
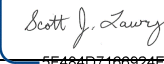
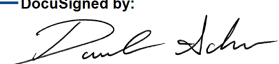
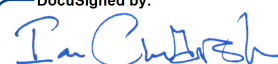


# Environmental Report (ER) and Environmental Assessment (EA) Template

06-25-2019

Wisconsin Department of Transportation

## Project Summary

<b>Project ID</b> 1010-10-01	<b>Project Termini</b> Northern Terminus: end of the southbound taper from the I-90/94 & I-39/WIS 78 interchange. Southern Terminus: Black Road.	<b>Funding Sources</b> (check all that apply) <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local																																																	
<b>Construction ID</b> N/A	<b>Nearest Municipality</b> Town of Dekorra, Wisconsin Town of Caledonia, Wisconsin	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																																																	
<b>Route Designation</b> (if applicable) I-39/90/94	<b>National Highway System (NHS) Route</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Real Estate Acquisition Portion of Estimated Cost (YOE) \$0.46 million in YOE dollars																																																	
<b>County</b> Columbia	<b>Section / Township / Range</b> 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																																																	
<b>Project Title</b> I-39/90/94 Wisconsin River Bridge Project		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th style="width:70%;">Right-of-Way Acquisition</th> <th style="width:30%;">Acres</th> </tr> <tr> <td>Fee</td> <td style="text-align: center;">13.1</td> </tr> <tr> <td>TLE</td> <td style="text-align: center;">1.0</td> </tr> <tr> <td>PLE</td> <td style="text-align: center;">1.0</td> </tr> </table>	Right-of-Way Acquisition	Acres	Fee	13.1	TLE	1.0	PLE	1.0																																									
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<b>Bridge Number(s)</b> (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																																																		
<b>Functional Classification of Existing Route</b> (FDM 4-1-10 & 4-1-15)	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:30%;"></th> <th style="width:35%;">Urban</th> <th style="width:35%;">Rural</th> </tr> </thead> <tbody> <tr> <td>Freeway/Expressway</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Principal Arterial</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Minor Arterial</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Major Collector</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Minor Collector</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Local</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>No Functional Class</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Other</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </tbody> </table>		Urban	Rural	Freeway/Expressway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Principal Arterial	<input type="checkbox"/>	<input type="checkbox"/>	Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>	Major Collector	<input type="checkbox"/>	<input type="checkbox"/>	Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>	Local	<input type="checkbox"/>	<input type="checkbox"/>	No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>	Other	<input type="checkbox"/>	<input type="checkbox"/>	<b>WisDOT Project Classification (FDM 3-5)</b> <table border="1" style="width:100%; border-collapse: collapse;"> <tbody> <tr><td>Perpetuation – Preservation/Restoration</td><td style="text-align: center;"><input type="checkbox"/></td></tr> <tr><td>Perpetuation – Resurfacing</td><td style="text-align: center;"><input type="checkbox"/></td></tr> <tr><td>Perpetuation – Bridge Rehabilitation</td><td style="text-align: center;"><input type="checkbox"/></td></tr> <tr><td>Rehabilitation - Reconditioning</td><td style="text-align: center;"><input type="checkbox"/></td></tr> <tr><td>Rehabilitation – Pavement Replacement</td><td style="text-align: center;"><input type="checkbox"/></td></tr> <tr><td>Rehabilitation - Bridge Replacement</td><td style="text-align: center;"><input type="checkbox"/></td></tr> <tr><td>Modernization - Reconstruction</td><td style="text-align: center;"><input type="checkbox"/></td></tr> <tr><td>Modernization - Expansion</td><td style="text-align: center;"><input type="checkbox"/></td></tr> <tr><td>Preventative Maintenance</td><td style="text-align: center;"><input type="checkbox"/></td></tr> <tr><td>State Majors</td><td style="text-align: center;"><input checked="" type="checkbox"/></td></tr> <tr><td>Other – Describe:</td><td style="text-align: center;"><input type="checkbox"/></td></tr> </tbody> </table>	Perpetuation – Preservation/Restoration	<input type="checkbox"/>	Perpetuation – Resurfacing	<input type="checkbox"/>	Perpetuation – Bridge Rehabilitation	<input type="checkbox"/>	Rehabilitation - Reconditioning	<input type="checkbox"/>	Rehabilitation – Pavement Replacement	<input type="checkbox"/>	Rehabilitation - Bridge Replacement	<input type="checkbox"/>	Modernization - Reconstruction	<input type="checkbox"/>	Modernization - Expansion	<input type="checkbox"/>	Preventative Maintenance	<input type="checkbox"/>	State Majors	<input checked="" type="checkbox"/>	Other – Describe:	<input type="checkbox"/>
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<input type="checkbox"/> FHWA Draft Categorical Exclusion (CE)/WisDOT Draft Environmental Report (ER). <b>No significant impacts indicated by initial assessment.</b> <input checked="" type="checkbox"/> FHWA/WisDOT Environmental Assessment (EA). <b>No significant impacts indicated by initial assessment.</b>																																																			
DocuSigned by:  _____ (Print – Preparer Name, Title, Company/Organization)	11/03/2020 _____ (Date – m/d/yy)	DocuSigned by:  _____ (Signature – Director, Bureau of Technical Services)																																																	
Ashley Schulze, Environmental Lead, AECOM		03 November 2020 _____ (Date – m/d/yy)																																																	
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Daniel Schave, wisDOT Project Manager		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:

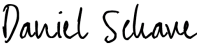
- Will NOT significantly affect the quality of the human environment. This document is a Final CE/Final ER.
- Will NOT significantly affect the quality of the human environment. This document is a Final EA/Finding of No Significant Impact (FONSI).
- Has potential to significantly affect the quality of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

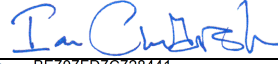
A Public Hearing was held, and after reviewing and addressing substantive public comments, updating the Draft CE/ER or EA and coordinating with other agencies, it is determined this action\*:

- 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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 (Print – Preparer Name, Title, Company/Organization) (Date – m/d/yy)  
 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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- Exhibit 3: East Alternative
- Exhibit 4: West Alternative
- Exhibit 5: County U Bridge
- Exhibit 6: County V Bridge
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- Exhibit 8: Preliminary Water Navigation / Temporary Causeway
- Exhibit 9 Land Use
- Exhibit 10: Wetland Impacts
- Exhibit 11: Floodplains
- Exhibit 12: Receptor Location Map

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- Appendix 1: Public Involvement Meeting Handouts
- Appendix 2: WDNR Coordination **Updated**
- Appendix 3: SHPO Coordination
- 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
- Appendix 11: ATC Coordination
- Appendix 12: Section 4(f) Finding of *de minimis* Impact **Updated**
- Appendix 13: Columbia County Coordination
- Appendix 14: Village of Lake Delton**

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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

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**3. Document Type:**

Environmental Assessment

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**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.

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**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:

<input type="checkbox"/>	The proposed action will not require FHWA funding and/or approval.
<input checked="" type="checkbox"/>	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:  <b>2021-2024 STIP - February Amendments; 1010-10-02/22/42/82; \$100 million or greater; page 2</b>
<input type="checkbox"/>	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

