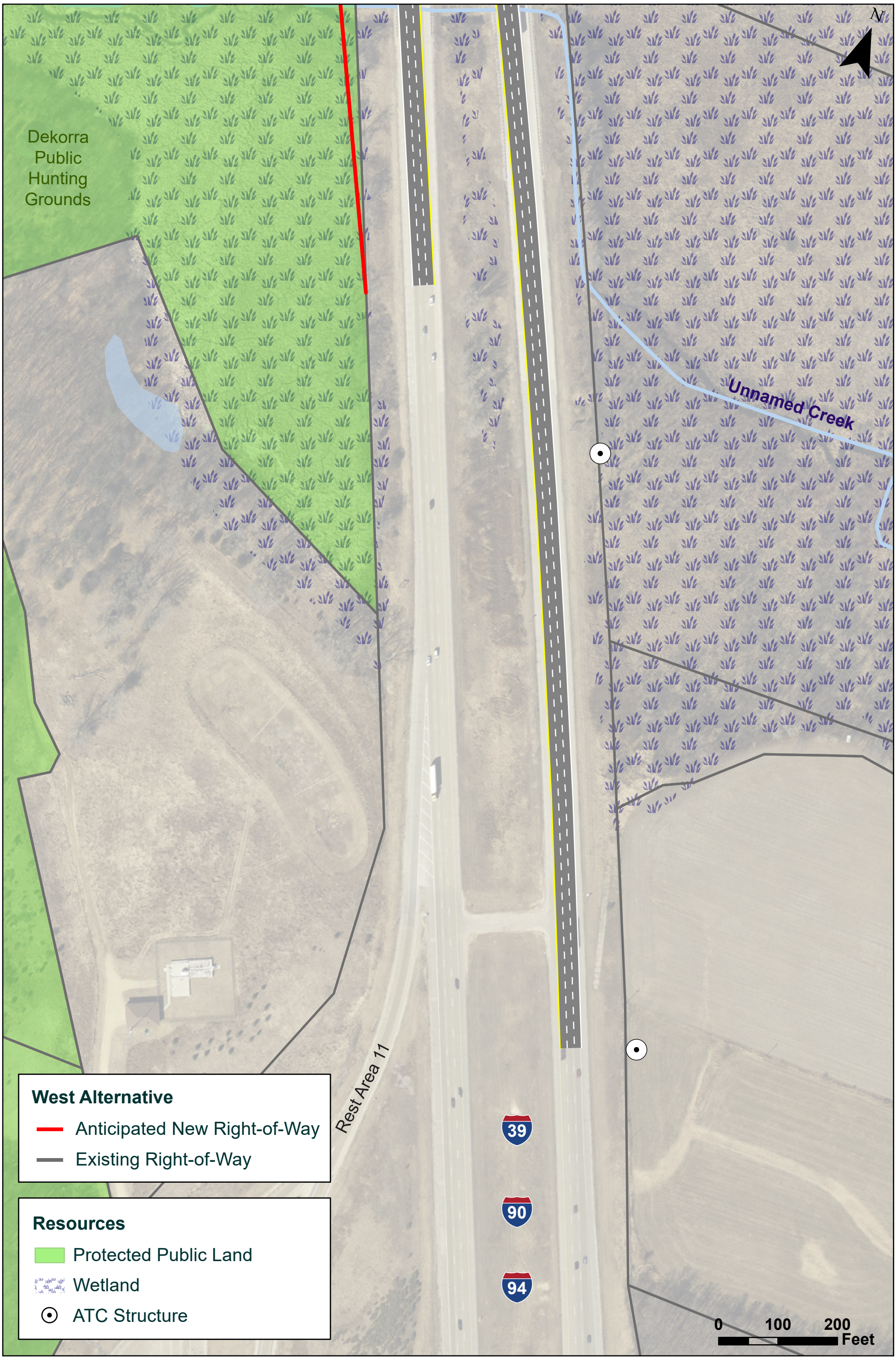
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Dekorra
Public
Hunting
Grounds
Unnamed Creek
Rest Area 11
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Existing Right-of-Way
Resources
Protected Public Land
Wetland
ATC Structure
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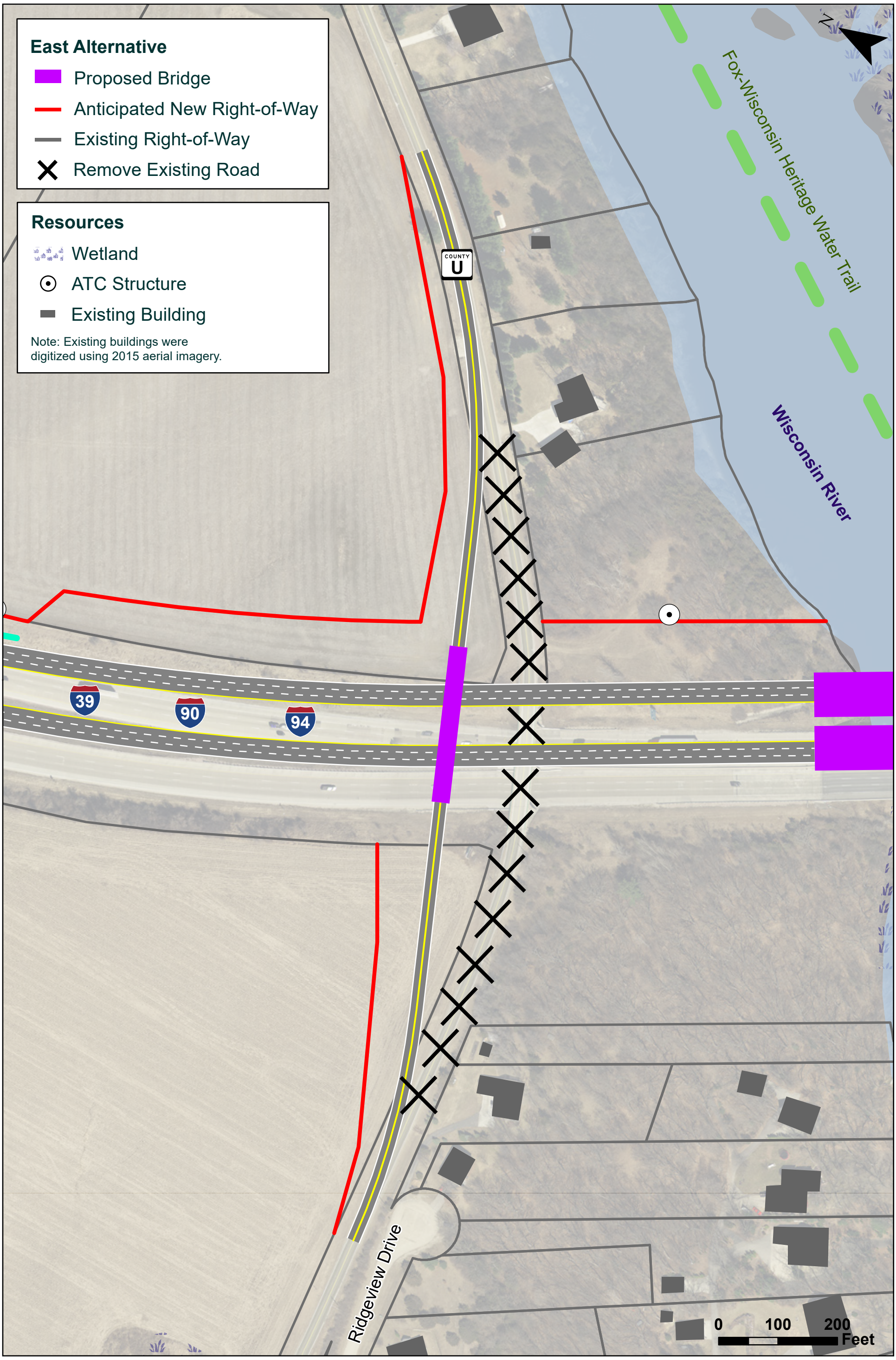
Feet


East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Remove Existing Road
Resources
Wetland
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
N
Fox-Wisconsin Heritage Water Trail
Wisconsin River
COUNTY U
39
90
94
Ridgeview Drive
0
100
200
Feet

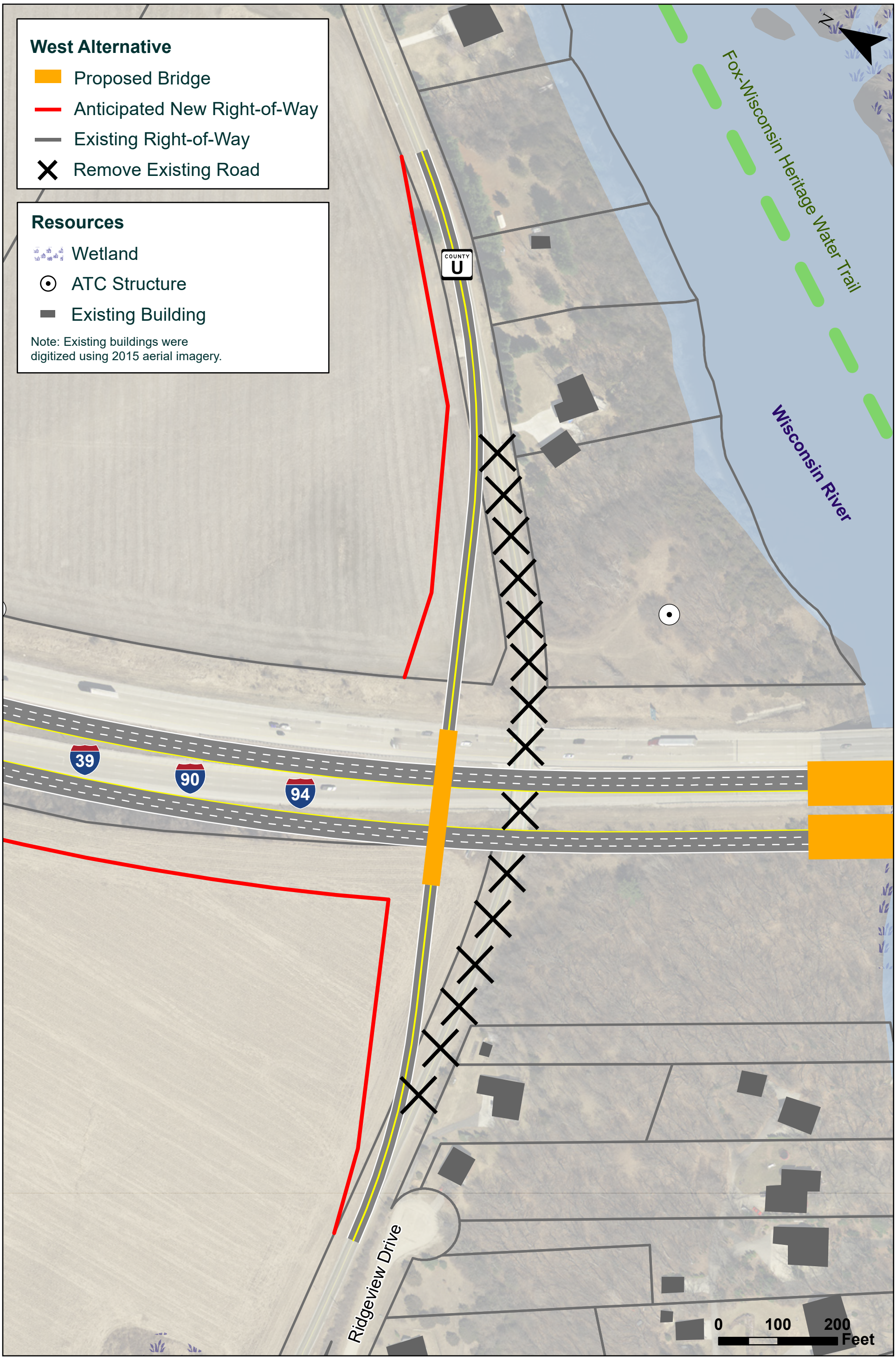
West Alternative

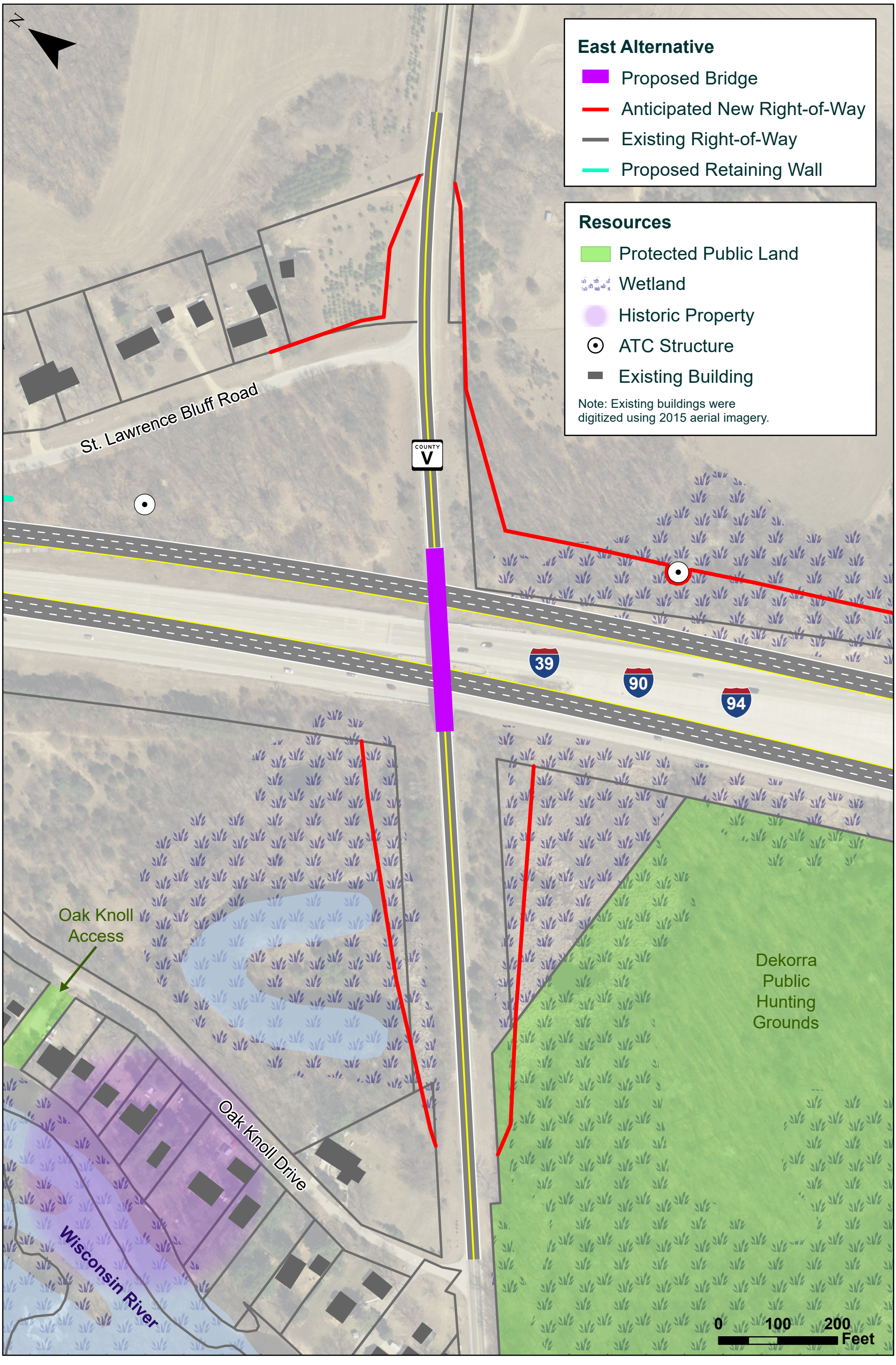
- Proposed Bridge
- Anticipated New Right-of-Way
- Existing Right-of-Way
- Remove Existing Road

Resources

- Wetland
- ATC Structure
- Existing Building

Note: Existing buildings were digitized using 2015 aerial imagery.




N
East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Resources
Protected Public Land
Wetland
Historic Property
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
St. Lawrence Bluff Road
COUNTY V
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94
Oak Knoll Access
Dekorra Public Hunting Grounds
Oak Knoll Drive
Wisconsin River
0
100
200
Feet

N

West Alternative

- Proposed Bridge
- Anticipated New Right-of-Way
- Existing Right-of-Way

Resources

- Protected Public Land
- Wetland
- Historic Property
- ATC Structure
- Existing Building

Note: Existing buildings were digitized using 2015 aerial imagery.

St. Lawrence Bluff Road

COUNTY V

39 90 94

Oak Knoll Access

Dekorra Public Hunting Grounds

Oak Knoll Drive

Wisconsin River

0 100 200 Feet

East Alternative

- Anticipated New Right-of-Way
- Existing Right-of-Way

Resources

- Wetland
- ATC Structure

N

Pickerel Lake

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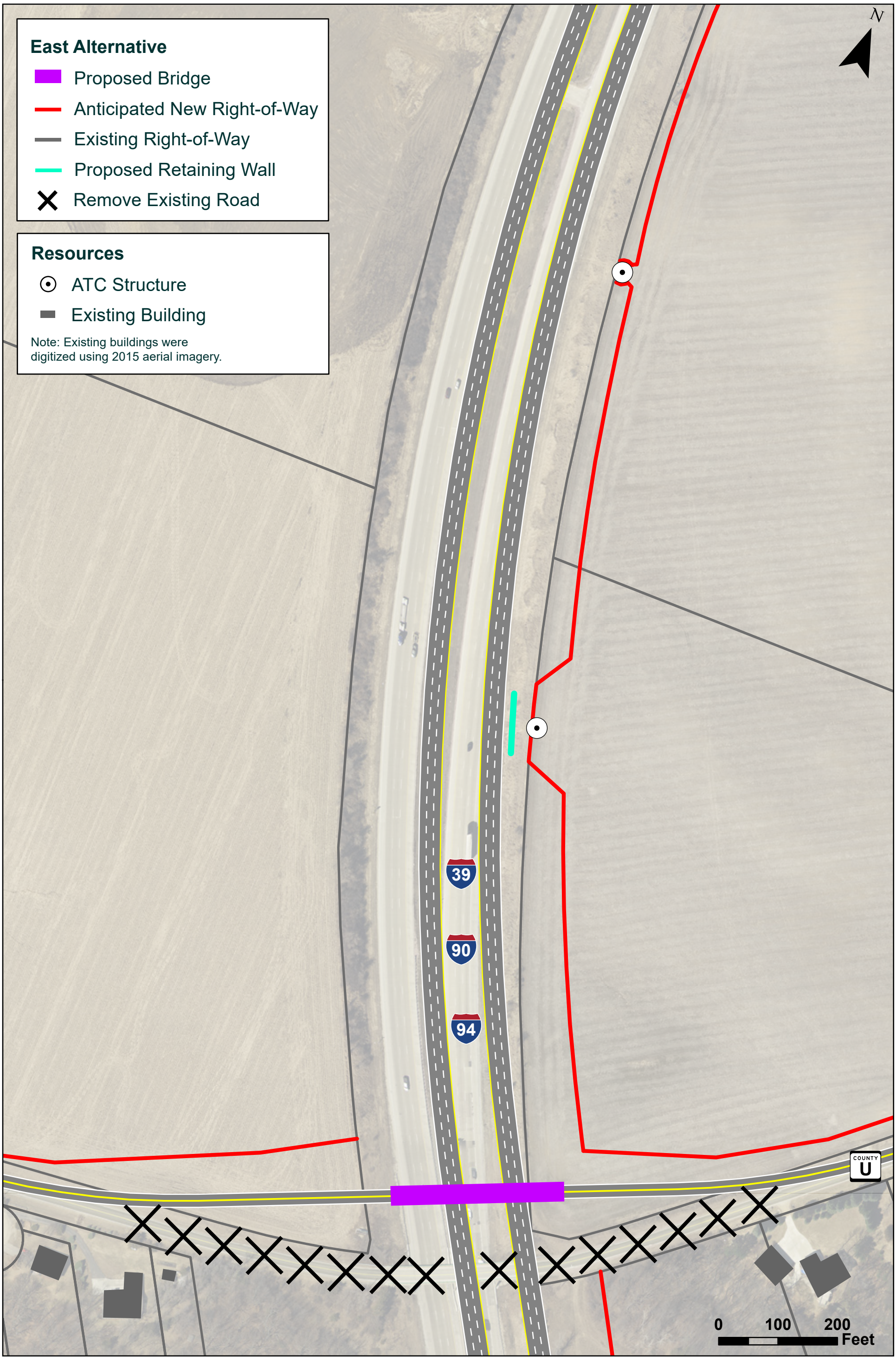
Lycon Quarry

0 100 200 Feet


East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Remove Existing Road
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ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
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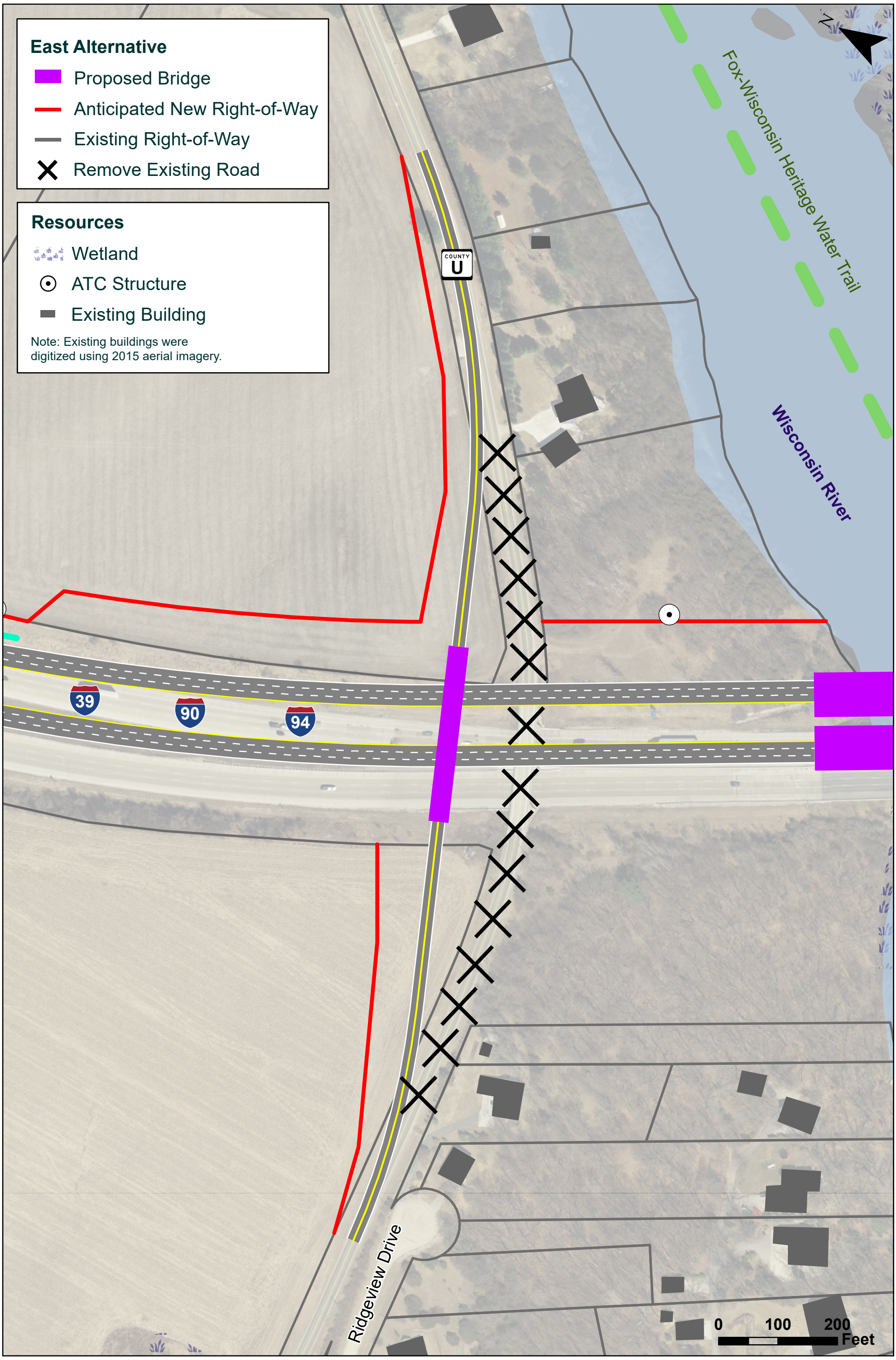
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Anticipated New Right-of-Way
Existing Right-of-Way
Remove Existing Road
Resources
Wetland
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
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Fox-Wisconsin Heritage Water Trail
Wisconsin River
COUNTY U
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94
Ridgeview Drive
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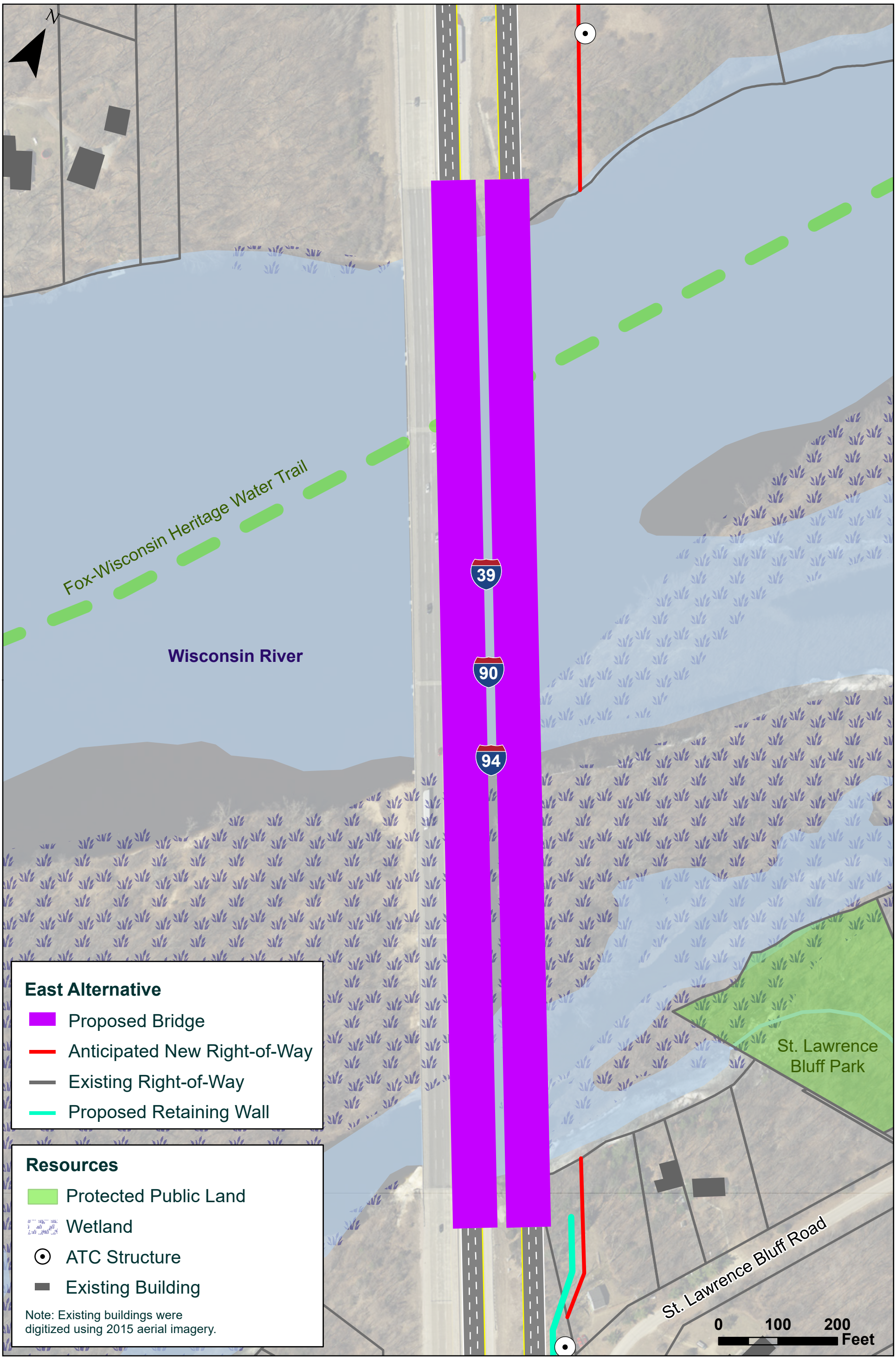
Feet


N
Fox-Wisconsin Heritage Water Trail
Wisconsin River
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St. Lawrence Bluff Park
St. Lawrence Bluff Road
East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Resources
Protected Public Land
Wetland
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
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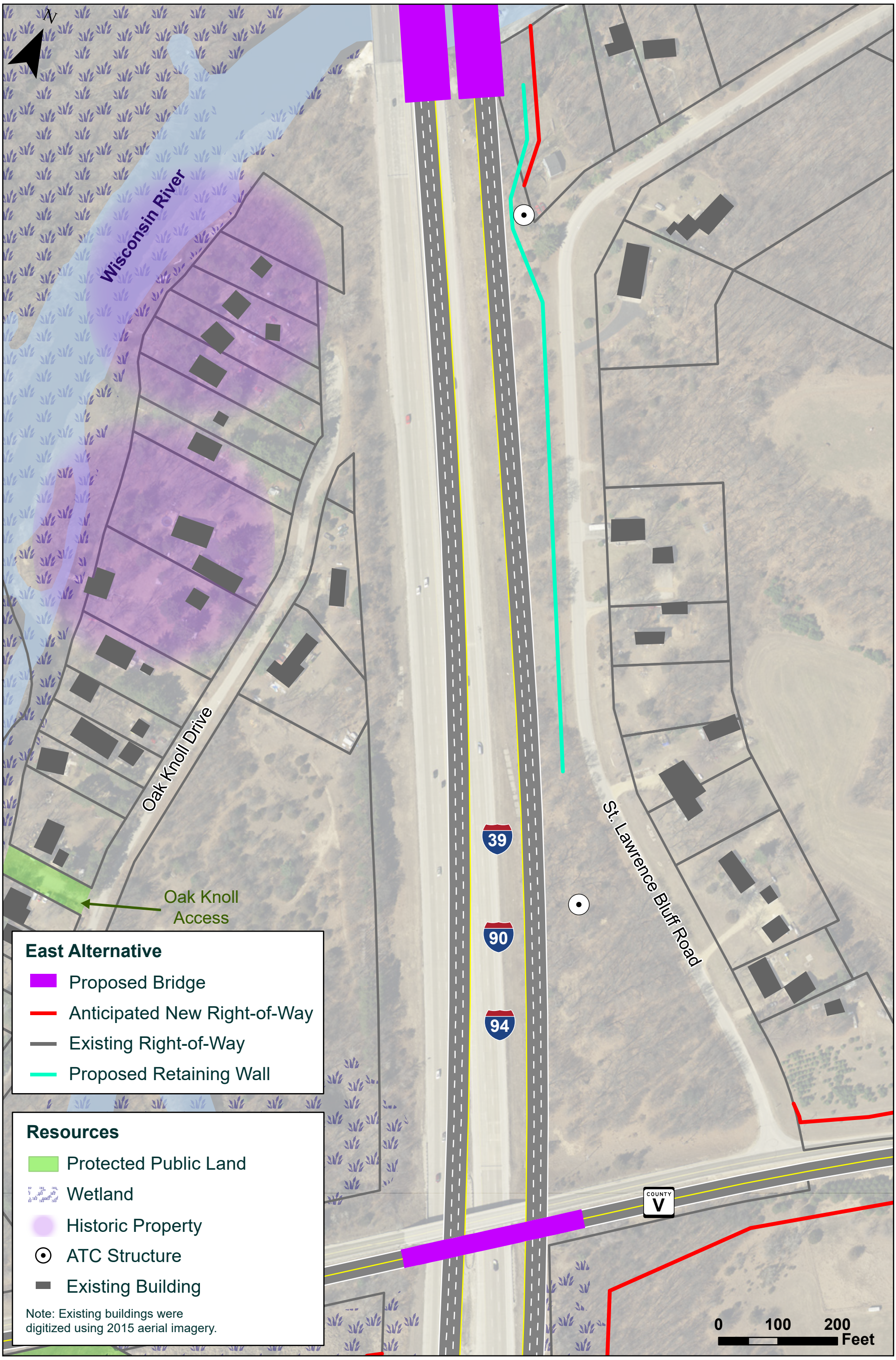
Feet


N
Wisconsin River
Oak Knoll Drive
St. Lawrence Bluff Road
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COUNTY
V
Oak Knoll
Access
East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Resources
Protected Public Land
Wetland
Historic Property
ATC Structure
Existing Building
Note: Existing buildings were
digitized using 2015 aerial imagery.
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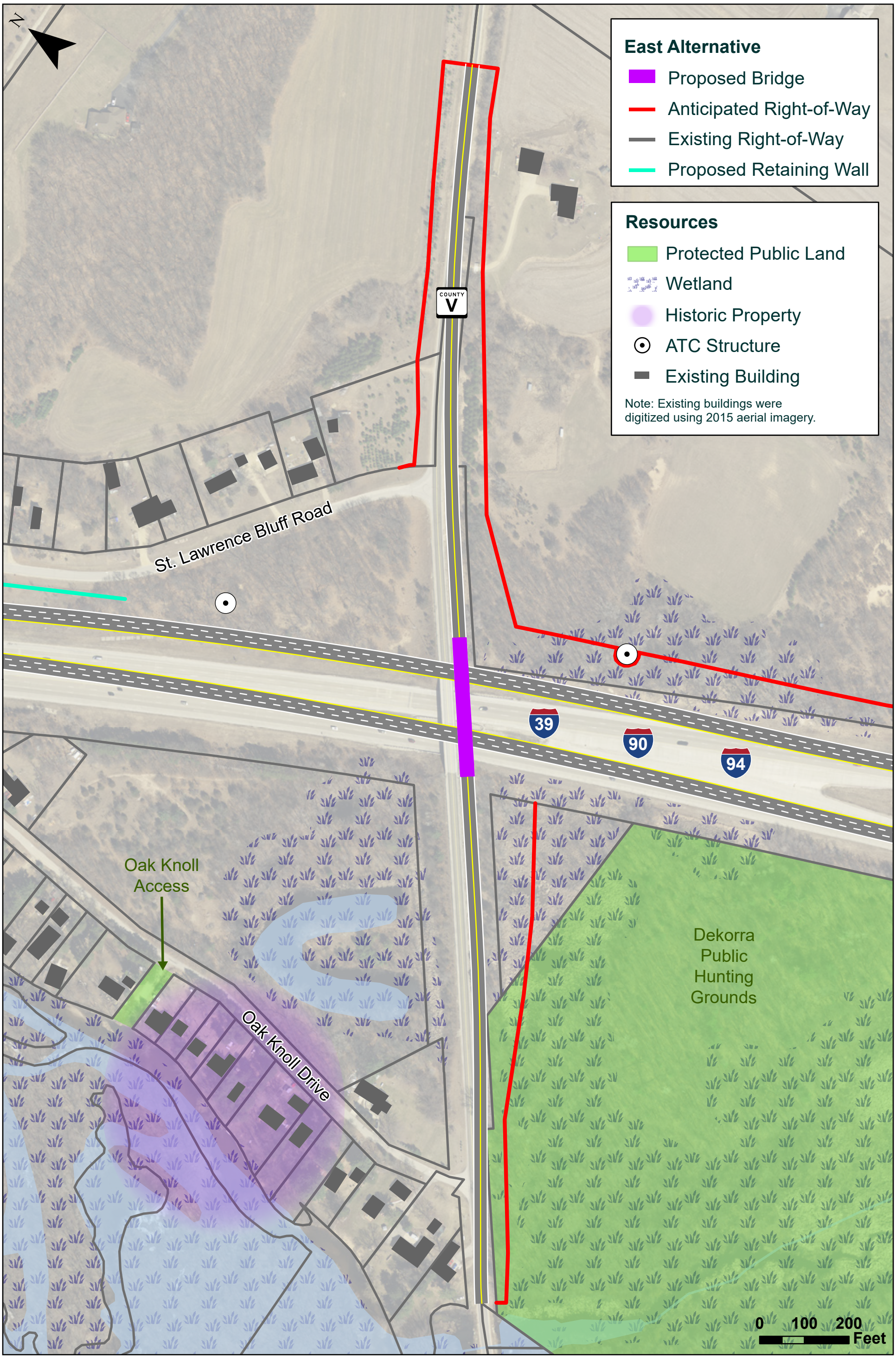
Feet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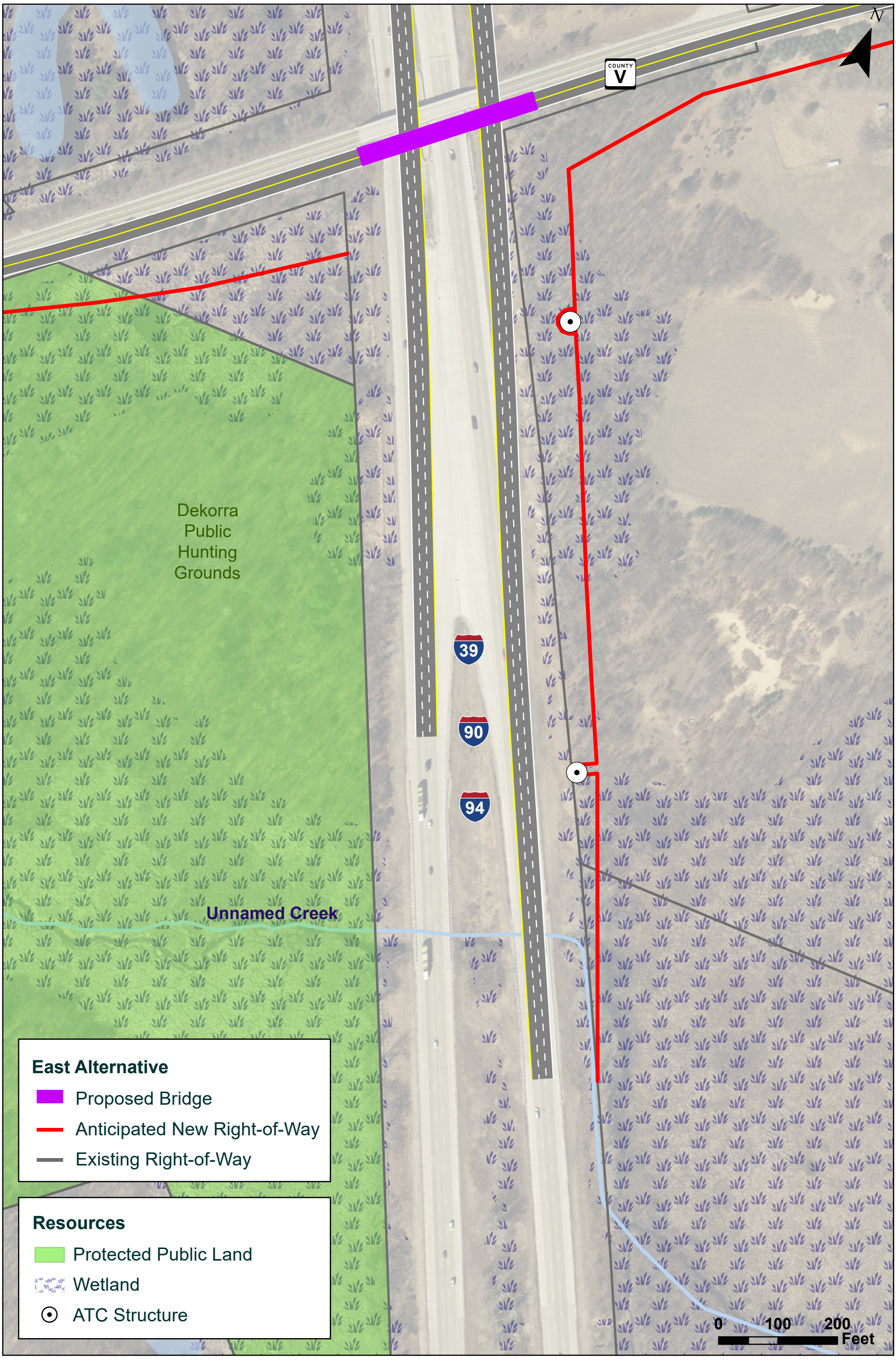
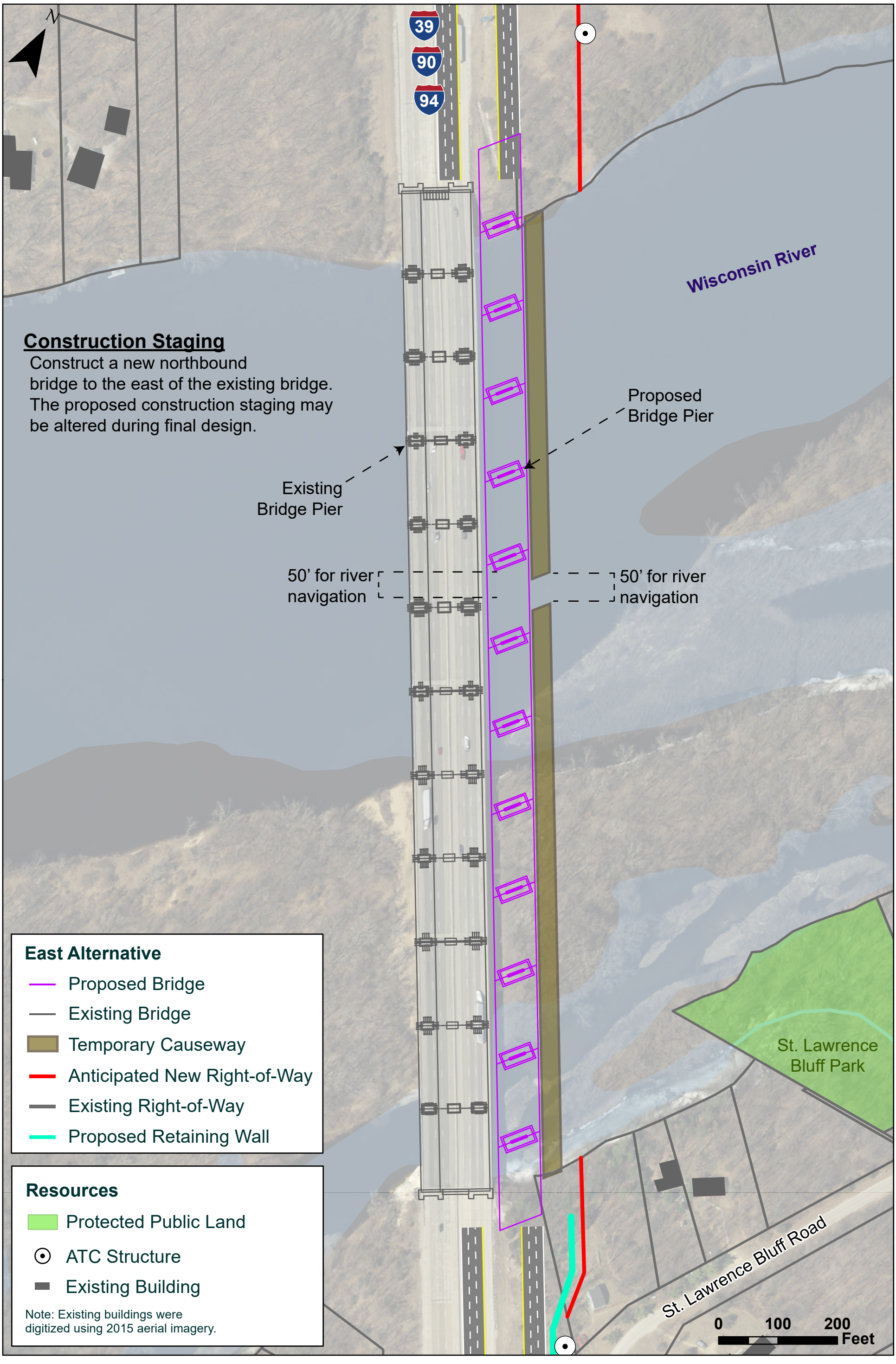
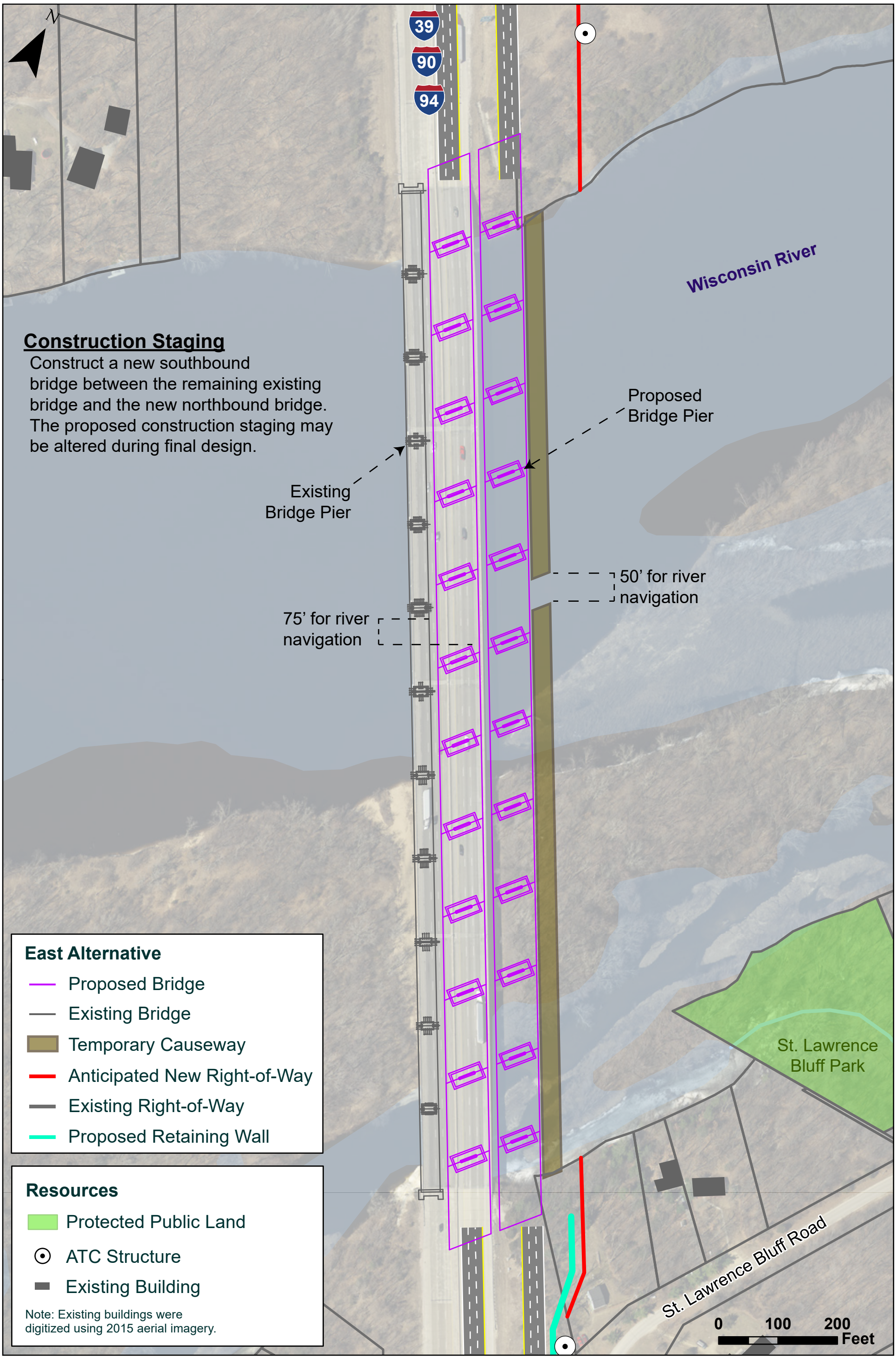
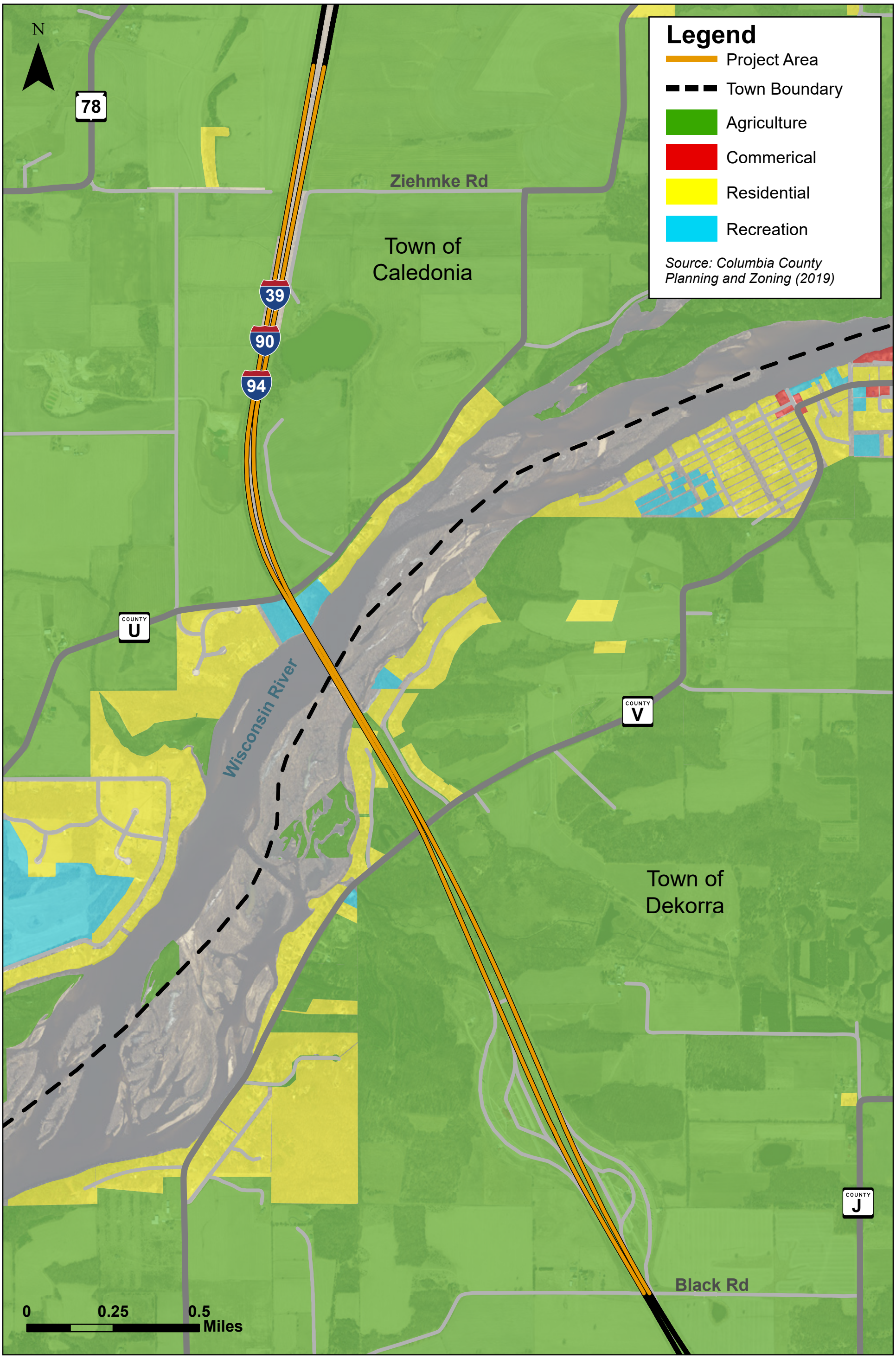
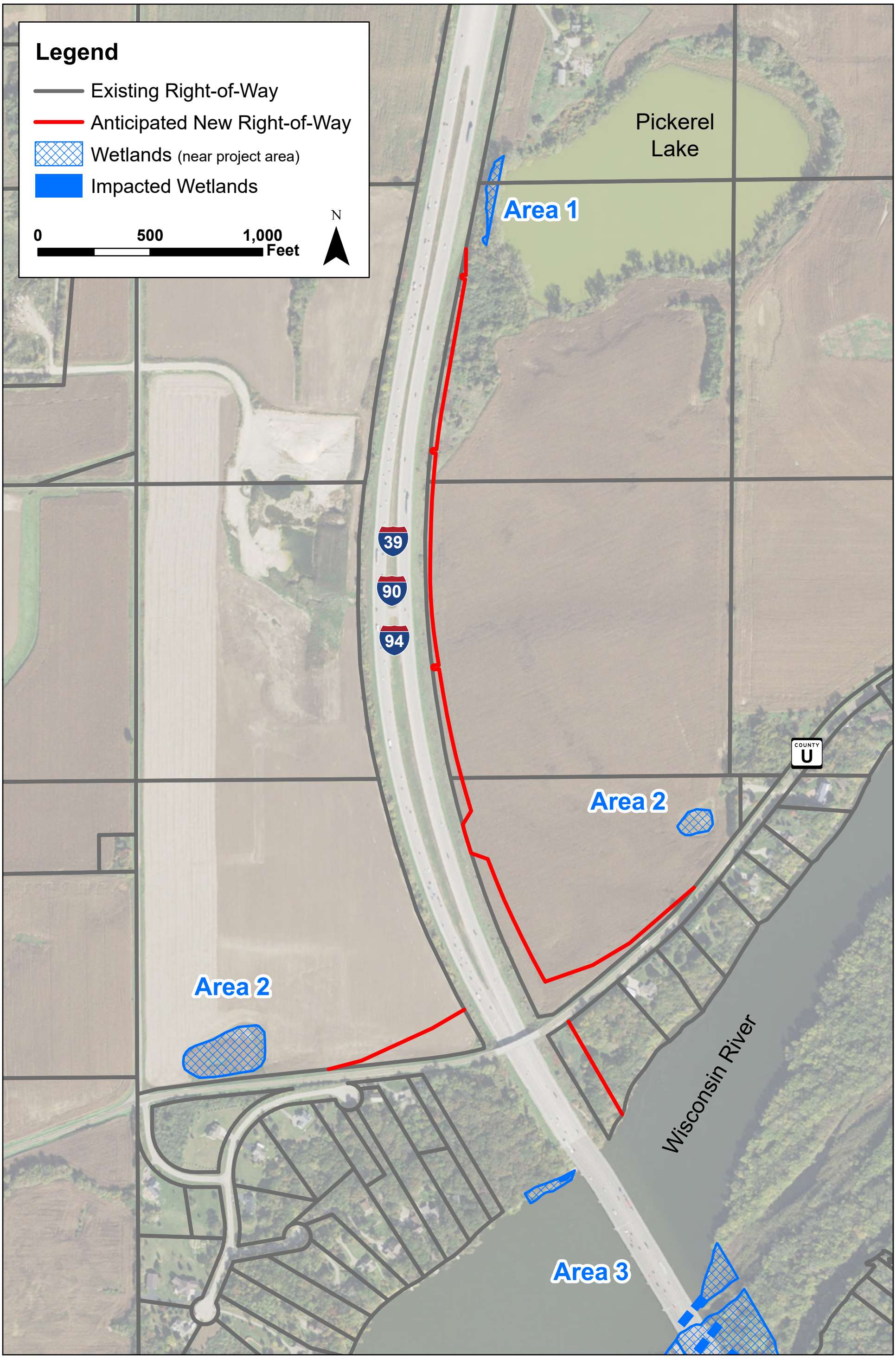
East Alternative
Proposed Bridge
Anticipated Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Resources
Protected Public Land
Wetland
Historic Property
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
COUNTY V
St. Lawrence Bluff Road
39
90
94
Oak Knoll Access
Oak Knoll Drive
Dekorra Public Hunting Grounds
0 100 200
Feet

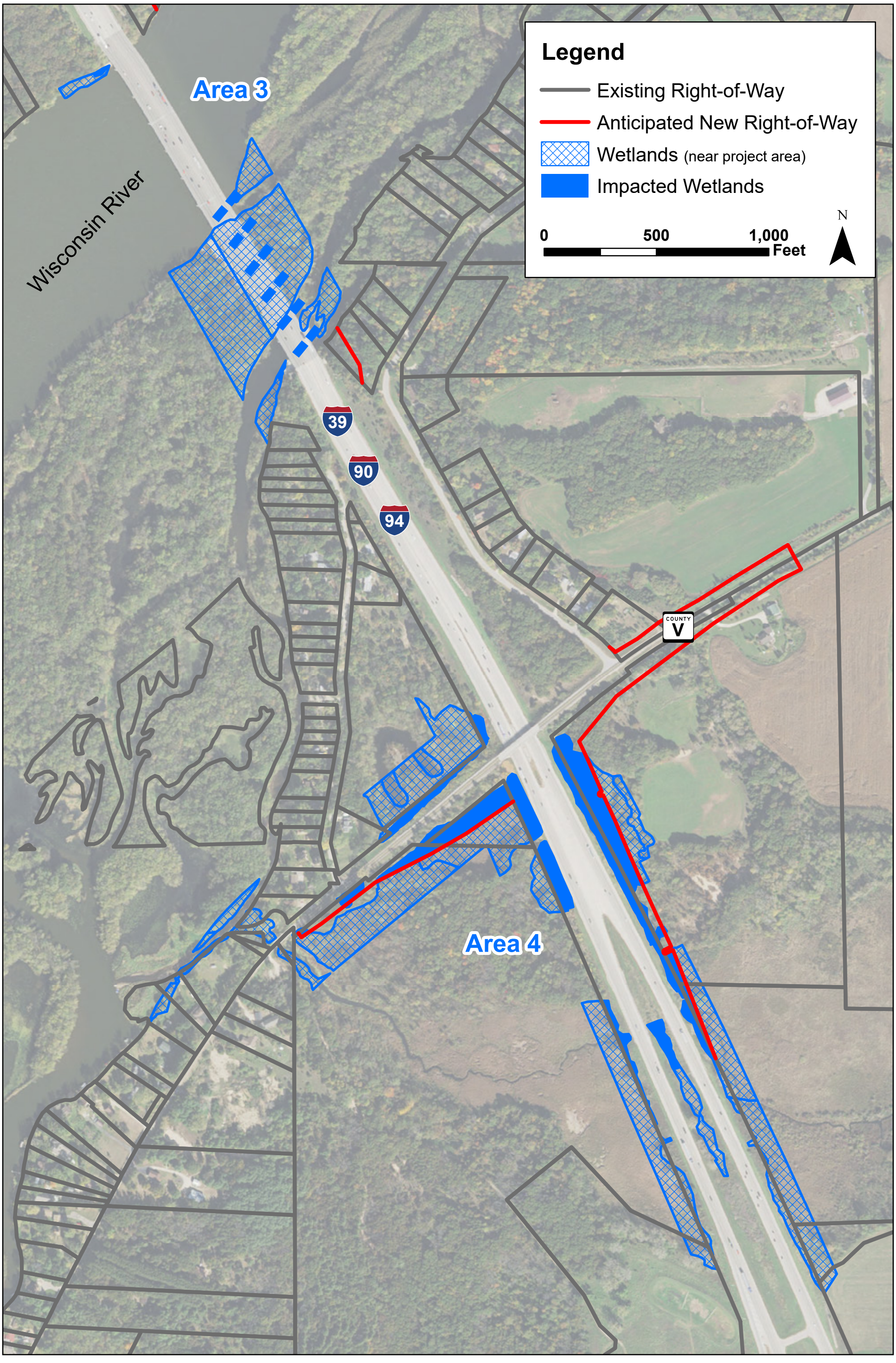

N
COUNTY
V
39
90
94
Dekorra
Public
Hunting
Grounds
Unnamed Creek
East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Resources
Protected Public Land
Wetland
ATC Structure
0
100
200
Feet

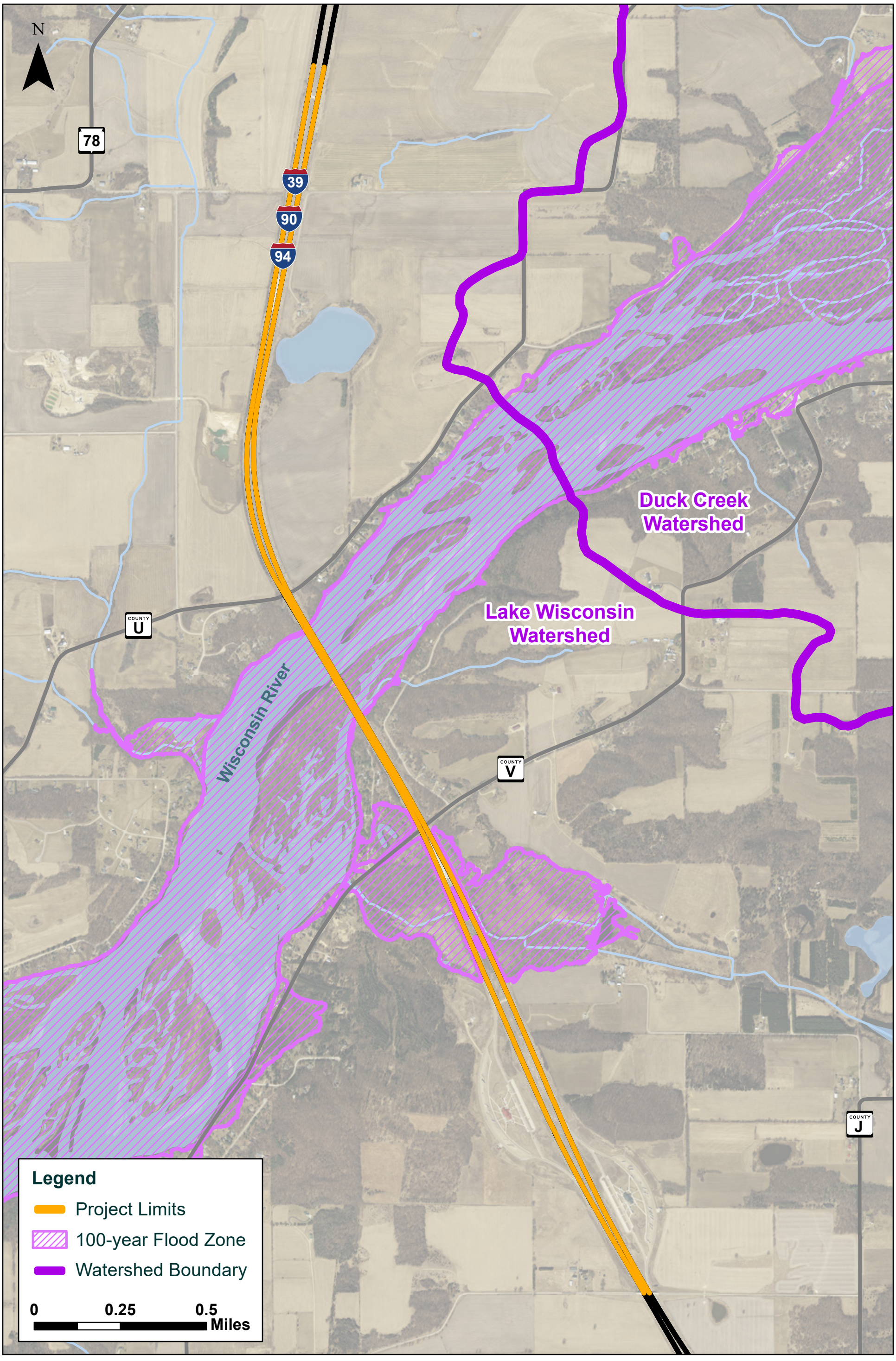

N
39
90
94
Wisconsin River
Construction Staging
Construct a new northbound bridge to the east of the existing bridge. The proposed construction staging may be altered during final design.
Proposed Bridge Pier
Existing Bridge Pier
50’ for river navigation
50’ for river navigation
St. Lawrence Bluff Park
St. Lawrence Bluff Road
0
100
200
Feet
East Alternative
Proposed Bridge
Existing Bridge
Temporary Causeway
Anticipated New Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Resources
Protected Public Land
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.


N
39
90
94
Wisconsin River
Construction Staging
Construct a new southbound bridge between the remaining existing bridge and the new northbound bridge. The proposed construction staging may be altered during final design.
Proposed Bridge Pier
Existing Bridge Pier
50’ for river navigation
75’ for river navigation
St. Lawrence Bluff Park
St. Lawrence Bluff Road
East Alternative
Proposed Bridge
Existing Bridge
Temporary Causeway
Anticipated New Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Resources
Protected Public Land
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
0
100
200
Feet


N
78
Ziehmke Rd
Town of
Caledonia
39
90
94
COUNTY
U
Wisconsin River
COUNTY
V
Town of
Dekorra
COUNTY
J
Black Rd
0
0.25
0.5
Miles
Legend
Project Area
Town Boundary
Agriculture
Commerical
Residential
Recreation
Source: Columbia County
Planning and Zoning (2019)


Legend
Existing Right-of-Way
Anticipated New Right-of-Way
Wetlands (near project area)
Impacted Wetlands
0
500
1,000
Feet
N
Pickerel Lake
Area 1
39
90
94
COUNTY U
Area 2
Area 2
Wisconsin River
Area 3


Area 3
Wisconsin River
39
90
94
COUNTY
V
Area 4
Legend
Existing Right-of-Way
Anticipated New Right-of-Way
Wetlands (near project area)
Impacted Wetlands
0
500
1,000
Feet
N


N
78
39
90
94
Duck Creek Watershed
Lake Wisconsin Watershed
Wisconsin River
COUNTY U
COUNTY V
COUNTY J
Legend
Project Limits
100-year Flood Zone
Watershed Boundary
0
0.25
0.5
Miles

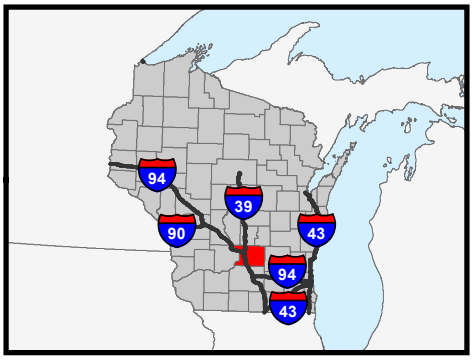
I-39/90/94
Wisconsin River Bridge
WisDOT ID: 1010-10-01

Receptor Location Map
Exhibit 12
Sheet 1
December 2019

Legend

- Proposed Edge of Travel
- Proposed Bridge
- Evaluated Noise Barrier Location
- Noise Measurement Location
- Impacted Noise Receptor Location
- Not Impacted Noise Receptor Location

0 250 500
Feet



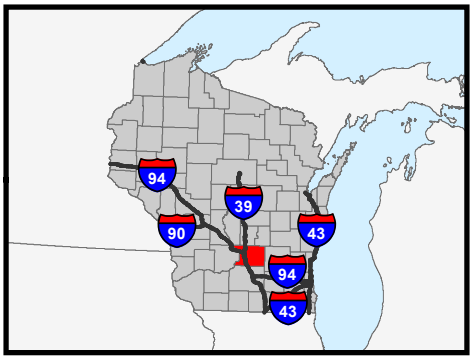
I-39/90/94
Wisconsin River Bridge
WisDOT ID: 1010-10-01

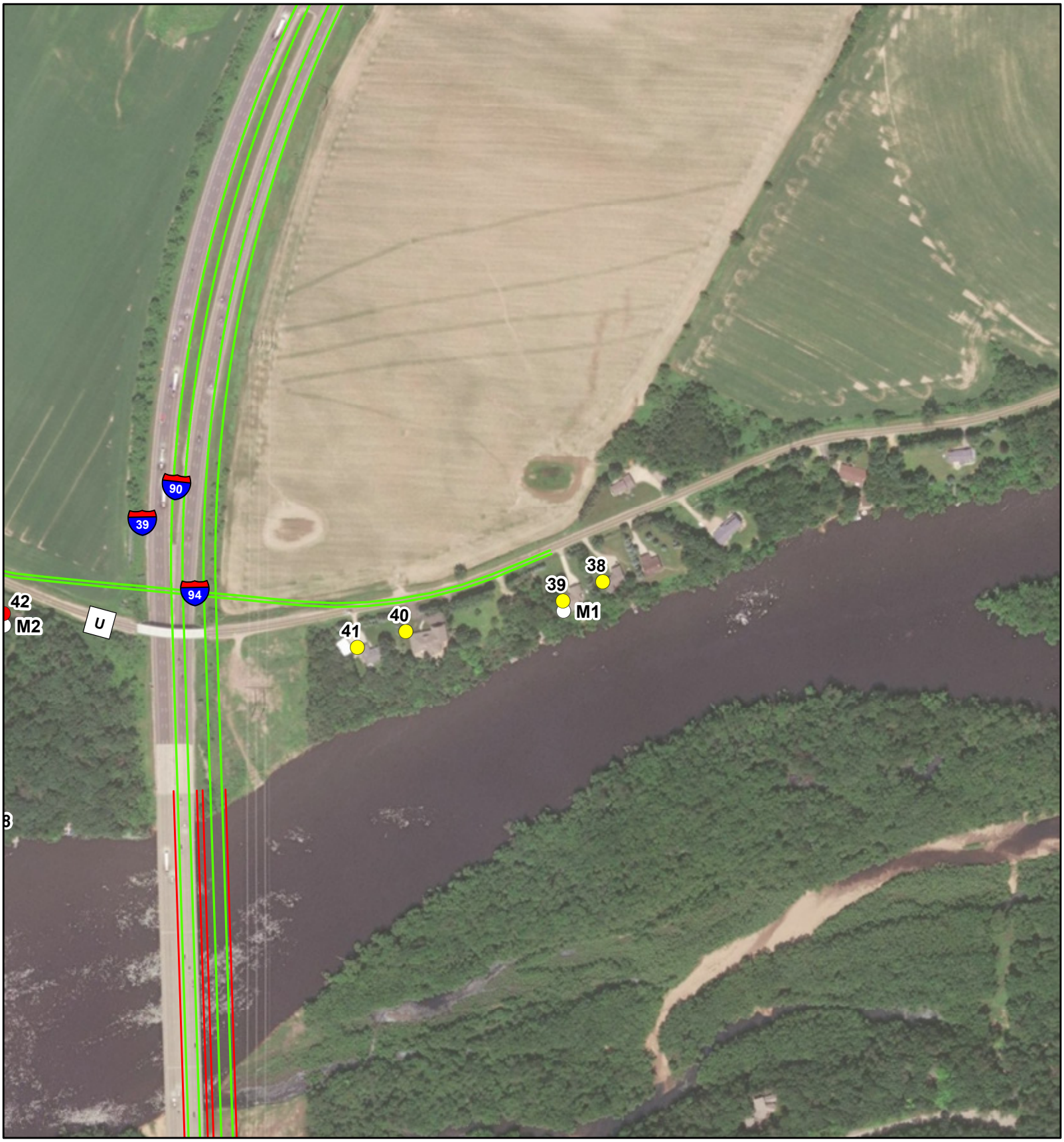
Receptor Location Map
Exhibit 12
Sheet 2
December 2019

Legend

- Proposed Edge of Travel
- Proposed Bridge
- Evaluated Noise Barrier Location
- Noise Measurement Location
- Impacted Noise Receptor Location
- Not Impacted Noise Receptor Location

0 250 500
Feet





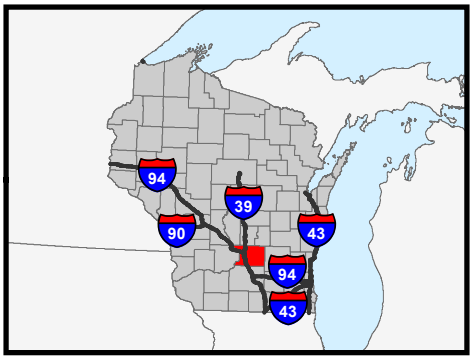
I-39/90/94
Wisconsin River Bridge
WisDOT ID: 1010-10-01

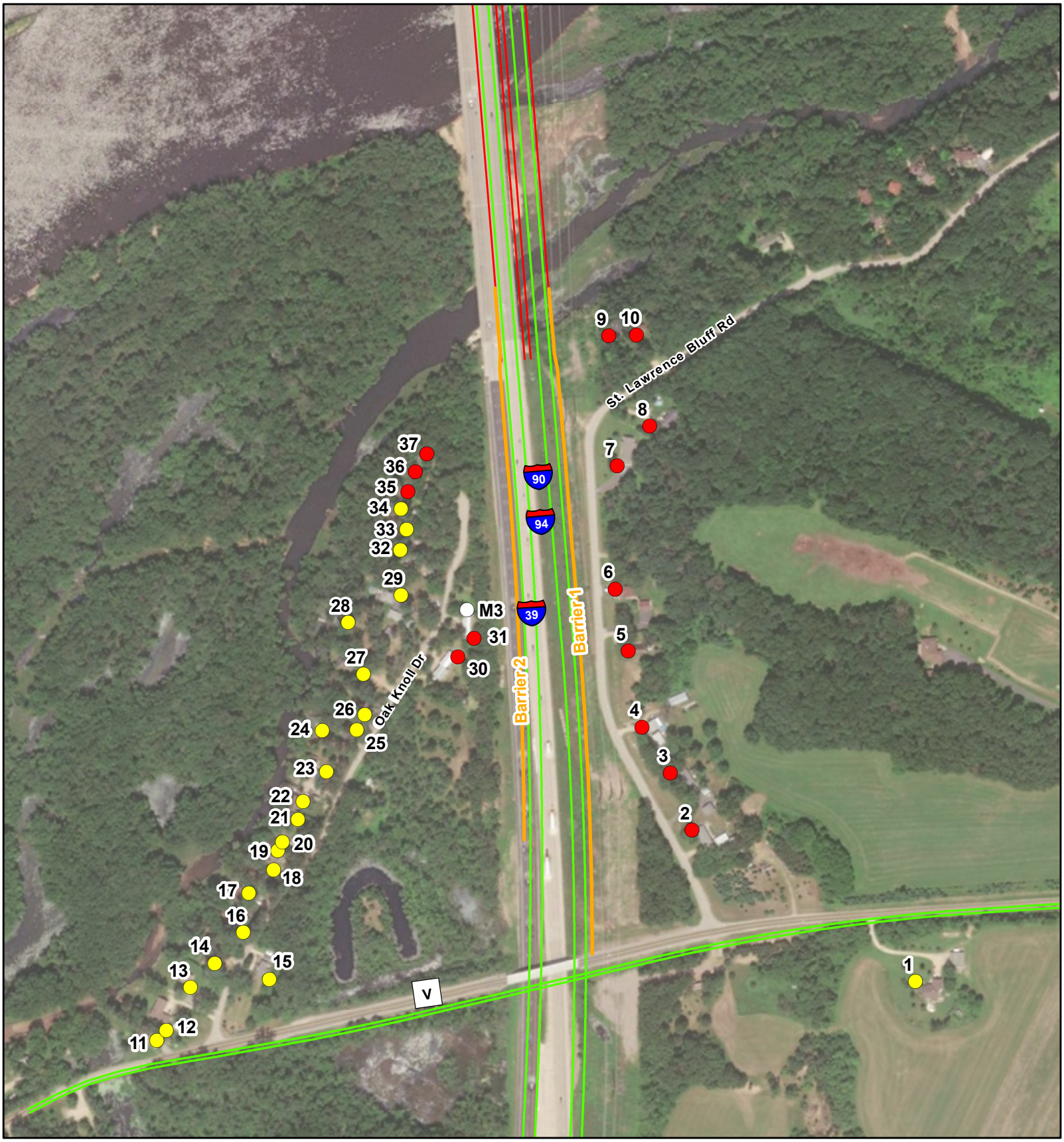
Receptor Location Map
Exhibit 12
Sheet 3
December 2019

Legend

- Proposed Edge of Travel
- Proposed Bridge
- Evaluated Noise Barrier Location
- Noise Measurement Location
- Impacted Noise Receptor Location
- Not Impacted Noise Receptor Location

0 250 500
Feet





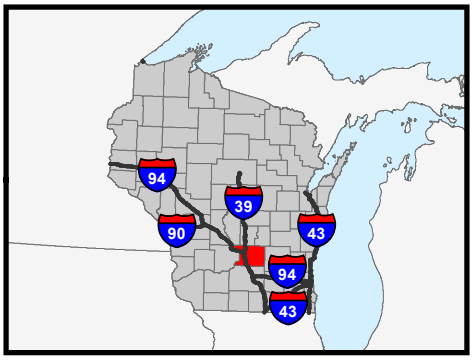
I-39/90/94
Wisconsin River Bridge
WisDOT ID: 1010-10-01

Receptor Location Map
Exhibit 12
Sheet 4
December 2019

Legend

- Proposed Edge of Travel
- Proposed Bridge
- Evaluated Noise Barrier Location
- Noise Measurement Location
- Impacted Noise Receptor Location
- Not Impacted Noise Receptor Location

0 250 500
Feet



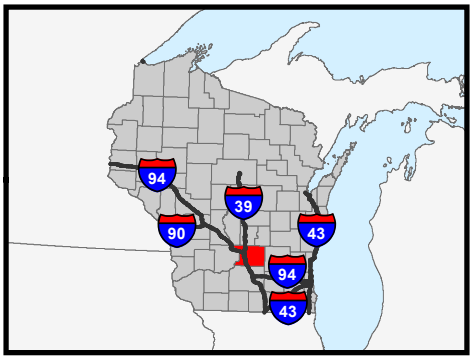
I-39/90/94
Wisconsin River Bridge
WisDOT ID: 1010-10-01

Receptor Location Map
Exhibit 12
Sheet 5
December 2019

Legend

- Proposed Edge of Travel
- Proposed Bridge
- Evaluated Noise Barrier Location
- Noise Measurement Location
- Impacted Noise Receptor Location
- Not Impacted Noise Receptor Location

0 250 500
Feet



APPENDICES

List of Appendices

Appendix 1: Public Involvement Meeting Handouts
Appendix 2: WDNR Coordination Updated
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Appendix 4: DATCP Coordination Updated
Appendix 5: USACE Coordination Updated
Appendix 6: USFWS Coordination Updated
Appendix 7: USCG Coordination
Appendix 8: EPA Coordination Updated
Appendix 9: BLM Coordination
Appendix 10: Tribal Coordination
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Appendix 12: Section 4(f) Finding of *de minimis* Impact Updated
Appendix 13: Columbia County Coordination
Appendix 14: Village of Lake Delton

Appendix 1:
Public Involvement Meeting Handouts

I-39/90/94 Wisconsin River Bridge Project

April 18, 2019

Project Termini:
Black Road to south of I-90/94 & I-39/WIS 78

County: Columbia

Towns: Dekorra and Caledonia

Purpose

The purpose of the I-39/90/94 Wisconsin River Bridge Project is to **address the needs of the aging I-39/90/94 structures and maintain vehicular traffic across the Wisconsin River** in the towns of Dekorra and Caledonia located in Columbia County.

Primary Need

Concrete Deck

Poor condition:

- Cracks in the concrete
- Pieces of concrete chipping off
- Rusting of the reinforcing steel

Secondary Steel Members

Poor condition:

- Heavy rust
- Warping at the connections
- Deterioration of the steel
- Loss of protective coating over the steel

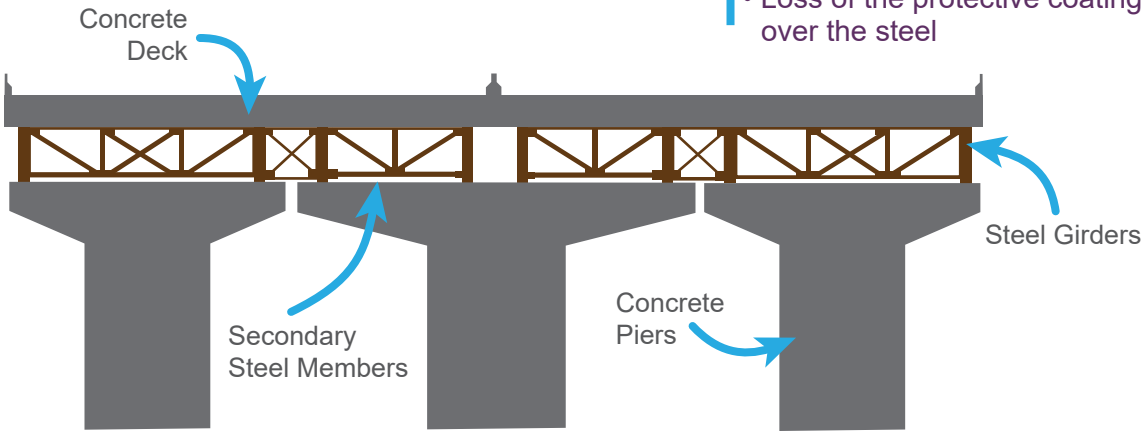
Steel Girders

Poor condition:

- Rust
- Thinning of the girders as the steel rusts and flakes off

Severe condition:

- Heavy rust
- Loss of the protective coating over the steel



Concrete Piers

Poor condition:

- Cracks in the concrete
- Pieces of concrete chipping off
- Exposed reinforcing steel

Good	Fair	Poor	Severe
No or minimal deterioration	Minor deterioration	Advanced deterioration	Major deterioration

Preliminary Alternatives

Rehabilitation Alternative

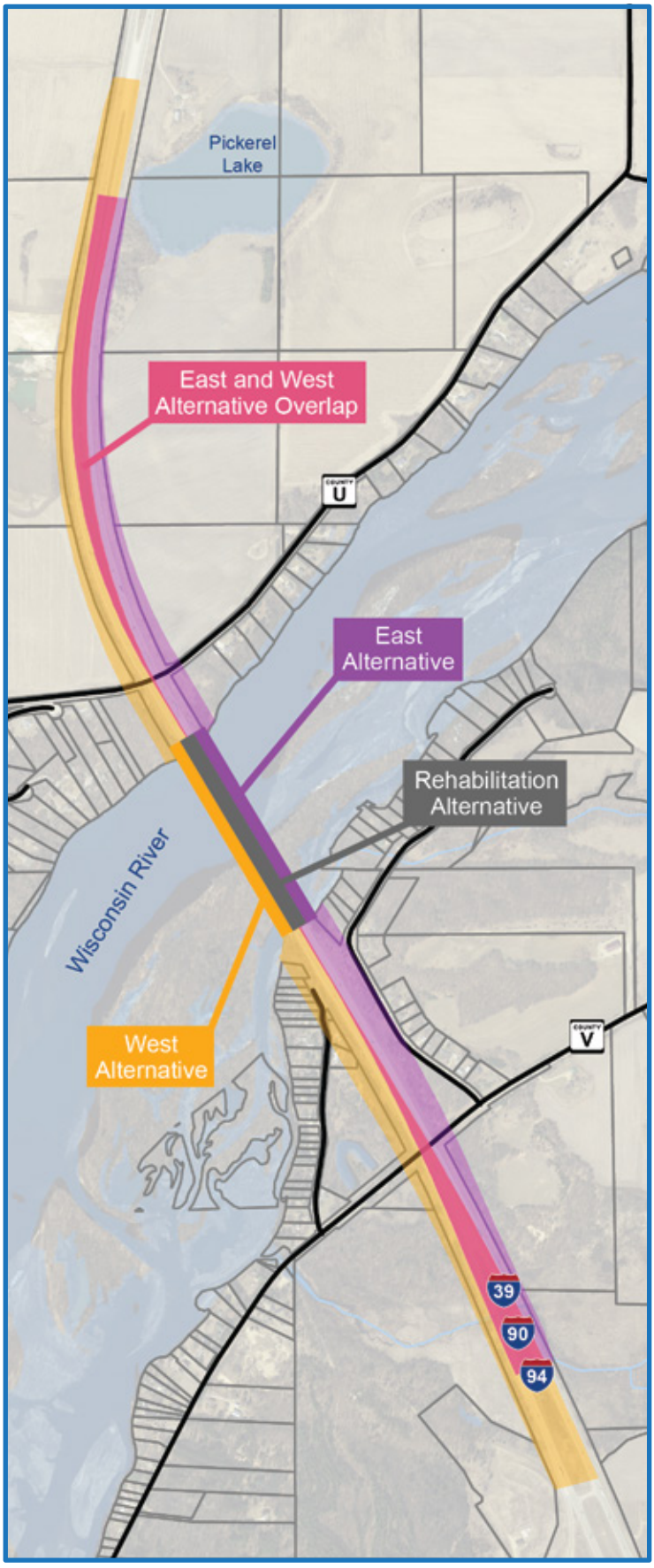
- Repair the bridge in its current location
- Replace the concrete deck and repair steel supports

East Alternative

- Construct a new bridge just east of the existing bridge
- Evaluate County U and V bridges for possible replacement

West Alternative

- Construct a new bridge just west of the existing bridge
- Evaluate County U and V bridges for possible replacement



Project Schedule

Development of Purpose and Need	Spring 2019
Preliminary Alternatives	Spring 2019
Detailed Study Alternatives	Summer 2019
Preferred Alternative	Spring 2020
Environmental Document Complete	Fall 2020
Final Design / Real Estate Acquisition	2021 - 2023
Construction	2024 at the earliest

Contact Information

Rob Knorr, PE
Project Manager
robert.knorr@dot.wi.gov
(608) 246-5444

Southwest Region Office
2101 Wright Street
Madison, WI 53704

I-39/90/94 Wisconsin River Bridge Project

September 12, 2019

Project Termini:
Black Road to south of I-90/94 & I-39/WIS 78

County: Columbia

Towns: Dekorra and Caledonia

Project Purpose

The purpose of the I-39/90/94 Wisconsin River Bridge Project is to address the needs of the aging I-39/90/94 structures and maintain vehicular traffic across the Wisconsin River in the towns of Dekorra and Caledonia located in Columbia County.