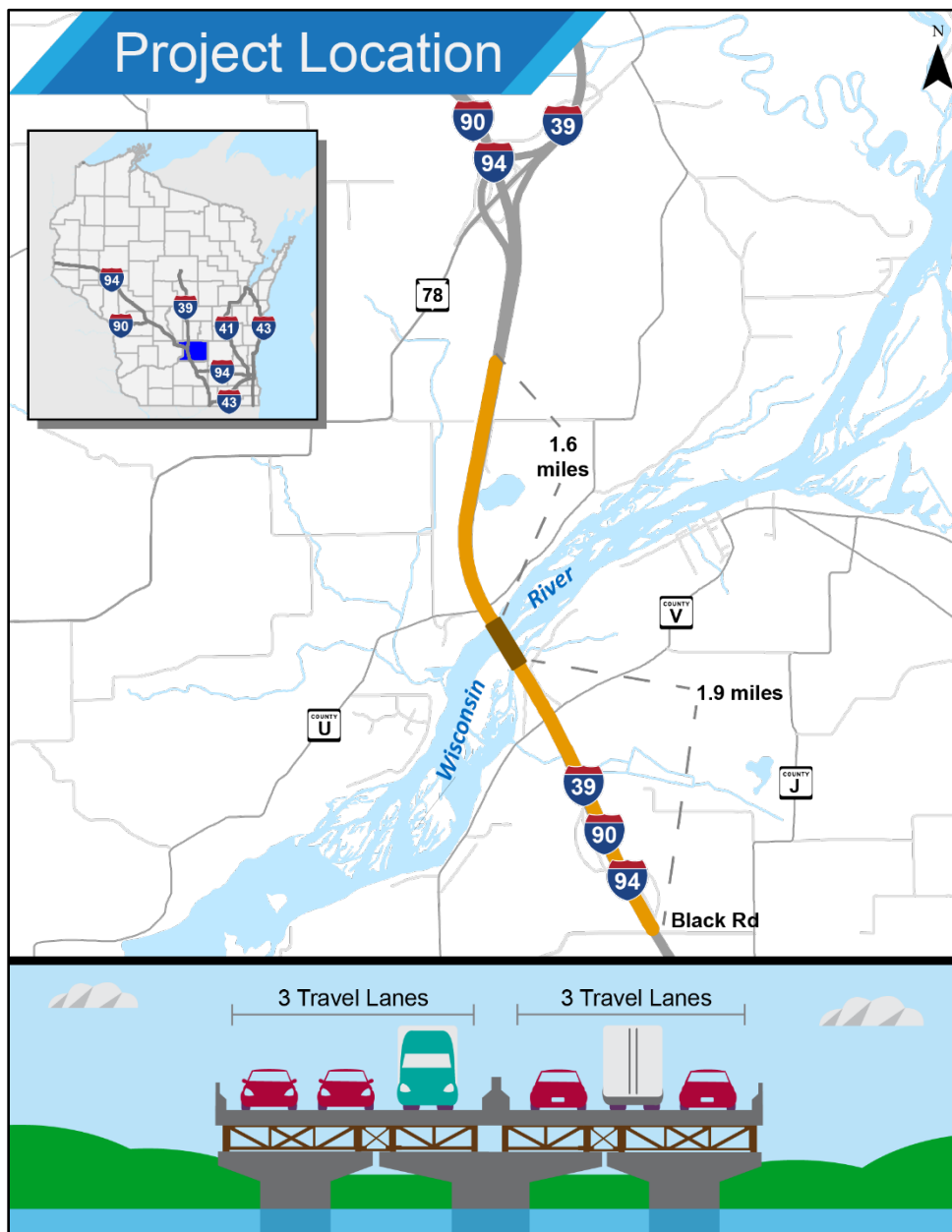
The project is focused on the Interstate 39/90/94 (I-39/90/94) crossing of the Wisconsin River in Columbia County, and extends approximately 1.6 miles to the north and approximately 1.9 miles to the south (Figure 1). Exhibit 1 also displays the location of the project. The southern terminus for the project 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