Primary Need

Concrete Deck

Poor condition:

- Cracks in the concrete
- Pieces of concrete chipping off
- Rusting of the reinforcing steel

Secondary Steel Members

Poor condition:

- Heavy rust
- Warping at the connections
- Deterioration of the steel
- Loss of protective coating over the steel

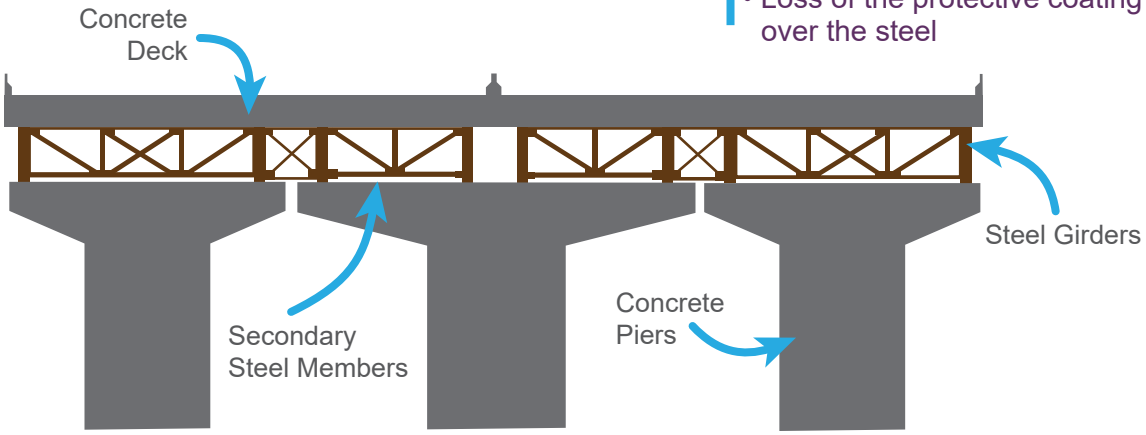
Steel Girders

Poor condition:

- Rust
- Thinning of the girders as the steel rusts and flakes off

Severe condition:

- Heavy rust
- Loss of the protective coating over the steel



Concrete Piers

Poor condition:

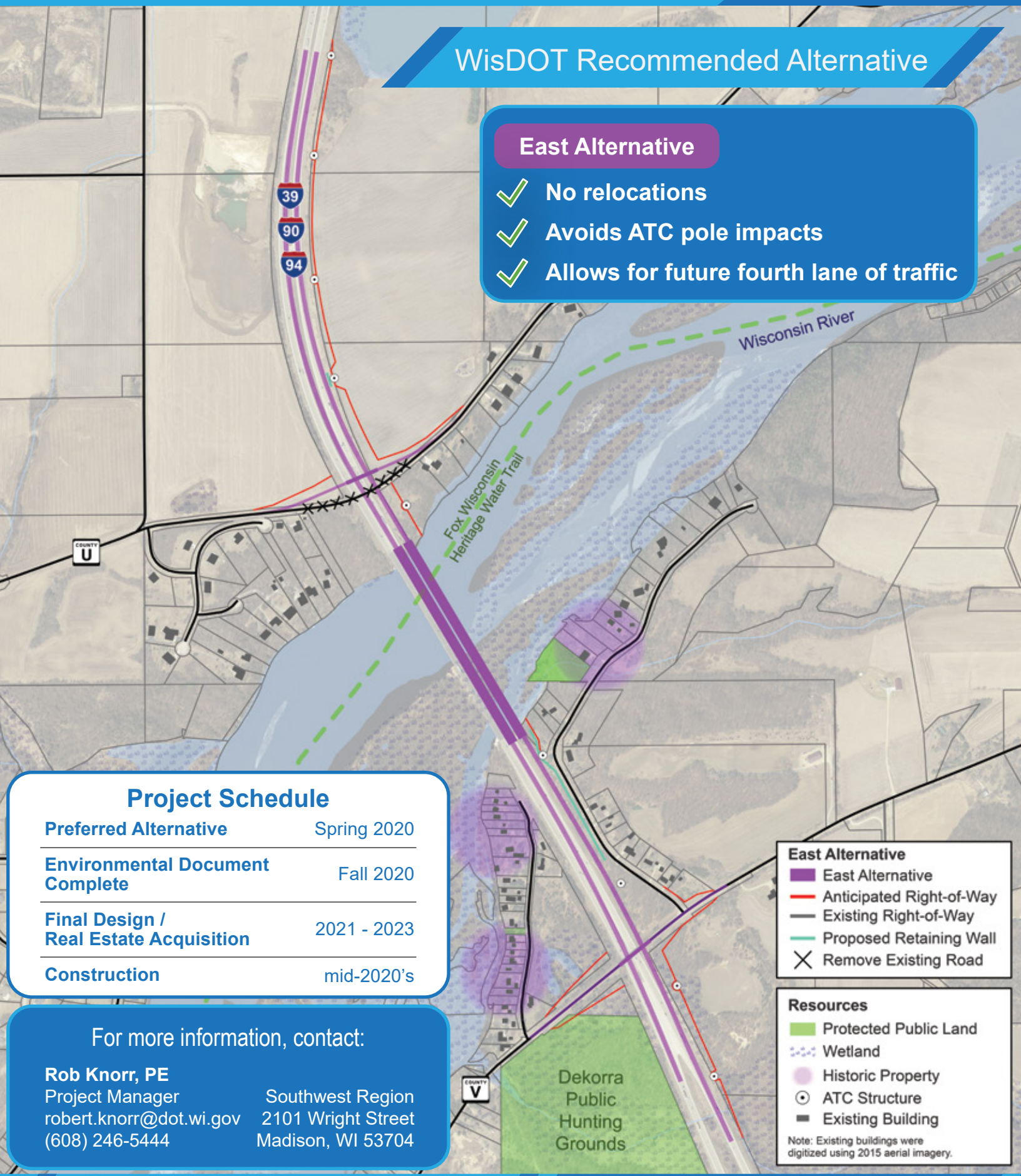
- Cracks in the concrete
- Pieces of concrete chipping off
- Exposed reinforcing steel

Good	Fair	Poor	Severe
No or minimal deterioration	Minor deterioration	Advanced deterioration	Major deterioration

WisDOT Recommended Alternative

East Alternative

- ✓ No relocations
- ✓ Avoids ATC pole impacts
- ✓ Allows for future fourth lane of traffic



Project Schedule

Preferred Alternative	Spring 2020
Environmental Document Complete	Fall 2020
Final Design / Real Estate Acquisition	2021 - 2023
Construction	mid-2020's

For more information, contact:

Rob Knorr, PE
Project Manager
robert.knorr@dot.wi.gov
(608) 246-5444

Southwest Region
2101 Wright Street
Madison, WI 53704

Appendix 2:
Wisconsin Department of Natural Resources Coordination
Updated: 2-35 thru 2-38

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
101 S. Webster Street
Box 7921
Madison, WI 53703-7921

Scott Walker, Governor
Daniel L. Meyer, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711

12-10-2018

Rob Knorr
Wisconsin Department of Transportation
Division of Transportation Systems Development
Southwest Region
2101 Wright Street
Madison WI 53704

Subject: DNR Initial Project Review
Project I.D. 1010-10-01
Wisconsin River Bridges: B-11-22/23 & Approaches
Madison - Portage
Columbia County
Section 12, T11N, R8E

Dear Mr. Knorr:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, this project will explore replacement alternatives, associated impacts, and help identify the preferred location for replacing these bridges. Columbia County V and County U bridges over I-39/90/94, and box culverts C-11-10/11 at I-39/90/94 over Unnamed Tributary (south of County V) will also be evaluated for potential replacement. Roadway approach work will be necessary for the bridge replacements along I-39/90/94, County U, and County V. A tentative date of 2025 has been set for construction. The area to be studied extends approximately 1.8 miles north and 2.1 miles south of the Wisconsin River along I-39/90/94. Right of way acquisition is anticipated.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. To ensure compliance with resource protections, we are recommending that Special Provisions be developed for specific resource protections described below. DNR expects that the full range of DOT roadway standards will be applied throughout the design and construction process.

A. Project-Specific Resource Concerns

Section 4(f) Requirement:
Public lands are present in the vicinity of this project. If there is potential for impacts to these lands, please begin coordination with us as soon as possible. *First and foremost, every effort should be taken to avoid impacts to these lands*.

There is a 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 ensure the 4f process is followed according to the DOT facilities development manual.

This requirement applies to the Scattared Wildlife Lands located South and West of the CTH V overpass. No LAWCON, Stewardship, USFWS, PR-DJ Sportfish Restoration, or NAWCA funds were used to purchase these properties

Wetlands:
There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Fisheries/Stream Work:
The Wisconsin River is a warm water sport fishery. There shall be no in-stream disturbance between March 1st- June 30th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

This stretch of the Wisconsin River is a Priority Navigable Waterway Sturgeon Area.

- *Disclaimer: Requests to modify the in-stream timeout dates may be made, if seasonal conditions and/or extra best management practices (BMPs) would allow it. These requests must be submitted to the DNR for review and will be handled on a case-by-case basis.*

If erosion control matting is to be used along stream banks, DNR recommends biodegradable non-netted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. 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.

Aquatic Connectivity and Culvert Work:
Box culverts C-11-10/11 approximately ¼ mile south of the CTH V overpass should be set and sized in such a manner to avoid or minimize impacts to stream morphology, aquatic organism passage, and water quality. The invert elevation of the new culvert(s) should be set an adequate distance below the natural streambed elevation, to allow for a natural and continuous streambed condition to occur. The invert elevations of the existing and proposed structure(s), the water surface elevations, and the natural streambed elevations upstream and downstream should be specified in the plans.

Habitat Connectivity:
The DNR has identified valuable wildlife habitat along the proposed project limits, and if not properly designed, this project will likely result in a disruption to wildlife passage. DNR requests that wildlife passage accommodations be incorporated at the Wisconsin River bridge, in order to maintain or improve habitat connectivity.

The Wisconsin River provides an important corridor for animal movement and migration. Given the size and nature of the river and this bridge crossing, most bridge designs will likely provide for adequate wildlife passage without specific accommodations being provided.

Additionally, there is a large wetland complex with an unnamed waterway crossing under the interstate approximately 0.24 miles southeast of the CTH V overpass at box culverts C-11-10/11. Wetland complexes and waterways often create natural corridors for wildlife movement and migration. When combined with the direct connection to the Wisconsin River corridor, this wetland complex has the potential to provide a migration corridor for many small mammals and several herpatile species. We ask that DOT consider incorporating 'dry land' passage to this crossing, especially if this structure is replaced during this project. One possibility is to include a raised ledge above the normal waterline running the length of the culvert, preferably with some type of connection to the stream bank, but other alternatives may be just as effective.

Please continue to work with your Transportation Liaison throughout the design process to evaluate and consider suitable solutions.

Endangered Resources:
Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 9-18-2018, the following Endangered Resources are known to occur in the project area or its vicinity and could be impacted by this project.

[redacted]

The Transportation Liaison has initiated coordination with DNR Conservation Biologist, Stacy Rowe and will continue consultation through the design process.

- *NHI Disclaimer: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law (s. 23.27 3(b), Wis. Stats.). As a result, endangered resources-related information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Endangered resources information must be redacted from this letter prior to inclusion in any publicly disseminated document*

Migratory Birds:
Based on the information provided/based on site review, there is evidence of past migratory bird nesting on the existing structure. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only between August 30th and May 1st (non-nesting season) or utilize measures to prevent nesting *(e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1)*. If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.

To avoid impacts to nesting birds, removal of trees and shrubs which are likely to support active nests, or ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds should be completed between August 30th and May 1st.

Invasive Species and Viral Hemorrhagic Septicemia (VHS):
All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For more information, refer to http://dnr.wi.gov/topic/Invasives/bmp.html.

- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than on inch in diameter, or ash nursery stock (DATCP statute 21).
    - For more information regarding the EAB and quarantine areas please click on the following link: http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20
    - Recommendations to reduce the spread of EAB in potentially infested Ash wood: http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf

- **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 1 through September 30. For more information and guidance see the DNR webpage at: http://dnr.wi.gov/topic/foresthealth/oakwilt.html.

- **Pampas Grass:** There are established areas of what we believe to be Pampas Grass within the median and right of way near the CTH V overpass and south of the bridge. If work is to occur in these areas, we would like to work with DOT to remove this invasive grass. We will work with DOT environmental staff to properly identify if this species is present and develop an action plan to address its removal.

Floodplains:
Floodplain impacts should be assessed, and/or quantified, and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the appropriate Zoning authority.

- A preliminary review of the Surface Water Data Viewer (SWDV) indicates that floodplain conditions exist within the project lmits.

FERC Coordination:
This bridge project falls within the FERC project boundary for the dam at Prairie Du Sac owned by Alliant Energy. We strongly recommend WisDOT begin early coordination with Alliant to ensure construction activities do not conflict with the FERC license for the hydropower dam downstream.

Issues to be mindful of include pool elevations, flow regimes, and the bald eagle conservation plan. The most recent revision of the FERC Operating License has been provided to WisDOT environmental staff.

Storm Water Management & Erosion Control:

- For projects disturbing an acre or more of land, erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. DOT should apply for permit coverage just before the project goes to final PS&E. Permit coverage will be issued by the DNR after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the "Transportation" tab: https://dnr.wi.gov/topic/Sectors/Transportation.html.

- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive "permit-coverage" from the DNR.

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- Use of Commercial Non-Metallic Mines must accompany documentation that such mines have received all applicable local, state and federal permits before being used on the project, including local non-metallic mining reclamation permits and applicable WPDES permits as issued by the DNR.

Structure Removal/Bridge Demolition:

Due to the characteristics of this section of the Wisconsin River, **STSP 203-020**, *Removing Old Structure Over Waterway With Minimal Debris*, will be adequate for this project. Please coordinate with DNR early in the design phase of the project if the bridge must be dropped into the waterway before removal.

Temporary Structure:
It appears a causeway or temporary bridge may be desired to [build, construct or reconstruct] this bridge. If usage of a causeway or temporary bridge is being considered for this project, please coordinate specific needs with DNR as soon as possible.The causeway should be clearly marked and lit for the navigational safety of any recreationist who may use the river at night, and a waterway marker permit maybe required.

Temporary Stream Channel or Culvert:
If a temporary channel is needed for culvert construction, the channel should be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert should carry as much stream flow as possible and should must maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

These requirements should be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP.

Asbestos:
A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: http://dnr.wi.gov/topic/Demo/Asbestos.html for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 262-574-2118, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects.

Public Waterway Navigation Issues:

This reach of the Wisconsin River is regularly used by recreational watercraft. It will be necessary to place navigational aids around the construction area during construction. A Waterway Marker Application and Permit is required for both types of navigational markers (informational vs. control/restrictive) prior to construction. A local ordinance will also be required for buoys that control or restrict navigation. Adequate time should be allowed for the passage of an ordinance with the local municipality. A local ordinance is not required for informational navigational aids (a waterway marker permit is required). DNR will determine which type of navigational aids are needed in accordance with the project design and methods used during construction. The general steps for submission of a Waterway Marker Application and Permit are as follows:

1. Please fill out the Waterway Marker Application and Permit form: http://dnr.wi.gov/files/PDF/forms/8700/8700-058.pdf
2. The Wisconsin Department of Transportation should be listed as the applicant.
3. Be sure to include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.

4. Provide the completed application/permit to the local municipality having jurisdictional authority over the area in which the waterway markers will be placed. If an ordinance is required, consult with the local municipality regarding their ordinance process.

5. Forward the signed application/permit to myself as well as the Boating Program Specialist:

   Penny Kanable
   Wisconsin Dept. of Natural Resources
   101 S Webster Street - LE/8
   Madison WI 53703

6. The Boating Program Specialist will communicate with the local Warden and Recreational Safety Warden in processing and finalizing the permit. If the permit application is incomplete or additional information is needed the Boating Program Specialist will work with DNR's Regional DOT Liaison to resolve.

7. Permanent Navigation Aids: The process outlined above will also apply to the placement of permanent navigational aids. This includes modifications, additions or temporary relocations of existing navigational aids. The locations of existing buoys (or other navigational aids) must be included in the permit application.

Special Features:

- **Seeding and Mulching Recommendation:**
  - DNR is recommending that seed mix #80 (or other native mix deemed suitable for these sites) be used on this project in areas adjacent to DNR wildlife areas in order to help promote native vegetation on those properties.

  - DNR is requesting that weed-free mulch be used for restoration of this project site in areas with native seeding. Some weed-free mulch suppliers can be found at: http://wcia.wisc.edu/mulch.pdf.

Other Issues:
This project may require a permit from the U.S. Army Corps of Engineers (USACE). For further permit details, you may contact Kyle Zibung of the USACE located in the Stevens Point office, at 651-290-5877. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3308, or email at andrew.barta@wisconsin.gov.

Sincerely,

Andy Barta

Andy Barta
Environmental Analysis & Review Specialist

cc: Jennifer Grimes – WisDOT REC
Joel Brown- WisDOT BTS
Kyle Zibung – ACOE
Stacy Rowe – DNR
Eric Heggelund- DNR
Sara Kehrli- DNR

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
101 S. Webster Street
Box 7921
Madison, WI 53703-7921

Scott Walker, Governor
Daniel L. Meyer, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711

12-10-2018

WisDOT Annotated Verison

Rob Knorr
Wisconsin Department of Transportation
Division of Transportation Systems Development
Southwest Region
2101 Wright Street
Madison WI 53704

Subject: DNR Initial Project Review
Project I.D. 1010-10-01
Wisconsin River Bridges: B-11-22/23 & Approaches
Madison - Portage
Columbia County
Section 12, T11N, R8E

Dear Mr. Knorr:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, this project will explore replacement alternatives, associated impacts, and help identify the preferred location for replacing these bridges. Columbia County V and County U bridges over I-39/90/94, and box culverts C-11-10/11 at I-39/90/94 over Unnamed Tributary (south of County V) will also be evaluated for potential replacement. Roadway approach work will be necessary for the bridge replacements along I-39/90/94, County U, and County V. A tentative date of 2025 has been set for construction. The area to be studied extends approximately 1.8 miles north and 2.1 miles south of the Wisconsin River along I-39/90/94. Right of way acquisition is anticipated.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. To ensure compliance with resource protections, we are recommending that Special Provisions be developed for specific resource protections described below. DNR expects that the full range of DOT roadway standards will be applied throughout the design and construction process.

A. Project-Specific Resource Concerns

Section 4(f) Requirement:
Public lands are present in the vicinity of this project. If there is potential for impacts to these lands, please begin coordination with us as soon as possible. *First and foremost, every effort should be taken to avoid impacts to these lands*.

There is a 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 ensure the 4f process is followed according to the DOT facilities development manual.

This requirement applies to the Scattared Wildlife Lands located South and West of the CTH V overpass. No LAWCON, Stewardship, USFWS, PR-DJ Sportfish Restoration, or NAWCA funds were used to purchase these properties

Wetlands:
There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Fisheries/Stream Work:
The Wisconsin River is a warm water sport fishery. There shall be no in-stream disturbance between March 1st- June 30th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

This stretch of the Wisconsin River is a Priority Navigable Waterway Sturgeon Area.

- *Disclaimer: Requests to modify the in-stream timeout dates may be made, if seasonal conditions and/or extra best management practices (BMPs) would allow it. These requests must be submitted to the DNR for review and will be handled on a case-by-case basis.*

If erosion control matting is to be used along stream banks, DNR recommends biodegradable non-netted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. 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.

Aquatic Connectivity and Culvert Work: Invert elevations will be set during final design. The normal WisDOT process for culvert design will achieve this request.
Box culverts C-11-10/11 approximately ¼ mile south of the CTH V overpass should be set and sized in such a manner to avoid or minimize impacts to stream morphology, aquatic organism passage, and water quality. The invert elevation of the new culvert(s) should be set an adequate distance below the natural streambed elevation, to allow for a natural and continuous streambed condition to occur. The invert elevations of the existing and proposed structure(s), the water surface elevations, and the natural streambed elevations upstream and downstream should be specified in the plans.

Habitat Connectivity: The Preferred Alternative will allow wildlife passage.
The DNR has identified valuable wildlife habitat along the proposed project limits, and if not properly designed, this project will likely result in a disruption to wildlife passage. DNR requests that wildlife passage accommodations be incorporated at the Wisconsin River bridge, in order to maintain or improve habitat connectivity.

The Wisconsin River provides an important corridor for animal movement and migration. Given the size and nature of the river and this bridge crossing, most bridge designs will likely provide for adequate wildlife passage without specific accommodations being provided.

Additionally, there is a large wetland complex with an unnamed waterway crossing under the interstate approximately 0.24 miles southeast of the CTH V overpass at box culverts C-11-10/11. Wetland complexes and waterways often create natural corridors for wildlife movement and migration. When combined with the direct connection to the Wisconsin River corridor, this wetland complex has the potential to provide a migration corridor for many small mammals and several herpatile species. We ask that DOT consider incorporating 'dry land' passage to this crossing, especially if this structure is replaced during this project. One possibility is to include a raised ledge above the normal waterline running the length of the culvert, preferably with some type of connection to the stream bank, but other alternatives may be just as effective.

Please continue to work with your Transportation Liaison throughout the design process to evaluate and consider suitable solutions.

Endangered Resources:
Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 9-18-2018, the following Endangered Resources are known to occur in the project area or its vicinity and could be impacted by this project.

[redacted]

[redacted]

[redacted]

The Transportation Liaison has initiated coordination with DNR Conservation Biologist, Stacy Rowe and will continue consultation through the design process.

- *NHI Disclaimer: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law (s. 23.27 3(b), Wis. Stats.). As a result, endangered resources-related information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Endangered resources information must be redacted from this letter prior to inclusion in any publicly disseminated document*

Migratory Birds:
Based on the information provided/based on site review, there is evidence of past migratory bird nesting on the existing structure. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only between August 30th and May 1st (non-nesting season) or utilize measures to prevent nesting *(e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1)*. If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.

To avoid impacts to nesting birds, removal of trees and shrubs which are likely to support active nests, or ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds should be completed between August 30th and May 1st.

Invasive Species and Viral Hemorrhagic Septicemia (VHS):
All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For more information, refer to http://dnr.wi.gov/topic/Invasives/bmp.html.

Invasive species and VHS are addressed via WisDOT Standard Specifications.

- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than on inch in diameter, or ash nursery stock (DATCP statute 21).
    - For more information regarding the EAB and quarantine areas please click on the following link: http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20
    - Recommendations to reduce the spread of EAB in potentially infested Ash wood: http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf

- **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 1 through September 30. For more information and guidance see the DNR webpage at: http://dnr.wi.gov/topic/foresthealth/oakwilt.html.

- **Pampas Grass:** There are established areas of what we believe to be Pampas Grass within the median and right of way near the CTH V overpass and south of the bridge. If work is to occur in these areas, we would like to work with DOT to remove this invasive grass. We will work with DOT environmental staff to properly identify if this species is present and develop an action plan to address its removal.

Floodplains:
Floodplain impacts should be assessed, and/or quantified, and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the appropriate Zoning authority.

- A preliminary review of the Surface Water Data Viewer (SWDV) indicates that floodplain conditions exist within the project lmits.

FERC Coordination:
This bridge project falls within the FERC project boundary for the dam at Prairie Du Sac owned by Alliant Energy. We strongly recommend WisDOT begin early coordination with Alliant to ensure construction activities do not conflict with the FERC license for the hydropower dam downstream.

Issues to be mindful of include pool elevations, flow regimes, and the bald eagle conservation plan. The most recent revision of the FERC Operating License has been provided to WisDOT environmental staff.

Storm Water Management & Erosion Control:

- For projects disturbing an acre or more of land, erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. DOT should apply for permit coverage just before the project goes to final PS&E. Permit coverage will be issued by the DNR after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the "Transportation" tab: https://dnr.wi.gov/topic/Sectors/Transportation.html.

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   Penny Kanable
   Wisconsin Dept. of Natural Resources
   101 S Webster Street - LE/8
   Madison WI 53703

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Special Features:

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  - DNR is recommending that seed mix #80 (or other native mix deemed suitable for these sites) be used on this project in areas adjacent to DNR wildlife areas in order to help promote native vegetation on those properties.

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The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3308, or email at andrew.barta@wisconsin.gov.

Sincerely,

Andy Barta

Andy Barta
Environmental Analysis & Review Specialist

cc: Jennifer Grimes – WisDOT REC
Joel Brown- WisDOT BTS
Kyle Zibung – ACOE
Stacy Rowe – DNR
Eric Heggelund- DNR
Sara Kehrli- DNR

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
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TTY Access via relay - 711

4-12-19

Rob Knorr
WisDOT Southwest Region- Madison Office
2101 Wright Street
Madison WI 53704-2583

Subject: DNR Initial Project Review
Project I.D. 1010-10-01
I-39/90/94
Wisconsin River Bridges B-11-22/23 & Approaches
Columbia County

Dear Mr. Knorr:

We have received the information you provided on March 14, 2019 regarding the aging I-39/90/94 crossing of the Wisconsin River. The Wisconsin Department of Transportation (WisDOT) in cooperation with the Federal Highways Administration (FHWA) is evaluating alternatives for this crossing. The project is focused on the Wisconsin River crossing and approaches with a southern terminus 1.9 miles south of the Wisconsin River at Black Road and the northern terminus 1.6 miles north at the end of southbound taper from the I-90/94 & I-39/WIS 78 Interchange.

The Wisconsin Department of Natural Resources (DNR) has jurisdiction and special expertise with respect to environmental impacts involved in the proposed project and will continue to provide input throughout the environmental process. For a summary of previous coordination and comments, please see our initial comment letter dated 12-10-18.

Purpose and Need
As stated in your March 14th submittal the purpose of this project is to address the needs of the aging I-39/90/94 structures and maintain vehicular traffic across the Wisconsin River in the towns of Dekorra and Caledonia located in Columbia County. This structure has been repaired 7 times since it was constructed in 1961 and continues to deteriorate. The need to reconstruct the bridge is primarily driven by deteriorating structure members, many of which are currently rated in poor or severe conditions. Past repairs and expansion of the structures make future repairs difficult and more costly and the structure is approaching the end of its serviceable life.

Secondary needs, those that will be considered in alternative development but are not the primary focus of the project, include capacity concerns and substandard geometrics. Addressing these concerns will provide a safer crossing on a primary commercial and recreational corridor.

The Department of Natural Resources recognizes and agrees with the purpose and need as outlined above. We have no further comments or concerns regarding the purpose or need of this project.

We appreciate the ongoing coordination between WisDOT and DNR and look forward to that continued cooperation as the project progresses through design.

If you have any further questions regarding this letter, or any other aspect of the project design, please don't hesistate to contact this office at andrew.barta@wisconsin.gov or 608-275-3308.

Sincerely,

Andy Barta

Andy Barta
Environmental Analysis & Review Specialist

cc: Ian Chidisiter, FHWA-WI
Joe Balice, FHWA-WI
Joel Brown, WisDOT
Jennifer Grimes, WisDOT
Jess Billmeyer, AECOM
Ashley Schulze, AECOM

From:	Brown, Joel R - DOT
To:	Billmeyer, Jess; Schulze, Ashley; Dredske, Logan
Cc:	Knorr, Robert - DOT; Grimes, Jennifer - DOT; Brown, Joel R - DOT
Subject:	FW: 1010-10-01 WI River Bridge, ENV, WI-River Islands
Date:	Thursday, April 18, 2019 10:43:59 AM

Jess, Ashley and Logan,

See the e-mail response below from Andy Barta related to the islands in the Wisconsin River.

Joel Brown
WisDOT – Bureau of Technical Services
608-630-3202

From: Barta, Andrew H - DNR
Sent: Thursday, April 18, 2019 10:04 AM
To: Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Cc: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>
Subject: RE: 1010-10-01 WI River Bridge, ENV, WI-River Islands

Hi Joel,

DNR does not have any ownership stake on the islands listed below. Additionally this section of river does not have a specific management plan as it is not managed as a DNR property. This section of river still sees and abundance of use primarily from recreational fisherman, pleasure boaters, and canoe/kayak enthusiast and the Wisconsin River as whole is managed as a warm water sport fishery. I am unaware of any DNR efforts to promote recreation, specific to this stretch of river, beyond DNR's promotion of outdoor recreation activities in general.

Andy

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Andy Barta
Phone: (608) 275-3308
Cell: (608) 235-2955
Andrew.Barta@Wisconsin.gov

From: Brown, Joel R - DOT
Sent: Friday, April 05, 2019 7:48 AM
To: Barta, Andrew H - DNR <Andrew.Barta@wisconsin.gov>
Cc: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; DOT I 39-90-94 WI River Bridges <DOTI39-90-

94WIRiverBridges@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Subject: 1010-10-01 WI River Bridge, ENV, WI-River Islands

Andy,

This e-mail is a follow-up to our discussion yesterday related to the islands in the Wisconsin River. The e-mail below from BLM identifies they have interest in islands 021-013 and 021-014 and they do not have interest in islands 021-015 and 021 -016 shown on the attached map. Island 021-015 is located under the existing WI-River Bridge and may be impacted to some extent with any build alternatives considered for the WI-River Bridge project. Does DNR have interest in island 021-015 under the existing bridge? If so, does DNR manage the island or promote recreational uses in any way? I am aware of a management plan for the Lower Wisconsin River but have not seen or been able to find anything related to the stretch of the river where the I-39/90/94 WI-River Bridge.

Jenny,

Please add anything to this e-mail I may have overlooked.

Thank you for any help with this.

Joel Brown
WisDOT – Bureau of Technical Services
608-630-3202

From: Carman, Stephanie [mailto:scarman@blm.gov]
Sent: Tuesday, March 19, 2019 4:13 PM
To: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>
Cc: Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Balice, Joe <joe.balice@dot.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Billmeyer, Jess <jess.billmeyer@aecom.com>; Schulze, Ashley <Ashley.Schulze@aecom.com>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>; Katherine (Katie) Frauen <kfrauen@blm.gov>
Subject: Re: [EXTERNAL] 1010-10-01, WI River Bridge, Purpose & Need Summary, BLM

Hi Robert -

I wanted to provide you and your team with a quick update on our progress in determining the Federal interest in the islands near the bridge projects. As shown on the attached map, we can affirm that islands 021-013 and 021-014 are Federal and that islands 021-015 and 021 -016 are not Federal, and thus the BLM would have no interest/authority on islands 021-015 and 021-016. We are still awaiting determinations on islands 021-017 and 021 -018. Once we have a final determination for the project area, we will send you an official notification.

If you have any questions, please let me know.

Stephanie

Stephanie Carman
Assistant District Manager for Resources
Bureau of Land Management
Northeastern States District
scarman@blm.gov
office: (414) 297-4450
cell: (414) 391-9721

On Fri, Mar 15, 2019 at 10:07 AM Carman, Stephanie <scarman@blm.gov> wrote:

> Thank you Robert. We will review the documents and get back to you.
> Stephanie
> **Stephanie Carman**
> **Assistant District Manager for Resources**
> Bureau of Land Management
> Northeastern States District
> scarman@blm.gov
> office: (414) 297-4450
> cell: (414) 391-9721
>
> On Thu, Mar 14, 2019 at 5:08 PM Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov> wrote:
>
> > Stephanie,
> >
> > The Wisconsin Department of Transportation and Federal Highway Administration have prepared a summary of the Purpose and Need Statement for the I-39/90/94 Wisconsin River Bridge in Columbia County, Wisconsin. Attached please find the project's purpose and need summary and a letter requesting your agency's review and comment.
> >
> > Please feel free to contact me with any questions.
> >
> > Thank you,
> >
> > ***Robert Knorr, P.E.***
> > *Project Manager – Major Studies Unit*
> > *WisDOT Southwest Region*
> > *2101 Wright St.*
> > *Madison, WI 53704-2583*
> > *(608) 246-5444*
> > *robert.knorr@dot.wi.gov*

From: Schulze, Ashley
To: Dredske, Logan
Subject: FW: 1010-10-01 I-39/90/94 WI-River Bridge DNR Conversation
Date: Thursday, December 26, 2019 2:36:14 PM

From: Barta, Andrew H - DNR <Andrew.Barta@wisconsin.gov>
Sent: Tuesday, June 25, 2019 10:13 AM
To: Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>
Cc: Billmeyer, Jess <Jess.Billmeyer@aecom.com>; Schulze, Ashley <Ashley.Schulze@aecom.com>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>
Subject: RE: 1010-10-01 I-39/90/94 WI-River Bridge DNR Conversation

Thanks Joel for bringing me up to speed and forwarding along those [redacted] pictures, great to see!

Everything below is accurate to me, I look forward to continued coordination on this project.

Andy

We are committed to service excellence.
Visit our survey at http://dnr.wi.gov/customersurvey to evaluate how I did.

Andy Barta
Phone: (608) 275-3308
Cell: (608) 235-2955
Andrew.Barta@Wisconsin.gov

From: Brown, Joel R - DOT
Sent: Tuesday, June 25, 2019 9:20 AM
To: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>; Barta, Andrew H - DNR <Andrew.Barta@wisconsin.gov>
Cc: Billmeyer, Jess <jess.billmeyer@aecom.com>; Schulze, Ashley <Ashley.Schulze@aecom.com>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Subject: 1010-10-01 I-39/90/94 WI-River Bridge DNR Conversation

Rob,

I talked with Andy Barta this morning about the three questions we had for him during our meeting yesterday, and one additional comment. The following is a list of questions and responses.

- AOP comments in the initial review letter
    - Field review is not necessary for this project, if the box culverts are replaced the comment will be addressed by installing a properly sized box culvert/s
- [redacted] nesting deterrents on the WI-River Bridge prior to construction

    - When we talk/share the range of alternatives we should discuss [redacted] deterrents being installed prior to construction activities occurring. Once we have additional alternative information to share Andy will talk with Stacy Rowe at NHC about types, timing and requirements for deterrents.
- Fox-WI Heritage Parkway
    - Include Andy on coordination with the Fox-WI-Heritage Parkway organization. Brian Taylor recently coordinated with this group for a project in Portage on US 51. I will ask Brian for information on who he coordinated with.
- Mussel BA and BO with USFWS
    - Provide updates related to USFWS coordination so DNR is in the loop related to this topic.

Andy,

Please respond to this e-mail with confirmation of the contents of our discussion and/or any revisions needed.

Thank you

Joel Brown
Bureau of Technical Services
Environmental Process and Document Section
Wisconsin Dept. of Transportation
608-630-3202

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
101 S. Webster Street
Box 7921
Madison, WI 53707-7921

Tony Evers, Governor
Preston D. Cole, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463

1-9-20

Jennifer Grimes
Environmental Coordinator
WisDOT Southwest Region - Edgerton
111 Interstate Blvd
Edgerton, WI 53534

Subject: DNR Initial Review
Project I.D. 1010-10-01
I-39/90/94 Bridges over Wisconsin River
Columbia County

Dear Jennifer Grimes,

The Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA) have provided information to the Wisconsin Department of Natural Resources (WDNR) regarding the anticipated impacts to WDNR's Dekorra Public Hunting Ground resulting from the proposed I-39/90/94 Wisconsin River Bridge Project. It was further explained that potential impacts were identified at a public involvement meeting for the project held September 12, 2019. No comments related to impacts were received. The purpose of this letter is to document WDNR's position on the anticipated impacts to the Dekorra Public Hunting Ground.

It has been explained that as part of the I-39/90/94 Wisconsin River Bridge Project, the County V bridge over I-39/90/94 will be replaced just south of its existing location. This will result in the realignment of County V to connect to its new bridge over I-39/90/94. Based on information provided by WisDOT, it is WDNR's understanding that the proposed action will result in WisDOT acquiring approximately 0.70 acres of Dekorra Public Hunting Ground for right-of-way purposes. The land to be acquired is located along the south side of County V and east of Unnamed Creek.

WDNR has requested discussion related to a potential access gate at the rest area to provide access to the south side of the Dekorra Public Hunting Grounds. The project team has committed to facilitating a discussion with WisDOT Bureau of Highway Maintenance, Rob Knorr and others to further discuss the access gate.

WDNR has reviewed the anticipated impacts of the proposed action and have determined that impacts would be de minimis in nature and will not adversely affect the activities, features, or attributes that make the Dekorra Public Hunting Ground eligible for Section 4(f) protection. If design changes occur as project plans evolve, please contact WDNR to discuss the changes in impacts and we will re-evaluate our position.

If further information or action on WDNR's part is required, please do not hesitate to contact Andy Barta at 608-275-3308 or Andrew.barta@wisconsin.gov.

Sincerely,

Andy Barta

cc: Sarah Kehlri – Dekorra Public Hunting Grounds Property Manager
Andy Paulios – DNR Wildlife
Mike LaBissoniere – DNR Real Estate
Joel Brown – DOT
Brandon Lamers – DOT
Dan Shave – DOT
Ryan Mayer - DOT

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1-14-20

Jennifer Grimes
WisDOT Division of Transportation Systems Development
Southwest Region
2101 Wright Street
Madison WI 53704

Subject: Comment on Alternatives Analysis and Preferred Alternative
Project I.D. 1010-10-01
I-39/90/94 Wisconsin River Bridge
Columbia County

Dear Ms. Grimes:

WisDOT is in the planning stages to address the again bridges on I-39/90/94 over the Wisconsin River in Columbia county. As part of the design and planning process, WisDOT has narrowed the possible project options down to four potential alternatives. Based on an more analysis of the impacts and ability of those options to meet the purpose and need of this project, WisDOT has identified a single preferred alternative to carry forward into planning. The purpose of this letter is for the Wisconsin Department of Natural Resources to provide comment on the 4 preliminary alternatives, the alternatives evaluation, and on WisDOT's preferred alternative.

Purpose and Need
The primary need for this project is to address the existing condition of this crossing. The purpose and need for this project was outlined in detail in the *Purpose and Need Summary* dated March 2019. The Department of Natural Resources has reviewed that document and provided comment and support in letter dated 4-12-19.

Preliminary Alternatives
The project team developed four preliminary alternatives for further analysis. Alternatives were evaluated for their ability to meet the project needs while balancing impacts to resources and the community needs.

-**No-Build Alternative:** Do nothing to the existing bridge.

The no-build alternative consists of doing nothing to address the ageing 1-39/90/94 Wisconsin River Bridge. No repair, maintenance, or construction activities of any sort would occur on the bridge. Eventually the bridge would need to be closed due to safety concerns. Interstate traffic would be forced to use an alternate route to cross the Wisconsin River.

Since this alternative does not meet the purpose and need for this project, it was not carried forward fur further detailed alternatives analysis.

It should be noted although initially a no-build alternative might seem to have little environmental impact, it's likely this option would result in significant impacts spread across a broad geographic region. If this interstate crossing of the Wisconsin river where to be abandoned and traffic routed elsewhere, it is likely that significant capacity expansions would be required elsewhere to accommodate the increase in traffic resulting in yet unknown impacts to local resources. If this scenario were to play out to its full degree, eventually the bridge would need to be removed as it deteriorated, and this work would have environmental impacts on par with construction of a new bridge but without the public benefits to transportation systems.

-Rehabilitation Alternative: Repair existing bridge in its current location.

The Rehabilitation Alternative represents phases of rehabilitation work that would be completed on the existing I-39/90/94 to prolong its useable life. This alternative would feature 3 phases of rehabilitation work followed by a complete replacement around 2045.

- Phase 1 (approx. 2025-2026) Two construction seasons
    - Girder painting, deck replacement, 1st round of structural steel repairs, bearing replacement, and pier wrapping.

- Phase 2 (approx. 2027) One construction season
    - Thin polymer overlay

- Phase 3 (approx. 2035) One construction season
    - Second round of steel repairs

- Full bridge replacement (approx. 2045)

This alternative results in substantial user delays related to frequent construction activities as demonstrated in your alternatives analysis submittal. Traffic backups are anticipated 157 times with an average queue distance of 8 miles and lasting 7.3 hrs. on average. Maximum backups could reach 41.3 miles and last up to 19 hrs. This alternative does meet the primary purpose and need for this project but does a very poor job of meeting secondary needs associated with user impacts. As such, this alternative was not carried forward for more detailed analysis.

Additionally, this alternative would result in many of the same impacts we anticipate from a full bridge reconstruction, and those impacts could occur multiple times in a 20yr window making this alternative less desirable than a full replacement project.

The work outlined in Phase 1 would almost certainly require use of a causeway and associated disturbances to access the bridge and complete the described work. These impacts would be similar to what we anticipate from a full bridge replacement. With this alternative, these impacts would occur a second time within a 20-year window.

-East Alternative: Construct a new bridge just east of the existing structure.

The east alternative represents a complete replacement of the existing I-39/90/94 Wisconsin River bridge. The existing single structure would be replaced to two new bridges, the first of which would be constructed just east of the existing structure. Traffic would be shifted to allow for portions of the existing bridge to be removed for the construction of the other bridge. This strategy allows for three lanes of traffic in each direction to remain open during construction.

The I-39/90/94 roadway mainlines would be shifted east to align the roadway to the new bridges. The mainline would be reconstructed to match the current lane configuration, three 12-foot lanes in each direction. The CTH U and CTH V overpasses would be reconstructed to address alignment and access concerns. Bridges from this alternative would last well beyond the project design year of 2045 and would require routine inspection and maintenance much like all similar structures throughout Wisconsin.

The east alternative would require building a retaining wall to prevent impacts to the ATC transmission line towers along St. Lawrence Bluff Road. The retaining wall would be a maximum of 35 feet high and maintain a minimum of 17 feet of separation from the transmission structures.

Since this alternative meets the project purpose and needs, it was carried forward for further analysis.

-West Alternative: Construct a new bridge just west of the existing structure.

The west alternative represents a complete replacement of the existing I-39/90/94 Wisconsin River bridge. The existing single structure would be replaced to two new bridges, the first of which would be constructed just west of the existing structure. Traffic would be shifted to allow for portions of the existing bridge to be removed for the construction of the other bridge. This strategy allows for three lanes of traffic in each direction to remain open during construction.

The I-39/90/94 roadway mainlines would be shifted east to align the roadway to the new bridges. The mainline would be reconstructed to match the current lane configuration, three 12-foot lanes in each direction. The CTH U and and CTH V overpasses would be reconstructed to address alignment and access concerns. Bridges from this alternative would last well beyond the project design year of 2045 and would require routine inspection and maintenance much like all similar structures throughout Wisconsin.

The west alternative would result in impacts to Oak Knoll Drive, a dead end. Mainline construction would shorten Oak Knoll Drive by 425 feet cutting off access to 6 residences and 2 additional properties would be acquired since they would be within the proposed right of way.

Since this alternative meets the project purpose and needs, it was carried forward for further analysis.

The Wisconsin Department of Natural Resources feels these alternatives adequately reflects the range of practicable and reasonable alternatives for this project.

Alternatives Impacts

The east and west alternatives were further analyzed and impacts to area resources were evaluated against the control of a no build alternative. Factors considered include impacts to agricultural lands, floodplains, the Fox-Wisconsin Heritage water trail, hazardous materials, historic properties, noise analysis, parcel impacted, protected public lands, threatened and endangered species, water resources and wetlands.

Many of the impacts to natural resources and riverway users would be similar between the east and west alternatives. The causeway required for construction would likely be in place for the same time period and built in a similar location. The biggest difference in impacts from a resource standpoint would be the acreage impacted within the Dekorra Hunting Grounds. The west alternative would impact about 1 acre of this property where the east alternative would impact 0.07 acres resulting from the CTH V overpass reconstruction. That taking was already determined to be de-minimus in nature and will not adversely affect the activities, features, or attributes of the Dekorra Public Hunting Grounds property, as detailed in a letter to WisDOT dated 1-9-20.

WisDOT Recommended Alternative: East Alternative

WisDOT recommended Alternative is based on the alternative that best meets the project's purpose and need and best minimized impacts to the surrounding resources and community.
The East Alternative is the WisDOT recommended alternative because:

-It does not impact historic properties
-Does not require residential relocations
-Less impacts to protected public lands (Dekorra Public Hunting Grounds)
-Less amount of private land needed for conversion to DOT right-of-way.

The Wisconsin DNR agrees with WisDOT's assessment and supports the recommended East Alternative. We find the methodology and alternative analysis to adequately document and accurately account for impacts to potentially affected resources. The recommended alternative best limits impacts to the adjacent environment and communities while providing for a safe and efficient transportation system.

Thank you for this opportunity to provide comment on this project and we look forward to continued coordination moving forward.

If you have any comments or concerns regarding is letter, please don't hesitate to contact Andy Barta at 608-275-3308, or email at andrew.barta@wisconsin.gov.

Sincerely,

Andy Barta

Andy Barta
Environmental Analysis & Review Specialist

cc: Ian Chidister – FHWA-WI
Joe Balice – FHWA-WI
Brandon Lamers – WisDOT
Joel Brown – WisDOT

Jess Billmeyer – AECOM
Ashley Schulze -AECOM
Eric Heggelund – DNR
Sarah Kehlri – DNR, property manager

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12-11-2020

Daniel Schave
Project Manager – Major Studies
Wisconsin Department of Transportation SW Region
2101 Wright Street
Madison WI 53704

Subject: DNR Comment on Environmental Assessment
Project I.D. 1010-10-01
Wisconsin River Bridge
Columbia County

Dear Mr. Schave:

Purpose and Need:
The purpose and need for this project area clearly and concisely presented in the Environmental Assessment (EA). As stated, the current bridge structure has deteriorated to the point where rehabilitation is no longer adequate or feasible and the crossing must be constructed to maintain traffic flow across the Wisconsin River. Additional improvements have been considered to address secondary needs such as projected traffic volumes and current geometric deficiencies. We find the information and logic provided to be reasonable and factual and have no additional comments to add. More detailed comments on purpose and need for this project was provided in a letter dated 4-12-19.

Alternatives Analysis:
WisDOT has considered 4 preliminary alternatives for this project, a no-build, a rehabilitation, and an eastern and western reconstruction option. These alternatives have been reviewed in detail and comment on the preferred alternative was provided in a letter dated 1-14-2020. DNR agrees with WisDOT's preferred East alternative. As an alternative it is preferred by DNR because:

-It does not impact historic properties
-Does not require residential relocations
-Less impacts to protected public lands (Dekorra Public Hunting Grounds)
-Less amount of private land needed for conversion to DOT right-of-way.

Additionally, the eastern alternative would not result in any greater impacts to endangered/threatened resources, water quality, or any other environmental concern under the Department's purview than the other investigated alternatives. Given that background, we feel the East alternative has the least all-around impacts to the local environment.

Continued Coordination:
From the early stages of project conception, WisDOT has ensured WiDNR has a seat at the table and has sought DNR input and feedback at every step. It is our opinion that the Environmental Assessment does a good job of detailing the design work and discussions to date and presents them in an understandable and concise manner. While the EA adequately address the work and coordination to date, we are aware there will be continued close coordination as the design moves forward. We appreciate WisDOT's commitment to ensure the project is designed and constructed in a manner that minimizes impacts to the numerous resources present at the project site.

As the design moves forward, we look forward to continued coordination and dialogue regarding protections for the endangered and threatened species that utilize adjacent habitats, construction and erosion control practices to minimize off site impacts, and staging opportunities to minimize temporary impacts from the construction and demolition process.

Thank you for this opportunity to review the environmental assessment and to provide feedback. We look forward to continued dialogue moving forward.

Sincerely,

Andy Barta

Environmental Analysis & Review Specialist

cc: Joel Brown - WisDOT REC
Jenny Grimes – WisDOT REC
Michael Hoelker – WisDOT
Brandon Lamers – WisDOT
Jess Billmeyer – AECOM
Ashley Schulze - AECOM

Dredske, Logan

From: Barta, Andrew H - DNR <Andrew.Barta@wisconsin.gov>
Sent: Monday, April 12, 2021 3:30 PM
To: Joel Brown
Cc: Schave, Daniel L - DOT; Grimes, Jennifer - DOT; Dredske, Logan; Schulze, Ashley; DOT I 39-90-94 WI River Bridges; Rowe, Stacy A - DNR; Kitchel, Lisie E - DNR
Subject: [EXTERNAL] RE: 1010-10-01 I-39/90/94 Wisconsin River Bridge NHI review

Hi Joel,

In response to the new information on the [redacted] I have renewed the NHI review for this project. As of 4-12-2021, the only change to the NHI portal is the addition of the [redacted] to this project location. Please take the below information as an amendment to the Initial comment letter.

[redacted]

[redacted]

Let me know if you have any questions or comments regarding this species, or any other aspect of this project. I look forward to continued coordination on this project.

Andy

We are committed to service excellence.
Visit our survey at http://dnr.wi.gov/customersurvey to evaluate how I did.

Andy Barta
Phone: 608-235-2955
andrew.barta@wisconsin.gov

From: Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Sent: Tuesday, April 06, 2021 11:18 AM
To: Barta, Andrew H - DNR <Andrew.Barta@wisconsin.gov>
Cc: Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Dredske, Logan <logan.dredske@aecom.com>; Schulze, Ashley <Ashley.Schulze@aecom.com>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Subject: 1010-10-01 I-39/90/94 Wisconsin River Bridge NHI review

Andy,

As you are aware, during the I-39/90/94 Wisconsin River Bridge EA Availability Period, Ron Grasshoff provided comments on behalf of Wisconsin Green Fire provided comments that identified the presence of the [redacted]

[redacted] Since the comments were received we have communicated numerous times and discussed that an update to the NHI has been completed and now includes the [redacted] in the area.

The project team just completed a public hearing for the project that included both virtual and in-person components. Now that the hearing is completed, we are working on addressing comments and updating the EA with information presented during the document availability period and during both public hearing components. To assist and further provide information related to the update, if you could, please provide an update to the NHI review for the project. Once receiving the information, we look forward to discussing the [redacted] and any other species identified in the area that were not previously identified.

Thank you

Joel Brown
Bureau of Technical Services
Environmental Process and Documentation Section
Wisconsin Dept. of Transportation
608-630-3202

Appendix 3:
State Historic Preservation Office Coordination

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 6/2014

SHPO

FEB 0 [illegible] 2020

For instructions, see FDM Chapter 26.

I. PROJECT INFORMATION

☐ Amended Submittal *(include new information only)*

Project ID	Highway – Street	County
1010-10-01	I-39/90/94 Wisconsin River Bridge	Columbia

Project Termini	Region – Office
Northern Terminus: end of the southbound taper from the I-90/94 & I-39/WIS 78 interchange Southbound Terminus: Black Road	Southwest

Regional Project Engineer – Project Manager	(Area Code) Telephone Number
Dan Schave	(608) 246-3251
Consultant Project Engineer – Project Manager Ashley Schulze, AECOM	(Area Code) Telephone Number (608) 828-8169
Archaeological Consultant UWM-Cultural Resource Management	(Area Code) Telephone Number (414) 229-3078
Architecture/History Consultant UWM Cultural Resource Managements	(Area Code) Telephone Number (414) 229-3078
Date of Need	SHSW Number 0141 20-~~0142~~ CO
Return a Signed Copy of This Form to	XREF - 16-0008, 14-0770

II. PROJECT DESCRIPTION

Project Length	Land to be Acquired: Fee Simple	Land to be Acquired: Easement
1.8 miles	13.1 acres	0 acres

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	130' - 185'	130' - 240'	Terrace Width	N/A	N/A
Shoulder		12'	Sidewalk Width	N/A	N/A
Slope Intercept	120' - 175'	120' - 230'	Number of Lanes	6	6
Edge of Pavement	60' - 120'	64' - 155'	Grade Separated Crossing	2	2
Back of Curb Line	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	N/A	Up to 75'	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.	☒ Yes	☐ No	Tree Topping and/or Grubbing	☐ Yes	☐ No

Brief Narrative Project Description: Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

The I-39/90/94 Wisconsin River bridge project is located in Columbia County, Wisconsin. The project termini extend approximately 1.6 miles to the north and approximately 1.9 miles to the south of the Wisconsin River. The northern terminus for the project is the end of the southbound taper from the I-90/94 & I-39/WIS 78 interchange. The southern terminus for the project is Black Road.

The purpose of the project is to address the structural needs of the aging I-39/90/94 Wisconsin River bridge and maintain vehicular traffic across the Wisconsin River. The primary need for the project is to address the existing condition of the bridge. The project also has secondary needs related to traffic demands and roadway geometrics.

The Preferred Alternative would include replacement of the I-39/90/94 Wisconsin River bridge to the east of the existing bridge. A new northbound bridge would be located 15 feet east of the existing bridge and a new southbound bridge would be located in place of the existing bridge. The roadway approaches would be realigned to connect into the new structures. The roadway approaches would consist of three 12-foot travel lanes in each direction and 12-foot inside and outside shoulders. The new bridges would be built wide enough to accommodate a future fourth travel lane, however only three travel lanes would be opened to traffic after construction.

The realignment of the I-39/90/94 approaches would require replacement of the County U and County V bridges over I-39/90/94. County U would be replaced north of the existing structure to keep traffic open during construction. County V would be replaced south of the existing structure to keep traffic open during construction. Both County U and County V would remain 2-lane highways.

The Preferred Alternative can be seen in Exhibit 1.

☐ Add continuation sheet, if needed.

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION *(continued)*

Wisconsin Department of Transportation DT1635

III. CONSULTATION

How has notification of the project been provided to:

Property Owners	Historical Societies/Organizations	Native American Tribes
☒ Public Information Meeting Notice	☐ Public Information Meeting Notice	☐ Public Info. Mtg. Notice
☒ Letter - Required for Archaeology	☐ Letter	☒ Letter
☐ Telephone Call	☐ Telephone Call	☐ Telephone Call
☐ Other:	☒ Other: Email	☐ Other:

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

IV. AREA OF POTENTIAL EFFECTS – APE

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

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

The APE includes all properties within and adjacent to the project area. All resources that were at least 40 years old and possessed a degree of historic integrity were examined for potential historic signficance.

V. PHASE I – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
☒ Archaeological survey **is needed**	☒ Architecture/History survey **is needed**
☐ Archaeological survey **is not needed**	☐ Architecture/History survey **is not needed**
☐ Screening list (date)	☐ Screening list (date)
☐ Burial site in project area, Wis. Stat. 157.70 applies	☐ No structures or buildings of any kind within APE
	☐ Non-Survey History Documentation attached

VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
☐ **NO** archaeological sites(s) identified – ASFR attached	☐ **NO** buildings/structures identified – Report attached
☒ **NO** potentially eligible site(s) in project area – Phase I Report attached	☐ Potentially eligible buildings/structures identified in the APE – Report attached
☐ Potentially eligible site(s) identified-Phase I Report attached	☐ Avoided through redesign
☐ Avoided through redesign	☒ Previously listed/eligible property identified in the APE – Report attached
☐ Phase II conducted – go to VII (Evaluation)	
☐ Phase I Report – Cemetery/cataloged burial documentation	

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

☐ No arch site(s) eligible for NRHP – Phase II Report attached	☐ No buildings/structure(s) eligible for NRHP – DOE attached
☐ Arch site(s) eligible for NRHP – Phase II Report attached	☐ Building/structure(s) eligible for NRHP – DOE attached
☐ Site(s) eligible for NRHP – DOE attached	

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

☐ Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.

Two parcels, N3805 + N4532 Cty. Rd. J, Poynette (see page 64+65 of arch report) were unsurveyed due to property owner denial, once permission/access is obtained, both parcels will be subject to field survey.

IX. PROJECT DECISION

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

☒ No historic properties (historical or archaeological) affected. -See CRT memo

☐ Historic properties (historical and/or archaeological) may be affected by project;

- ☐ Go to Step 4: Assess affects and begin consultation on affects.
- ☐ Documentation for Determination of No Adverse Effects is included with this form. WisDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.

X. SIGNATURES

X [signature]	1-27-20	X [signature]	2-6-2020	X [signature]	March 9 2020
(Regional Project Manager Signature)	(Date – m/d/yy)	(WisDOT Historic Preservation Officer Signature)	(Date – m/d/yy)	(State Preservation Officer Signature)	(Date – m/d/yy)
X Ashley Schultze	1-24-20				
(Consultant Project Manager Signature)	(Date – m/d/yy)				

Appendix 4:
Department of Agriculture, Trade, and Consumer Protection Coordination
Updated: 4-3 thru 4-4

State of Wisconsin
Governor Tony Evers

Department of Agriculture, Trade and Consumer Protection

November 8, 2019

Joel Brown
WisDOT Bureau of Technical Services
4822 Madison Yards Way
Madison, WI 53705

Dear Joel Brown:

Re: Project ID: 1010-10-01
Project Name: I 39/90/94 Wisconsin River Bridge
County: Columbia

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, based on the reasoning provided below.

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, DATCP should be renotified. Please contact me with any questions.

Since each of the proposed acquisitions of farm property is 5 acres or less, DATCP has discretion over whether or not to prepare an AIS. No AIS will be prepared for this project since none of the other impacts on agriculture appear to be significant.

Sincerely,

Alice Halpin

Alice Halpin
Agricultural Impact Statements
(608)224-4646
Alice.Halpin@wi.gov

DATCP ID: #4316

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 12/5/19	4. Sheet 1 of 1
1. Name of Project **I-39/90/94 WISCONSIN RIVER BRIDGE**	5. Federal Agency Involved **FHWA**	
2. Type of Project **BRIDGE REPLACEMENT**	6. County and State **COLUMBIA 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 East Alternative			
	Corridor A	**Corridor B**	**Corridor C**	**Corridor D**
A. Total Acres To Be Converted Directly	4.1			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	-			
C. Total Acres In Corridor	4.1			
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	15			
2. Perimeter in Nonurban Use — 10	10			
3. Percent Of Corridor Being Farmed — 20	20			
4. Protection Provided By State And Local Government — 20	0			
5. Size of Present Farm Unit Compared To Average — 10	10			
6. Creation Of Nonfarmable Farmland — 25	0			
7. Availablility Of Farm Support Services — 5	0			
8. On-Farm Investments — 20	0			
9. Effects Of Conversion On Farm Support Services — 25	0			
10. Compatibility With Existing Agricultural Use — 10	0			
TOTAL CORRIDOR ASSESSMENT POINTS — 160	55	0	0	0
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment) — 160	55	0	0	0
TOTAL POINTS *(Total of above 2 lines)* — 260	55	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

Clear Form

Dredske, Logan

From: Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Sent: Friday, November 13, 2020 8:51 AM
To: DOT I 39-90-94 WI River Bridges
Cc: Joel Brown; Grimes, Jennifer - DOT; Lamers, Brandon - DOT; Schulze, Ashley; Dredske, Logan
Subject: [EXTERNAL] FW: WisDOT ID 1010-10-01; I-39/90/94 Wisconsin River Bridge; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

FYI

From: Zopp, Zach P - DATCP <zach.zopp@wisconsin.gov>
Sent: Friday, November 13, 2020 8:48 AM
To: Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Subject: RE: WisDOT ID 1010-10-01; I-39/90/94 Wisconsin River Bridge; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Hello Daniel,

The Agricultural Impact Statement Program, as part of DATCP, has no comment.

Thank you,

Zach Zopp
Agricultural Impact Statement Program Manager / Land and Water Program Specialist
Bureau of Land and Water Resources - Division of Agricultural Resource Management
WI Department of Agriculture, Trade and Consumer Protection
608-224-4650
zach.zopp@wisconsin.gov

We are committed to service excellence.
Visit our survey at http://datcp.wi.gov/customersurvey to evaluate how I did.

From: Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Sent: Thursday, November 12, 2020 7:55 AM
To: DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>; Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Cc: Hoelker, Michael - DOT <Michael.Hoelker@dot.wi.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Billmeyer, Jess <jess.billmeyer@aecom.com>; Schulze, Ashley <Ashley.Schulze@aecom.com>
Subject: WisDOT ID 1010-10-01; I-39/90/94 Wisconsin River Bridge; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Hello,
The Wisconsin Department of Transportation (WisDOT) is providing notice of availability of an Environmental Assessment and notice of opportunity to request a public hearing for a proposed improvement on Interstate 39/90/94 in Columbia County, Wisconsin.

The proposed improvement includes:

- Replacement of the existing Interstate 39/90/94 Wisconsin River bridge with a new bridge that would accommodate construction staging, future maintenance work and future traffic needs
- Replacement of the County U and County V bridges over Interstate 39/90/94
- Construction of retaining walls to avoid impacts to transmission structures

There will be no relocation of persons or businesses as a result of the proposed improvement.

An online copy of the Environmental Assessment can be viewed at the following:
https://wisconsindot.gov/Pages/projects/by-region/sw/i399094-bridge/default.aspx

A public hearing may be requested by individuals to whom the proposed project is of significant concern. If you feel the project is of significant concern, I encourage you to contact me to discuss those concerns prior to requesting a public hearing.

The attached PDF contains additional details of the Environmental Assessment availability as well as the opportunity to request a public hearing.

Please reach out if you have comments or questions related to the proposed improvement.

Sincerely,

Daniel Schave, P.E.

Project Manager – Major Studies
WisDOT – Southwest region
2101 Wright Street
Madison, WI 53704
(608) 246-3251 office
(608) 716-1585 cell

Appendix 5:
United States Army Corps of Engineers Coordination
Updated: 5-10 thru 5-11

Dredske, Logan

From: Schulze, Ashley
Sent: Monday, October 29, 2018 10:50 AM
To: Dredske, Logan
Subject: FW: 1010-10-01, WI River Bridges, Env, USACE Initial project notification letter
Attachments: RE: WisDOT Project ID 1010-10-01, IH 39/90/94, Wisconsin River Bridges B-11-22/23 & Approaches, Columbia County Submittal

This email needs two separate updates, one for the USACE response, and then one for WisDOT responding back.

-----Original Message-----
From: Knorr, Robert - DOT [mailto:Robert.Knorr@dot.wi.gov]
Sent: Monday, October 29, 2018 8:26 AM
To: Zibung, Kyle D CIV USARMY CEMVP (US)
Cc: Brown, Joel R - DOT; Grimes, Jennifer - DOT; Schulze, Ashley; DOT I 39-90-94 WI River Bridges; Balice, Joe; Holt, Daniel
Subject: RE: 1010-10-01, WI River Bridges, Env, USACE Initial project notification letter

Good morning Kyle,

Thank you for the information in your response about the Wisconsin River Bridge EA. We did receive the attached correspondence from the USCG concerning this project. In summary, the USCG has suspended their jurisdiction pertaining to bridge permitting authorities for this specific portion of the Wisconsin River. We will continue coordinating with you on applicable 404 permits and the EA process as you mentioned below.

Robert Knorr

-----Original Message-----
From: Zibung, Kyle D CIV USARMY CEMVP (US) [mailto:Kyle.D.Zibung@usace.army.mil]
Sent: Thursday, October 25, 2018 8:44 AM
To: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>
Subject: RE: 1010-10-01, WI River Bridges, Env, USACE Initial project notification letter

Robert-

Thanks for the follow-up reminder for comment. My initial comment is that the Wisconsin River near Portage, WI is a federal navigable water. The U.S. Coast Guard (USCG) regulates bridges and causeways in navigable waters pursuant to Section 9 of the River and Harbors Act. Therefore, I recommend coordinating with Mr. Scot Striffler of the USCG (Scot.M.Striffler@uscg.mil) for their comments on replacing the bridges. I've included a link to the USCG Bridge Program website below. It's my experience on other similar-type projects that the USCG has an abbreviated permit process for bridge projects on the WI River. The Corps would still regulate the placement of dredged and fill material in the Wisconsin River, its tributaries, and adjacent wetlands under Section 404 of the Clean Water Act. Please continue coordinating with me on applicable Section 404 permits required for the projects. We can also provide more specific comment on the projects during the FHWA Environmental Assessment (EA) process. I hope this information helps steer the projects. If you have any questions, please contact me via email or at the telephone number below.

https://secure-web.cisco.com/1zZFkvarb3eBisc_E4TymsXlq7Zn8gaDPmQs0BOUXDHP02G3CtdTg11rC4skCayHSpUg-zYEOc4R6cz9ic5TNtqELiOXgwT-nHXIZmK03DfQKbcMruejik6XapPz2bqhRNKByEXC4tr2Mx7HKgCePfiRBT-fY5qW4jLgHUo2oarXlzLX7UHeO0fTUzGhz_8fE28Lfn5t1cLHnnGRIDspB-

whduZ3s1d7y0BJD_TtC5wqm_KpxVp0S0POeO6BNsO0d3aJYov7rBtM-AiZuIid2zg/https%3A%2F%2Fwww.dco.uscg.mil%2FOffice-of-Bridge-Programs%2F

Thanks,

Kyle Zibung
U.S. Army Corps of Engineers
Regulatory Branch
2926 Post Rd, Suite B
Stevens Point, WI 54481

Phone: (651) 290-5877
http://secure-web.cisco.com/1ggQVDZ-500lbYXLT2ZigpSWLVEz0HUtxYaciO1SE-R0NszL70BCW4BOH2c5BS51nzL_MSMpA7vyECbOraHFmDSVFzdGbGAXo1LZJG_W3cG6LUz8NaWJdEhuuZlsg0D8MqgSvuUBkj_kLsqE5jgUcSq5ir7eOF5ttqkU0WeZcqARr0gzgBOGbDReIIKyOSJXkuqsbmVo2YsRaPKn1YGf-TPuOAR7lIIcS4jaYS1V_R2f1T8c5pTK3NrI3HKGyeCjq/http%3A%2F%2Fwww.mvp.usace.army.mil

-----Original Message-----
From: Knorr, Robert - DOT [mailto:Robert.Knorr@dot.wi.gov]
Sent: Wednesday, October 24, 2018 9:57 AM
To: Zibung, Kyle D CIV USARMY CEMVP (US) <Kyle.D.Zibung@usace.army.mil>
Cc: Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Schulze, Ashley <Ashley.Schulze@aecom.com>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>; Balice, Joe <joe.balice@dot.gov>; Holt, Daniel <daniel.holt@dot.gov>
Subject: [Non-DoD Source] RE: 1010-10-01, WI River Bridges, Env, USACE Initial project notification letter

Good Morning Kyle,

This email is a follow-up to the previously sent correspondence referenced below from August 20th. We are interested if you have any comments regarding this bridge replacement project. Thank you in advance for your timely response.

Robert Knorr, P.E.
Project Manager - Major Studies Unit
WisDOT Southwest Region
2101 Wright St. <x-apple-data-detectors://1/0> Madison, WI 53704-2583 <x-apple-data-detectors://1/0>
Office: (608) 246-5444 <tel:(608)%20246-5444> robert.knorr@dot.wi.gov <mailto:robert.knorr@dot.wi.gov>

_____
From: Knorr, Robert - DOT
Sent: Monday, August 20, 2018 6:16 PM
To: 'kyle.d.zibung@usace.army.mil' <kyle.d.zibung@usace.army.mil>
Cc: Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; 'Schulze, Ashley' <Ashley.Schulze@aecom.com>
Subject: 1010-10-01, WI River Bridges, Env, USACE Initial project notification letter

Kyle,

The Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA) have started to evaluate the future replacement of the I-39/90/94 Wisconsin River Bridges near Portage, Wisconsin. I've attached a

letter concerning the details and a project location map for your reference. Please feel free to contact me with any questions.

Robert Knorr, P.E.
Project Manager - Major Studies Unit
WisDOT Southwest Region
2101 Wright St. <x-apple-data-detectors://1/0> Madison, WI 53704-2583 <x-apple-data-detectors://1/0>
Office: (608) 246-5444 <tel:(608)%20246-5444> robert.knorr@dot.wi.gov <mailto:robert.knorr@dot.wi.gov>

Dredske, Logan

From: Schulze, Ashley
Sent: Monday, April 15, 2019 10:08 AM
To: Dredske, Logan
Subject: FW: 1010-10-01, WI River Bridge, Purpose & Need Summary, USACE

-----Original Message-----
From: Knorr, Robert - DOT [mailto:Robert.Knorr@dot.wi.gov]
Sent: Friday, April 12, 2019 3:26 PM
To: Chidister, Ian (FHWA)
Cc: Balice, Joe; Brown, Joel R - DOT; Grimes, Jennifer - DOT; Billmeyer, Jess; Schulze, Ashley
Subject: FW: 1010-10-01, WI River Bridge, Purpose & Need Summary, USACE

FYI.

-----Original Message-----
From: Zibung, Kyle D CIV USARMY CEMVP (US) <Kyle.D.Zibung@usace.army.mil>
Sent: Friday, April 12, 2019 3:18 PM
To: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>
Subject: RE: 1010-10-01, WI River Bridge, Purpose & Need Summary, USACE

Rob-

Thank you for the opportunity to provide comment. A Section 404 Clean Water Act (CWA) permit would be required for the placement of dredged and fill material into waters of the U.S. Specific to this project, a CWA permit would be required for the placement of dredged and fill material into the Wisconsin River, its tributaries, and adjacent wetlands. The Wisconsin River is a federal navigable water at this location. The U.S. Coast Guard (USCG) regulates the construction of bridges and causeways in federal navigable waters pursuant to Section 9 of the Rivers and Harbors Act. Below is a link to the USCG Office of Bridge Programs for more information. While the USCG has authority over the bridge construction itself, the Corps would still retain authority over work regulated under the CWA. Common examples of work regulated under the CWA are wetland fill for roadway widening and fill material placed below the ordinary high water mark of the Wisconsin River. The Corps St. Paul District has a Transportation Regional General Permit (TRGP) which can authorize the loss of 3.0 acres or less of waters of the U.S. for an overall project. Projects exceeding the 3.0 acre TRGP loss threshold would need to be evaluated under an Individual Permit. CWA permitting requirements require that applicants demonstrate that their preferred alternative is the least environmentally damaging practicable alternative. We would welcome the opportunity to provide specific comments related to CWA permitting once alternatives are developed for this project. If you have any questions, please contact me via email or at the telephone number listed below.

USCG Office of Bridge Programs
https://urldefense.proofpoint.com/v2/url?u=https-3A__secure-2Dweb.cisco.com_1YUP-5FFHrEvpQq2bMrwhe8wsXfyCYyGpaODYNX7kF1C-5FJfvOq9l2e-2Did-5F-5FZieYJ2qj0ukG-5FkVQxX1ce5TJUCRnsnM6ubVnRSBeolWv9nfGG3DLCWwjOEJzOtZl90HT8VJoqIJ9c9crvaq9dIEzaUuLMmofRh1cpA41iq-2DdqKYM5s4BaTRwNoC8gQDVHIREVzqPm-5FXTTZ3-2DjHFvQgH-2DnF-5FAJLg2KwasZUENok0huVJjZZp0YAnFB-5F6D5Ulv7pOQA-5Fdczll03vanSy5e-5FqxhikjZjw_https-253A-252F-252Fwww.dco.uscg.mil-252FOffice-2Dof-2DBridge-2DPrograms-252F&d=DwIFAg&c=TQzoP61-

bYDBLzNd0XmHrw&r=PrDYuCPkmOOdfwz_KKNzdSRwXuYivY9gPNVTUJ6phEo&m=ipNWo4qEWIDQ04jNINgZw1fVgfe8CYnjwaStSgPGKng&s=PT4JYcqYv7OuTPAvpvNSBVIKzJ5JW9ZP4L21_bsIG-Y&e=

Regards,

Kyle Zibung
U.S. Army Corps of Engineers
Regulatory Branch
2926 Post Rd, Suite B
Stevens Point, WI 54481

Phone: (651) 290-5877
https://urldefense.proofpoint.com/v2/url?u=http-3A__secure-2Dweb.cisco.com_1hdzX2mKPDMx5ZpiPpYYz-5FSuIVBtq9AFXn0NfcTbZ-5Fjsy0Jn42hwt2X1J92CEgUOow8etb1HuCezOlT2rDS47XJqlRliSt0aBs8sceg0N9-2D0xv0ReeGjMeQhwjbt4lHPWPmQ71Zw4U3Rm44JdbgiCkCHDzBhqRMjOAPG-5FmyO4gIZlguibJMWJKqCdosZiXACYPfrOeJIjilgQhlfcpIHdD-2DdGoFRJcs7D6qn68dcVGNgLckiwPo49hvDiuThjQ2C-5FLGdUnIgAUM1up3mbNPrUEw_http-253A-252F-252Fwww.mvp.usace.army.mil&d=DwIFAg&c=TQzoP61-bYDBLzNd0XmHrw&r=PrDYuCPkmOOdfwz_KKNzdSRwXuYivY9gPNVTUJ6phEo&m=ipNWo4qEWIDQ04jNINgZw1fVgfe8CYnjwaStSgPGKng&s=12OVHcmvvvU-YKAiWW7x6wNCecqBygjIruc-dzywAi8&e=

-----Original Message-----
From: Knorr, Robert - DOT [mailto:Robert.Knorr@dot.wi.gov]
Sent: Thursday, April 11, 2019 1:18 PM
To: Zibung, Kyle D CIV USARMY CEMVP (US) <Kyle.D.Zibung@usace.army.mil>
Cc: Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Balice, Joe <joe.balice@dot.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Billmeyer, Jess <jess.billmeyer@aecom.com>; Schulze, Ashley <Ashley.Schulze@aecom.com>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>
Subject: [Non-DoD Source] RE: 1010-10-01, WI River Bridge, Purpose & Need Summary, USACE

Hello Kyle,

We look forward to receiving your agency's comments on the Wisconsin River Bridge Purpose & Need Summary. Please note that the we requested comments by April 14th, which falls on Sunday. For practical purposes we ask that you provide any written comments by Monday, April 15, 2019. Thank you.

Robert Knorr, P.E.

Project Manager - Major Studies Unit

WisDOT Southwest Region

2101 Wright St. <x-apple-data-detectors://1/0>

Madison, WI 53704-2583 <x-apple-data-detectors://1/0>

(608) 246-5444 <tel:(608)%20246-5444>

robert.knorr@dot.wi.gov <mailto:robert.knorr@dot.wi.gov>

From: Knorr, Robert - DOT
Sent: Thursday, March 14, 2019 5:08 PM
To: kyle.d.zibung@usace.army.mil
Cc: Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Balice, Joe <joe.balice@dot.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Billmeyer, Jess <jess.billmeyer@aecom.com>; Schulze, Ashley <Ashley.Schulze@aecom.com>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>
Subject: 1010-10-01, WI River Bridge, Purpose & Need Summary, USACE

Kyle,

The Wisconsin Department of Transportation and Federal Highway Administration have prepared a summary of the Purpose and Need Statement for the I-39/90/94 Wisconsin River Bridge in Columbia County, Wisconsin. Attached please find the project's purpose and need summary and a letter requesting your agency's review and comment.

Please feel free to contact me with any questions.

Thank you,

Robert Knorr, P.E.

Project Manager - Major Studies Unit

WisDOT Southwest Region

2101 Wright St. <x-apple-data-detectors://1/0>

Madison, WI 53704-2583 <x-apple-data-detectors://1/0>

(608) 246-5444 <tel:(608)%20246-5444>

robert.knorr@dot.wi.gov <mailto:robert.knorr@dot.wi.gov>

Dredske, Logan

From: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>
Sent: Thursday, January 30, 2020 10:42 AM
To: Zibung, Kyle D CIV USARMY CEMVP (USA)
Cc: Chidister, Ian (FHWA); Schave, Daniel L - DOT; Brown, Joel R - DOT
Subject: RE: 1010-10-01, WI River Bridge, Alternative Evaluation Summary Report, USACE

Kyle,

Thank you for the response on the alternative summary and additional information about the project area.

Jenny,

Jennifer Grimes
Environmental Coordinator
Mega Team Projects & Planning Major Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.516.9760
jennifer.grimes@dot.wi.gov

-----Original Message-----
From: Zibung, Kyle D CIV USARMY CEMVP (USA) <Kyle.D.Zibung@usace.army.mil>
Sent: Thursday, January 30, 2020 9:58 AM
To: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>
Cc: Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Subject: RE: 1010-10-01, WI River Bridge, Alternative Evaluation Summary Report, USACE

Jenny-

Thank you for the opportunity to provide comments on the summary of alternatives for the I-39/90/94 Wisconsin River Bridge Project. The St. Paul District Regulatory Branch concurs with the scope of alternatives presented in the December 2019 Alternative Evaluation Summary Report, including WisDOT's recommendation that the East Alternative be carried forward as the preferred alternative in the EA. To aid in our evaluation of the least environmentally damaging practicable alternative (LEDPA) for this project, please include a practicable alternatives analysis in the forthcoming EA that clearly demonstrates measures taken to avoid/minimize impacts (temporary and permanent) to aquatic resources for each alternative presented.

We also are providing comments related to historic properties. While we do not have sufficient information to suggest the preferred alternative should be altered, we believe you should be aware that an area of Tribal significance was identified to the east of the existing freeway. This area is not identified in the Wisconsin Historical Society database. During our permit evaluation of the Badger-Coulee transmission line, we worked with the Upper Sioux Tribal Historic Preservation Office to field identify and avoid an area of tribal significance [redacted]. Precise limits of this resource were not identified, but are generally located on the north bluffs of the river to the east of the existing freeway. It is possible that the selected preferred alternative may require additional consultation with the Upper Sioux or other Tribes as part of the FHWA federal process.

We look forward to continued coordination on this project. If you have any questions, please contact me via email or at the telephone number listed below.

Regards,

Kyle Zibung
U.S. Army Corps of Engineers
Stevens Point Regulatory Field Office
2926 Post Road, Suite B
Stevens Point, WI 54481

Phone: 651.290.5877

We are pleased to introduce our new paperless communication procedures in Wisconsin. Requests for action (pre-application consultations, permit applications, requests for delineation concurrences, requests for jurisdictional determinations, and mitigation bank proposals) should be sent directly to the following email: usace_requests_wi@usace.army.mil. Please include the county name in the subject line of the email (e.g. Washington County). These changes will improve efficiency, reduce costs and reduce environmental footprint. Additional information can be found in our public notice located here: http://secure-web.cisco.com/14k_4Y8reYl_0NA0jSX7C5vpjsEDtqFcSnQtrTg07d28dSwbsqeoJUSGE4zxr5P8Ls137YIG9NWXSKjyAPMpl8lQdsObjx1NKZodeYnrJ5_pomh2OBJm566uM4RxxhYaDCAxkv2XsiYbqPR4flEIyHuFUjnTxkbiaZG6_YhTBLjtvD8zdnCDuaqCqy-5lA-W1hIVGi8_bbAlELm-TCaIfnGrSapIz_VMwLeYWS5QmJrOWeE6BGOfhYXWbFjNOX505/http%3A%2F%2Fwww.mvp.usace.army.mil%2FMissions%2FRegulatory.aspx

-----Original Message-----
From: Grimes, Jennifer - DOT [mailto:Jennifer.Grimes@dot.wi.gov]
Sent: Wednesday, January 29, 2020 11:23 AM
To: Zibung, Kyle D CIV USARMY CEMVP (USA) <Kyle.D.Zibung@usace.army.mil>
Cc: Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Subject: [Non-DoD Source] FW: 1010-10-01, WI River Bridge, Alternative Evaluation Summary Report, USACE

Kyle,

WisDOT is currently documenting its preferred alternative in an Environmental Assessment (EA). If there are any comments your agency would like to be included, please respond by 2/1.

Thank you,

Jenny

Jennifer Grimes
Environmental Coordinator

Mega Team Projects & Planning Major Studies

WisDOT Southwest Region - Edgerton

111 Interstate Blvd, Edgerton, WI 53534 ' Phone 608.516.9760

* jennifer.grimes@dot.wi.gov <mailto:jennifer.grimes@dot.wi.gov>

From: Grimes, Jennifer - DOT
Sent: Monday, December 09, 2019 5:25 PM
To: kyle.d.zibung@usace.army.mil
Cc: Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Balice, Joe <joe.balice@dot.gov>; Brandon Lamers <Brandon.Lamers@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Schulze, Ashley <Ashley.Schulze@aecom.com>; Billmeyer, Jess <Jess.Billmeyer@aecom.com>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>
Subject: 1010-10-01, WI River Bridge, Alternative Evaluation Summary Report, USACE

Kyle,

The Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA) have prepared a summary of the alternative evaluation process for the I-39/90/94 Wisconsin River Bridge Project in Columbia County, Wisconsin. Attached please find the Alternative Evaluation Summary Report which details the process on how WisDOT identified a recommended alternative and a letter requesting your agency's review and comment.

At this time, we are seeking your agency's comments on the range of alternatives, alternatives evaluation, and the WisDOT recommended alternative. We ask that you provide any written comments by Friday, January 24, 2020.

Please feel free to contact me with any questions.

Thank you,

Jennifer Grimes
Environmental Coordinator

Mega Team Projects & Planning Major Studies

WisDOT Southwest Region - Edgerton

111 Interstate Blvd, Edgerton, WI 53534 ' Phone 608.516.9760

Dredske, Logan

From: Schulze, Ashley
Sent: Monday, December 14, 2020 11:18 AM
To: Dredske, Logan
Subject: FW: WisDOT ID 1010-10-01; I-39/90/94 Wisconsin River Bridge; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

---

From: Zibung, Kyle D CIV USARMY CEMVP (USA) <Kyle.D.Zibung@usace.army.mil>
Sent: Monday, December 14, 2020 11:02 AM
To: Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Cc: Hoelker, Michael - DOT <Michael.Hoelker@dot.wi.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Billmeyer, Jess <Jess.Billmeyer@aecom.com>; Schulze, Ashley <Ashley.Schulze@aecom.com>
Subject: [EXTERNAL] RE: WisDOT ID 1010-10-01; I-39/90/94 Wisconsin River Bridge; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Mr. Schave-

Thank you for the opportunity to provide comment on the FHWA/WDOT Environment Assessment (EA) for the I-39/90/94 crossing of the Wisconsin River (WDOT I.D. 1010-10-01). The Corps concurs with the purpose and need of the project as described in the EA, identification of the East Alternative as the Preferred Alternative, and FONSI determination for this project. As currently proposed, the East Alternative would result in approximately 5.9 acres of unavoidable wetland impacts and would be evaluated by the Corps under a Section 10/404 individual permit. To aid in our future review of a permit application, please include sufficient design plans showing the square footage of all temporary and permanent discharges of dredged and fill material into wetlands and below the ordinary high water mark of the Wisconsin River and its tributaries for this project. To further expedite our permitting process, please also include copies of all correspondence between the lead federal agency (FHWA) and other agencies documenting compliance with Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, USDOT Section 4(f) coordination, and other federal laws/responsibilities. Last, the Corps also concurs with the conceptual compensatory mitigation proposal (final credit amounts TBD) of debiting wetland credits from the WDOT World Dairy Center Wetland Mitigation Bank to offset the loss of wetland functions from this project. We appreciate your continued coordination and please contact me via email or at the telephone number below for all future matters related to this project.

Regards,

Kyle Zibung
U.S. Army Corps of Engineers
Stevens Point Regulatory Field Office
2926 Post Road, Suite B
Stevens Point, WI 54481

Phone: 651.290.5877

Information on Corps of Engineers Regulatory Program status during the COVID-19 pandemic can be found at: https://www.mvp.usace.army.mil/missions/regulatory

We are pleased to introduce our new paperless communication procedures in Wisconsin. Requests for action (pre-application consultations, permit applications, requests for delineation concurrences, requests for jurisdictional determinations, and mitigation bank proposals) should be sent directly to the following email: usace_requests_wi@usace.army.mil. Please include the county name in the subject line of the email (e.g. Washington County). These changes will improve efficiency, reduce costs and reduce environmental footprint. Additional information can be found in our public notice located here: http://www.mvp.usace.army.mil/Missions/Regulatory.aspx

---

From: Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Sent: Thursday, November 12, 2020 7:55 AM
To: DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>; Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Cc: Hoelker, Michael - DOT <Michael.Hoelker@dot.wi.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Billmeyer, Jess <jess.billmeyer@aecom.com>; Schulze, Ashley <Ashley.Schulze@aecom.com>
Subject: [Non-DoD Source] WisDOT ID 1010-10-01; I-39/90/94 Wisconsin River Bridge; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Hello,
The Wisconsin Department of Transportation (WisDOT) is providing notice of availability of an Environmental Assessment and notice of opportunity to request a public hearing for a proposed improvement on Interstate 39/90/94 in Columbia County, Wisconsin.

The proposed improvement includes:

- Replacement of the existing Interstate 39/90/94 Wisconsin River bridge with a new bridge that would accommodate construction staging, future maintenance work and future traffic needs
- Replacement of the County U and County V bridges over Interstate 39/90/94
- Construction of retaining walls to avoid impacts to transmission structures

There will be no relocation of persons or businesses as a result of the proposed improvement.

An online copy of the Environmental Assessment can be viewed at the following:
Blockedhttps://wisconsindot.gov/Pages/projects/by-region/sw/i399094-bridge/default.aspx

A public hearing may be requested by individuals to whom the proposed project is of significant concern. If you feel the project is of significant concern, I encourage you to contact me to discuss those concerns prior to requesting a public hearing.

The attached PDF contains additional details of the Environmental Assessment availability as well as the opportunity to request a public hearing.

Please reach out if you have comments or questions related to the proposed improvement.

Sincerely,

Daniel Schave, P.E.

Project Manager – Major Studies
WisDOT – Southwest region
2101 Wright Street
Madison, WI 53704
(608) 246-3251 office
(608) 716-1585 cell

Appendix 6:
United States Fish and Wildlife Service Coordination
Updated: 6-26 thru 6-28

From:	Brown, Joel R - DOT
To:	Billmeyer, Jess; Schulze, Ashley; Dredske, Logan
Cc:	Knorr, Robert - DOT; Grimes, Jennifer - DOT; Brown, Joel R - DOT
Subject:	FW: 1010-10-01, I-39/90/94 Wisconsin River Bridge,
Date:	Thursday, May 09, 2019 3:02:59 PM
Attachments:	1510 Mussel Report WI Complete.pdf

Jess, Ashley, Logan

FYI

Joel Brown
WisDOT – Bureau of Technical Services
608-630-3202

From: Brown, Joel R - DOT
Sent: Thursday, May 09, 2019 2:43 PM
To: Horton, Andrew <andrew_horton@fws.gov>
Cc: Barrette, Alyssa - DOT <Alyssa.Barrette@dot.wi.gov>; Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>; Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Balice, Joe <joe.balice@dot.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Subject: 1010-10-01, I-39/90/94 Wisconsin River Bridge,

Andrew,

Thank you for the discussion related to formal Section 7 consultation for the Higginsi and Sheepnose mussels in the Wisconsin River under the I-39/90/94 Wisconsin River Bridge project in Columbia County Wisconsin. During the discussion, you indicated it would be appropriate to utilize the Mussel Survey completed in 2015 by Helms and Associates to assume presence of the species for the project. As requested the Mussel Survey Report is attached.

We discussed project timeline, the project schedule identifies concluding the NEPA process in fall of 2020 with an anticipated EA/FONSI. If a build alternative is selected, construction activities would begin in 2024 at the earliest.

You indicated that the appropriate time for formal consultation to occur for the project is once the NEPA process has identified a single alternative.

You further identified that when an EIS is prepared, formal consultation often occurs following the approval of a DEIS but prior to approval of an FEIS/ROD. When an EA is prepared, often this occurs following the issuance of a FONSI during final design, prior to construction.

Specific to this project, once the FONSI is issued it would be appropriate to initiate and complete formal consultation for impacts to the species at that time. The formal consultation process will

require completion of a Biological Assessment for impacts to the species. Based on the survey completed in 2015, the biological assessment will likely recommend completing relocation surveys and relocating mussels if they would be impacted as construction is staged for the project.

When you are able, please reply all to this e-mail to confirm the discussion we had today, provide any edits to my understanding of our conversation today, confirm the appropriate time to complete formal consultation for the I-39/90/94 Wisconsin River Bridge Project and provide any other comments you may have related to the project.

I also would like to include, FHWA is the lead federal agency for this project. FHWA project contacts are Ian Chidister and Joe Balice at the FHWA WI-Division Office.

Joel Brown
Bureau of Technical Services
Environmental Process and Document Section
Wisconsin Dept. of Transportation
608-630-3202

From:	Horton, Andrew
To:	Brown, Joel R - DOT
Cc:	Barrette, Alyssa - DOT; Knorr, Robert - DOT; Grimes, Jennifer - DOT; DOT I 39-90-94 WI River Bridges; Chidister, Ian (FHWA); Balice, Joe; Lamers, Brandon - DOT
Subject:	Re: [EXTERNAL] RE: 1010-10-01, I-39/90/94 Wisconsin River Bridge,
Date:	Monday, June 03, 2019 9:15:34 AM

This survey effort will still be valid. You will just need to calculate the anticipated density of HIggin's eye and Sheepnose within the proposed action area and then determine your proposed relocation procedures.

- Andrew

Andrew Horton
U.S. Fish and Wildlife Service
Minnesota-Wisconsin Field Office
4101 American Blvd East
Bloomington, MN 55425-1665
(952) 252-0092, ext. 208

On Mon, Jun 3, 2019 at 7:10 AM Brown, Joel R - DOT <Joel.Brown@dot.wi.gov> wrote:

> Andrew,
>
> thought I would check in again on this, please reply to this e-mail confirming the contents of the 5/9 e-mail below. Please give me a call to discuss further if needed.
>
> Thank you
>
> Joel Brown
> *WisDOT – Bureau of Technical Services*
>
> *608-630-3202*
>
> ---
>
> **From:** Brown, Joel R - DOT
> **Sent:** Tuesday, May 21, 2019 8:33 AM
> **To:** Horton, Andrew <andrew_horton@fws.gov>
> **Cc:** Barrette, Alyssa - DOT <Alyssa.Barrette@dot.wi.gov>; Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>; Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Balice, Joe <joe.balice@dot.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>

Subject: RE: 1010-10-01, I-39/90/94 Wisconsin River Bridge,

Andrew,

Thought I would check in on receiving a response to the e-mail below. Please give me call to discuss further if needed. We could also schedule a conference call with Alyssa Barrette and Ian Chidister (FHWA) if you desire.

Thank you

Joel Brown
WisDOT – Bureau of Technical Services

608-630-3202

From: Brown, Joel R - DOT
Sent: Thursday, May 09, 2019 2:43 PM
To: Horton, Andrew <andrew_horton@fws.gov>
Cc: Barrette, Alyssa - DOT <Alyssa.Barrette@dot.wi.gov>; Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>; Jenny Grimes (Jennifer.Grimes@dot.wi.gov) <Jennifer.Grimes@dot.wi.gov>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>; Ian Chidister (ian.chidister@dot.gov) <ian.chidister@dot.gov>; Balice, Joe <joe.balice@dot.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Subject: 1010-10-01, I-39/90/94 Wisconsin River Bridge,

Andrew,

Thank you for the discussion related to formal Section 7 consultation for the Higginsi and Sheepnose mussels in the Wisconsin River under the I-39/90/94 Wisconsin River Bridge project in Columbia County Wisconsin. During the discussion, you indicated it would be appropriate to utilize the Mussel Survey completed in 2015 by Helms and Associates to assume presence of the species for the project. As requested the Mussel Survey Report is attached.

We discussed project timeline, the project schedule identifies concluding the NEPA process

in fall of 2020 with an anticipated EA/FONSI. If a build alternative is selected, construction activities would begin in 2024 at the earliest.

You indicated that the appropriate time for formal consultation to occur for the project is once the NEPA process has identified a single alternative.

You further identified that when an EIS is prepared, formal consultation often occurs following the approval of a DEIS but prior to approval of an FEIS/ROD. When an EA is prepared, often this occurs following the issuance of a FONSI during final design, prior to construction.

Specific to this project, once the FONSI is issued it would be appropriate to initiate and complete formal consultation for impacts to the species at that time. The formal consultation process will require completion of a Biological Assessment for impacts to the species. Based on the survey completed in 2015, the biological assessment will likely recommend completing relocation surveys and relocating mussels if they would be impacted as construction is staged for the project.

When you are able, please reply all to this e-mail to confirm the discussion we had today, provide any edits to my understanding of our conversation today, confirm the appropriate time to complete formal consultation for the I-39/90/94 Wisconsin River Bridge Project and provide any other comments you may have related to the project.

I also would like to include, FHWA is the lead federal agency for this project. FHWA project contacts are Ian Chidister and Joe Balice at the FHWA WI-Division Office.

Joel Brown
Bureau of Technical Services

Environmental Process and Document Section

Wisconsin Dept. of Transportation
608-630-3202

From:	Brown, Joel R - DOT
To:	Dredske, Logan; Schulze, Ashley; Billmeyer, Jess
Cc:	Brown, Joel R - DOT
Subject:	FW: [EXTERNAL] RE: 1010-10-01, I-39/90/94 Wisconsin River Bridge Endangered Mussel Species Discussion
Date:	Monday, September 09, 2019 10:45:49 AM

FYI

Joel Brown
WisDOT – Bureau of Technical Services
608-630-3202

From: Utrup, Nick <nick_utrup@fws.gov>
Sent: Monday, September 09, 2019 10:43 AM
To: Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Cc: Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Barrette, Alyssa - DOT <Alyssa.Barrette@dot.wi.gov>; Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>
Subject: Re: [EXTERNAL] RE: 1010-10-01, I-39/90/94 Wisconsin River Bridge Endangered Mussel Species Discussion

This looks accurate to me, thank you for the summary.