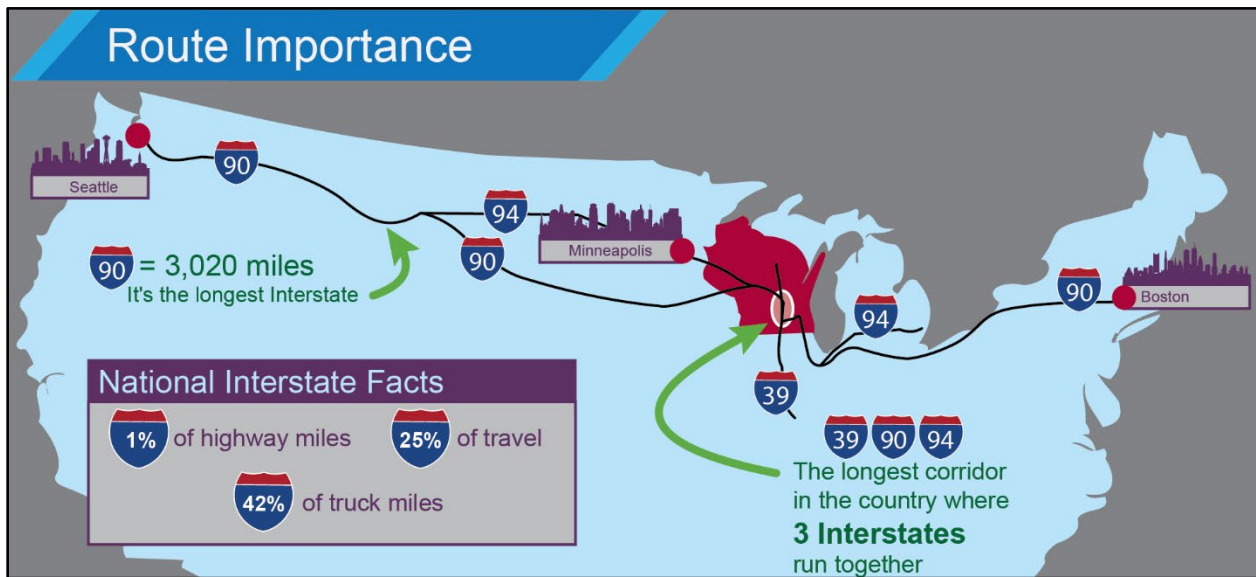


I-39/90/94 is a 6-lane divided interstate with a posted speed limit of 70 mph (Figure 1). I-39, I-90 and I-94 are all routes of national, state, and regional importance. Each is included in the National Highway System; which consists of roadways important to the nation’s economy, defense, and mobility. 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.

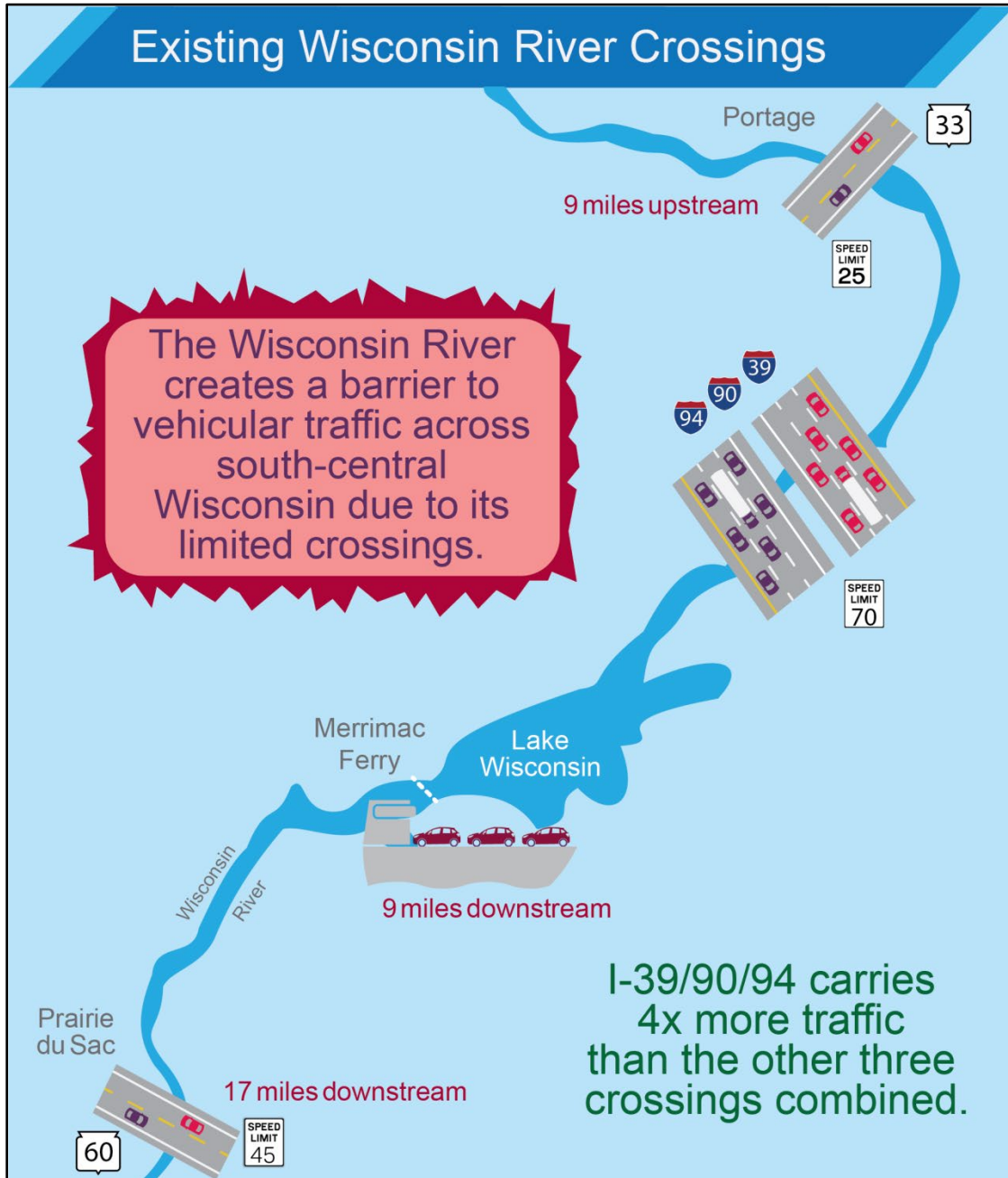
I-39, I-90, and I-94 are federal truck routes that connect major cities such as Boston, Detroit, Chicago, Minneapolis, and Seattle. These routes are used heavily for regional travel, tourism, and freight movements. In south-central Wisconsin, the three interstate highways merge together and run concurrently 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.<sup>1</sup> 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