Nick

Nick Utrup
U.S. Fish and Wildlife Service
Minnesota/Wisconsin Field Office
4101 American Boulevard East
Bloomington, MN 55425

Office: (952) 252-0092 Ext. 204
FAX: (952) 646-2873
Email: Nick_Utrup@fws.gov

On Mon, Sep 9, 2019 at 10:35 AM Brown, Joel R - DOT <Joel.Brown@dot.wi.gov> wrote:

> Nick and Ian,
>
> Below and notes from our discussion, last Friday, September 6, 2019 related to the Wisconsin River Bridge project. Please comment or modify my notes if you identify a discrepancy or have additional information that has been inadvertently omitted.
>
> Process to work through formal Section 7 Consultation for the I-39/90/94 Wisconsin River Bridge Project outlined in the May 9, 2019 e-mail to Andrew Horton is acceptable. Key points outlined in the May 9, 2019 e-mail are as follows:

- 2015 Mussel Survey effort/results are still valid.
- WI-River Bridge project will assume take of two federally listed mussel species for the NEPA process.
- Correct time to initiate Formal Section 7 Consultation for this project is after the NEPA process has been completed (primarily because it is a large, complex bridge crossing project).

In addition to confirming the items above the following discussions occurred related to the project:

- Nick Utrup prefers to resolve any adverse effects prior to getting to formal consultation if possible. This could be completed working with DNR to implement possible mitigation measures prior to needed formal consultation.
    - Joel Brown identified that WisDOT has completed this for projects that may have resulted in an adverse effect to mussel species for small river or stream crossings prior to needing to initiate formal section 7 consultation. The WI-River Bridge project team explored this with DNR in 2015, DNR identified due to the size of the Wisconsin River at the bridge location, they do not have staff to re-locate mussel species for the project. Since DNR does not have capacity, formal consultation will required for the project.
- Formal consultation should be initiated by submitting a completed Biological Assessment (BA) for the project.
    - The BA needs to include construction staging information and WisDOT's proposal for mitigation of impacts to species. (re-locating mussel species in the river).
    - Once the BA is received, USFWS has 90 days for discussion and to request additional information from WisDOT and FHWA. Following the 90 days, USFWS has 45 days to prepare a Biological Opinion (BO) for impacts to the species.
- Nick Utrup asked what the project team needs from him during the NEPA process.
    - Ian Chidister discussed NEPA project reviews at major milestones (Purpose and Need, Range of Alternatives, Preferred Alternative) and identified the next milestone is Range of Alternatives. Joel identified the Range of Alternatives Summary Memo should be expected in mid October.
        - Joel Brown identified the importance for USFWS to provide a response to the information distributed for review and comment related to range of alternatives for this project. A response will provide WisDOT and FHWA with a level of confidence related to future completion of Section 7 consultation following completion of the NEPA process.
            - Nick Utrup inquired about appropriate format of a response from USFWS related to the range of alternatives

- Joel Brown and Ian Chidister responded that any format is acceptable. An e-mail reply works as well as a formal letter.
- Joel Brown inquired if follow-up e-mails related to receiving a response from USFWS for major milestones would be acceptable, Nick Utrup identified that he encourages follow-up e-mails and phone calls when WisDOT needs a response from him for a project.

- Ian Chidister inquired on whether Nick would be receiving many WisDOT projects moving forward or if Nick has a specific niche that he will be working within.
    - Nick identified USFWS is still working to determine who would be working primarily on transportation projects in both Wisconsin and Minnesota.

Joel Brown
WisDOT – Bureau of Technical Services
608-630-3202

-----Original Appointment-----
From: Brown, Joel R - DOT
Sent: Wednesday, September 04, 2019 9:29 AM
To: Brown, Joel R - DOT; Nick Utrup; Ian Chidister (ian.chidister@dot.gov)
Cc: Jenny Grimes (Jennifer.Grimes@dot.wi.gov); Barrette, Alyssa - DOT
Subject: 1010-10-01, I-39/90/94 Wisconsin River Bridge Endangered Mussel Species Discussion
When: Friday, September 06, 2019 10:00 AM-11:00 AM (UTC-06:00) Central Time (US & Canada).
Where: Skype Meeting

Setting up a meeting to discuss the I-39/90/94 Wisconsin River Bridge project in Columbia County and bring Nick up to speed on discussions that have occurred previously.

The attached e-mail was previously sent to Nick. In addition to the e-mail, I attached a project location map for reference.

If anyone has questions prior to Friday, please let me know.

Joel Brown
WisDOT – Bureau of Technical Services
608-630-3202

→ Join Skype Meeting
Trouble Joining? Try Skype Web App

Dredske, Logan

From: Schulze, Ashley
Sent: Thursday, January 30, 2020 9:23 AM
To: Dredske, Logan
Subject: FW: 1010-10-01, WI River Bridge, Alternative Evaluation Summary Report, USFWS

From: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>
Sent: Wednesday, January 29, 2020 11:37 AM
To: Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Cc: Schulze, Ashley <Ashley.Schulze@aecom.com>; Billmeyer, Jess <Jess.Billmeyer@aecom.com>; Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>
Subject: FW: 1010-10-01, WI River Bridge, Alternative Evaluation Summary Report, USFWS

Response from USFWS

From: Utrup, Nick J <nick_utrup@fws.gov>
Sent: Wednesday, January 29, 2020 11:34 AM
To: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>
Cc: Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Subject: Re: 1010-10-01, WI River Bridge, Alternative Evaluation Summary Report, USFWS

Hi Jenny,

I have reviewed the alternatives, but don't have any comments at this stage in the process. Most of our concerns are regarding underwater work involving mussels beds, which should be analyzed through the ESA section 7 process.

Thanks,

Nick

Nick Utrup
U.S. Fish and Wildlife Service
4101 American Boulevard East
Bloomington, MN 55425

Office: (952) 252-0092 ext. 204

Email: Nick_Utrup@fws.gov

From: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>
Sent: Wednesday, January 29, 2020 11:23 AM
To: Utrup, Nick J <nick_utrup@fws.gov>
Cc: Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Subject: [EXTERNAL] FW: 1010-10-01, WI River Bridge, Alternative Evaluation Summary Report, USFWS

Nick,

Do you have any comments on the alternatives under consideration for the Wisconsin River Bridge Project on I-39/90/94?

WisDOT is currently documenting its preferred alternative in an Environmental Assessment (EA). If there are any comments your agency would like to be included, please respond by 2/1.

Jenny
Jennifer Grimes
Environmental Coordinator
Mega Team Projects & Planning Major Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.516.9760
jennifer.grimes@dot.wi.gov

From: Grimes, Jennifer - DOT
Sent: Monday, December 09, 2019 5:25 PM
To: Nick Utrup <nick_utrup@fws.gov>
Cc: Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Balice, Joe <joe.balice@dot.gov>; Brandon Lamers <Brandon.Lamers@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Barrette, Alyssa - DOT <Alyssa.Barrette@dot.wi.gov>; Schulze, Ashley <Ashley.Schulze@aecom.com>; Billmeyer, Jess <Jess.Billmeyer@aecom.com>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>
Subject: 1010-10-01, WI River Bridge, Alternative Evaluation Summary Report, USFWS

Nick,

The Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA) have prepared a summary of the alternative evaluation process for the I-39/90/94 Wisconsin River Bridge Project in Columbia County, Wisconsin. Attached please find the Alternative Evaluation Summary Report which details the process on how WisDOT identified a recommended alternative and a letter requesting your agency's review and comment.

At this time, we are seeking your agency's comments on the range of alternatives, alternatives evaluation, and the WisDOT recommended alternative. We ask that you provide any written comments by Friday, January 24, 2020.

Please feel free to contact me with any questions.

Thank you,
Jennifer Grimes
Environmental Coordinator
Mega Team Projects & Planning Major Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.516.9760
jennifer.grimes@dot.wi.gov

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Green Bay Ecological Services Field Office
2661 Scott Tower Drive
New Franken, WI 54229-9565
Phone: (920) 866-1717 Fax: (920) 866-1710

In Reply Refer To: November 05, 2019
Consultation Code: 03E17000-2019-SLI-0589
Event Code: 03E17000-2020-E-00680
Project Name: WisDOT 1010-10-01 I-39/90/94 Wisconsin River Bridge Project

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website http://ecos.fws.gov/ipac/ at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - http://www.fws.gov/midwest/endangered/section7/s7process/index.html. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height (*e.g.*, communication towers)**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act *(*16 U.S.C. 703 *et seq*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Green Bay Ecological Services Field Office
2661 Scott Tower Drive
New Franken, WI 54229-9565
(920) 866-1717

Project Summary

Consultation Code: 03E17000-2019-SLI-0589

Event Code: 03E17000-2020-E-00680

Project Name: WisDOT 1010-10-01 I-39/90/94 Wisconsin River Bridge Project

Project Type: TRANSPORTATION

Project Description: The project is focused on the I 39/90/94 crossing of the Wisconsin River in Columbia County, and extends approximately 1.6 miles to the north and approximately 1.9 miles to the south. The southern terminus for the project is Black Road. The northern terminus for the project is the end of the southbound taper from the I 90/94 & I 39/WIS 78 interchange. The I-39/90/94 crossing of the Wisconsin River consists of two structures. However, the structures are collectively referred to as the Wisconsin River Bridge.

The purpose of the project is address the needs of the aging I-39/90/94 structures and maintain vehicular traffic across the Wisconsin River in the towns of Dekorra and Caledonia located in Columbia County.

The bridge is inspected every two years to assess the condition of each bridge element. Inspectors assign
multiple condition ratings to each bridge element. A portion of the bridge elements were given a rating of poor or severe.

The Wisconsin River Bridge has been repaired seven times since it was constructed in 1961. The past repairs have served as solutions to preserve and extend the service life of the bridge. However even with the past repair work, deficiencies remain with the existing bridge due to the nature of how bridge elements deteriorate over time.

Construction is anticipated for the mid-2020's, dependent on funding.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/43.45080235847964N89.49647857477623W

Counties: Columbia, WI

Endangered Species Act Species

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Whooping Crane *Grus americana* Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non-Essential

Reptiles

NAME	STATUS
Eastern Massasauga (=rattlesnake) *Sistrurus catenatus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2202	Threatened

Clams

NAME	STATUS
Higgins Eye (pearlymussel) *Lampsilis higginsii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5428	Endangered
Sheepnose Mussel *Plethobasus cyphyus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6903	Endangered

Flowering Plants

NAME	STATUS
Mead's Milkweed *Asclepias meadii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8204	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Green Bay Ecological Services Field Office
2661 Scott Tower Drive
New Franken, WI 54229-9565
Phone: (920) 866-1717 Fax: (920) 866-1710

In Reply Refer To: November 05, 2019
Consultation Code: 03E17000-2019-TA-0589
Event Code: 03E17000-2020-E-00682
Project Name: WisDOT 1010-10-01 I-39/90/94 Wisconsin River Bridge Project

Subject: Verification letter for the 'WisDOT 1010-10-01 I-39/90/94 Wisconsin River Bridge Project' project under the January 5, 2016, Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-eared Bat and Activities Excepted from Take Prohibitions.

Dear Joel Brown:

The U.S. Fish and Wildlife Service (Service) received on November 05, 2019 your effects determination for the 'WisDOT 1010-10-01 I-39/90/94 Wisconsin River Bridge Project' (the Action) using the northern long-eared bat (*Myotis septentrionalis*) key within the Information for Planning and Consultation (IPaC) system. This IPaC key assists users in determining whether a Federal action is consistent with the activities analyzed in the Service's January 5, 2016, Programmatic Biological Opinion (PBO). The PBO addresses activities excepted from "take"[1] prohibitions applicable to the northern long-eared bat under the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based upon your IPaC submission, the Action is consistent with activities analyzed in the PBO. The Action may affect the northern long-eared bat; however, any take that may occur as a result of the Action is not prohibited under the ESA Section 4(d) rule adopted for this species at 50 CFR §17.40(o). Unless the Service advises you within 30 days of the date of this letter that your IPaC-assisted determination was incorrect, this letter verifies that the PBO satisfies and concludes your responsibilities for this Action under ESA Section 7(a)(2) with respect to the northern long-eared bat.

Please report to our office any changes to the information about the Action that you submitted in IPaC, the results of any bat surveys conducted in the Action area, and any dead, injured, or sick northern long-eared bats that are found during Action implementation. If the Action is not completed within one year of the date of this letter, you must update and resubmit the information required in the IPaC key.

This IPaC-assisted determination allows you to rely on the PBO for compliance with ESA Section 7(a)(2) only for the northern long-eared bat. It **does not** apply to the following ESA-protected species that also may occur in the Action area:

- Eastern Massasauga (=rattlesnake), *Sistrurus catenatus* (Threatened)
- Higgins Eye (pearlymussel), *Lampsilis higginsii* (Endangered)
- Mead's Milkweed, *Asclepias meadii* (Threatened)
- Sheepnose Mussel, *Plethobasus cyphyus* (Endangered)
- Whooping Crane, *Grus americana* (Experimental Population, Non-Essential)

If the Action may affect other federally listed species besides the northern long-eared bat, a proposed species, and/or designated critical habitat, additional consultation between you and this Service office is required. If the Action may disturb bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act is recommended.

---

[1]Take means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct [ESA Section 3(19)].

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

WisDOT 1010-10-01 I-39/90/94 Wisconsin River Bridge Project

2. Description

The following description was provided for the project 'WisDOT 1010-10-01 I-39/90/94 Wisconsin River Bridge Project':

> The project is focused on the I 39/90/94 crossing of the Wisconsin River in Columbia County, and extends approximately 1.6 miles to the north and approximately 1.9 miles to the south. The southern terminus for the project is Black Road. The northern terminus for the project is the end of the southbound taper from the I 90/94 & I 39/WIS 78 interchange. The I-39/90/94 crossing of the Wisconsin River consists of two structures. However, the structures are collectively referred to as the Wisconsin River Bridge.
>
> The purpose of the project is address the needs of the aging I-39/90/94 structures and maintain vehicular traffic across the Wisconsin River in the towns of Dekorra and Caledonia located in Columbia County.
>
> The bridge is inspected every two years to assess the condition of each bridge element. Inspectors assign
> multiple condition ratings to each bridge element. A portion of the bridge elements were given a rating of poor or severe.
>
> The Wisconsin River Bridge has been repaired seven times since it was constructed in 1961. The past repairs have served as solutions to preserve and extend the service life of the bridge. However even with the past repair work, deficiencies remain with the existing bridge due to the nature of how bridge elements deteriorate over time.
>
> Construction is anticipated for the mid-2020's, dependent on funding.

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/43.45080235847964N89.49647857477623W

Determination Key Result

This Federal Action may affect the northern long-eared bat in a manner consistent with the description of activities addressed by the Service's PBO dated January 5, 2016. Any taking that may occur incidental to this Action is not prohibited under the final 4(d) rule at 50 CFR §17.40(o). Therefore, the PBO satisfies your responsibilities for this Action under ESA Section 7(a)(2) relative to the northern long-eared bat.

Determination Key Description: Northern Long-eared Bat 4(d) Rule

This key was last updated in IPaC on May 15, 2017. Keys are subject to periodic revision.

This key is intended for actions that may affect the threatened northern long-eared bat.

The purpose of the key for Federal actions is to assist determinations as to whether proposed actions are consistent with those analyzed in the Service's PBO dated January 5, 2016.

Federal actions that may cause prohibited take of northern long-eared bats, affect ESA-listed species other than the northern long-eared bat, or affect any designated critical habitat, require ESA Section 7(a)(2) consultation in addition to the use of this key. Federal actions that may affect species proposed for listing or critical habitat proposed for designation may require a conference under ESA Section 7(a)(4).

Determination Key Result

This project may affect the threatened Northern long-eared bat; therefore, consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.) is required. However, based on the information you provided, this project may rely on the Service's January 5, 2016, *Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions* to fulfill its Section 7(a)(2) consultation obligation.

Qualification Interview

1. Is the action authorized, funded, or being carried out by a Federal agency?

   Yes

2. Have you determined that the proposed action will have "no effect" on the northern long-eared bat? (If you are unsure select "No")

   No

3. Will your activity purposefully **Take** northern long-eared bats?

   No

4. Is the project action area located wholly outside the White-nose Syndrome Zone?

   Automatically answered
   No

5. Have you contacted the appropriate agency to determine if your project is near a known hibernaculum or maternity roost tree?

   Location information for northern long-eared bat hibernacula is generally kept in state Natural Heritage Inventory databases – the availability of this data varies state-by-state. Many states provide online access to their data, either directly by providing maps or by providing the opportunity to make a data request. In some cases, to protect those resources, access to the information may be limited. A web page with links to state Natural Heritage Inventory databases is available at www.fws.gov/midwest/endangered/mammals/nleb/nhisites.html.

   Yes

6. Will the action affect a cave or mine where northern long-eared bats are known to hibernate (i.e., hibernaculum) or could it alter the entrance or the environment (physical or other alteration) of a hibernaculum?

   No

7. Will the action involve Tree Removal?

   Yes

8. Will the action only remove hazardous trees for the protection of human life or property?

   No

9. Will the action remove trees within 0.25 miles of a known northern long-eared bat hibernaculum at any time of year?

   No

10. Will the action remove a known occupied northern long-eared bat maternity roost tree or any trees within 150 feet of a known occupied maternity roost tree from June 1 through July 31?

    No

Project Questionnaire

If the project includes forest conversion, report the appropriate acreages below. Otherwise, type '0' in questions 1-3.

1. Estimated total acres of forest conversion:

0

2. If known, estimated acres of forest conversion from April 1 to October 31

0

3. If known, estimated acres of forest conversion from June 1 to July 31

0

If the project includes timber harvest, report the appropriate acreages below. Otherwise, type '0' in questions 4-6.

4. Estimated total acres of timber harvest

0

5. If known, estimated acres of timber harvest from April 1 to October 31

0

6. If known, estimated acres of timber harvest from June 1 to July 31

0

If the project includes prescribed fire, report the appropriate acreages below. Otherwise, type '0' in questions 7-9.

7. Estimated total acres of prescribed fire

0

8. If known, estimated acres of prescribed fire from April 1 to October 31

0

9. If known, estimated acres of prescribed fire from June 1 to July 31

0

If the project includes new wind turbines, report the megawatts of wind capacity below. Otherwise, type '0' in question 10.

10. What is the estimated wind capacity (in megawatts) of the new turbine(s)?
0

Dredske, Logan

From: Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Sent: Tuesday, December 08, 2020 9:55 AM
To: Schulze, Ashley
Cc: Dredske, Logan; Lamers, Brandon - DOT; DOT I 39-90-94 WI River Bridges
Subject: [EXTERNAL] FW: FW: WisDOT ID 1010-10-01; I-39/90/94 Wisconsin River Bridge; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

FYI – no comments from USFWS

From: Utrup, Nick J <nick_utrup@fws.gov>
Sent: Tuesday, December 08, 2020 9:52 AM
To: Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Cc: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Subject: Re: [EXTERNAL] FW: WisDOT ID 1010-10-01; I-39/90/94 Wisconsin River Bridge; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Hi Daniel,

Thanks for sending this to me. I believe we provided consultation regarding threatened and endangered species. Other than that, we don't have any further comments.

Nick

Nick Utrup
U.S. Fish and Wildlife Service
4101 American Boulevard East
Bloomington, MN 55425

Office: (952) 252-0092 ext. 204

Email: Nick_Utrup@fws.gov

From: Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Sent: Monday, December 7, 2020 12:52 PM
To: Utrup, Nick J <nick_utrup@fws.gov>
Cc: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>
Subject: [EXTERNAL] FW: WisDOT ID 1010-10-01; I-39/90/94 Wisconsin River Bridge; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good afternoon Nick,

Just a friendly reminder that the comment period for the Wisconsin River Bridge Environmental Assessment is scheduled to end this Saturday, December 12th.

We would appreciate any comments that your agency has.

Thank you,

Daniel Schave, P.E.
Project Manager – Major Studies
WisDOT – Southwest region
(608) 246-3251 office
(608) 716-1585 cell

From: Schave, Daniel L - DOT
Sent: Thursday, November 12, 2020 7:55 AM
To: DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>; Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Cc: Hoelker, Michael - DOT <Michael.Hoelker@dot.wi.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Billmeyer, Jess <jess.billmeyer@aecom.com>; Schulze, Ashley <Ashley.Schulze@aecom.com>
Subject: WisDOT ID 1010-10-01; I-39/90/94 Wisconsin River Bridge; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Hello,
The Wisconsin Department of Transportation (WisDOT) is providing notice of availability of an Environmental Assessment and notice of opportunity to request a public hearing for a proposed improvement on Interstate 39/90/94 in Columbia County, Wisconsin.

The proposed improvement includes:

- Replacement of the existing Interstate 39/90/94 Wisconsin River bridge with a new bridge that would accommodate construction staging, future maintenance work and future traffic needs
- Replacement of the County U and County V bridges over Interstate 39/90/94
- Construction of retaining walls to avoid impacts to transmission structures

There will be no relocation of persons or businesses as a result of the proposed improvement.

An online copy of the Environmental Assessment can be viewed at the following:
https://wisconsindot.gov/Pages/projects/by-region/sw/i399094-bridge/default.aspx

A public hearing may be requested by individuals to whom the proposed project is of significant concern. If you feel the project is of significant concern, I encourage you to contact me to discuss those concerns prior to requesting a public hearing.

The attached PDF contains additional details of the Environmental Assessment availability as well as the opportunity to request a public hearing.

Please reach out if you have comments or questions related to the proposed improvement.

Sincerely,

Daniel Schave, P.E.

Project Manager – Major Studies
WisDOT – Southwest region
2101 Wright Street
Madison, WI 53704
(608) 246-3251 office
(608) 716-1585 cell

Appendix 7:
United States Coast Guard Coordination

From:	Schulze, Ashley
To:	Dredske, Logan
Subject:	FW: WisDOT Project ID 1010-10-01, IH 39/90/94, Wisconsin River Bridges B-11-22/23 & Approaches, Columbia County Submittal
Date:	Monday, October 29, 2018 10:44:07 AM

From: Stanifer, William B CIV [mailto:William.B.Stanifer@uscg.mil]
Sent: Wednesday, October 24, 2018 10:11 AM
To: Knorr, Robert - DOT
Cc: Brown, Joel R - DOT; Grimes, Jennifer - DOT; Schulze, Ashley; DOT I 39-90-94 WI River Bridges; Balice, Joe; Holt, Daniel
Subject: RE: WisDOT Project ID 1010-10-01, IH 39/90/94, Wisconsin River Bridges B-11-22/23 & Approaches, Columbia County Submittal

Good Morning Robert,

Not sure what happened here. I went back through what I've received from WisDOT and evidently never received this request or it ended up in my spam inbox. We do have severe restrictions on attachment size, max out around 2MB, and I'm beginning to suspect I never received this for that reason.

The Wisconsin River is considered navigable by the USCG. However, your project crosses at a location where we have suspended our jurisdiction as it pertains to our bridge permitting authorities. No USCG permit would be required. No coordination during removal or construction activities would be necessary.

If you need something more official than this email please let me know. I can generate a letter and get that over to you ASAP. If you have any other questions or concerns please let me know.

Blair Stanifer
Bridge Management Specialist
Ninth Coast Guard District
(216) 902-6086
Fax: (216) 902-6088

From: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>
Sent: Wednesday, October 24, 2018 10:53 AM
To: Stanifer, William B CIV <William.B.Stanifer@uscg.mil>
Cc: Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Schulze, Ashley <Ashley.Schulze@aecom.com>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>; Balice, Joe <joe.balice@dot.gov>; Holt, Daniel <daniel.holt@dot.gov>
Subject: [Non-DoD Source] RE: WisDOT Project ID 1010-10-01, IH 39/90/94, Wisconsin River Bridges B-11-22/23 & Approaches, Columbia County Submittal

Good morning Mr. Stanfier,

This email is a follow-up to the previously sent correspondence referenced below from August 20th. We are interested if you have any comments regarding this bridge replacement project and if you've had a chance to review and determine if the project impacts a waterway under Coast Guard jurisdiction for bridge administration purposes. Thank you in advance for your timely response.

Robert Knorr, P.E.
Project Manager – Major Studies Unit
WisDOT Southwest Region
2101 Wright St.
Madison, WI 53704-2583
Office: (608) 246-5444
robert.knorr@dot.wi.gov

From: Knorr, Robert - DOT
Sent: Monday, August 20, 2018 6:30 PM
To: 'william.b.stanifer@uscg.mil' <william.b.stanifer@uscg.mil>
Cc: Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; 'Schulze, Ashley' <Ashley.Schulze@aecom.com>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>
Subject: WisDOT Project ID 1010-10-01, IH 39/90/94, Wisconsin River Bridges B-11-22/23 & Approaches, Columbia County Submittal

Dear Mr. Stanifer,

Please review and determine if the bridge replacement project in Columbia County, Wisconsin impacts a waterway under Coast Guard jurisdiction for bridge administration purposes.

Name of Waterways: Wisconsin River & Un-named Tributary south of bridges
Section 12, Town 11 North, Range 8 East; (Map Attached)
Proposed Structure: unknown

Also attached is a .kmz file to import and view the project location using Google Earth.

Please let me know if you have any questions or need additional information for this request for Coast Guard agency coordination.

This request is being made to fulfill federal NEPA environmental document coordination commitments, which is planned for approval in 2020.

Your timely response is appreciated,

Robert Knorr, P.E.
Project Manager – Major Studies Unit
WisDOT Southwest Region
2101 Wright St.
Madison, WI 53704-2583
Office: (608) 246-5444
robert.knorr@dot.wi.gov

Appendix 8:
Environmental Protection Agency Coordination
Updated: 8-4 thru 8-5

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

APR 0 3 2019

REPLY TO THE ATTENTION OF:

E-19J

Ian Chidister
Federal Highway Administration – Wisconsin Division
525 Junction Road, Suite 8000
Madison, Wisconsin 53717-2157

Re: Purpose and Need for the Interstate 39/90/94 Wisconsin River Bridge Project, Columbia County, Wisconsin

Dear Mr. Chidister:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced purpose and need document, which was produced by the Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation (WisDOT). We undertook this review pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The proposed project involves replacement of the existing the Interstate 39/90/94 Wisconsin River Bridge, which is 58 years old. Based on the information provided in the purpose and need document, we concur with the proposed purpose and need. We look forward to the forthcoming alternatives selection document, at which point, we will provide detailed scoping comments.

We are available to discuss our comments on the purpose and need document at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at sedlacek.michael@epa.gov.

Sincerely,

Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

cc: Rob Knorr, Wisconsin Department of Transportation

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JAN 10 2020

REPLY TO THE ATTENTION OF:
RM-19J

Ian Chidister
Federal Highway Administration – Wisconsin Division
525 Junction Road, Suite 8000
Madison, Wisconsin 53717-2157

Re: Alternatives Selection for the Interstate 39/90/94 Wisconsin River Bridge Project, Columbia County, Wisconsin

Dear Mr. Chidister:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced alternatives selection document, which was produced by the Wisconsin Department of Transportation (WisDOT) in coordination with the Federal Highway Administration (FHWA). We undertook this review pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and as a cooperating agency in the NEPA-Clean Water Act Section 404 Merger Process (NEPA/404).

The proposed project involves replacement or rehabilitation of the existing Interstate 39/90/94 Wisconsin River Bridge (bridge), which is 58 years old. Four alternatives have been provided in the alternatives selection document:

- *No-Build Alternative.* The No-Build Alternative consists of doing nothing to address the aging bridge. No repair, maintenance, or construction activities of any sort would occur on the bridge. Eventually, the bridge would need to be closed due to safety concerns.
- *Rehabilitation Alternative*. The Rehabilitation Alternative represents phases of rehabilitation work that would be completed on the existing bridge to prolong its life. This alternative would feature three phases of rehabilitation work that would extend the life of the bridge to approximately the year 2045. In 2045, the bridge would then require complete replacement.
- *East Alternative*. The East Alternative includes a complete replacement of the existing bridge. The existing bridge would be replaced by two new bridges, the first of which would be located just east of the existing bridge. The second bridge would be constructed where the existing bridge is located, after portions of the existing bridge are removed. I-39/90/94 roadway mainlines would be shifted to the east to align the roadway to the new bridges. The bridges would consist of three 12-foot lanes in each direction. The shift of the I-39/90/94 roadway mainlines would require the replacement of the County U and County V bridges over I-39/90/94.

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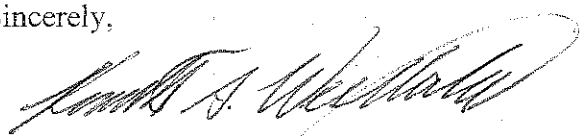
- *West Alternative*. The West Alternative includes a complete replacement of the existing bridge. The existing bridge would be replaced by two new bridges, the first of which would be located just west of the existing bridge. The second bridge would be constructed where the existing bridge is located. The bridges would consist of three 12-foot lanes in each direction. The shift of the I-39/90/94 roadway mainlines would require the replacement of the County U and County V bridges over I-39/90/94.

Based on the information provided in the alternatives selection document, we concur with the decision to drop the Rehabilitation Alternative from further analyses because this alternative does not adequately address future transportation needs. We also concur with the decision to advance the No-Build, West, and East Alternatives for further evaluation. We will provide detailed comments on this proposed project after we review the forthcoming preferred alternative selection. We do note, however, that the East Alternative (as proposed) has fewer environmental impacts and requires fewer residential and commercial relocations. We request FHWA and WisDOT consider those reduced impacts when selecting a preferred alternative.

We are available to discuss our comments on the alternatives selection document at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at sedlacek.michael@epa.gov.

Sincerely,



Kenneth A. Westlake
Deputy Director, Tribal and Multimedia Programs Office
Office of the Regional Administrator

cc: Jenny Grimes, Wisconsin Department of Transportation

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

December 1, 2020

REPLY TO THE ATTENTION OF:
Mail Code RM-19J

Ian Chidister
Federal Highway Administration – Wisconsin Division
525 Junction Road, Suite 8000
Madison, Wisconsin 53717-2157

Re: Draft Environmental Assessment for the Interstate 39/90/94 Wisconsin River Bridge Project, Columbia County, Wisconsin

Dear Mr. Chidister:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Assessment (DEA), which was produced by the Wisconsin Department of Transportation (WisDOT) in coordination with the Federal Highway Administration (FHWA). We undertook this review pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and as a cooperating agency in the NEPA-Clean Water Act Section 404 Merger Process (NEPA/404).

The proposed project involves replacement of the existing Interstate 39/90/94 Wisconsin River Bridge (bridge), which is 58 years old. Three alternatives have been provided in the DEA:

- *No-Build Alternative.* The No-Build Alternative consists of doing nothing to address the aging bridge. No repair, maintenance, or construction activities of any sort would occur on the bridge. Eventually, the bridge would need to be closed due to safety concerns;
- *East Alternative*. The East Alternative includes a complete replacement of the existing bridge. The existing bridge would be replaced by two new bridges, the first of which would be located just east of the existing bridge. The second bridge would be constructed where the existing bridge is located, after portions of the existing bridge are removed. I-39/90/94 roadway mainlines would be shifted to the east to align the roadway to the new bridges. The bridges would consist of three 12-foot lanes in each direction. The shift of the I-39/90/94 roadway mainlines would require the replacement of the County U and County V bridges over I-39/90/94; and:
- *West Alternative*. The West Alternative includes a complete replacement of the existing bridge. The existing bridge would be replaced by two new bridges, the first of which would be located just west of the existing bridge. The second bridge would be constructed where the existing bridge is located. The bridges would consist of three 12-foot lanes in each direction. The shift of the I-39/90/94 roadway mainlines would require the replacement of the County U and County V bridges over I-39/90/94.

FHWA and WisDOT have selected the East Alternative as the preferred alternative for this project. As a cooperating agency in the NEPA/404 Merger Process, EPA provided concurrence on purpose and need (April 3, 2019), and alternatives to be carried forward (January 10, 2020). We appreciate FHWA and WisDOT identifying and addressing previous comments relating to avoidance, minimization, and/or mitigation measures for wetlands and streams, air quality, erosion control, and historical and cultural resources. Based on our review of the DEA, we have no further comments.

Please send us a copy of the Final EA (FEA) and Finding of No Significant Impact (FONSI) documents, when available. We are available to discuss our comments on the DEA at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at sedlacek.michael@epa.gov.

Sincerely,

Kenneth A. Westlake
Deputy Director, Tribal and Multimedia Programs Office
Office of the Regional Administrator

cc: Dan Schave, Wisconsin Department of Transportation

Appendix 9:
Bureau of Land Management Coordination

From:	Schulze, Ashley
To:	Dredske, Logan
Subject:	FW: [EXTERNAL] 1010-10-01, WI River Bridges, Env, BLM-WisDOT call on Wisconsin River Bridges
Date:	Monday, December 23, 2019 5:05:12 PM
Attachments:	mediacenter_blmpolicymanual8150.pdf

From: Carman, Stephanie <scarman@blm.gov>
Sent: Thursday, August 30, 2018 3:13 PM
To: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>
Cc: Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Schulze, Ashley <Ashley.Schulze@aecom.com>; kfrauen@blm.gov; Gettinger, Dean <dgettinger@blm.gov>; r35ander@blm.gov
Subject: Re: [EXTERNAL] 1010-10-01, WI River Bridges, Env, BLM-WisDOT call on Wisconsin River Bridges

Thank you for the call today, I think we're in a good place moving forward with this project. As I said, we'll need a formal request (basically, a letter asking approval to survey and complete field work) to authorize work, including the following items. Please also include any information you have regarding your work with other authorizing agencies, such as consultations with USFWS, SHPO or tribes. In addition to using this info to authorize the pending field work, it will also help us as we work towards a ROW and the associated NEPA. We would like to be able to tier to the NEPA completed for your project as much as possible for our ROW process, so appreciate being involved throughout.

From the BLM 8150 Manual Permitting Uses of Cultural Resources (additions to include wildlife surveys, full manual attached) - information we require to provide authorization of
- Name and address of lead permittee (who will be our primary contact)
- Name and address of additional permittees, including organization applying, PI, Crew Chief, etc.
- Qualifications of organization, PI, Crew Chief, etc. (for agencies, Mission statement should work, CVs for lead staff)
- Purpose and description of cultural resource work, including description of methodologies
- Purpose and description of wildlife resource work, including description of methodologies
- Specific location of work, referencing the BLM parcel numbers
- Identification of specific cultural/wildlife resource(s) involved
- Anticipated start and end dates
- Name of approved curatorial facility where collections and records shall be deposited upon completion of authorized work
- Summary of communications with other permitting agencies, including USFWS and SHPO

If you have any questions, or want to discuss any of the above information, please give me a call. After we receive your form request, we will try to turn around an authorization as soon as we can.

Stephanie

Stephanie Carman
Assistant District Manager for Resources
Bureau of Land Management
Northeastern States District
scarman@blm.gov
office: (414) 297-4450
cell: (414) 391-9721

On Thu, Aug 30, 2018 at 9:09 AM, Carman, Stephanie <scarman@blm.gov> wrote:

> Thank you Robert. This is very helpful. What we would like to go over during the call:
> - the status of the island ownership determinations (attached is a quick map)
> - the authorizations and approvals we need to complete prior to work commencing and federal nexus
> - potential for becoming a cooperator on the EA
> - Right of Ways which may be needed in the future.

Stephanie Carman
Assistant District Manager for Resources
Bureau of Land Management
Northeastern States District
scarman@blm.gov
office: (414) 297-4450
cell: (414) 391-9721

On Thu, Aug 30, 2018 at 8:58 AM, Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov> wrote:

> Hi Stephanie,
>
> I've attached a display of the field investigation limits that we'll be discussing in our teleconference at 1 today. There will be 3 separate phone calls coming in, WisDOT, AECOM (Lead Consultant) and UW-Milwaukee (Arch / Hist field investigation). Thank you.
>
> *Robert Knorr*
>
> **From:** Carman, Stephanie [mailto:scarman@blm.gov]
> **Sent:** Thursday, August 23, 2018 1:09 PM
> **To:** Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>
> **Cc:** Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Schulze, Ashley <Ashley.Schulze@aecom.com>; kfrauen@blm.gov; Gettinger, Dean <dgettinger@blm.gov>
> **Subject:** Re: [EXTERNAL] 1010-10-01, WI River Bridges, Env, Initial project notification letter

Hi Robert -
We have taken a look at the information that you provided and there are about 9 islands in the area, 2-4 in the immediate area, which are presumed currently to be managed by the BLM. We have been undertaking a process to confirm ownership/management of all presumed-federal islands in Wisconsin, and have moved those in your project area to the top of the list for status determination. It will take a few weeks to months for the determinations to be complete.

We would like to further discuss with you your use of the islands and the surveys to be completed. If these are determined to be federal lands, there is a permitting process necessary for a right of way and approvals are needed for the surveys. Can we please set up a meeting with the appropriate people on your staff to discuss prior to the initiation of work?

Thank you,
Stephanie

Stephanie Carman
Assistant District Manager for Resources
Bureau of Land Management
Northeastern States District
scarman@blm.gov
office: (414) 297-4450
cell: (414) 391-9721

On Tue, Aug 21, 2018 at 8:11 AM, Gettinger, Dean <dgettinger@blm.gov> wrote:

> Not sure if we have anything in the area or not.
>
> ---------- Forwarded message ----------
> From: **Knorr, Robert - DOT** <Robert.Knorr@dot.wi.gov>
> Date: Mon, Aug 20, 2018 at 5:54 PM
> Subject: [EXTERNAL] 1010-10-01, WI River Bridges, Env, Initial project notification letter
> To: "dgettinger@blm.gov" <dgettinger@blm.gov>
> Cc: "Brown, Joel R - DOT" <Joel.Brown@dot.wi.gov>, "Grimes, Jennifer - DOT" <Jennifer.Grimes@dot.wi.gov>, "Schulze, Ashley" <Ashley.Schulze@aecom.com>, "kfrauen@blm.gov" <kfrauen@blm.gov>
>
> Dean,
>
> The Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA) have started to evaluate the future replacement of the I-39/90/94 Wisconsin River Bridges in Columbia County near Portage, Wisconsin. I've attached a letter concerning the details and a project location map for your reference. Please feel free to contact me with any questions.

Robert Knorr, P.E.
Project Manager – Major Studies Unit
WisDOT Southwest Region
2101 Wright St.
Madison, WI 53704-2583
Office: (608) 246-5444
robert.knorr@dot.wi.gov

--
Dean Gettinger
District Manager
Northeastern States District
626 E. Wisconsin Avenue, Suite 200
Milwaukee, WI 53202
(414) 297-4402

United States Department of the Interior

Bureau of Land Management-Eastern States

Northeastern States District
626 E. Wisconsin Avenue, Suite 200
Milwaukee, Wisconsin 53202-4617

IN REPLY REFER TO:
(8151-03300)

September 13, 2018

Mr. Robert Knorr, P.E.
WisDOT Project Manager
Southwest Region
2101 Wright Street
Madison, WI 53704

Dear Mr. Knorr,

Thank you for reaching out to us regarding the project to evaluate the replacement of the I-39/90/94 Wisconsin River Bridges. Your letter dated September 11, 2018 requested approval to access the Wisconsin River islands managed by the BLM, listed below, for natural and cultural resources surveys beginning in the fall of 2018 and continuing through summer of 2020. We are approve your request for access, from September 14, 2018 – September 15, 2020, as described in your letter enclosed here, with the following stipulations and conditions:

- Access is provided for the following islands, purposes and time frames:
  - Wisconsin River Island 021-013 – Raptor surveys, Spring and Summer 2019
  - Wisconsin River Island 021-014 – Wetland delineation, Fall 2018; Archaeological investigations, Fall 2018; Raptor surveys, Spring and Summer 2019; Threatened and Endangered species surveys, Summer 2019; Soil surveys, Summer 2020
  - Wisconsin River Island 021-015 – Wetland delineation, Fall 2018; Archaeological investigations, Fall 2018; Raptor surveys, Spring and Summer 2019; Threatened and Endangered species surveys, Summer 2019; Soil surveys, Summer 2020
  - Wisconsin River Island 021-016 – Raptor surveys, Spring and Summer 2019
- Access is approved for the Wisconsin Department of Transport (WisDOT) and the Federal Highway Administration (FHWA), as well as the following contractors/permittees:
  - Quest Civil Engineers for wetland delineation and threatened and endangered species surveys
  - University of Wisconsin – Milwaukee for archaeological investigations
  - Raptor Services for raptor surveys
- All work shall be undertaken consistent with the Land Use and Resource Protection Conditions attached.
- All work will be completed with the appropriate permits and coordination which may be needed from other agencies, such as U.S. Fish and Wildlife Service, Wisconsin Department of Natural Resources, and the State Historic Preservation Office.
- All appropriate safety measures will be utilized and any incidents immediately reported to the BLM-Northeastern States District Office.
- All cultural/archaeological surveys will include the attached administrative conditions.
- Quarterly reports should be submitted to the BLM-Northeastern States District Office with updates on surveys completed that quarter, as well as copies of any intermediate or final reports on the surveys.

- Any changes in methodology or timing will be provided to the BLM-Northeastern States District prior to undertaking surveys.

We look forward to working with you on this project. Please continue to keep us involved during this investigative phase and especially as you begin the Environmental Assessment. If you have any questions, please contact Stephanie Carman, Assistant District Manager for Resources, at (414) 297-4450 or scarman@blm.gov.

Sincerely,

Randall C. Anderson
Associate District Manager

Cc: Anna Varney, FHWA
Joel Brown, WisDOT
Jennifer Grimes, WisDOT
Ashley Schulze, AECOM

Enclosed: Administrative Conditions for Cultural/Archeological Investigations; Project Description and Access Request from WisDOT to BLM-Northeastern States District Office dated September 11, 2018

Land Use and Resource Protection Conditions

1. Permittee shall observe all Federal, State, and local laws and regulations applicable to the public lands and resources, whether or not stipulated in the permit conditions.
2. Permittee shall allow the State Director and authorized officer or their representatives full access to the work area specified in this permit at any time the permittee is in the field, for purposes of examining the work area and any recovered materials and related records.
3. Permittee shall cease work upon discovering any human remains and associated funerary objects, and shall immediately notify the authorized officer. Work in the vicinity of the discovery may not resume until the authorized officer has given permission.
4. Permittee shall backfill all subsurface test exposures and excavation units as soon as possible after recording the results, and shall restore them as closely as reasonable to the original contour.
5. Permittee shall take precautions to protect livestock, wildlife, the public, or other users of the public lands from accidental injury in any excavation unit.
6. Permittee shall not conduct any flint knapping or lithic replication experiments at any archaeological site, aboriginal quarry source, or non-site location that might be mistaken for an archaeological site as a result of such experiments.
7. Permittee shall perform the field work authorized in this permit in a way that does not impede or interfere with other legitimate uses of the public lands, except when the authorized officer specifically provides otherwise.
8. Permittee shall restrict vehicular activity to existing roads and trails unless the authorized officer provides otherwise.
9. Permittee shall keep disturbance to the minimum area consistent with the nature and purpose of the field work.
10. Permittee shall not cut or otherwise damage living trees unless the authorized officer gives permission.
11. Permittee shall take precaution at all times to prevent wildfire. Permittee shall be held responsible for suppression costs for any fires on public lands caused by the permittee's negligence. Permittee may not burn debris without the authorized officer's specific permission.
12. Permittee shall not disturb resource management facilities within the permit area, such as fences, reservoirs, and other improvements, without the authorized officer's approval. Where disturbance is necessary, permittee shall return the facility to its prior condition, as determined by the authorized officer.
13. Permittee shall remove temporary stakes and/or flagging, which the permittee has installed, upon completion of field work. Permittee shall clean all camp and work areas before leaving the permit area.
14. Permittee shall take precautions to prevent littering or pollution on public lands, waterways, and adjoining properties. Refuse shall be carried out and deposited in approved disposal areas.

BLM Standard Administrative Conditions for Cultural Resource Permits, per BLM Manual Section 8150

1. This permit is subject to all applicable provisions of pertinent regulations (43 CFR 2920; 43 CFR 3; 43 CFR 7), and policies and procedures (BLM Manual Section 8150), which are made a part hereof.
2. This permit may not be assigned.
3. Permittee shall immediately request that the State Director make a modification to accommodate any change in an essential condition of the permit, and shall without delay notify the State Director of any other changes affecting the permit or regarding information submitted as part of the application for the permit. Failure to do so may result in permit suspension or revocation or criminal charges.
4. This permit is issued for the term specified in the letter dated September 13, 2018, from the BLM-Northeastern States District to the Wisconsin Department of Transportation. It is subject to suspension or revocation, for management purposes or for cause, at the discretion of the State Director, upon written notice.
5. Permittee may request permit extension, in writing, at any time prior to expiration of the term of the permit, specifying a limited, definite amount of time required to complete permitted work.
6. Any correspondence about this permit or work conducted under its authority must cite the permit number. Any publication of results of work conducted under the authority of this permit must cite the Bureau of Land Management and the permit number.
7. Special conditions attached to this permit are made a part hereof.
8. Permittee shall contact the affected Field Office manager prior to beginning any field work under the authority of this permit by submitting a fieldwork authorization request except when a specific fieldwork authorization is included with the permit.
9. Permittee's initiation of work or other activities under the authority of this permit signifies the permittee's acceptance of the terms and conditions of the permit.
10. Permittee may request a review, in writing to the official concerned, of any disputed decision regarding inclusion of specific terms and conditions in this permit or any fieldwork authorization, denial of a fieldwork authorization request, or modification, suspension, or revocation of this permit, setting out reasons for believing that the decision should be reconsidered.
11. Permittee shall not be released from requirements of this permit until all outstanding obligations have been satisfied, whether or not the term of the permit has expired. Permittee may be subject to civil penalties for violation of any term or condition of this permit.
12. Permittee shall use State Director-approved GPS technology to record all location data for field work authorized in this permit.
13. Permittee shall submit a preliminary report to the authorized officer within 10 days of completion of any episode of field work, setting out what was done, how it was done, by whom, specifically where, and with what results, including maps, GPS data, an approved site form for each newly recorded cultural property, a BLM evaluation form for each cultural property examined, and the permittee's professional recommendations, as results require. Depending on the scope, duration, and nature of the work, the authorized officer may require progress reports, during or after the fieldwork period or both.
14. Permittee shall submit a final report to each the authorized officer and the State Director not later than 180 days after completion of field work. Where a fieldwork episode involved only minor work and/or minor findings, a final report may be submitted in place of the preliminary report.
15. Permittee shall deposit all artifacts, samples and collections, as applicable, and copies of all records, data, photographs, and other documents, resulting from work conducted under this permit, with the curatorial facility (University of Wisconsin-Milwaukee), above, not later than 90 days after the date the final report is submitted to the State Director. Not later than 180 days after the final report is submitted, permittee shall provide the State Director with a catalog and evaluation of all materials deposited with the curatorial facility, including the facility's accession and/or catalog numbers.

From:	Schulze, Ashley
To:	Dredske, Logan
Subject:	FW: [EXTERNAL] 1010-10-01, WI River Bridge, Purpose & Need Summary, BLM
Date:	Tuesday, March 19, 2019 4:39:41 PM
Attachments:	Map for Islands near DOT Bridge Project.pdf

From: Carman, Stephanie [mailto:scarman@blm.gov]
Sent: Tuesday, March 19, 2019 4:13 PM
To: Knorr, Robert - DOT
Cc: Chidister, Ian (FHWA); Balice, Joe; Brown, Joel R - DOT; Grimes, Jennifer - DOT; Billmeyer, Jess; Schulze, Ashley; DOT I 39-90-94 WI River Bridges; Katherine (Katie) Frauen
Subject: Re: [EXTERNAL] 1010-10-01, WI River Bridge, Purpose & Need Summary, BLM

Hi Robert -

I wanted to provide you and your team with a quick update on our progress in determining the Federal interest in the islands near the bridge projects. As shown on the attached map, we can affirm that islands 021-013 and 021-014 are Federal and that islands 021-015 and 021 -016 are not Federal, and thus the BLM would have no interest/authority on islands 021-015 and 021-016. We are still awaiting determinations on islands 021-017 and 021 -018. Once we have a final determination for the project area, we will send you an official notification.

If you have any questions, please let me know.

Stephanie

Stephanie Carman
Assistant District Manager for Resources
Bureau of Land Management
Northeastern States District
scarman@blm.gov
office: (414) 297-4450
cell: (414) 391-9721

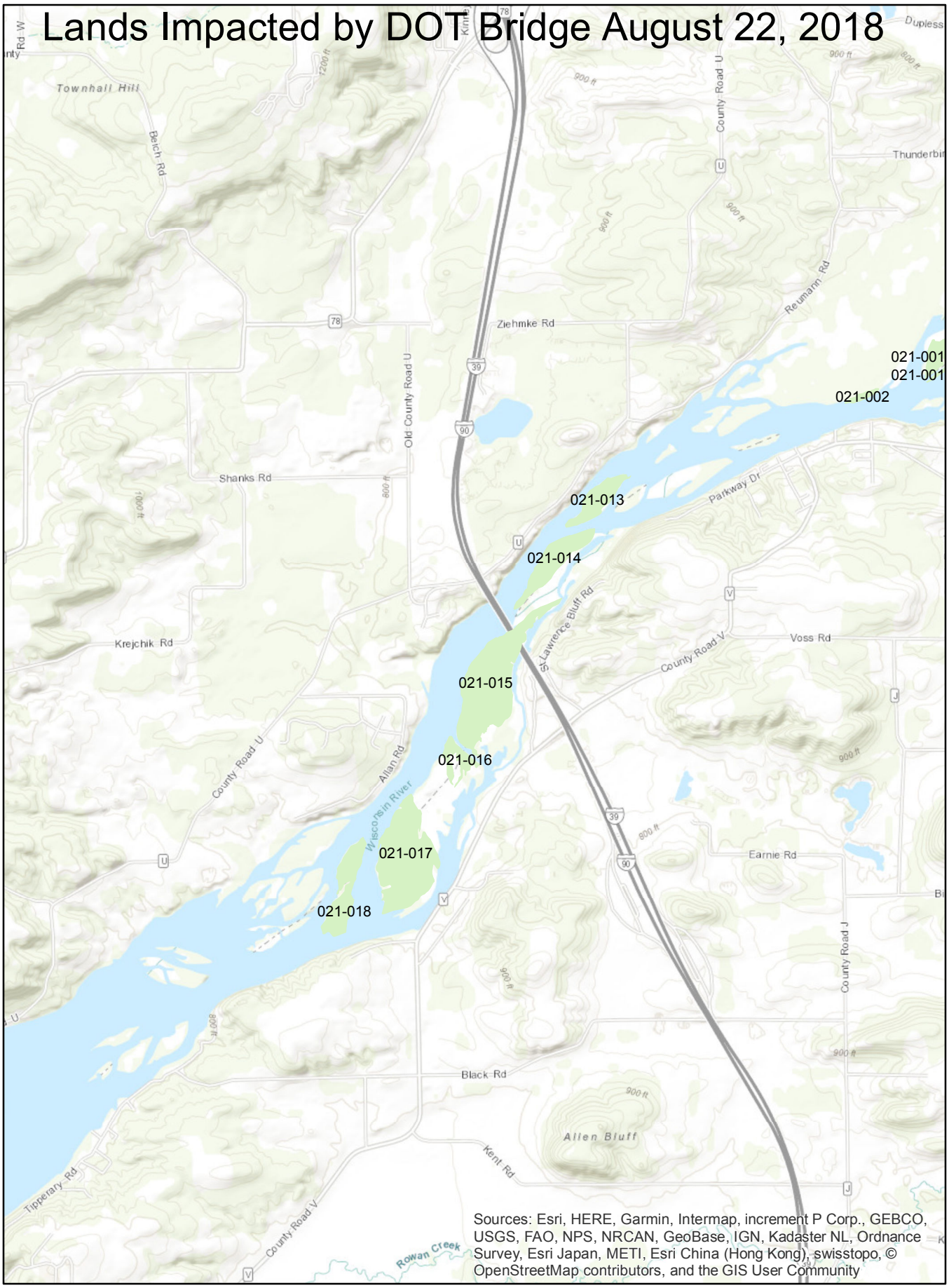
On Fri, Mar 15, 2019 at 10:07 AM Carman, Stephanie <scarman@blm.gov> wrote:

> Thank you Robert. We will review the documents and get back to you.
> Stephanie
> **Stephanie Carman**
> **Assistant District Manager for Resources**
> Bureau of Land Management
> Northeastern States District
> scarman@blm.gov
> office: (414) 297-4450
> cell: (414) 391-9721

On Thu, Mar 14, 2019 at 5:08 PM Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov> wrote:

> Stephanie,
>
> The Wisconsin Department of Transportation and Federal Highway Administration have prepared a summary of the Purpose and Need Statement for the I-39/90/94 Wisconsin River Bridge in Columbia County, Wisconsin. Attached please find the project's purpose and need summary and a letter requesting your agency's review and comment.
>
> Please feel free to contact me with any questions.
>
> Thank you,
>
> ***Robert Knorr, P.E.***
> *Project Manager – Major Studies Unit*
> *WisDOT Southwest Region*
> *2101 Wright St.*
> *Madison, WI 53704-2583*
> *(608) 246-5444*
> *robert.knorr@dot.wi.gov*

Lands Impacted by DOT Bridge August 22, 2018



From:	Schulze, Ashley
To:	Dredske, Logan
Subject:	FW: [EXTERNAL] 1010-10-01, WI River Bridge, Alternative Evaluation Summary Report, BLM
Date:	Wednesday, December 18, 2019 9:18:04 PM
Attachments:	Map for Islands near DOT Bridge Project - Dec 2019 update.pdf

---

From: Carman, Stephanie <scarman@blm.gov>
Sent: Tuesday, December 10, 2019 11:15 AM
To: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>
Cc: Chidister, Ian (FHWA) <ian.chidister@dot.gov>; Balice, Joe <joe.balice@dot.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Schulze, Ashley <Ashley.Schulze@aecom.com>; Billmeyer, Jess <Jess.Billmeyer@aecom.com>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>; Filkins, Susan <sfilkins@blm.gov>; Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>
Subject: Re: [EXTERNAL] 1010-10-01, WI River Bridge, Alternative Evaluation Summary Report, BLM

Thank you Jennifer. Our team will start looking at the documents and get you any comments by January 24th - Susan Filkins, our acting Assistant District Manager for Resources, will be your primary contact.

Also, I wanted to update you, and including Rober Knorr on this too, that we have completed our determination of the federal interest in the islands. We will include the Land Status Determinations and official transmission of this information with our comments, but if you want more information now, please let me know.
As shown on the attached map:
021-013 Federal
021-014 Federal
021-015 Non Federal
021-016 Non-Federal
021-017 Federal
021-018 Federal

Thank you,

Stephanie Carman
Associate District Manager
Bureau of Land Management
Northeastern States District
scarman@blm.gov
office: (414) 297-4450
cell: (414) 391-9721

On Mon, Dec 9, 2019 at 5:25 PM Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov> wrote:

Stephanie,

The Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA) have prepared a summary of the alternative evaluation process for the I-39/90/94 Wisconsin River Bridge Project in Columbia County, Wisconsin. Attached please find the Alternative Evaluation Summary Report which details the process on how WisDOT identified a recommended alternative and a letter requesting your agency's review and comment.

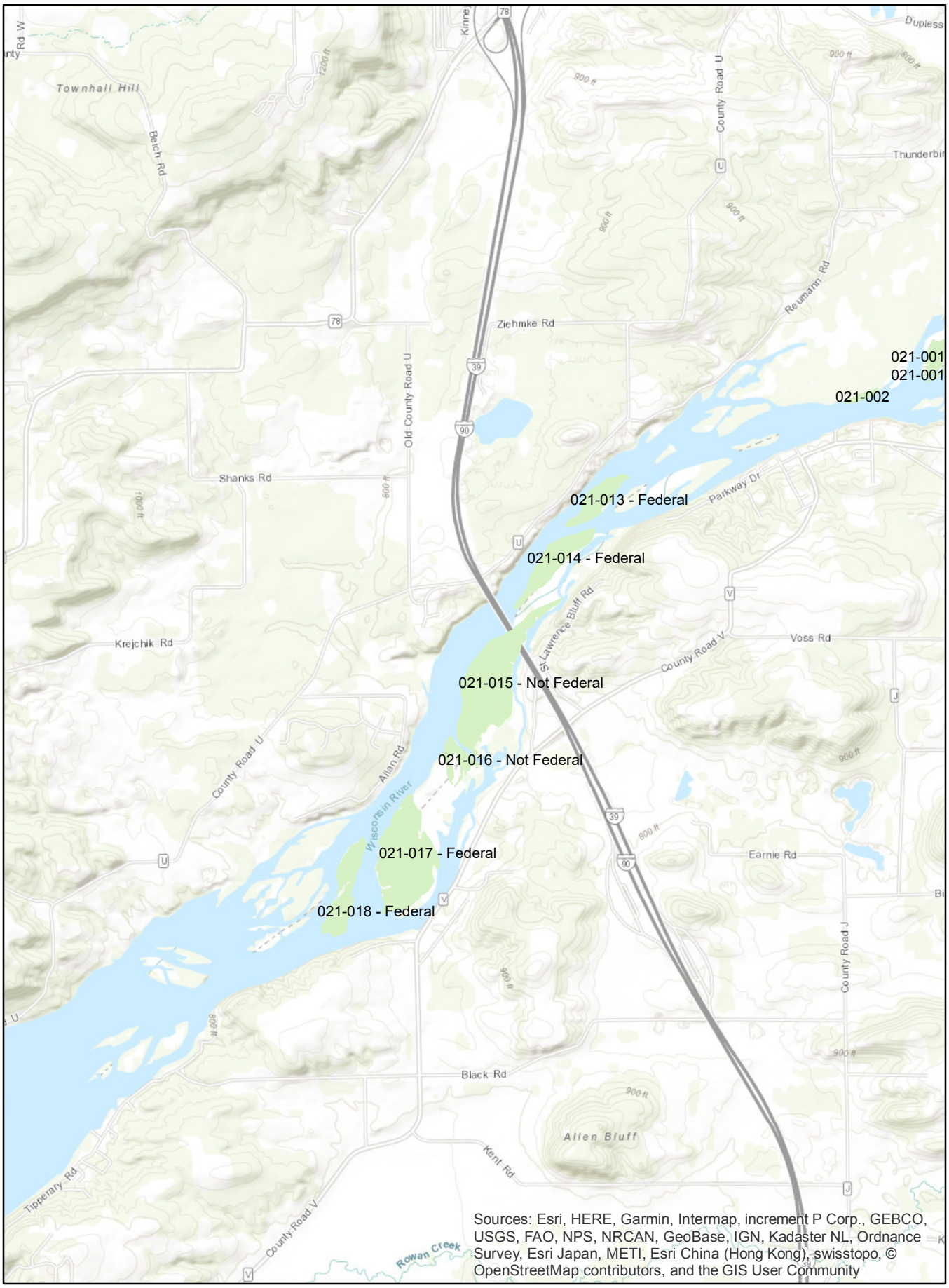
At this time, we are seeking your agency's comments on the range of alternatives, alternatives evaluation, and the WisDOT recommended alternative. We ask that you provide any written comments by Friday, January 24, 2020.

Please feel free to contact me with any questions.

Thank you,

Jennifer Grimes
Environmental Coordinator
Mega Team Projects & Planning Major Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
☎ Phone 608.516.9760
jennifer.grimes@dot.wi.gov

Islands Impacted by DOT Bridge - Updated December 10, 2019



United States Department of the Interior

Bureau of Land Management-Eastern States

Northeastern States District
626 E. Wisconsin Avenue, Suite 200
Milwaukee, Wisconsin 53202-4617

IN REPLY REFER TO:
1610-03300

January 23, 2020

Ms. Jennifer Grimes
Environmental Coordinator
WisDOT Southwest Region - Edgerton
111 Interstate Boulevard
Edgerton, Wisconsin 53534

Dear Ms. Grimes:

The Bureau of Land Management (BLM) appreciates the opportunity to provide comments on the Alternative Evaluation Summary Report for the I-39/90/94 Wisconsin River Bridge Project in Columbia County, Wisconsin. Our staff reviewed the report and did not have any comments on the project at this time.

The BLM looks forward to reviewing the Draft Environmental Assessment when it becomes available later this year.

Thank you for your continued collaboration with the BLM on this important project.

Sincerely,

Dean Gettinger
District Manager

Cc:
Ian Chidister
Environmental Program Manager
FHWA-Wisconsin Division
525 Junction Road, Suite 8000
Madison, Wisconsin 53717-2157

Appendix 10:
Tribal Coordination

WisDOT Division of Transportation Systems Development
Southwest Region
2101 Wright Street
Madison, WI 53704

Scott Walker, Governor
Dave Ross, Secretary
wisconsindot.gov
Telephone: (608) 246-5444
FAX: (608) 246-7996
Email: robert.knorr@dot.state.wi.us

August 13, 2018

Name
Credentials
Company/Tribe
Office Building
Address

Re: notice of federal undertaking and request for comments under 36 CFR 800
WisDOT ID 1010-10-01
I-39/90/94
Madison – Portage
Wisconsin River Bridges B-11-22/23 & Approaches
Columbia County

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is considering an undertaking located at the Wisconsin River along I-39/90/94 in Columbia County. The project limits extend approximately 1.8 miles north and 2.1 miles south of the Wisconsin River. The proposed undertaking will consist of a study to explore the future replacement of the I-39/90/94 Wisconsin River Bridges. Columbia County V and County U bridges over I-39/90/94 will also be evaluated for potential replacement. Roadway approach work will be necessary for the bridge replacements along I-39/90/94, County U, and County V. A tentative date of 2025 has been set for construction.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding the proposed area of potential effects (APE) or potential impacts to historic properties and/or burials in this undertaking. Also, other environmental studies may be conducted to include endangered species survey, hydraulic surveys, contaminated material investigations, soil testing, and right-of-way surveys. Results of these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources. To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

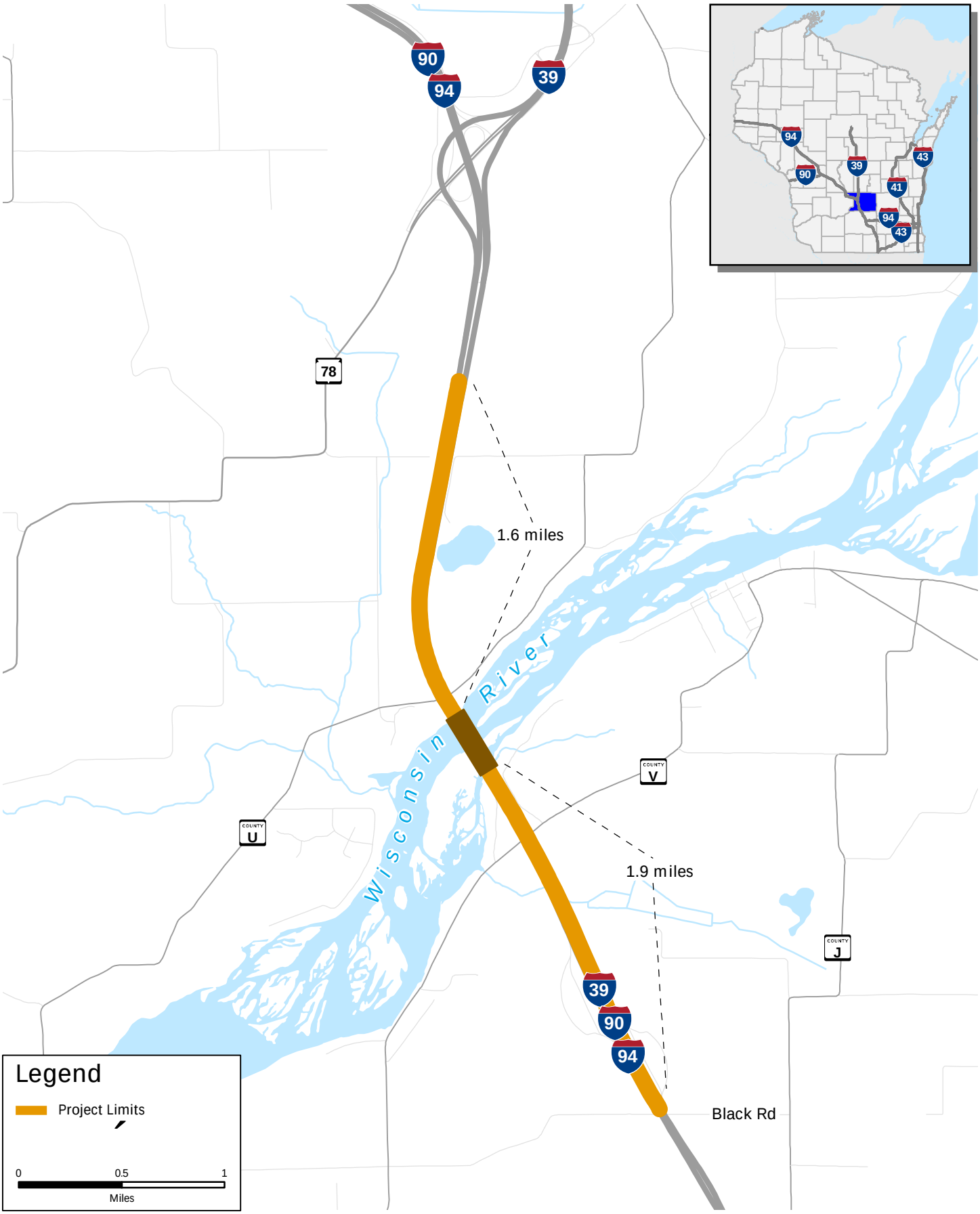
If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact WisDOT Project Manager Robert Knorr at 2101 Wright Street, Madison, WI 53704; robert.knorr@dot.wi.gov; 608-246-5444.

Sincerely,

Rob Knorr, P.E.
Project Manager

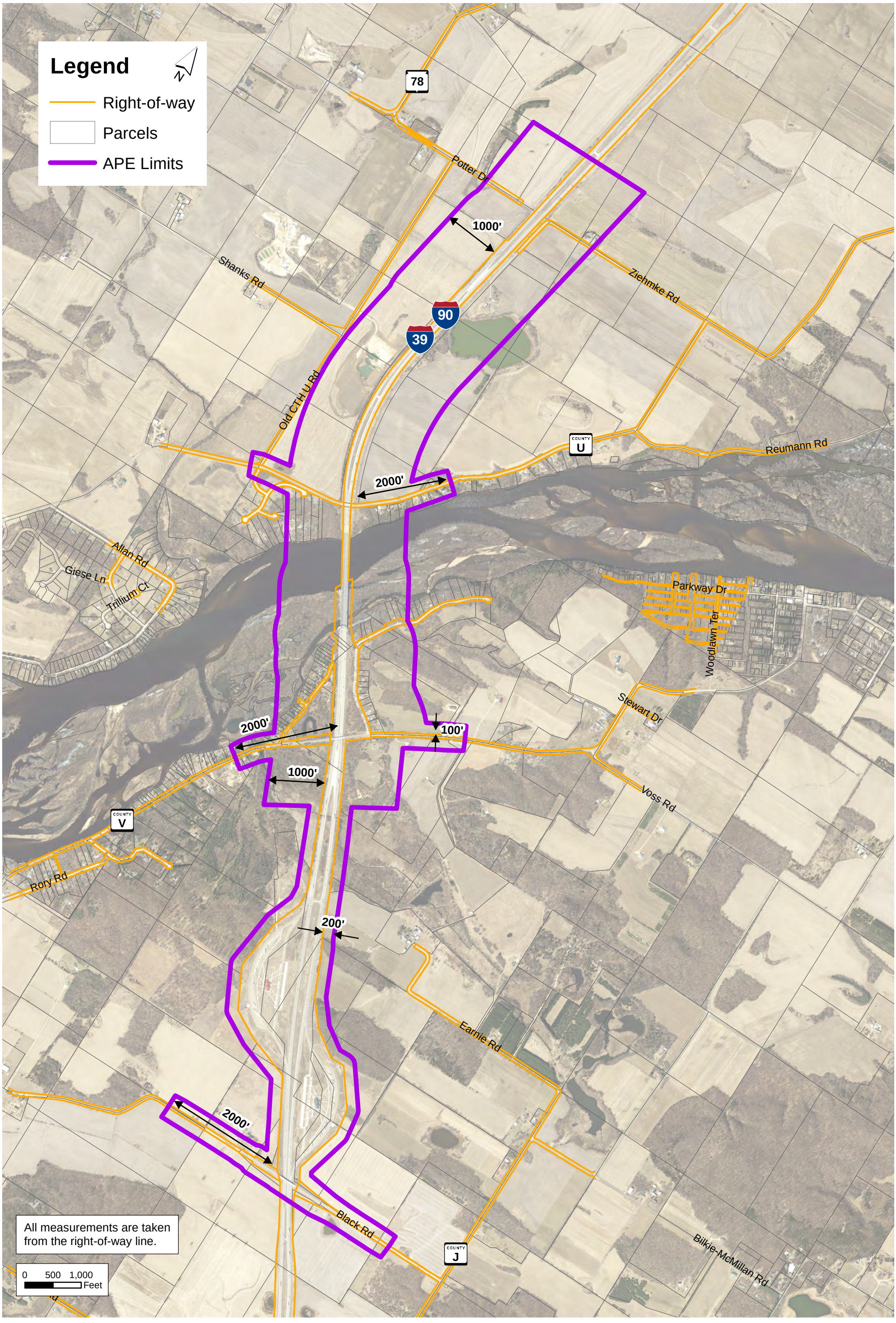
CC: bees.cr@dot.wi.gov
Franco Marcos, WisDOT
Joel Brown, WisDOT
Jennifer Grimes, WisDOT
Project File

Attachments: Project Location Map
Proposed Area of Potential Effect Map



March 2018
WisDOT ID 1010-10-01
AECOM ID 60568182

Project Location Map
I-39/90/94 Wisconsin River Bridge



May 2018

WisDOT ID 1010-10-01

AECOM ID 60568182

Archeological/Historic Area of Potential Effects Map

I-39/90/94 Wisconsin River Bridge

	Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Forest County Potawatomi Community of Wisconsin	Fond du Lac Band of Lake Superior Chippewa	Ho-Chunk Nation	Iowa Tribe of Oklahoma	Lac Courte Oreilles Band of Lake Superior *Chippewa Indians of Wisconsin*	Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin	Lac Vieux Desert Band of Lake Superior Chippewa Indians	Menominee Indian Tribe of W-isconsin	Oneida Tribe of Indians of Wisconsin	Prairie Band Potawatomi Nation	Prairie Island Indian Community Minnesota Mdewakan ton Sioux	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Sac and Fox Nation of Missouri in Kansas and Nebraska	Sac and Fox Nation of Oklahoma	Sac and Fox of the Mississippi in Iowa	Sokaogon Chippewa Community Mole Lake Band	St. Croix Band Chippewa Indians of Wisconsin	Stockbridge Munsee Community of Wisconsin
Adams	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Ashland	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Barron	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Bayfield	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Brown	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Buffalo	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Burnett	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Calumet	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Chippewa	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Clark	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Columbia	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Crawford	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Dane	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Dodge	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Door	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Douglas	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Dunn	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Eau Claire	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Florence	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Fond du Lac	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Forest	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Grant	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Green	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Green Lake	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Iowa	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Iron	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Jackson	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Jefferson	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Juneau	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Kenosha	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Kewaunee	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
LaCrosse	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Lafayette	Yes	Yes	No	Yes	Yes	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Langlade	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Lincoln	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Manitowoc	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Marathon	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Marinette	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Marquette	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Menominee	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Milwaukee	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Monroe	Yes	Yes	No	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Oconto	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Oneida	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Outagamie	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ozaukee	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Pepin	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No

Tribal Initial Coordination Letter Distribution List

Company	Title	First Name	Last Name	Credentials	Office Building	Address 1	City	State	Postal Code
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Ms.	Edith	Leoso	THPO		P.O. Box 39	Odanah	WI	54861
Forest County Potawatomi Community of Wisconsin	Mr.	Michael	LaRonge	THPO	Tribal Office	5320 Wensaut Lane, P.O. Box 340	Crandon	WI	54520
Ho-Chunk Nation	Mr.	William	Quackenbush	THPO	Executive Offices	P.O. Box 667	Black River Falls	WI	54615
Lac Vieux Desert Band of Lake Superior Chippewa Indians	Ms.	Daisy	McGeshick	THPO	Ketegitigaanig Ojibwe Nation	P.O. Box 249	Watersmeet	MI	49969
Menominee Indian Tribe of Wisconsin	Mr.	David	Grignon	THPO		P.O. Box 910	Keshena	WI	54135
Prairie Band Potawatomi Nation	Ms.	Hattie	Mitchell	THPO		16281 Q Road	Mayetta	KS	66509
Prairie Island Indian Community	Mr.	Noah	White	THPO		5636 Sturgeon Lake Road	Welch	MN	55089
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Mr.	Marvin	DeFoe	THPO	Red Cliff Band of Lake Superior Chippewa Indians	88385 Pike Road, Highway 13	Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska	Mr.	Gary	Bahr			305 North Main	Reserve	KS	66434
Sac and Fox Nation of Oklahoma	Ms.	Sandra	Massey	Historic Preservation Officer		920883 S Hwy 99 Bldg A, RR 2, Box 246	Stroud	OK	74079
Sac and Fox of the Mississippi in Iowa	Mr.	Jonathan	Buffalo	NAGPRA Representative		349 Meskwaki Road	Tama	IA	52339

The Upper Sioux Community was later added to the coordination list based upon information provided by the USACE. Their contact information is listed below:

Upper Sioux Community; Samantha Odegard; THPO; 5722 Travers Lane; P.O. Box 147; Granite Falls, MN 56241.

WisDOT Division of Transportation System Development
Southwest Region Office
2101 Wright Street
Madison, WI 53704-2583

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 246-3251
FAX: (608) 246-7996
Email: daniel.schave@dot.state.wi.us

February 20, 2020

Samantha Odegard, THPO

Upper Sioux Community
5722 Travers Lane
P.O. Box 147
Granite Falls, MN 56241

Re: Request for comments
WisDOT ID 1010-10-01
I-39/90/94
Madison – Portage
Wisconsin River Bridges B-11-22/23 & Approaches
Columbia County

The Wisconsin Department of Transportation (WisDOT) Southwest Region, in cooperation with the Federal Highway Administration (FHWA), is evaluating the aging I-39/90/94 bridge over the Wisconsin River in Columbia County, Wisconsin. The project area extends 1.6 miles north of the Wisconsin River and 1.9 miles south (see attached Project Location map). The I-39/90/94 Wisconsin River bridge has been repaired seven times since it was constructed in 1961. Even with the past repair work, deficiencies remain within the existing bridge.

WisDOT is evaluating alternatives to repair or replace the existing I-39/90/94 Wisconsin River Bridge. Roadway approach work would be necessary if the bridge is replaced. The County V and County U bridges over I-39/90/94 will be evaluated for potential replacement to accommodate realignment of I-39/90/94. Construction is anticipated to occur in the mid-2020's.

WisDOT considered four preliminary alternatives to address the needs of the structure (see attached Preliminary Alternatives exhibit):

- **No-Build Alternative:** This alternative would do nothing to the existing bridge
  - Carried forward to serve as a baseline for comparing alternatives
- **Rehabilitation Alternative:** This alternative would repair the existing bridge in its current location
  - Dismissed because multiple rehabilitation projects would be required over a 20-year period, each with significant delays to the travelling public.
- **East Alternative:** This alternative would construct a new bridge just east of existing bridge
  - Carried forward for further evaluation
- **West Alternative:** This alternative would construct a new bridge just west of existing bridge
  - Carried forward for further evaluation

Alternatives carried forward underwent detailed evaluation. Detailed evaluation identified the East Alternative as the WisDOT recommended alternative because it has less impacts than the West Alternative (see table below).

Item of Anticipated Impact	No Build	West Alternative	East Alternative (WisDOT Recommended)
Alternative Length	N/A	2.0 miles	1.8 miles
Bridge Length	1,690 feet	1,840 feet	1,760 feet
ATC Pole Impacts	No	No	Avoided
Historic Properties	0	1	0
Likely to Affect **Fox-Wisconsin Heritage Water Trail**	No	Yes	Yes
Likely to Affect **Threatened or Endangered Species**	No	Yes	Yes
Relocations	0	8	0
Right-of-Way Required	0 acres	15.7 acres	10.4 acres
Agricultural Land	0 acres	4.1 acres	4.1 acres
Protected Public Land	0 acres	1.2 acres	0.1 acres
Water Crossings	N/A	2	2
Wetlands	0 acres	5.8 acres	5.6 acres
Planning Level Cost Estimate (million)	$0	$140-190	$140-190

An overview of the WisDOT recommended alternative is attached. WisDOT is currently drafting an Environmental Assessment that will identify the East Alternative as the Preferred Alternative. The Environmental Assessment is anticipated to be signed in spring 2020.

During agency coordination with the United States Army Corps of Engineers (USACE) in January 2020, the USACE stated the Upper Sioux Community may have an area of tribal significance within the utility right-of-way east of I-39/90/94. USACE indicated the area of tribal significance was identified during the Badger-Coulee ATC transmission line project and impacts to the site were avoided.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding potential impacts to historic properties and/or burials within the area of potential effects (see attached Area of Potential Effects map). If you have comments, would like to become a consulting party under Section 106 of the National Historic Preservation Act, or would like to receive additional information regarding the project, please contact WisDOT Project Manager Daniel Schave at 2101 Wright Street, Madison, WI 53704; daniel.schave@dot.wi.gov; 608-246-3251, within thirty days of receipt of this letter to ensure information is incorporated into the project.

Sincerely,

Daniel Schave, P.E.
WisDOT Project Manager

CC: bees.cr@dot.wi.gov
Ian Chidister, FHWA
Kyle Zibung, USACE
Joel Brown, WisDOT
Jennifer Grimes, WisDOT
Amy Coughlin, WisDOT

Attachments: Project Location
Preliminary Alternatives
WisDOT Recommended Alternative
Area of Potential Effect

N

Baraboo River Waterfowl Production Area

Wisconsin Dells

Portage

Lost Lake State Natural Area

Project Limits

Potter Dr

Ziehmke Rd

Wisconsin Power & Light Company Property

Wisconsin River

Dekorra Public Hunting Grounds

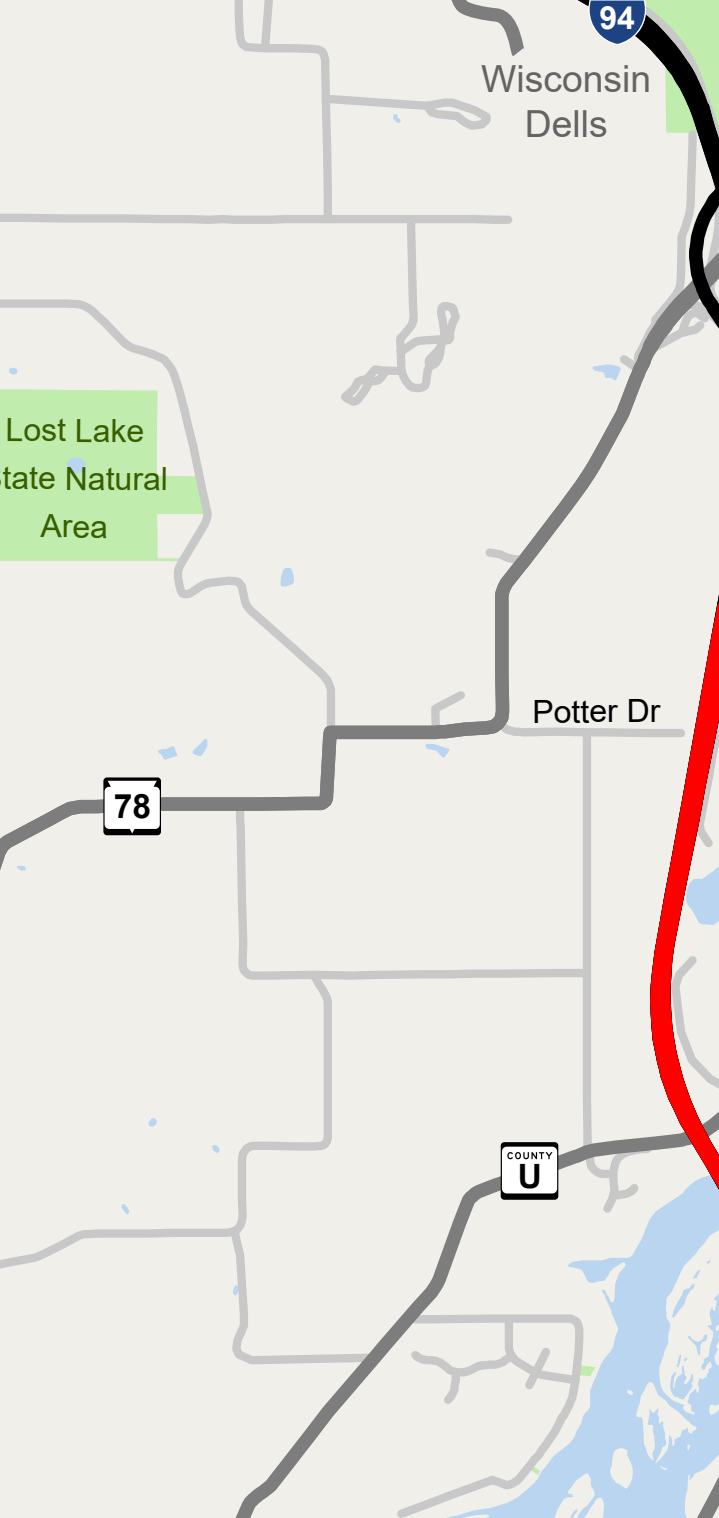
Black Rd

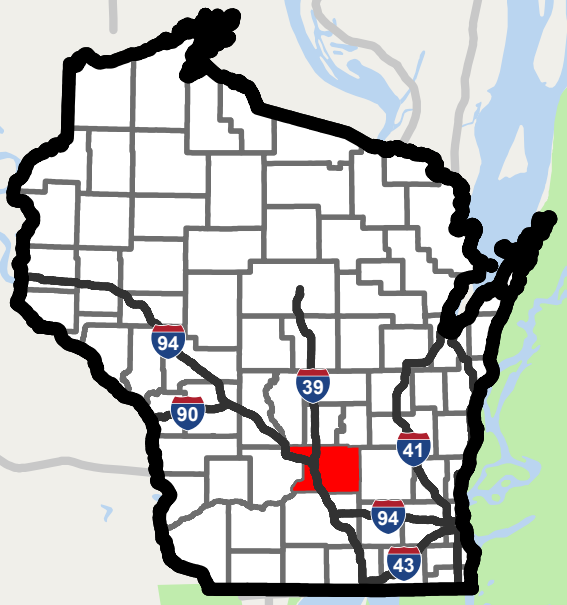
Project Limits

Hinkson Creek Fishery Area

Madison

Rowan Creek Fishery Area





78

COUNTY U

COUNTY V

COUNTY J

COUNTY CS

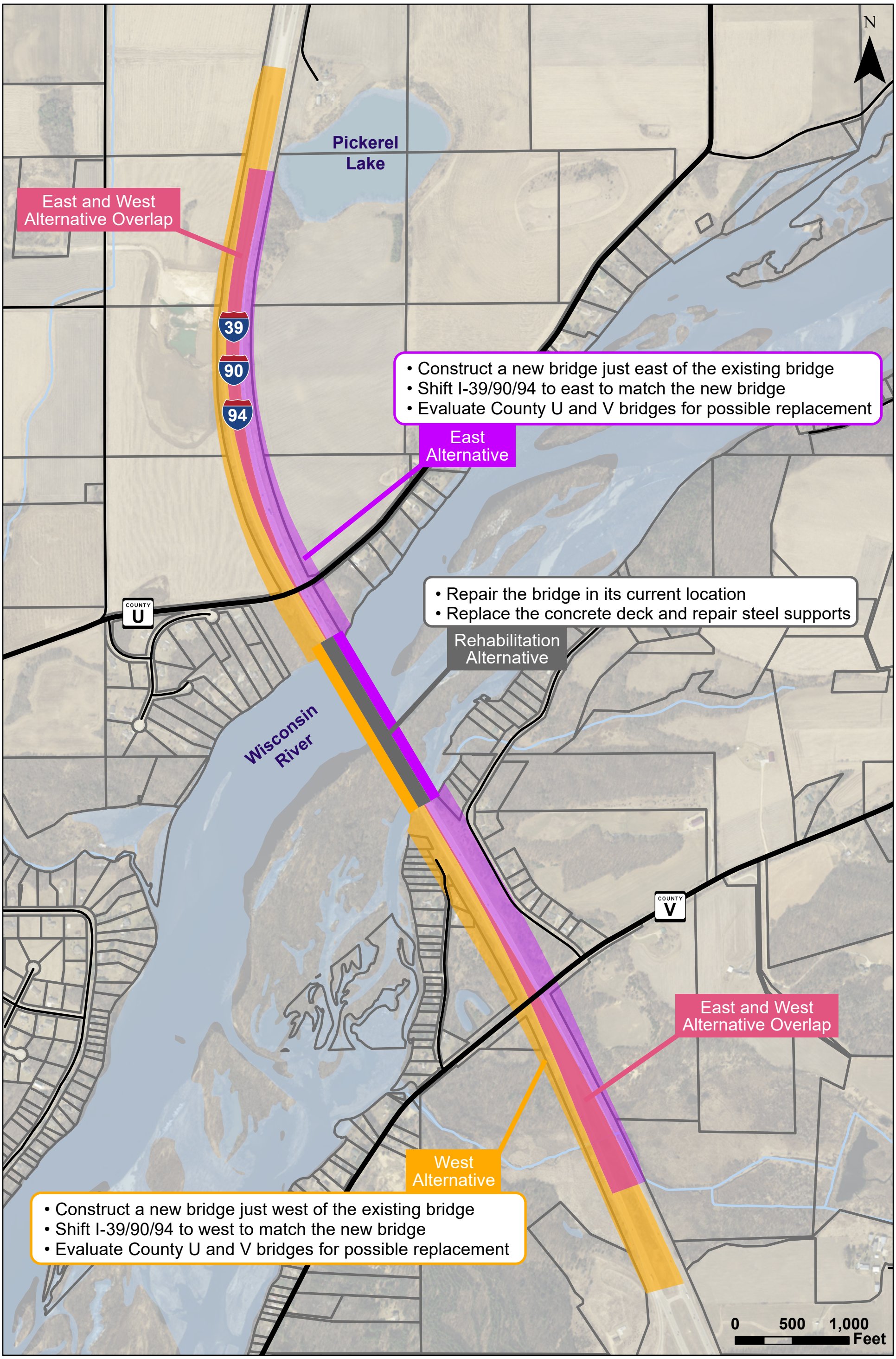
39

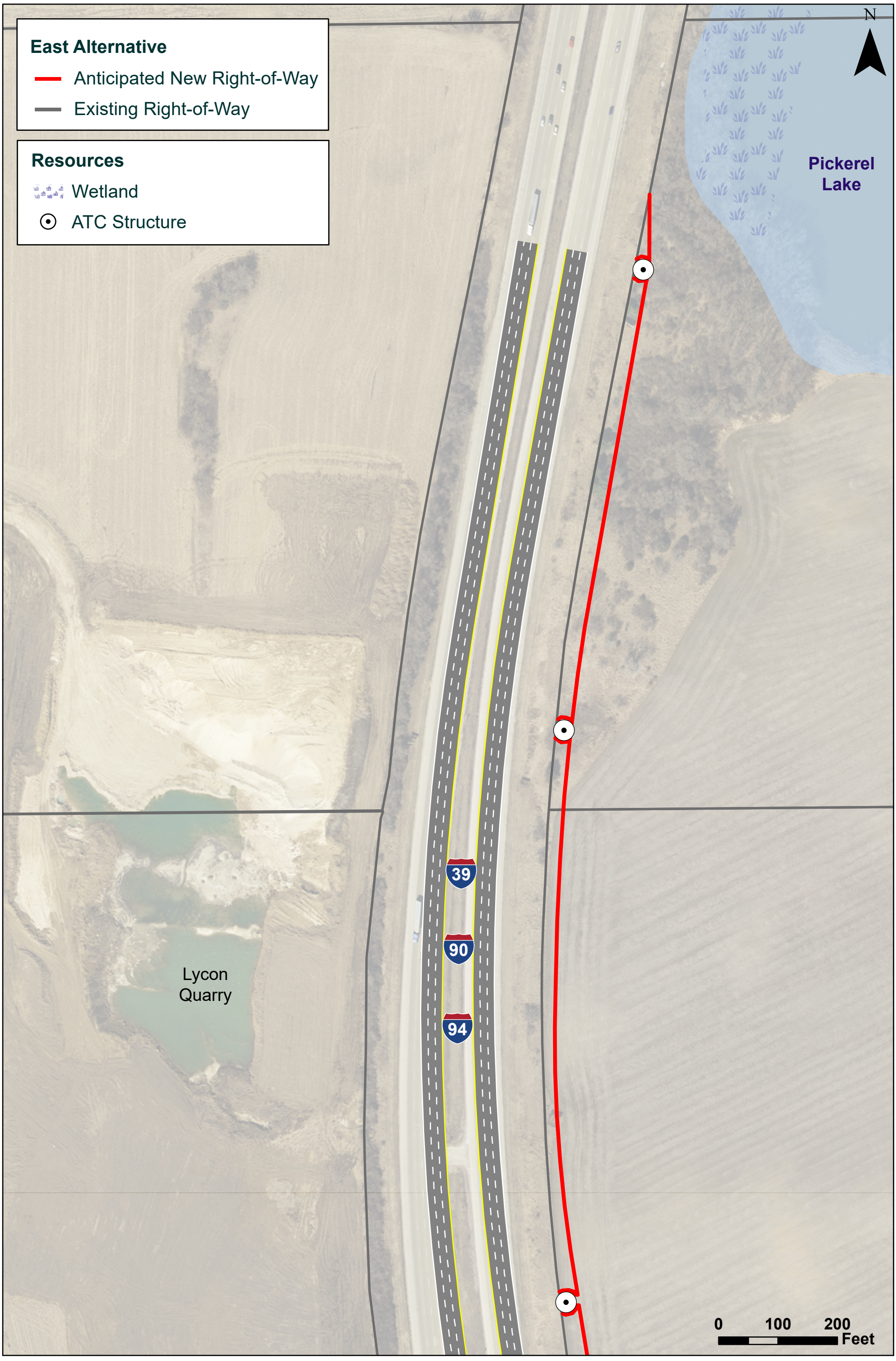
90

94

February 2020
WisDOT ID 1010-10-01
I-39/90/94 Wisconsin River Bridge

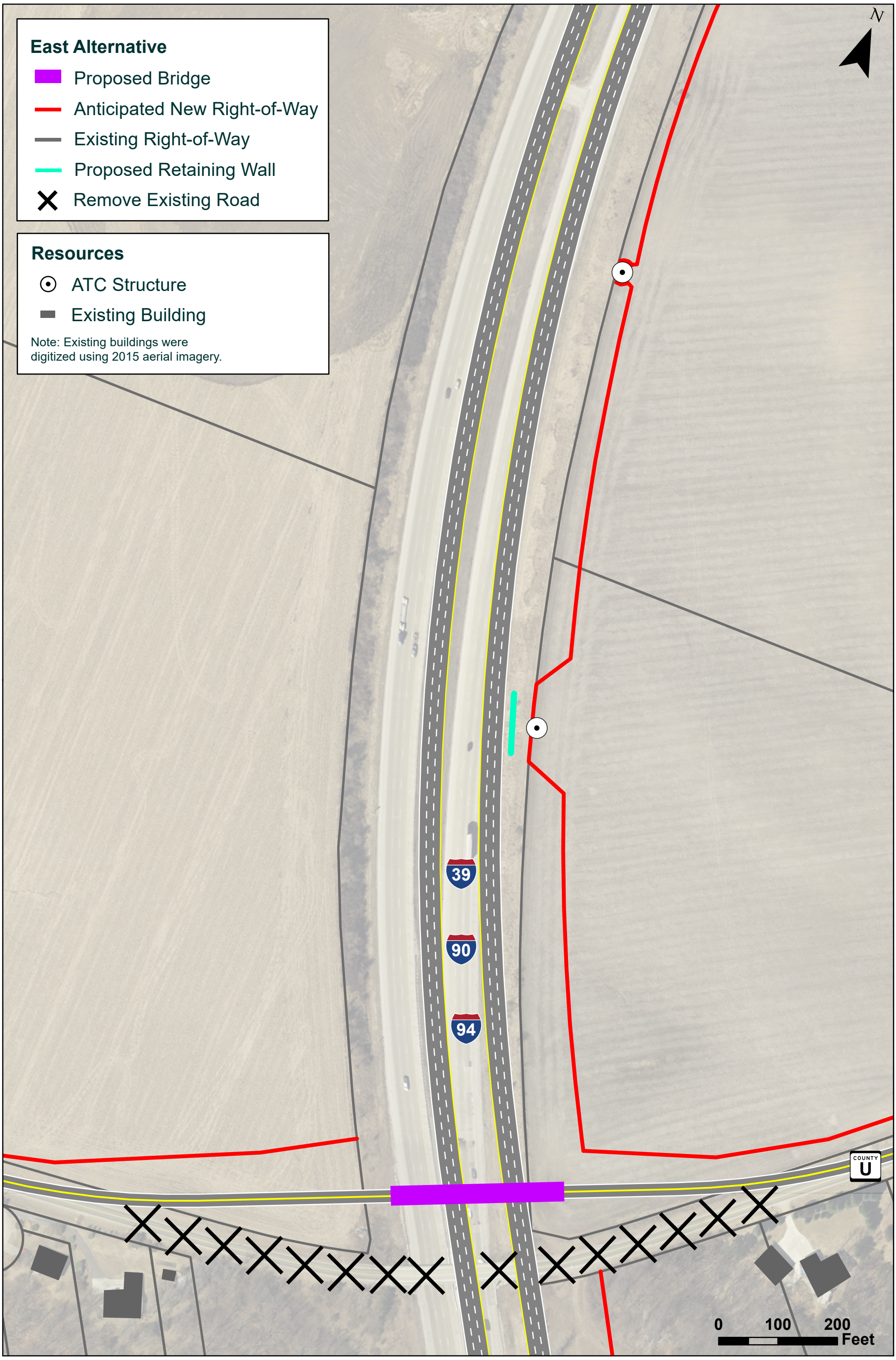
Project Location
Page 1 of 1


N
Pickerel Lake
East and West Alternative Overlap
39
90
94
• Construct a new bridge just east of the existing bridge
• Shift I-39/90/94 to east to match the new bridge
• Evaluate County U and V bridges for possible replacement
East Alternative
COUNTY U
• Repair the bridge in its current location
• Replace the concrete deck and repair steel supports
Rehabilitation Alternative
Wisconsin River
COUNTY V
East and West Alternative Overlap
West Alternative
• Construct a new bridge just west of the existing bridge
• Shift I-39/90/94 to west to match the new bridge
• Evaluate County U and V bridges for possible replacement
0 500 1,000
Feet