<sup>1</sup> 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

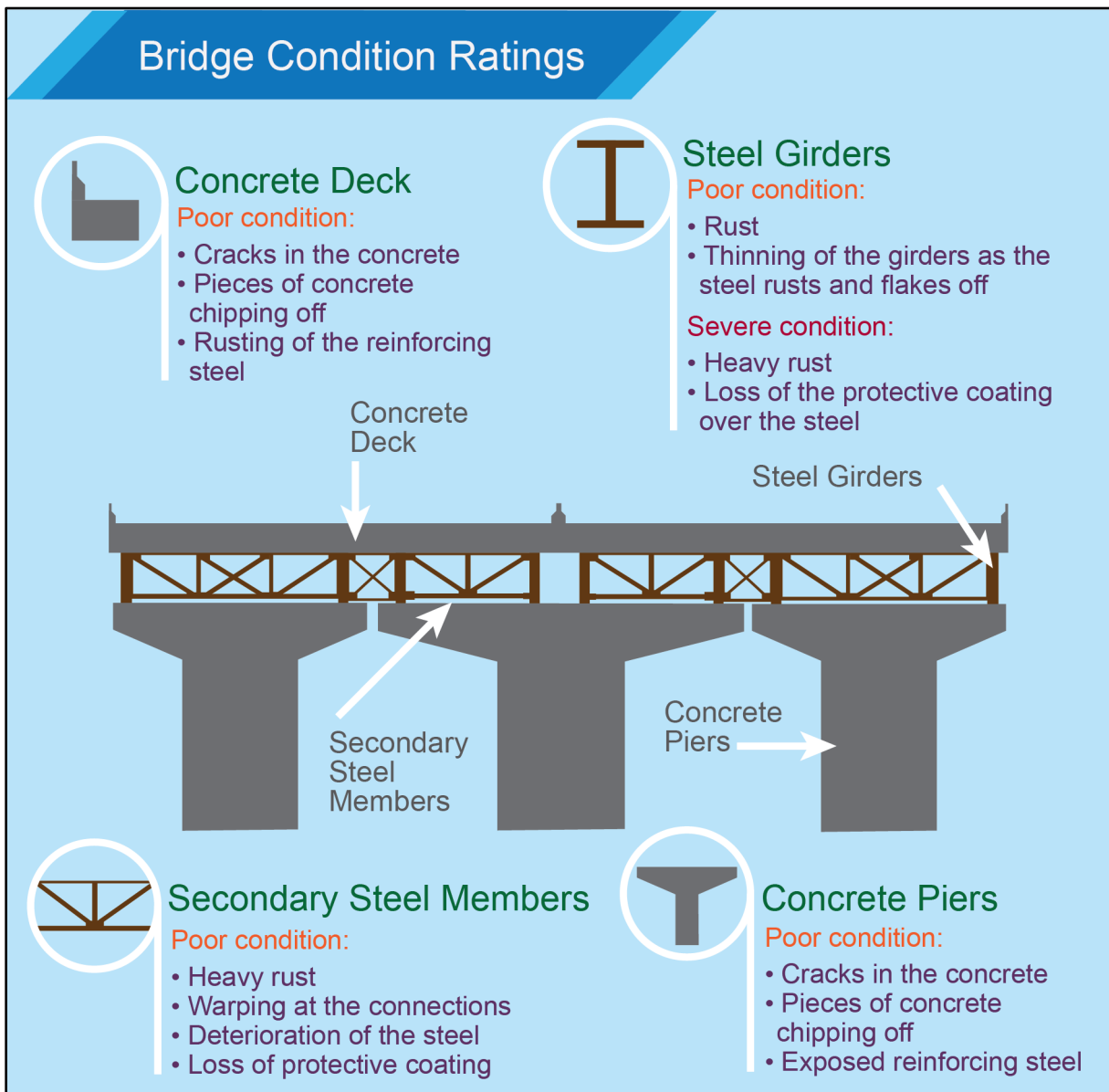
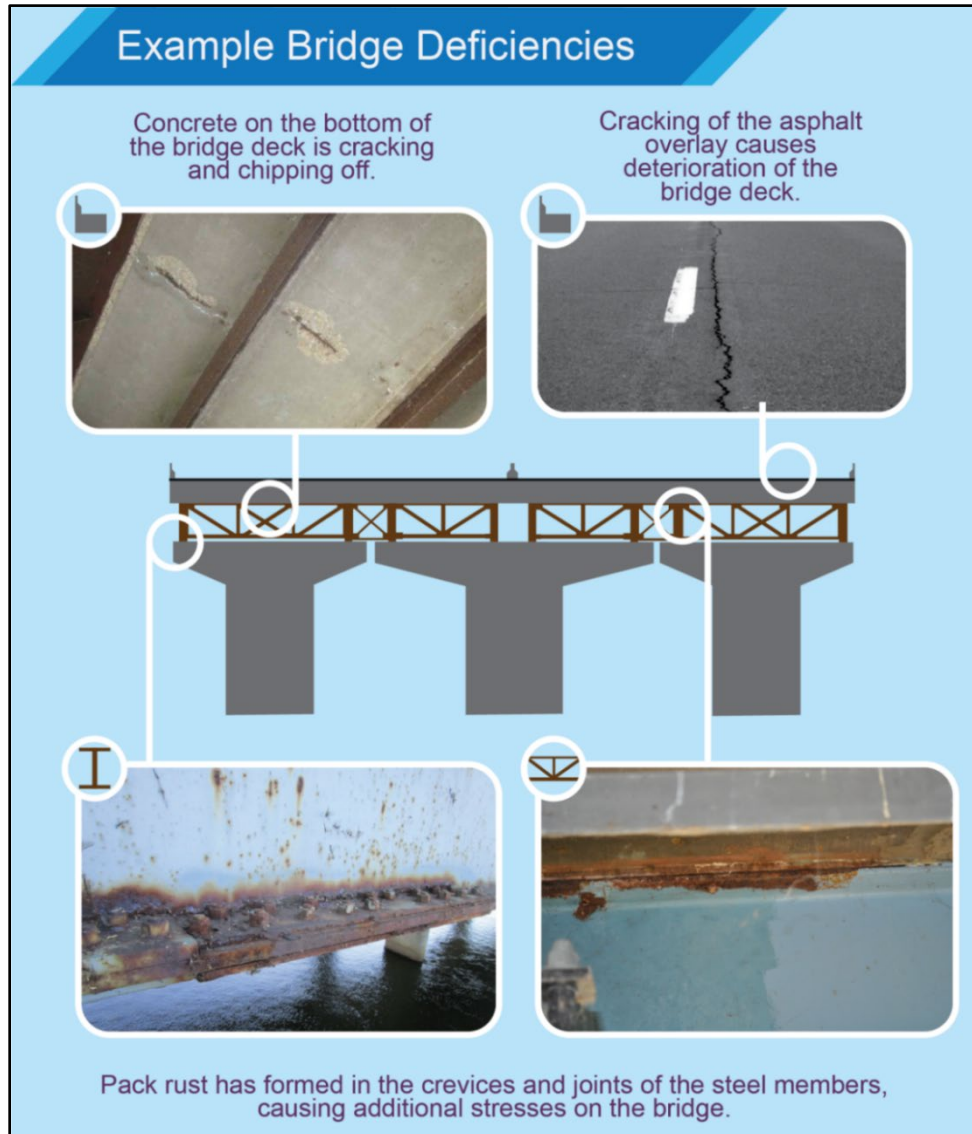