December 2019
WisDOT ID 1010-10-01
I-39/90/94 Wisconsin River Bridge

WisDOT Recommended Alternative


East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Remove Existing Road
Resources
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
N
39
90
94
COUNTY U
0
100
200
Feet

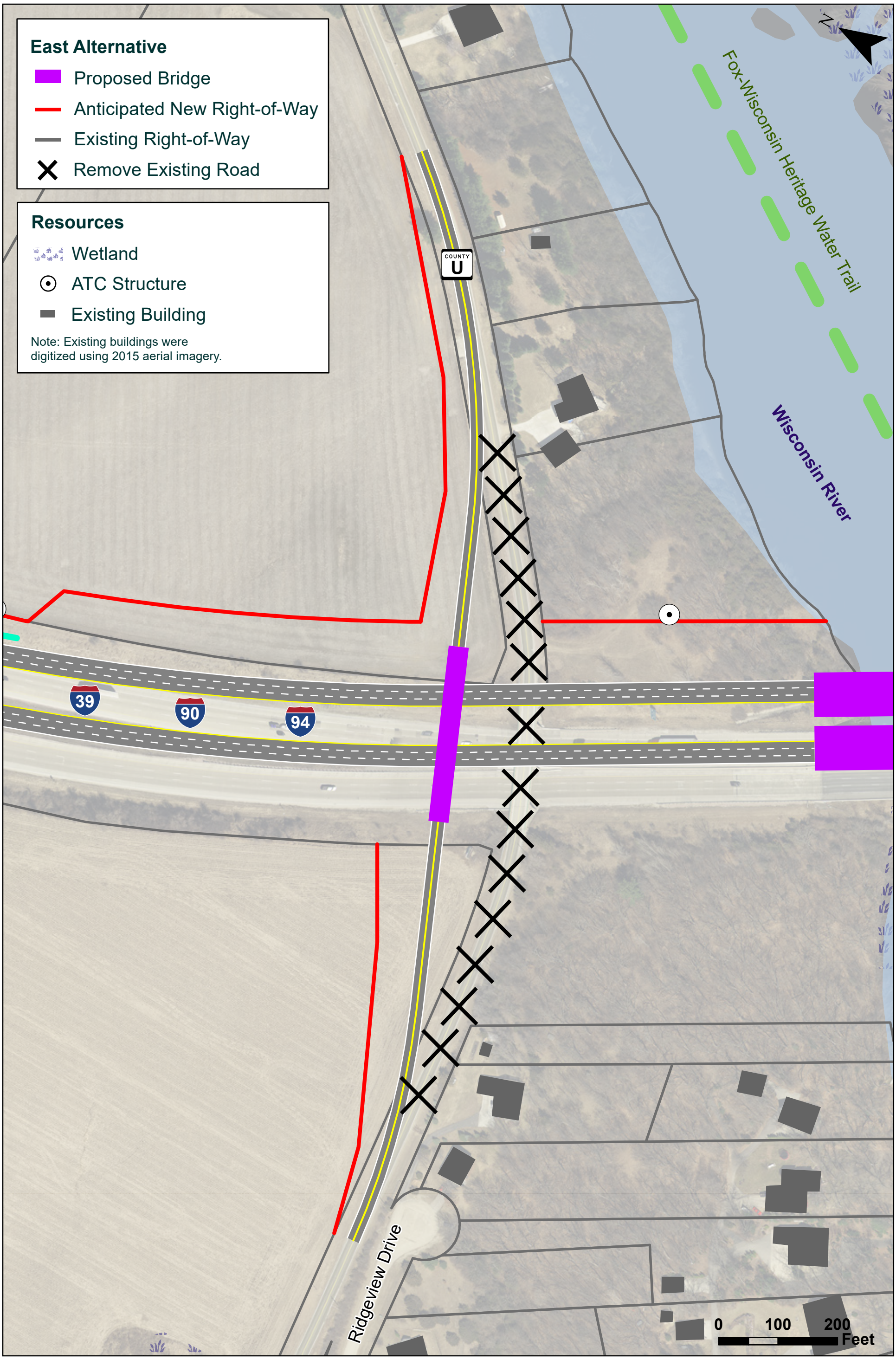
East Alternative

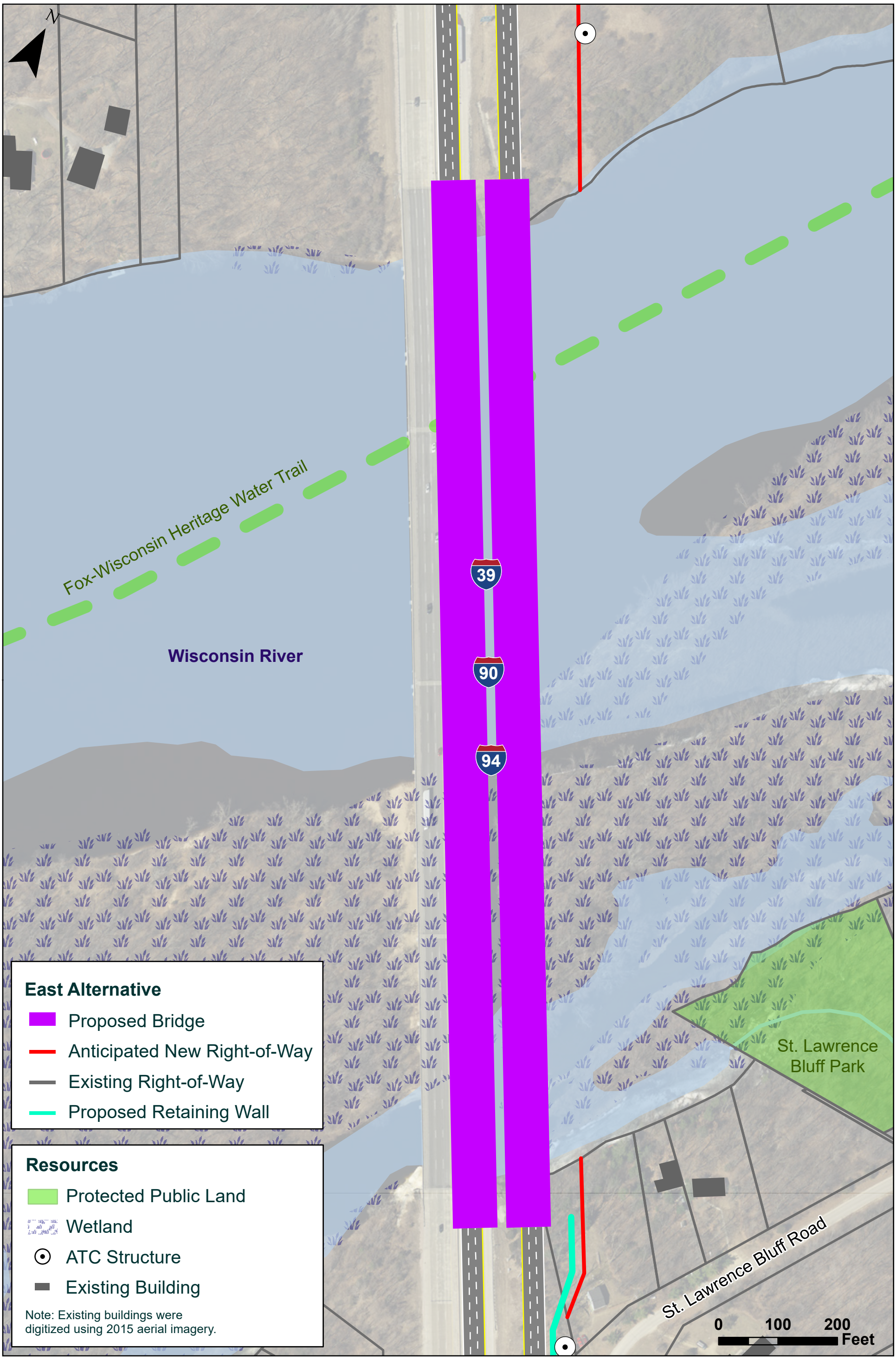
- Proposed Bridge
- Anticipated New Right-of-Way
- Existing Right-of-Way
- Remove Existing Road

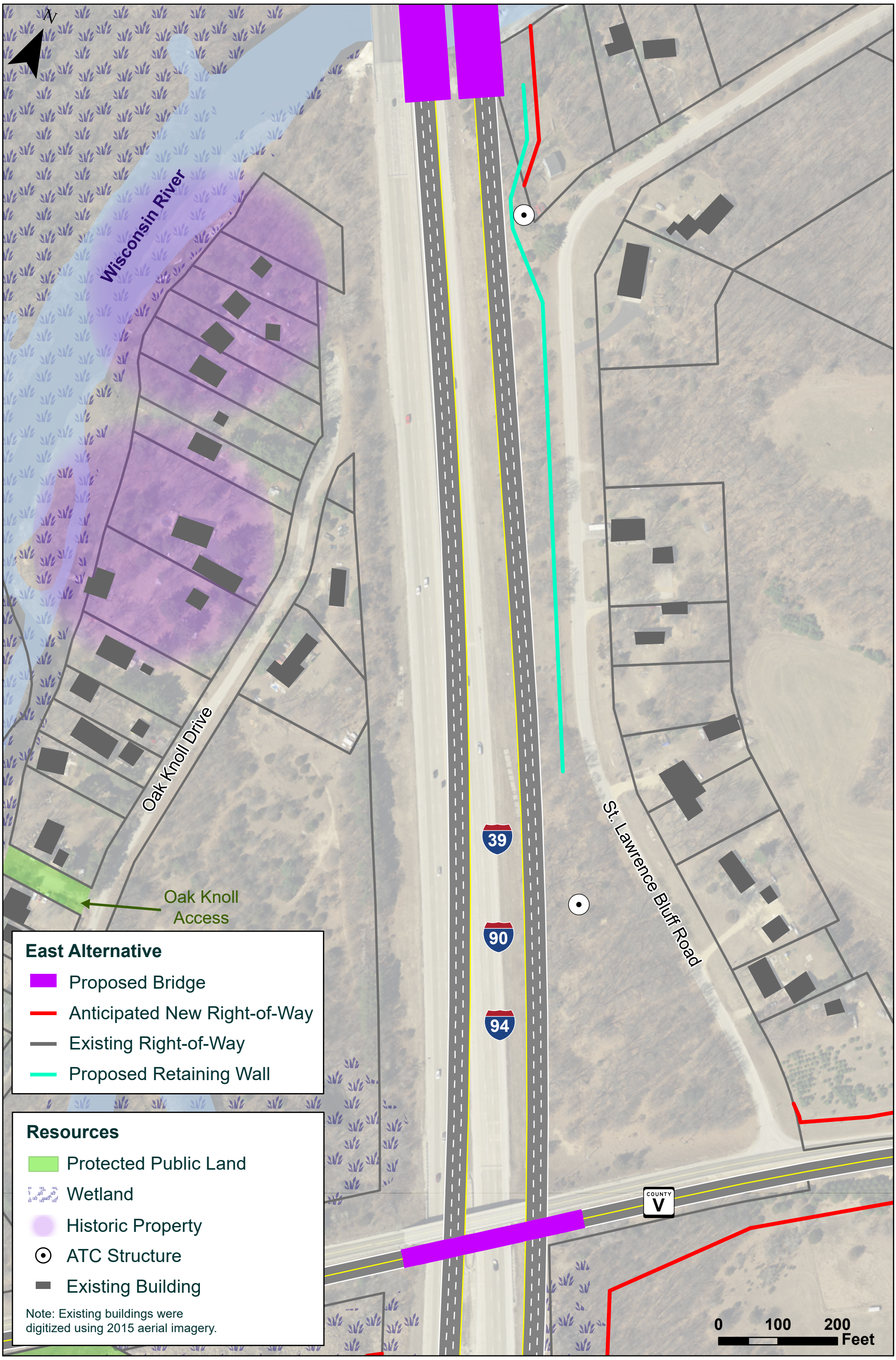
Resources

- Wetland
- ATC Structure
- Existing Building

Note: Existing buildings were digitized using 2015 aerial imagery.




N
Fox-Wisconsin Heritage Water Trail
Wisconsin River
39
90
94
St. Lawrence Bluff Park
St. Lawrence Bluff Road
East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Resources
Protected Public Land
Wetland
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
0
100
200
Feet


N
Wisconsin River
Oak Knoll Drive
St. Lawrence Bluff Road
39
90
94
COUNTY
V
Oak Knoll
Access
East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Resources
Protected Public Land
Wetland
Historic Property
ATC Structure
Existing Building
Note: Existing buildings were
digitized using 2015 aerial imagery.
0
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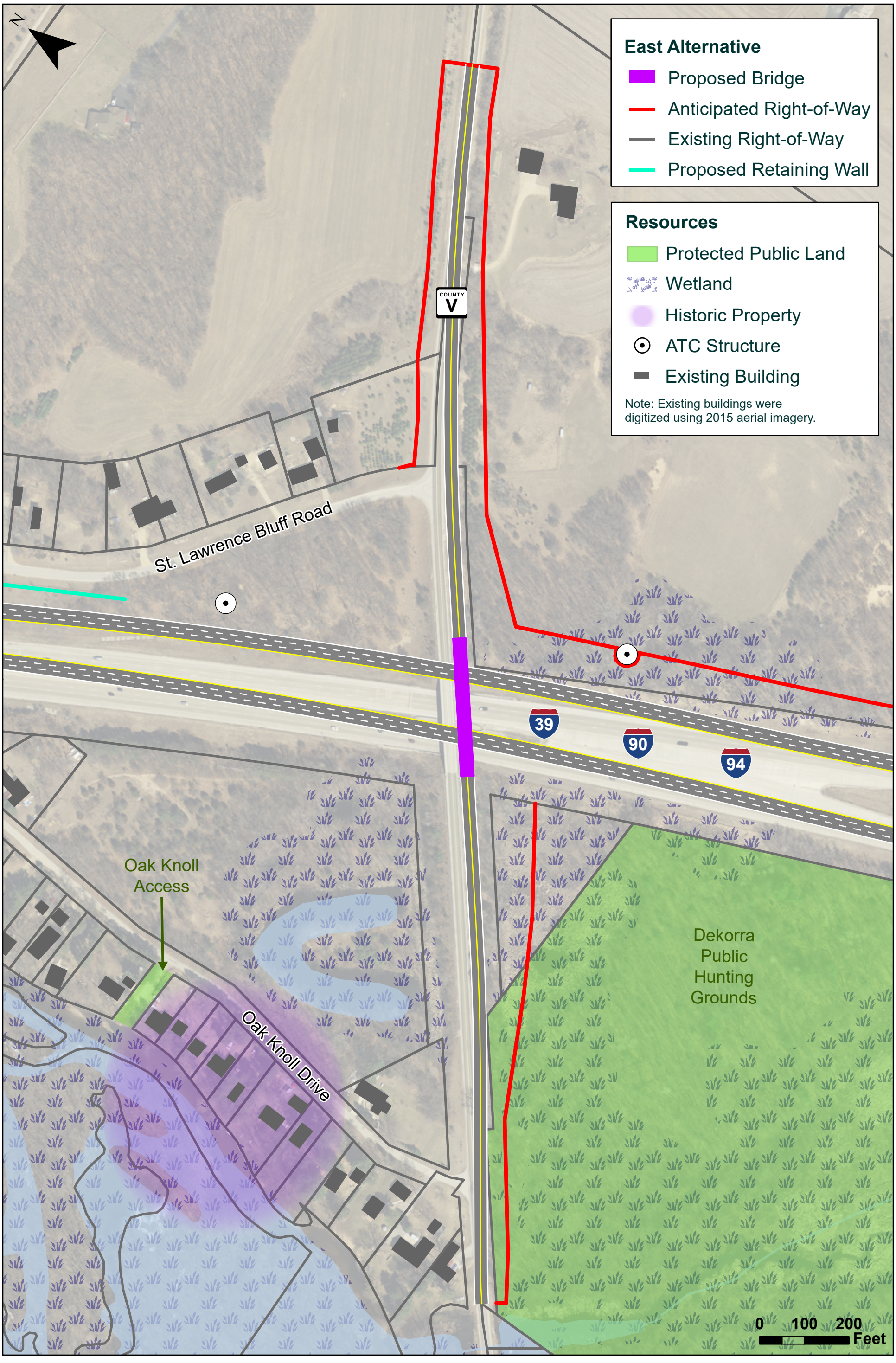
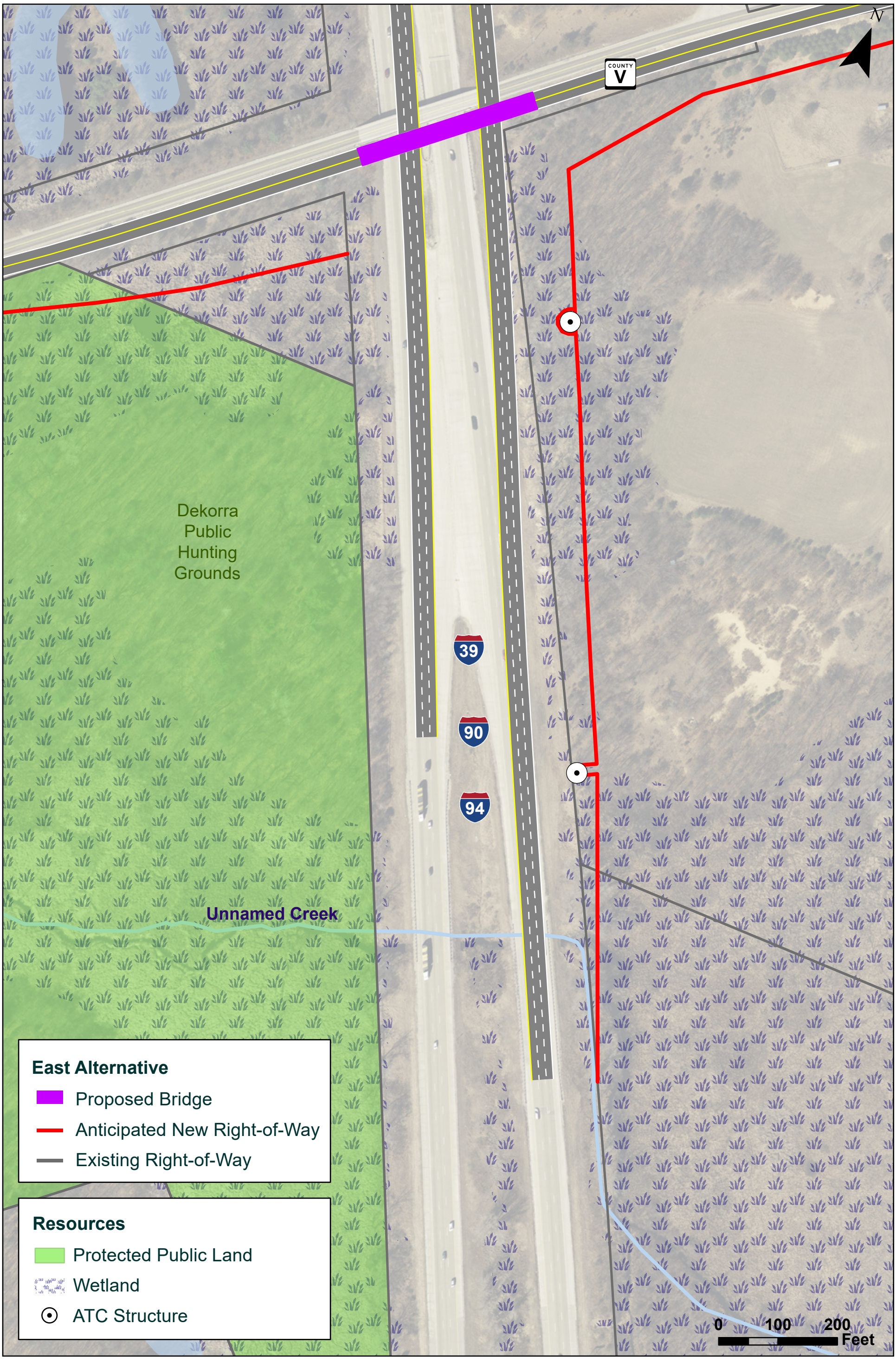
Feet


N
East Alternative
Proposed Bridge
Anticipated Right-of-Way
Existing Right-of-Way
Proposed Retaining Wall
Resources
Protected Public Land
Wetland
Historic Property
ATC Structure
Existing Building
Note: Existing buildings were digitized using 2015 aerial imagery.
COUNTY V
St. Lawrence Bluff Road
39
90
94
Oak Knoll Access
Oak Knoll Drive
Dekorra Public Hunting Grounds
0 100 200
Feet


N
COUNTY
V
Dekorra
Public
Hunting
Grounds
39
90
94
Unnamed Creek
East Alternative
Proposed Bridge
Anticipated New Right-of-Way
Existing Right-of-Way
Resources
Protected Public Land
Wetland
ATC Structure
0
100
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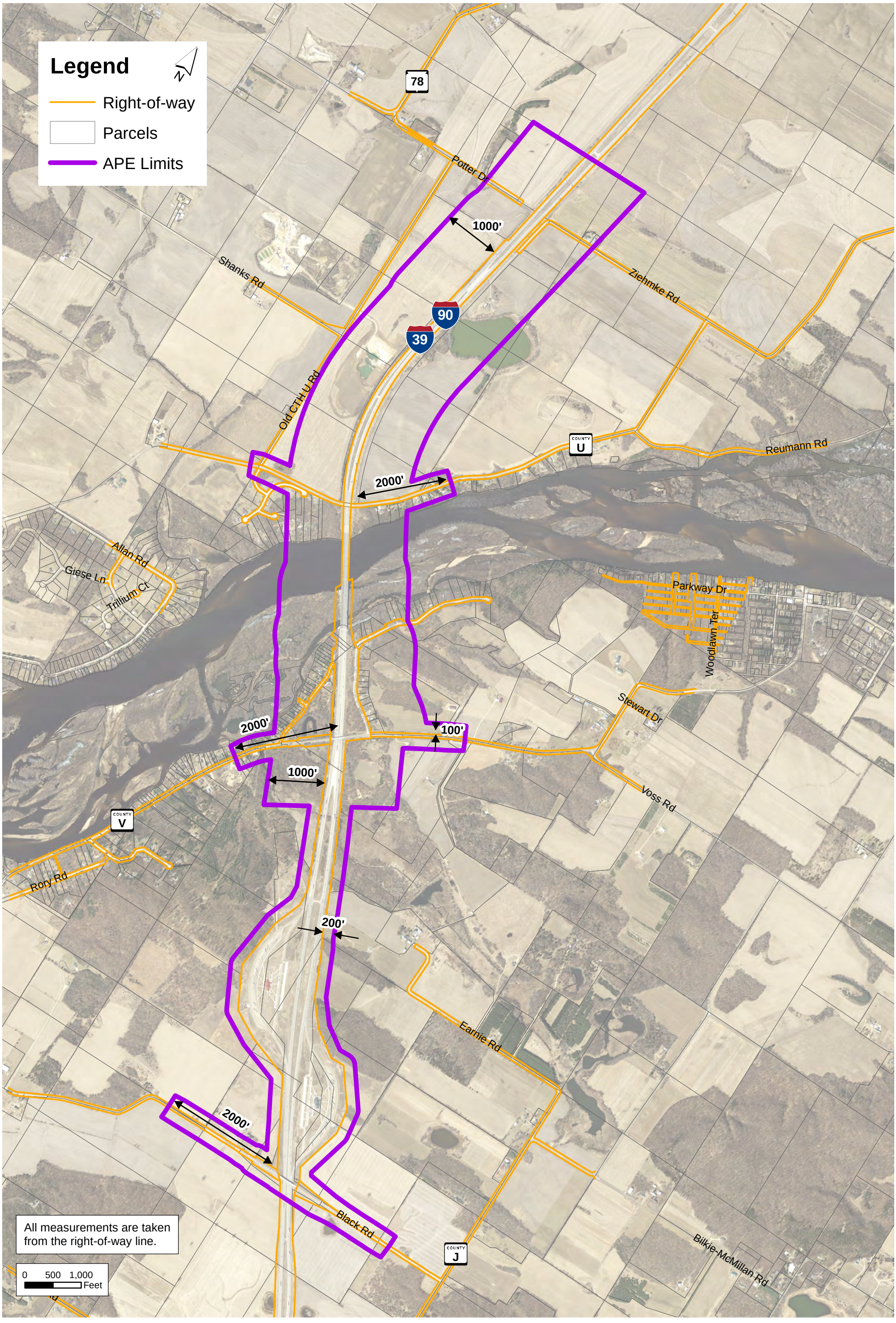
Feet



May 2018

WisDOT ID 1010-10-01

AECOM ID 60568182

Area of Potential Effect

I-39/90/94 Wisconsin River Bridge

Tribal Historic Preservation Office
Upper Sioux Community
5722 Travers Lane
Post Office Box 147
Granite Falls, MN 56241
320.564.3853
thpo@uppersiouxcommunity-nsn.gov

3/30/2020

WisDOT Division of Transportation System Development
Southwest Region Office
2101 Write Street
Madison, WI 53704-2583

RE: Request for comments WisDOT ID 1010-10-01 I-39/90/94 Madison – Portage Wisconsin River Bridges B-11-22/23 & Approaches Columbia County

My office received your e-mail on February 20, 2020 regarding proposed work for Wisconsin River Bridges B-11-22/23 in Columbia County. As was stated in your letter, while consulting on the Badger-Coulee ATC transmission line our field crew of Tribal Cultural Specialist did identify a Traditional Cultural Property, or TCP, within the APE for that specific project. The steps being considered to protect that site are appreciated.

Regarding the current proposed project, the Upper Sioux Community would like to become a consulting parting. At this time, based on the information provided, I feel there is a potential for additional sites within the project area. This is due to the TCP previously identified within the limits of the Badger-Coulee APE and because the project crosses a waterway.

It would be our recommendation that additional work be required to identify cultural resources for the recommended East Alternative and for the West Alternative if there is a chance that will move forward at all. This additional work should include a TCP survey by the Upper Sioux Community and/or other consulting tribes.

Thank you for following the Federal guidelines for 106 consultations.

Sincerely,

Samantha Odegard

Tribal Historic Preservation Officer
samanthao@uppersiouxcommunity-nsn.gov

WisDOT Division of Transportation System Development
Southwest Region Office
2101 Wright Street
Madison, WI 53704-2583

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 246-3251
FAX: (608) 246-7996
Email: daniel.schave@dot.state.wi.us

April 6, 2020

Samantha Odegard, THPO
Upper Sioux Community
5722 Travers Lane
P.O. Box 147
Granite Falls, MN 56241

Re: Consulting Party Acceptance and Additional Cultural Resource Surveys
WisDOT ID 1010-10-01
I-39/90/94
Wisconsin River Bridges B-11-22/23 & Approaches
Columbia County

The Wisconsin Department of Transportation (WisDOT) Southwest Region, and the Federal Highway Administration (FHWA), accept your request to become a Consulting Party under Section 106 of the National Historic Protection Act for the I-39/90/94 bridge project over the Wisconsin River in Columbia County, Wisconsin.

The US Army Corps of Engineers (USACE) indicated an area of tribal significance was identified within the utility right-of-way east of I-39/90/94 during the Badger-Coulee ATC transmission line project and impacts to the site were avoided. In your response dated March 30, 2020, the Upper Sioux Community indicated the potential for additional sites within the project area that have tribal significance.

For your convenience, the phase 1 archaeological field surveys that were conducted for this project are included in the following link:
https://wisdot.box.com/s/k60ytzoi23xygsuzbktkmssidwoalpoa

Also, included with this letter is a map showing the I-39/90/94 Wisconsin River Bridge Area of Potential Effect (APE), including the Badger-Coulee ATC line project location.

WisDOT is currently drafting an Environmental Assessment that will identify the East Alternative as the Preferred Alternative. The Environmental Assessment is anticipated to be approved and made available to the public and agencies late spring 2020.

- **East Alternative:** This alternative would construct a new bridge just east of existing bridge
  - Carried forward for further evaluation
- **West Alternative:** This alternative would construct a new bridge just west of existing bridge
  - Dismissed from further evaluation

WisDOT would be pleased to receive any information your tribe wishes to share regarding potential impacts to historic properties, TCP(s) and/or burials within the area of potential effect (see Area of Potential Effect map).

In your March 30, 2020 letter, you identified a TCP Survey should be conducted by the Upper Sioux Community for the project. WisDOT would like to coordinate that survey effort with you. In response to this letter please provide availability for a meeting.

In addition, if you have additional comments as a consulting party under Section 106 of the National Historic Preservation please contact me, daniel.schave@dot.wi.gov; 608-246-3251.

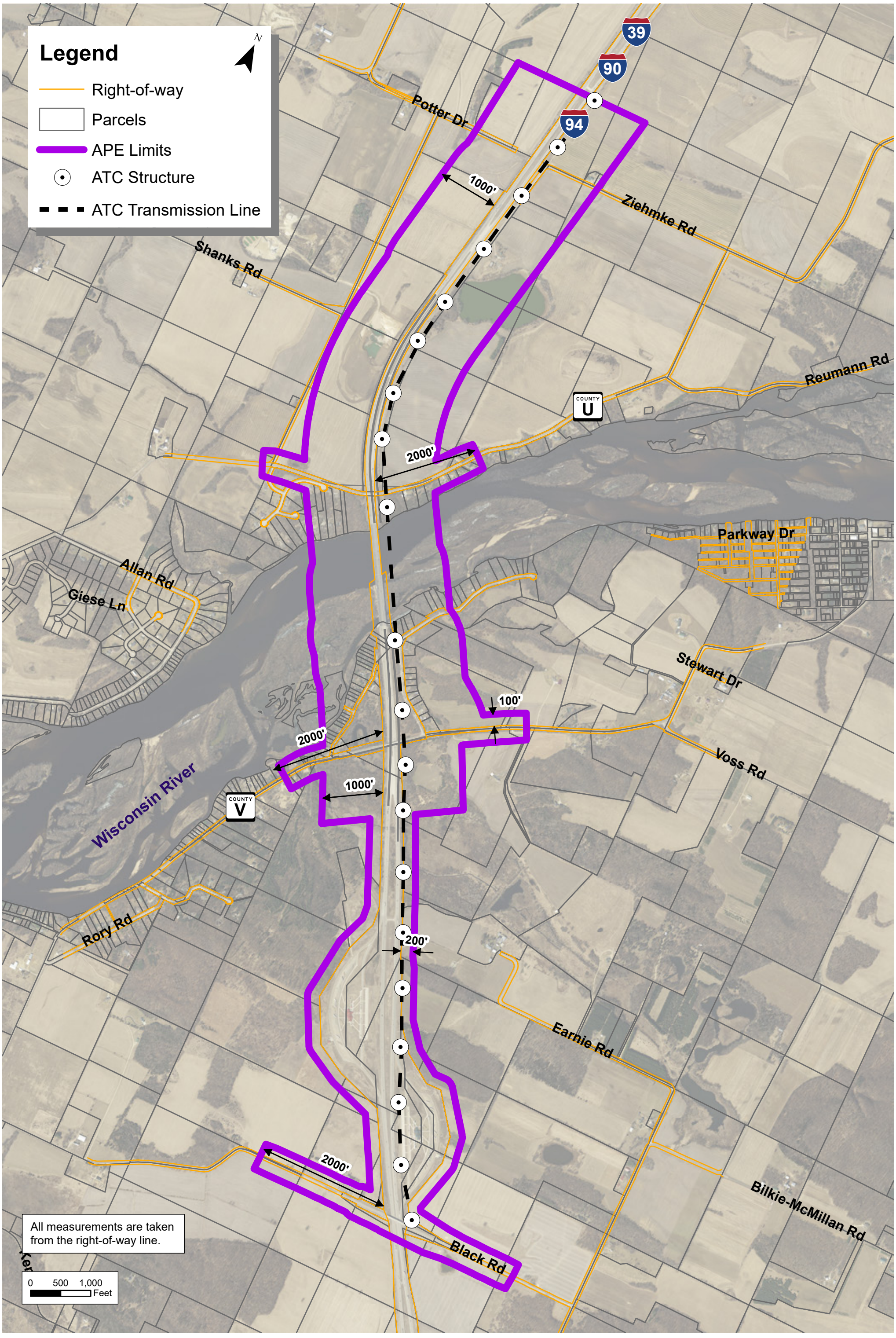
Sincerely,

Daniel Schave, P.E.
WisDOT Project Manager

CC:

Ian Chidister, FHWA
Kyle Zibung, USACE
Joel Brown, WisDOT
Jennifer Grimes, WisDOT
Lynn Cloud, WisDOT
bees.cr@dot.wi.gov
Amy Coughlin, WisDOT

Attachments: Link for Archaeology Field Survey Report
Area of Potential Effect Map



May 2018

WisDOT ID 1010-10-01

AECOM ID 60568182

Area of Potential Effect

N

COUNTY U

39

90

94

Wisconsin River

St. Lawrence Bluff Road

0 125 250 Feet

Legend

- APE Limits
- Anticipated New Right-of-Way
- Existing Right-of-Way
- Proposed Bridge
- Proposed Retaining Wall
- ATC Structure
- ATC Transmission Line

April 2020

WisDOT ID 1010-10-01

AECOM ID 60568182

Area of Potential Effect

Tribal Historic Preservation Office
Upper Sioux Community
5722 Travers Lane
Post Office Box 147
Granite Falls, MN 56241
320.564.3853
thpo@uppersiouxcommunity-nsn.gov

6/23/2020

Daniel Schave, P.E.
Project Manager – Major Studies
WisDOT -SW Region

RE: I 39/90/94 Wisconsin River Bridge Project

My office has reviewed the proposed I 39/90/94 Wisconsin River Bridge Project and attended a site visit on May 29th, 2020 in Columbia County WI. I appreciate the time and consideration giving to us during the consultation process. The site visit and the additional information gained from it has been extremely helpful in determining that there will be no adverse effects to cultural sites significant to the Upper Sioux Community. Due to the information gained during the visit I could see that main areas of concern had been previously altered or will be avoided.

As there are no longer immediate concerns with this project, we can forgo continued consultation unless one of the following takes place: changes are made to the APE or an inadvertent discovery takes place. If ground disturbance from this project inadvertently uncovers any human remains, funerary objects or artifacts established laws and regulations need to be followed and we should be notified immediately.

Thank you for following the Federal guidelines for Section 106 and inviting our consultation.

Sincerely,

Samantha Odegard

Tribal Historic Preservation Officer
samanthao@uppersiouxcommunity-nsn.gov

Appendix 11:
American Transmission Company Coordination

Dredske, Logan

From: Schulze, Ashley
Sent: Thursday, February 06, 2020 11:21 AM
To: Dredske, Logan
Subject: FW: WisDOT & ATC Coordination for WI River Bridge Project

---

From: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>
Sent: Tuesday, June 11, 2019 7:43 AM
To: Schulze, Ashley <Ashley.Schulze@aecom.com>; Billmeyer, Jess <Jess.Billmeyer@aecom.com>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>
Cc: Hoelker, Michael - DOT <Michael.Hoelker@dot.wi.gov>; DOT I 39-90-94 WI River Bridges <DOTI39-90-94WIRiverBridges@dot.wi.gov>
Subject: FW: WisDOT & ATC Coordination for WI River Bridge Project

FYI. Response from ATC regarding the preliminary east alternative at the bridge.

From: Lillegard, Mark <mlillegard@atcllc.com>
Sent: Monday, June 10, 2019 3:53 PM
To: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>; Hollenberger, David <dhollenberger@atcllc.com>
Subject: RE: WisDOT & ATC Coordination for WI River Bridge Project

I met with our Maintenance lead last week and there are no concerns on their part regarding the proposed offset of the wall from the transmission structure. I believe that all of the other questions were getting more into design detail, and those are issues we can work through as design progresses.

ATC is comfortable that the proposed design will not impede our ability to access and maintain the structure.

On a side note – it occurred to me that many of our major winter storms come at us with winds from the E and NE. Have you contemplated the snow management implications of a 30-foot wall in what is effectively a wind tunnel?

Mark Lillegard
Team Lead – T-line Services
American Transmission Co.
5303 Fen Oak Drive
Madison, WI 53718
Office: 608-877-3692
Cell: 608-279-9048

-----Original Appointment-----
From: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>
Sent: Thursday, March 14, 2019 4:01 PM
To: Knorr, Robert - DOT; Lillegard, Mark; Bradley, Michael; Valentine, Jacob; Baneck, John
Subject: FW: WisDOT & ATC Coordination for WI River Bridge Project
When: Monday, June 3, 2019 8:00 AM-9:00 AM (UTC-06:00) Central Time (US & Canada).
Where: DOT CR DTSD Truax Lab Antigo w/SMART Board; DOT TEL DTSD SWB TConf2 877-848-7030 Access 3596862

External Email - Use Caution - Report if Suspicious

Mark, invite for the DOT/ATC Coordination meeting concerning the I90/94 Wisconsin River Bridge Project.

Mike

-----Original Appointment-----
From: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>
Sent: Friday, March 15, 2019 3:40 PM
To: Knorr, Robert - DOT; Bradley, Michael; Valentine, Jacob; Baneck, John
Subject: FW: WisDOT & ATC Coordination for WI River Bridge Project
When: Occurs the first Monday of every 1 month(s) effective 4/1/2019 until 4/6/2020 from 8:00 AM to 9:00 AM Central Standard Time.
Where: DOT CR DTSD Truax Lab Antigo w/SMART Board; DOT TEL DTSD SWB TConf2 877-848-7030 Access 3596862

External Email - Use Caution - Report if Suspicious

Looks like David Hollenberger received this reoccurring meeting invitation from WisDOT, but I thought that I should forward it to the both of you as well.

John Baneck, PE
Transportation Engineer
Ayres Associates
5201 E. Terrace Drive, Suite 200 • Madison, WI 53718
Office: 608.443.1200 • Direct: 608.443.1284
BaneckJ@AyresAssociates.com
www.AyresAssociates.com

-----Original Appointment-----
From: Knorr, Robert - DOT <Robert.Knorr@dot.wi.gov>
Sent: Friday, March 15, 2019 11:44 AM
To: Knorr, Robert - DOT; Baneck, John
Subject: FW: WisDOT & ATC Coordination for WI River Bridge Project
When: Occurs the first Monday of every 1 month(s) effective 4/1/2019 until 4/6/2020 from 8:00 AM to 9:00 AM Central Standard Time.
Where: DOT CR DTSD Truax Lab Antigo w/SMART Board; DOT TEL DTSD SWB TConf2 877-848-7030 Access 3596862

Hi John,

My apologies, I didn't review my distribution list close enough. Here's the recurring meeting invite. Let me know if you have any questions. Thanks!

Rob

-----Original Appointment-----
From: Knorr, Robert - DOT
Sent: Wednesday, March 13, 2019 3:17 PM

To: Knorr, Robert - DOT; Schulze, Ashley; Billmeyer, Jess; Brown, Joel R - DOT; Grimes, Jennifer - DOT; Lamers, Brandon - DOT; Shadewald, Laura - DOT; Bechle, Dominique - DOT; Horsfall, Jeffrey - DOT; dhollenberger@atcllc.com
Subject: WisDOT & ATC Coordination for WI River Bridge Project
When: Occurs the first Monday of every 1 month(s) effective 4/1/2019 until 4/6/2020 from 8:00 AM to 9:00 AM (UTC-06:00) Central Time (US & Canada).
Where: DOT CR DTSD Truax Lab Antigo w/SMART Board; DOT TEL DTSD SWB TConf2 877-848-7030 Access 3596862

This is a recurring meeting invite for project coordination between WisDOT and ATC in regards to the WI River Bridge project and the 345kV Badger Coulee line in Columbia County

Please forward this meeting invite to the pertinent staff in your office.

Meetings will be held in the Antigo Silt room, in the Truax lab building directly south of the main SWR building.

Update 3/15/19 - Teleconference line now added.

Appendix 12:
Section 4(f) Finding of *de minimis* Impact
Updated 12-4

Wisconsin Federal Highway Administration
Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges (Updated 7/25/2017)

1. Project Description

WISDOT ID: 1010-10-01
Route: I-39/90/94 Wisconsin River Crossing
Termini: Northern Terminus: end of the southbound taper from the I-90/94 & I-39/WIS 78 interchange.
Southern Terminus: Black Road.
City/County: Town of Dekorra and Town of Caledonia / Columbia County
Project Description:

The project is focused on the I-39/90/94 crossing of the Wisconsin River in Columbia County, and extends approximately 1.6 miles to the north and approximately 1.9 miles to the south. The southern terminus for the project is Black Road. The northern terminus for the project is the end of the southbound taper from the I-90/94 & I-39/WIS 78 interchange. An Environmental Assessment was prepared for the project.

The purpose of the I-39/90/94 Wisconsin River Bridge Project is to address the needs of the aging I-39/90/94 structures and maintain vehicular traffic across the Wisconsin River in the towns of Dekorra and Caledonia located in Columbia County. Addressing the existing condition of the structures is needed to ensure that the bridge remains operational for vehicular traffic. Throughout the project, additional items such as traffic demands and roadway geometrics were considered for improvement.

The I-39/90/94 Wisconsin River Bridge project evaluated four preliminary alternatives:

- **No-Build Alternative:** Do nothing to the existing bridge
- **Rehabilitation Alternative:** Repair existing bridge in its current location
- **East Alternative:** Construct a new bridge just east of existing bridge
- **West Alternative:** Construct a new bridge just west of existing bridge

The No-Build Alternative did not meet the purpose and need, but was used as a baseline for comparison amongst the other alternatives. The Rehabilitation Alternative addresses the structural needs of the bridge through the year 2045 when the bridge would need to be replaced. The Rehabilitation Alternative was dismissed because lane closures during construction would cause traffic queues that on average would be 8 miles long and last for 7 hours. Although the East and West Alternatives both addressed the purpose and need of the project, the East Alternative was selected as the Preferred Alternative because it had less impacts than the West Alternative.

The Preferred Alternative would include:

- Replacement of the existing I-39/90/94 Wisconsin River bridge with a new bridge that could accommodate construction staging, future maintenance work, and future traffic needs
- Replacement of the County U and County V bridges over I-39/90/94

- Construction of retaining walls to avoid impacts to existing transmission structures

The estimated cost for the Preferred Alternative is $146 million in Year of Expenditure (YOE) dollars. It consists of 1.8 miles of reconstruction of I-39/90/94, 0.8 miles north of the Wisconsin River and 0.7 miles south. The Preferred Alternative would impact 0.7 acres of the Dekorra Public Hunting Grounds, a Section 4(f) resource owned by the Wisconsin Department of Natural Resources.

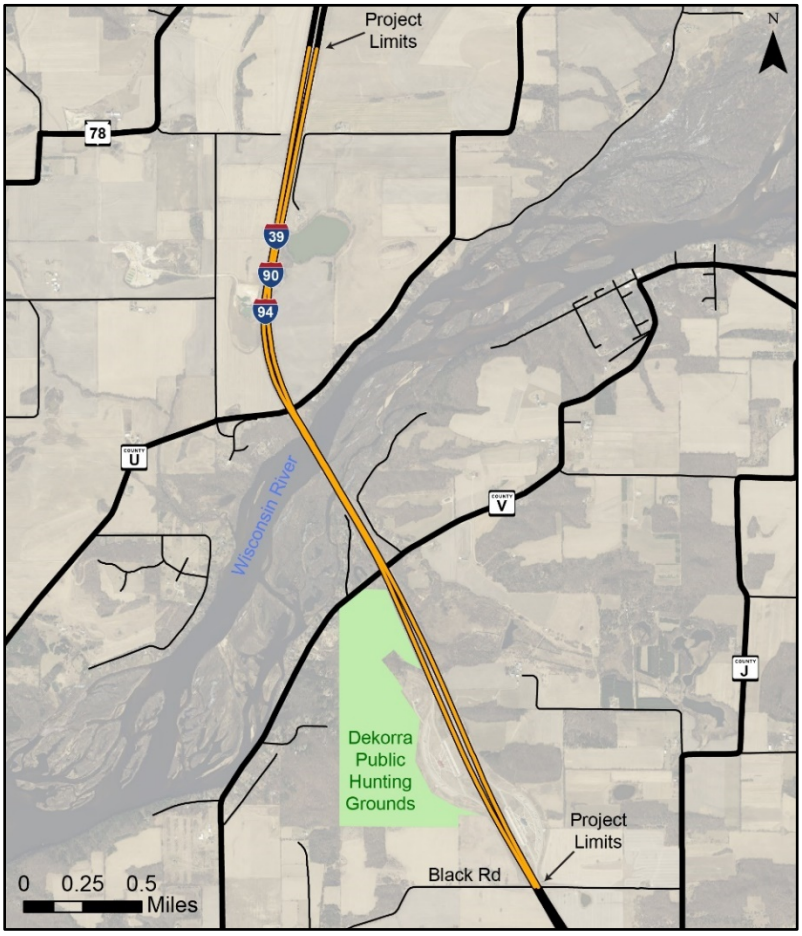
2. Name of Section 4(f) resource: (If the resource is a park and a historic property please indicate the historic property name and the park name if different.)

   Dekorra Public Hunting Grounds

3. Description of Section 4(f) resource (Include a map and/or photos of the property in relation to the proposed project):

   The Dekorra Public Hunting Grounds is located west of I-39/90/94 and south of County V and is owned by the Wisconsin Department of Natural Resources (Figure 1). The property is 226 acres and consists of approximately 15 acres of wetland, 46 acres of upland, and 165 wooded acres. This public hunting grounds was established to provide the public with additional hunting and recreating opportunity. The Dekorra Public Hunting Grounds offers many recreational opportunities: birding, cross country skiing (no designated trail), fishing, hiking (no designated trail), hunting, trapping, wild edibles/gathering, and wildlife viewing.

Figure 1. Location of Dekorra Public Hunting Grounds



4. Description of impacts:

   Attachment 1 displays the permanent impact to the Dekorra Public Hunting Grounds. Reconstructing the County V bridge just south of its existing location requires a slight realignment to County V, which causes the impact to the Dekorra Public Hunting Grounds. The impact would consist of acquisition of approximately 0.7 acres, clearing of vegetation, and fill. The project will not cause impacts to the parking area or existing trails.

5. Discuss avoidance, minimization, and compensation efforts and how the impacts after avoidance, minimization, and compensation do not adversely affect the activities, features, and attributes listed in Number 3 above:

   Impacts to the Dekorra Public Hunting Grounds were minimized by reducing the spacing between the existing and proposed County V bridges and tying into existing County V as soon as possible. The impact could potentially be further minimized during design by tightening side slopes.

   The impact occurs in a location of the property that is difficult to access due to Unnamed Creek. Recreational opportunities such as birding, cross country skiing, fishing, hiking, hunting, trapping, wild edibles/gathering, and wildlife viewing are not anticipated to be altered by the proposed impacts.

6. Describe the public involvement process and results:

   A public involvement meeting and a local officials meeting were held on April 18, 2019 in Poynette, Wisconsin to introduce the project to the public and gather input on the Purpose and Need and Preliminary Alternatives. No comments were received specific to the impacts to the Dekorra Public Hunting Grounds.

   A second public involvement meeting and local officials meeting were held on September 12, 2019 in Poynette, Wisconsin to present the range of alternatives and gather input on the WisDOT recommended alternative. Attachment 2 shows the WisDOT recommended alternative that was presented at both meetings. At the local officials meeting, comments were received requesting that County V bridge remain open during construction. Local officials indicated that it is important to keep the County V bridge open because it is the only access point for residents west of I-39/90/94 when flooding occurs along County V, approximately a one mile west of the bridge.

   Due to comments received at the local officials meeting, modifications to the WisDOT recommended alternative were made to replace the County V bridge over I-39/90/94 just south of the existing bridge. As a result, the impact to the Dekorra Public Hunting Grounds increased from 0.1 to 0.7 acres. The public ~~will be~~ was made aware of these modifications when the Environmental Assessment ~~is~~ was made available for public comment on November 12, 2021.

   During the Environment Assessment availability period, a public hearing was requested by a member of the public. The public hearing consisted of a virtual component and an in-person component. The virtual public hearing component was held on March 30, 2021 via YouTube Live. The in-person public hearing component was held on March 31, 2021 in Poynette, Wisconsin. The modifications to the County V bridge and resulting impacts to the Dekorra Public Hunting Grounds were explained during the virtual and in-person public hearings via a presentation and exhibit boards. No comments were received specific to the impacts to the Dekorra Public Hunting Grounds.

7. Name of and notification to the official(s) with jurisdiction over the property:

   Andy Barta
   Transportation Liaison
   Wisconsin Department of Natural Resources (WDNR)

   Mr. Barta first became involved with the project in August 2018 when WisDOT asked WDNR to complete an initial review of the project. On December 10, 2018 Mr. Barta's initial review of the project identified the Dekorra Public Hunting Grounds as a potential Section 4(f) property (see Attachment 3). Mr. Barta was also offered the opportunity to comment of the project at major milestones such as the purpose and need, and alternative evaluation. Mr. Barta attended a meeting with the Wisconsin Department of Transportation on October 24, 2019 to discuss the changes to the County V design and associated impacts to the Dekorra Public Hunting Grounds (see Attachment 3).

8. Describe the results of coordination with the official(s) with jurisdiction over the property following public involvement (attach correspondence from the official(s)):

   Mr. Barta indicated via letter dated January 9, 2020 that the proposed action would not adversely affect the activities, features, or attributes that make the Dekorra Public Hunting Grounds eligible for Section 4(f) protection (see Attachment 4).

9. Are there federal and/or state special funding encumbrances such as Land and Water Conservation funds or Knowles-Nelson Stewardship Program grants on the Section 4(f) resource? If "Yes", indicate the type of encumbrance and discuss how all requirements relating to the encumbrance will be satisfied independent of this 4(f) determination. This should be addressed in Factor Sheet # in the Environmental Document.

   No LAWCON, Stewardship, USFWS, PR-DJ Sportfish Restoration, or NAWCA funds were used to purchase the Dekorra Public Hunting Grounds.

DocuSign Envelope ID: A01776F8-A316-493A-A602-CB3C847C782E

This *de minimis* determination documentation was prepared by

Signature DocuSigned by: Daniel Schave E0F21833410041D... Date 24 June 2021

Print Name & Title Dan Schave, WisDOT Project Manager
(Consultant or Region Project Staff)

This *de minimis* determination documentation was reviewed by

Signature DocuSigned by: C2982106389C471... Date 24 June 2021

Print Name & Title Jennifer Grimes, Regional Environmental Coordinator
(*Regional Environmental Coordinator or Region Local Program Manager)*

Signature DocuSigned by: 1E5AFFE96A3C404... Date 24 June 2021

Print Name & Title Joel Brown, EPDS Liaison
(EPDS *Liaison or Section Manager)*

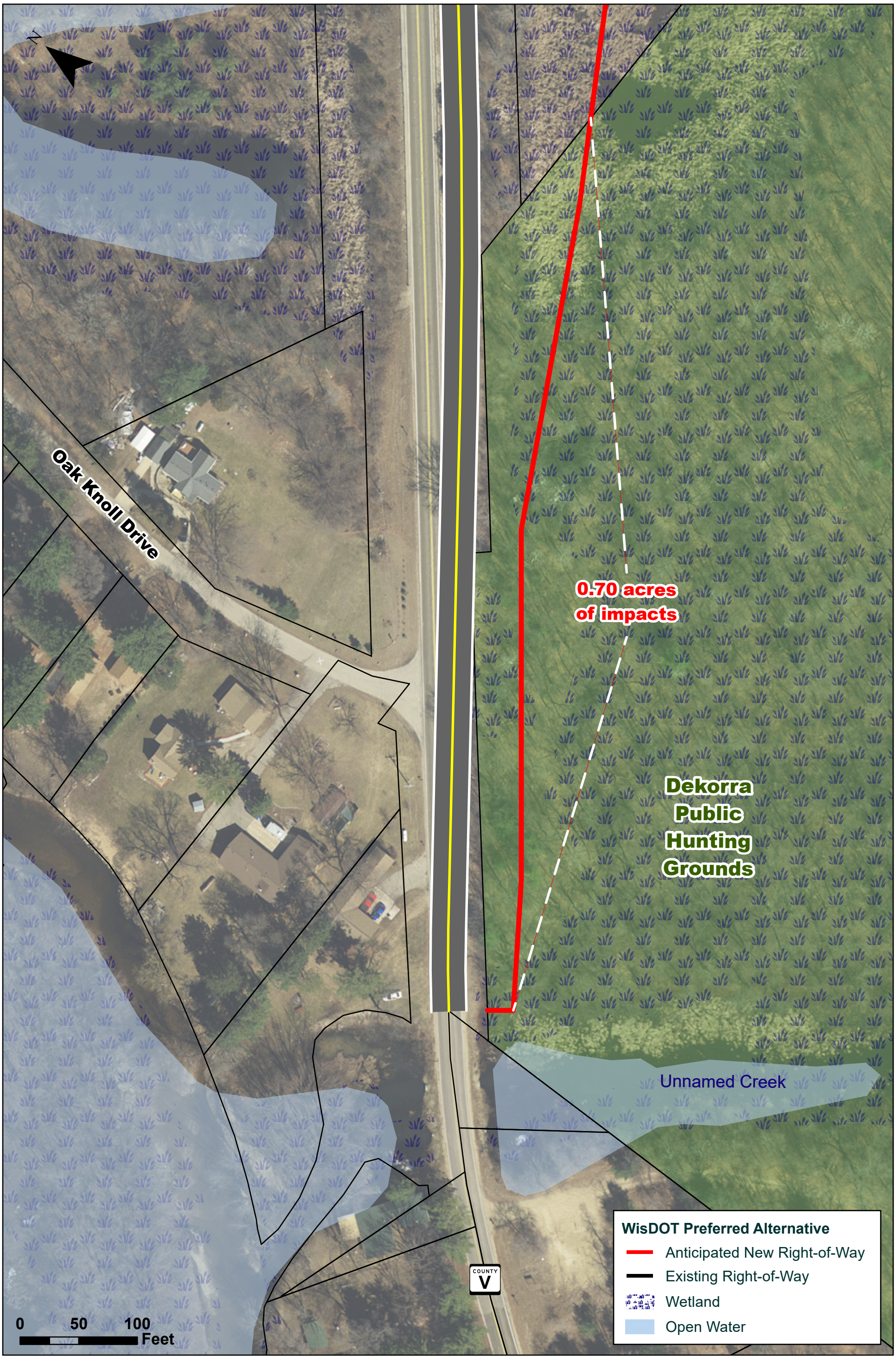
This *de minimis* determination documentation was reviewed and approved by

Signature DocuSigned by: BE707FD7C728441... Date 24 June 2021

Print Name & Title Ian Chidister, FHWA
(Federal Highway Administration)

cc: WISDOT Bureau of Technical Service /EPDS
WISDOT Region

Attachment 1

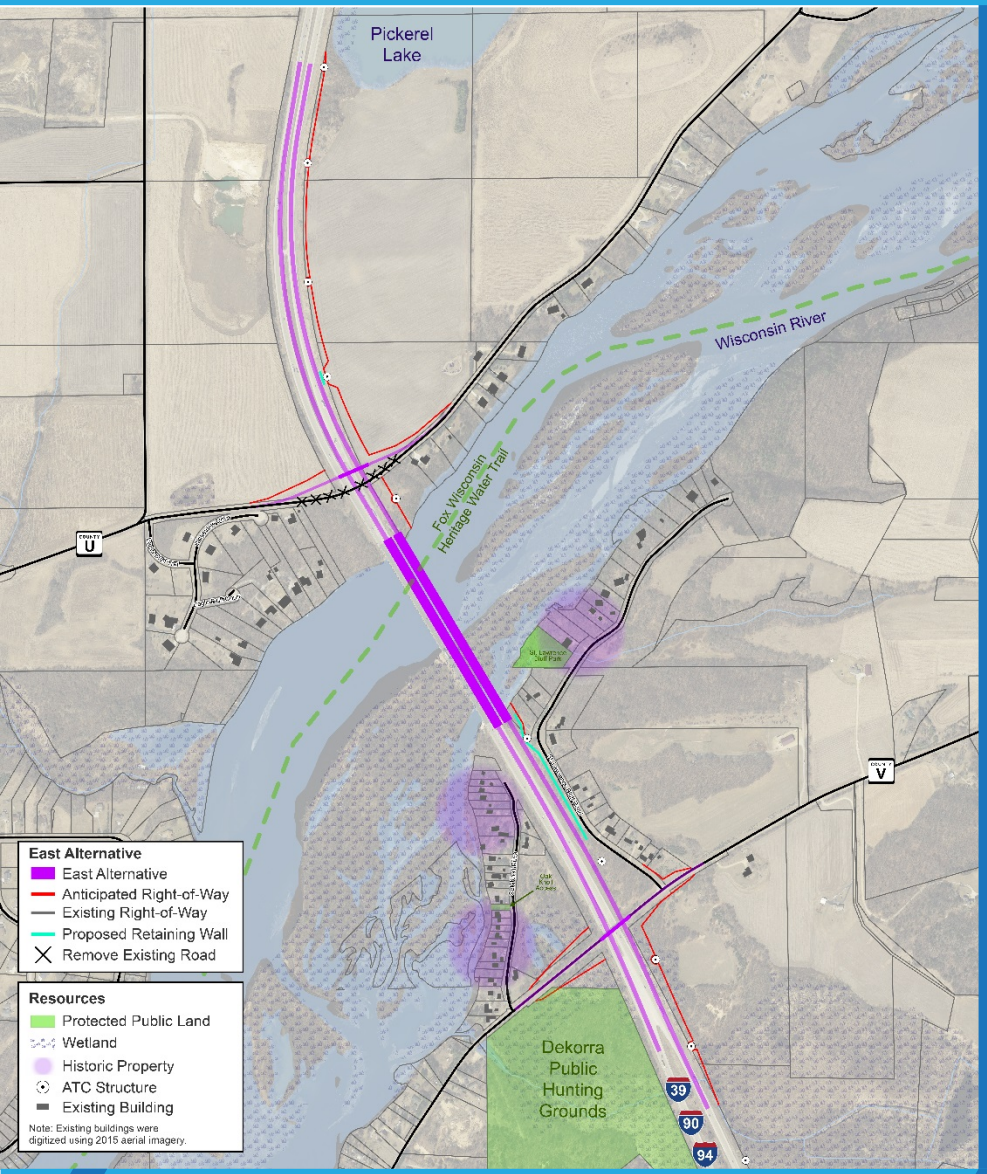


December 2019
WisDOT ID 1010-10-01
AECOM ID 60568182

Dekorra Public Hunting Grounds Impacts
I-39/90/94 Wisconsin River Bridge

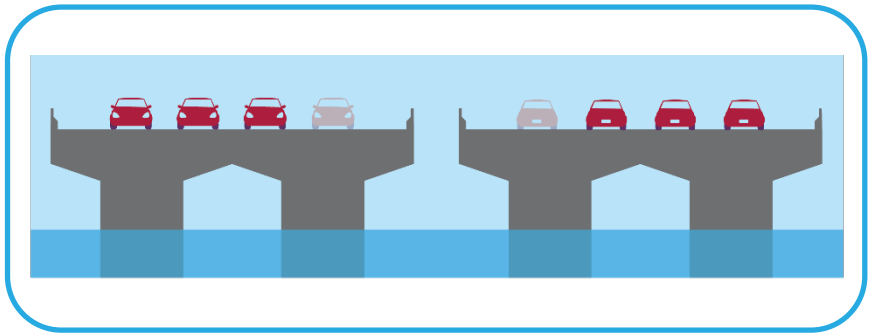
Attachment 2

WisDOT Recommended Alternative



East Alternative

- No relocations
- Avoids ATC pole impacts
- Allows for future fourth lane of traffic



Attachment 3

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
101 S. Webster Street
Box 7921
Madison, WI 53703-7921

Scott Walker, Governor
Daniel L. Meyer, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711

12-10-2018

Rob Knorr
Wisconsin Department of Transportation
Division of Transportation Systems Development
Southwest Region
2101 Wright Street
Madison WI 53704

Subject: DNR Initial Project Review
Project I.D. 1010-10-01
Wisconsin River Bridges: B-11-22/23 & Approaches
Madison - Portage
Columbia County
Section 12, T11N, R8E

Dear Mr. Knorr:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, this project will explore replacement alternatives, associated impacts, and help identify the preferred location for replacing these bridges. Columbia County V and County U bridges over I-39/90/94, and box culverts C-11-10/11 at I-39/90/94 over Unnamed Tributary (south of County V) will also be evaluated for potential replacement. Roadway approach work will be necessary for the bridge replacements along I-39/90/94, County U, and County V. A tentative date of 2025 has been set for construction. The area to be studied extends approximately 1.8 miles north and 2.1 miles south of the Wisconsin River along I-39/90/94. Right of way acquisition is anticipated.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. To ensure compliance with resource protections, we are recommending that Special Provisions be developed for specific resource protections described below. DNR expects that the full range of DOT roadway standards will be applied throughout the design and construction process.

A. Project-Specific Resource Concerns

Section 4(f) Requirement:
Public lands are present in the vicinity of this project. If there is potential for impacts to these lands, please begin coordination with us as soon as possible. *First and foremost, every effort should be taken to avoid impacts to these lands*.

There is a 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 ensure the 4f process is followed according to the DOT facilities development manual.

This requirement applies to the Scattared Wildlife Lands located South and West of the CTH V overpass. No LAWCON, Stewardship, USFWS, PR-DJ Sportfish Restoration, or NAWCA funds were used to purchase these properties

Wetlands:
There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Fisheries/Stream Work:
The Wisconsin River is a warm water sport fishery. There shall be no in-stream disturbance between March 1st- June 30th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

This stretch of the Wisconsin River is a Priority Navigable Waterway Sturgeon Area.

- *Disclaimer: Requests to modify the in-stream timeout dates may be made, if seasonal conditions and/or extra best management practices (BMPs) would allow it. These requests must be submitted to the DNR for review and will be handled on a case-by-case basis.*

If erosion control matting is to be used along stream banks, DNR recommends biodegradable non-netted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. 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.

Aquatic Connectivity and Culvert Work:
Box culverts C-11-10/11 approximately ¼ mile south of the CTH V overpass should be set and sized in such a manner to avoid or minimize impacts to stream morphology, aquatic organism passage, and water quality. The invert elevation of the new culvert(s) should be set an adequate distance below the natural streambed elevation, to allow for a natural and continuous streambed condition to occur. The invert elevations of the existing and proposed structure(s), the water surface elevations, and the natural streambed elevations upstream and downstream should be specified in the plans.

Habitat Connectivity:
The DNR has identified valuable wildlife habitat along the proposed project limits, and if not properly designed, this project will likely result in a disruption to wildlife passage. DNR requests that wildlife passage accommodations be incorporated at the Wisconsin River bridge, in order to maintain or improve habitat connectivity.

The Wisconsin River provides an important corridor for animal movement and migration. Given the size and nature of the river and this bridge crossing, most bridge designs will likely provide for adequate wildlife passage without specific accommodations being provided.

Additionally, there is a large wetland complex with an unnamed waterway crossing under the interstate approximately 0.24 miles southeast of the CTH V overpass at box culverts C-11-10/11. Wetland complexes and waterways often create natural corridors for wildlife movement and migration. When combined with the direct connection to the Wisconsin River corridor, this wetland complex has the potential to provide a migration corridor for many small mammals and several herpatile species. We ask that DOT consider incorporating 'dry land' passage to this crossing, especially if this structure is replaced during this project. One possibility is to include a raised ledge above the normal waterline running the length of the culvert, preferably with some type of connection to the stream bank, but other alternatives may be just as effective.

Please continue to work with your Transportation Liaison throughout the design process to evaluate and consider suitable solutions.

Endangered Resources:
Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 9-18-2018, the following Endangered Resources are known to occur in the project area or its vicinity and could be impacted by this project.

[redacted]

[redacted]

[redacted]

The Transportation Liaison has initiated coordination with DNR Conservation Biologist, Stacy Rowe and will continue consultation through the design process.

- *NHI Disclaimer: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law (s. 23.27 3(b), Wis. Stats.). As a result, endangered resources-related information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Endangered resources information must be redacted from this letter prior to inclusion in any publicly disseminated document*

Migratory Birds:
Based on the information provided/based on site review, there is evidence of past migratory bird nesting on the existing structure. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only between August 30th and May 1st (non-nesting season) or utilize measures to prevent nesting *(e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1)*. If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.

To avoid impacts to nesting birds, removal of trees and shrubs which are likely to support active nests, or ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds should be completed between August 30th and May 1st.

Invasive Species and Viral Hemorrhagic Septicemia (VHS):
All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For more information, refer to http://dnr.wi.gov/topic/Invasives/bmp.html.

- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than on inch in diameter, or ash nursery stock (DATCP statute 21).
    - For more information regarding the EAB and quarantine areas please click on the following link: http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20
    - Recommendations to reduce the spread of EAB in potentially infested Ash wood: http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf

- **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 1 through September 30. For more information and guidance see the DNR webpage at: http://dnr.wi.gov/topic/foresthealth/oakwilt.html.

- **Pampas Grass:** There are established areas of what we believe to be Pampas Grass within the median and right of way near the CTH V overpass and south of the bridge. If work is to occur in these areas, we would like to work with DOT to remove this invasive grass. We will work with DOT environmental staff to properly identify if this species is present and develop an action plan to address its removal.

Floodplains:
Floodplain impacts should be assessed, and/or quantified, and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the appropriate Zoning authority.

- A preliminary review of the Surface Water Data Viewer (SWDV) indicates that floodplain conditions exist within the project lmits.

FERC Coordination:
This bridge project falls within the FERC project boundary for the dam at Prairie Du Sac owned by Alliant Energy. We strongly recommend WisDOT begin early coordination with Alliant to ensure construction activities do not conflict with the FERC license for the hydropower dam downstream.

Issues to be mindful of include pool elevations, flow regimes, and the bald eagle conservation plan. The most recent revision of the FERC Operating License has been provided to WisDOT environmental staff.

Storm Water Management & Erosion Control:

- For projects disturbing an acre or more of land, erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. DOT should apply for permit coverage just before the project goes to final PS&E. Permit coverage will be issued by the DNR after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the "Transportation" tab: https://dnr.wi.gov/topic/Sectors/Transportation.html.

- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive "permit-coverage" from the DNR.

- Once the project contract has been awarded, the contractor will be required to outline their construction methods in the ECIP. An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.

Selected Site & Commercial Non-Metallic Mines:

- The DOT Select Site process must be adhered to for clean fill or any other material that leaves the work site. The DNR liaison will review all proposed select sites and a site visit may be required. Filling of wetlands, waterways or floodplain is not allowed under the select site process, unless the site owner obtains required permits. No new impermeable surfaces can be left at a select site (including gravel roads or pads), unless the site owner obtains required permits. Contaminated materials leaving the site need to adhere to the Hazardous Material Management Plan.

- Use of Commercial Non-Metallic Mines must accompany documentation that such mines have received all applicable local, state and federal permits before being used on the project, including local non-metallic mining reclamation permits and applicable WPDES permits as issued by the DNR.

Structure Removal/Bridge Demolition:

Due to the characteristics of this section of the Wisconsin River, **STSP 203-020**, *Removing Old Structure Over Waterway With Minimal Debris*, will be adequate for this project. Please coordinate with DNR early in the design phase of the project if the bridge must be dropped into the waterway before removal.

Temporary Structure:
It appears a causeway or temporary bridge may be desired to [build, construct or reconstruct] this bridge. If usage of a causeway or temporary bridge is being considered for this project, please coordinate specific needs with DNR as soon as possible.The causeway should be clearly marked and lit for the navigational safety of any recreationist who may use the river at night, and a waterway marker permit maybe required.

Temporary Stream Channel or Culvert:
If a temporary channel is needed for culvert construction, the channel should be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert should carry as much stream flow as possible and should must maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

These requirements should be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP.

Asbestos:
A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: http://dnr.wi.gov/topic/Demo/Asbestos.html for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 262-574-2118, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects.

Public Waterway Navigation Issues:

This reach of the Wisconsin River is regularly used by recreational watercraft. It will be necessary to place navigational aids around the construction area during construction. A Waterway Marker Application and Permit is required for both types of navigational markers (informational vs. control/restrictive) prior to construction. A local ordinance will also be required for buoys that control or restrict navigation. Adequate time should be allowed for the passage of an ordinance with the local municipality. A local ordinance is not required for informational navigational aids (a waterway marker permit is required). DNR will determine which type of navigational aids are needed in accordance with the project design and methods used during construction. The general steps for submission of a Waterway Marker Application and Permit are as follows:

1. Please fill out the Waterway Marker Application and Permit form: http://dnr.wi.gov/files/PDF/forms/8700/8700-058.pdf

2. The Wisconsin Department of Transportation should be listed as the applicant.

3. Be sure to include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.

4. Provide the completed application/permit to the local municipality having jurisdictional authority over the area in which the waterway markers will be placed. If an ordinance is required, consult with the local municipality regarding their ordinance process.

5. Forward the signed application/permit to myself as well as the Boating Program Specialist:

   Penny Kanable
   Wisconsin Dept. of Natural Resources
   101 S Webster Street - LE/8
   Madison WI 53703

6. The Boating Program Specialist will communicate with the local Warden and Recreational Safety Warden in processing and finalizing the permit. If the permit application is incomplete or additional information is needed the Boating Program Specialist will work with DNR's Regional DOT Liaison to resolve.

7. Permanent Navigation Aids: The process outlined above will also apply to the placement of permanent navigational aids. This includes modifications, additions or temporary relocations of existing navigational aids. The locations of existing buoys (or other navigational aids) must be included in the permit application.

Special Features:

- **Seeding and Mulching Recommendation:**
  - DNR is recommending that seed mix #80 (or other native mix deemed suitable for these sites) be used on this project in areas adjacent to DNR wildlife areas in order to help promote native vegetation on those properties.

  - DNR is requesting that weed-free mulch be used for restoration of this project site in areas with native seeding. Some weed-free mulch suppliers can be found at: http://wcia.wisc.edu/mulch.pdf.

Other Issues:
This project may require a permit from the U.S. Army Corps of Engineers (USACE). For further permit details, you may contact Kyle Zibung of the USACE located in the Stevens Point office, at 651-290-5877. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3308, or email at andrew.barta@wisconsin.gov.

Sincerely,

Andy Barta

Andy Barta
Environmental Analysis & Review Specialist

cc: Jennifer Grimes – WisDOT REC
Joel Brown- WisDOT BTS
Kyle Zibung – ACOE
Stacy Rowe – DNR
Eric Heggelund- DNR
Sara Kehrli- DNR

Meeting with Wisconsin Department of Natural Resources

October 24, 2019
WisDOT SW Region

Attendees: Rob Knorr (WisDOT), Brandon Lamers (WisDOT), Joel Brown (WisDOT), Alyssa Barrette (WisDOT), Andy Barta (WDNR), Stacy Rowe (WDNR), Eric Heggelund (WDNR), Sara Kehrli (WDNR), Jess Billmeyer (AECOM), Ashley Schulze (AECOM), Logan Dredske (AECOM)

Project Overview

- WisDOT presented a summary of the presentation from the September 12th public involvement meeting which provided an overview of the project, alternatives considered, and WisDOT recommended alternative.
- The East Alternative (replacement of the I-39/90/94 Wisconsin River bridge east of the existing bridge) is the WisDOT recommended alternative.
  - The East Alternative includes the replacement of the County U and V bridges.
  - The County V bridge was planned to be closed during construction and rebuilt along the existing alignment. However, input from Columbia County at the locals official meeting identified that the County V bridge can't be closed due to flooding west of the bridge.
- WisDOT plans to identify the East Alternative as the preferred alternative in the Environmental Assessment after agency coordination is complete.
  - If funded, construction would begin in the mid-2020's.

County V Refinements

- Rebuilding the County V bridge over I-39/90/94 along the existing alignment would require it be closed during construction.
  - County V often experiences flooding west of I-39/90/94 along the Wisconsin River.
  - Residents in this area use the County V bridge over I-39/90/94 as their only access point when the flooding occurs.
  - Closure of the County V bridge would create a loss of access for these residents when flooding occurs.
- WisDOT analyzed replacement of the County V bridge to the north and south.
  - Replacement to the north would cause two relocations and require a temporary road to provide access to St. Lawrence Bluff Road.
  - Replacement to the south impacts the Dekorra Public Hunting Grounds (DPHG).
- Replacement to the south is the WisDOT recommended option.
  - Worst case scenario is 0.70 acres of impact to the DPHG directly adjacent to County V.
- WDNR comments:
  - DPHG parking lot on County V has a road leading to WisDOT wastewater site and a trail leading to south end of the property. The road to the wastewater site usually floods in the spring. No trails are located northeast of the swale (Unnamed Creek).
  - The proposed impacts associated with the County V south option seem reasonable and would be a minimal take of WDNR property.
  - The proposed south option would not impact the parking area or trails.
- WDNR would like to work with WisDOT to install an access gate from the rest area allowing access to the southeast corner of the DPHG. This corner of the property is prairie which often undergoes prescribed burns.

- Ideal location for the gate would be behind the shed located at the south end of the truck parking area.
- Access for large equipment was lost when the rest area expanded and created a “dead-end” of the road from their parking lot.
- The gate would be approximately 16’ and used for tractors and fire equipment.
- The gate would be locked and not open to the public.
- The gate would be utilized a couple times a year.

[redacted]

- WDNR comments:
  - [redacted] is a state threatened species that must be protected during the nesting season.
  - A [redacted] has been on the bridge for about the last five years but has never successfully nested until this year.
  - This spring there was a nest with three offspring. Only one offspring is believed to have survived.
  - There are concerns about the rope swing and locals jumping into the water under the bridge, which is the same location as where the [redacted] were nesting.
  - Bill Smith (retired WDNR biologist) has been very interested in this pair of [redacted] and was tracking the nesting progress this spring and summer. WDNR has talked to Bill to get his thoughts on accommodating the [redacted] on the new bridge. Bill suggested that if a nesting box is built, it should be located over the island so the offspring don’t fall in the river.
  - Greg Septon [redacted] and Bill Smith could help design a nesting box for the new bridge.
  - The [redacted] prefer flat ledges that protect them from the wind, give them a vantage to be able to look out over the river, but do not have to be covered.
- The new bridge will be constructed in with a different structure type than the existing. No flat ledges will exist on the new bridge.
- WisDOT prefers not to construct nesting boxes on their bridges due to maintenance issues and safety concerns related to the [redacted] harassing bridge inspectors. WisDOT would like to find a way to accommodate [redacted], even if a box cannot be placed on the bridge.
- The nesting box could be placed on a pole but would need to imitate the bridge or other surface as a background. The box needs to replicate a ledge and cannot be free standing.
- A pole on the island with a nesting box was discussed and may be an option. Private volunteers have offered to maintain the nesting box.
- WDNR comments:
  - The WDNR can not legally require WisDOT to add the nesting box to the new bridge.
  - Deterrents must be used to prevent the [redacted] from nesting on the bridge during construction. Spike strips and netting are two nesting deterrent options.
  - If a nesting box were to be built, the [redacted] could be baited to the new location and would likely eliminate the need to install deterrents on the existing Bridge.
  - Stacy Rowe volunteered to coordinate a meeting with WisDOT staff, DNR staff, Greg Septon and Bill Smith to discuss potential mitigation ideas to possibly accommodate the [redacted] with the project.
- WisDOT comments:
  - WisDOT identified working with WDNR to explore opportunities to accommodate the [redacted] with the project would be a good partnership opportunity for both agencies.

Other Threatened and Endangered Species

- Federally listed mussels in the river
  - WisDOT has had discussions with USFWS about the timeline for formal consultation which will occur during final design.
  - USFWS accepted the 2015 surveys to assume presence of the mussel species.
  - WisDOT will prepare a biological assessment during final design.
  - Mussels will be relocated before designated construction stages occur.
- [redacted]
  - [redacted] have been found nesting on Pine Island in the Wisconsin River, but do not believe they have made it down to this project area.
  - Gene Jacobs did a survey in spring/summer 2019 and is finalizing a report. It is believed he did not find any nests.
  - Another raptor survey should be completed during final design.
- [redacted]
  - [redacted] habitat is located in the Dekorra Public Hunting Grounds, but not in the area that would be impacted by County V.
- [redacted]
  - Stacy Rowe indicated that [redacted] are present on the islands.
  - [redacted] are likely to be delisted in Wisconsin before construction. WisDOT should continue protecting them until changes are officially made.
  - Nesting habitat should be fenced off and avoided per the WDNR initial review letter.
- Threatened and endangered species will be surveyed for at various project milestones to determine their presence.

Invasive Species

- Invasive species exist within the I-39/90/94 median south of the County V bridge.
  - Phragmites and pampas grass.
  - The Phragmites location is on the WisDOT management list and has been under management and currently controlled.
  - These species should be managed for if reconstruction of I-39/90/94 occurs in proximity to the plant species. Phragmites is located in the I-39/90/94 median south of the Wisconsin River Bridge and the digital message board in the median.

Wisconsin River Islands

- BLM claimed ownership of two islands north of the I-39/90/94 bridge.
- The ownership of the island under the bridge is unknown.
  - WDNR has no documentation or record of island ownership.

Next Steps

- WisDOT to send out Alternative Evaluation Summary Report for agency comment.
- WisDOT to send information regarding the proposed County V bridge replacement and associated impacts to the Dekorra Public Hunting Grounds. It will include a request for WDNR to send a letter to WisDOT assessing the proposed impacts to the Dekorra Public Hunting Ground and if the impacts will alter the use of the property.
  - WisDOT to provide a letter template.
- A meeting should be coordinated with Bill Smith and Greg Septon to discuss accommodation opportunities for the [redacted] following confirmation from WisDOT.
- WisDOT to have internal discussions related to WDNRs access gate request and coordinate futher with DNR.

Attachment 4

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
101 S. Webster Street
Box 7921
Madison, WI 53707-7921

Tony Evers, Governor
Preston D. Cole, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463

1-9-20

Jennifer Grimes
Environmental Coordinator
WisDOT Southwest Region - Edgerton
111 Interstate Blvd
Edgerton, WI 53534

Subject: DNR Initial Review
Project I.D. 1010-10-01
I-39/90/94 Bridges over Wisconsin River
Columbia County

Dear Jennifer Grimes,

The Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA) have provided information to the Wisconsin Department of Natural Resources (WDNR) regarding the anticipated impacts to WDNR's Dekorra Public Hunting Ground resulting from the proposed I-39/90/94 Wisconsin River Bridge Project. It was further explained that potential impacts were identified at a public involvement meeting for the project held September 12, 2019. No comments related to impacts were received. The purpose of this letter is to document WDNR's position on the anticipated impacts to the Dekorra Public Hunting Ground.

It has been explained that as part of the I-39/90/94 Wisconsin River Bridge Project, the County V bridge over I-39/90/94 will be replaced just south of its existing location. This will result in the realignment of County V to connect to its new bridge over I-39/90/94. Based on information provided by WisDOT, it is WDNR's understanding that the proposed action will result in WisDOT acquiring approximately 0.70 acres of Dekorra Public Hunting Ground for right-of-way purposes. The land to be acquired is located along the south side of County V and east of Unnamed Creek.

WDNR has requested discussion related to a potential access gate at the rest area to provide access to the south side of the Dekorra Public Hunting Grounds. The project team has committed to facilitating a discussion with WisDOT Bureau of Highway Maintenance, Rob Knorr and others to further discuss the access gate.

WDNR has reviewed the anticipated impacts of the proposed action and have determined that impacts would be de minimis in nature and will not adversely affect the activities, features, or attributes that make the Dekorra Public Hunting Ground eligible for Section 4(f) protection. If design changes occur as project plans evolve, please contact WDNR to discuss the changes in impacts and we will re-evaluate our position.

If further information or action on WDNR's part is required, please do not hesitate to contact Andy Barta at 608-275-3308 or Andrew.barta@wisconsin.gov.

Sincerely,

Andy Barta

cc: Sarah Kehlri – Dekorra Public Hunting Grounds Property Manager
Andy Paulios – DNR Wildlife
Mike LaBissoniere – DNR Real Estate
Joel Brown – DOT
Brandon Lamers – DOT
Dan Shave – DOT
Ryan Mayer - DOT

Appendix 13:
Columbia County Coordination

Dredske, Logan

From: Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Sent: Tuesday, July 07, 2020 2:49 PM
To: Billmeyer, Jess; Dredske, Logan; Schulze, Ashley
Cc: Joel Brown; Lamers, Brandon - DOT; DOT I 39-90-94 WI River Bridges; Grimes, Jennifer - DOT
Subject: [EXTERNAL] FW: CTH V Speed Limit
Attachments: WisDOT Project 1010-10-01: I-39/90/94 WI River Bridge, County V Speed Limit

FYI –
Columbia County Highway Committee has agreed to extend the speed limit as requested along CTH V.

From: Hardy, Chris <Chris.Hardy@co.columbia.wi.us>
Sent: Thursday, July 02, 2020 3:58 PM
To: Schave, Daniel L - DOT <Daniel.Schave@dot.wi.gov>
Subject: CTH V Speed Limit

Daniel,

Highway Committee has agreed to extend the speed limit reduction (35 MPS posting) on CTH V to the east side of the bridge (East of St Lawrence Bluff Rd) per your request. We will act on the Ordinance revision at the next Highway ordinary meeting to finalize it. The actual speed change will not take place until such time as the signage gets changed. Any questions, please let me know.

I can send a copy of the Ordinance once that is final.

Sincerely,

Chris Hardy

Chris Hardy, P.E.
Commissioner

Our Goal: Good, Safe Roads!

Columbia County
Highway & Transportation Department
P.O. Box 875
Wyocena, WI 53969
(608) 429-2136

Notice: This email is on a publicly owned system, subject to open records (sec. 19.21, et seq.) and archival (sec. 16.61, et seq.) requirements under Wisconsin State Law.

Appendix 14:
Village of Lake Delton

RESOLUTION NO. 20-024

A RESOLUTION IN SUPPORT OF IMPROVEMENTS TO INTERSTATE HIGHWAY 90/94/39 FROM MADISON to WISCONSIN DELLS

WHEREAS, the State of Wisconsin Department of Transportation is resuming the previously approved study of improvements to Interstate Highway 90/94/39 from Madison to Wisconsin Dells and the Transportation Projects Commission is considering for approval the recommended replacement of the bridges over the Wisconsin River in Columbia County; and

WHEREAS, the Village Board of the Village of Lake Delton finds that Interstate Highway 90/94/39 from the Illinois border to Wisconsin Dells is vital to the economy of the village and the Wisconsin Dells Tourism Area; and

WHEREAS, the Village Board finds that the bridges over the Wisconsin River are outdated and in need of modernization in order to assure the continued success of the tourist industry and for the safety of the residents and the millions of visitors to the Midwest's leading tourism area,

NOW THEREFORE BE IT RESOLVED, that the Village Board supports the restart of the previously approved study of that section of Interstate Highway 90/94/39 from Madison to Wisconsin Dells and improved bridges over the Wisconsin River.

Dated: December 7, 2020

_____
John Webb
Village President

Attest:

_____
Kay C. Mackesey
Village Clerk-Treasurer-Coordinator