Figure 7 shows examples of current deficiencies that resulted in the Poor and Severe condition ratings. One deficiency is that the concrete on the bottom of the bridge deck is cracking and exposing the steel reinforcement, which will lead to corrosion of the steel. Another deficiency is due to cracking 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

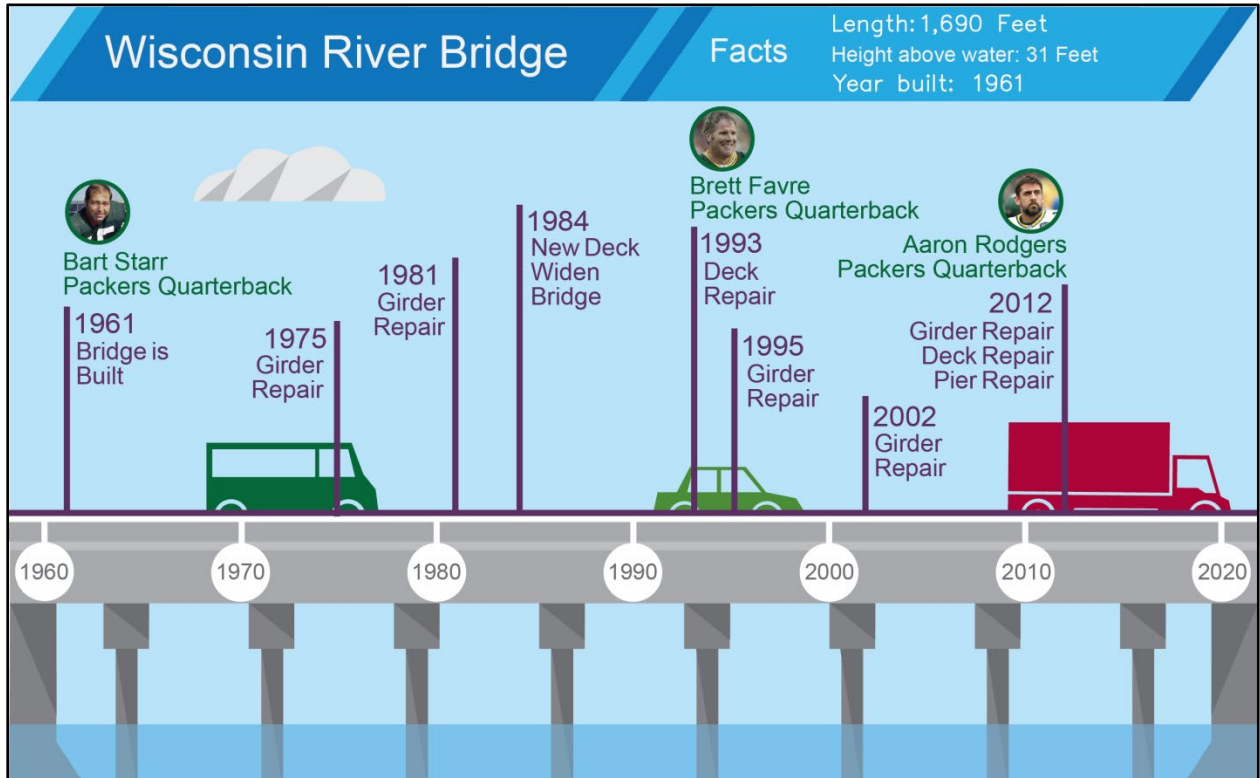


The expected design life of bridges varies, but typically ranges from 50 to 75 years.<sup>2</sup> In order for a bridge to reach its expected design life, it must undergo several types of repairs. These repairs generally become more cost intensive as the bridge ages. Once the bridge nears its expected 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**



<sup>2</sup> AASHTO LRFD Bridge Design Specifications 8th Edition

## SECONDARY NEEDS

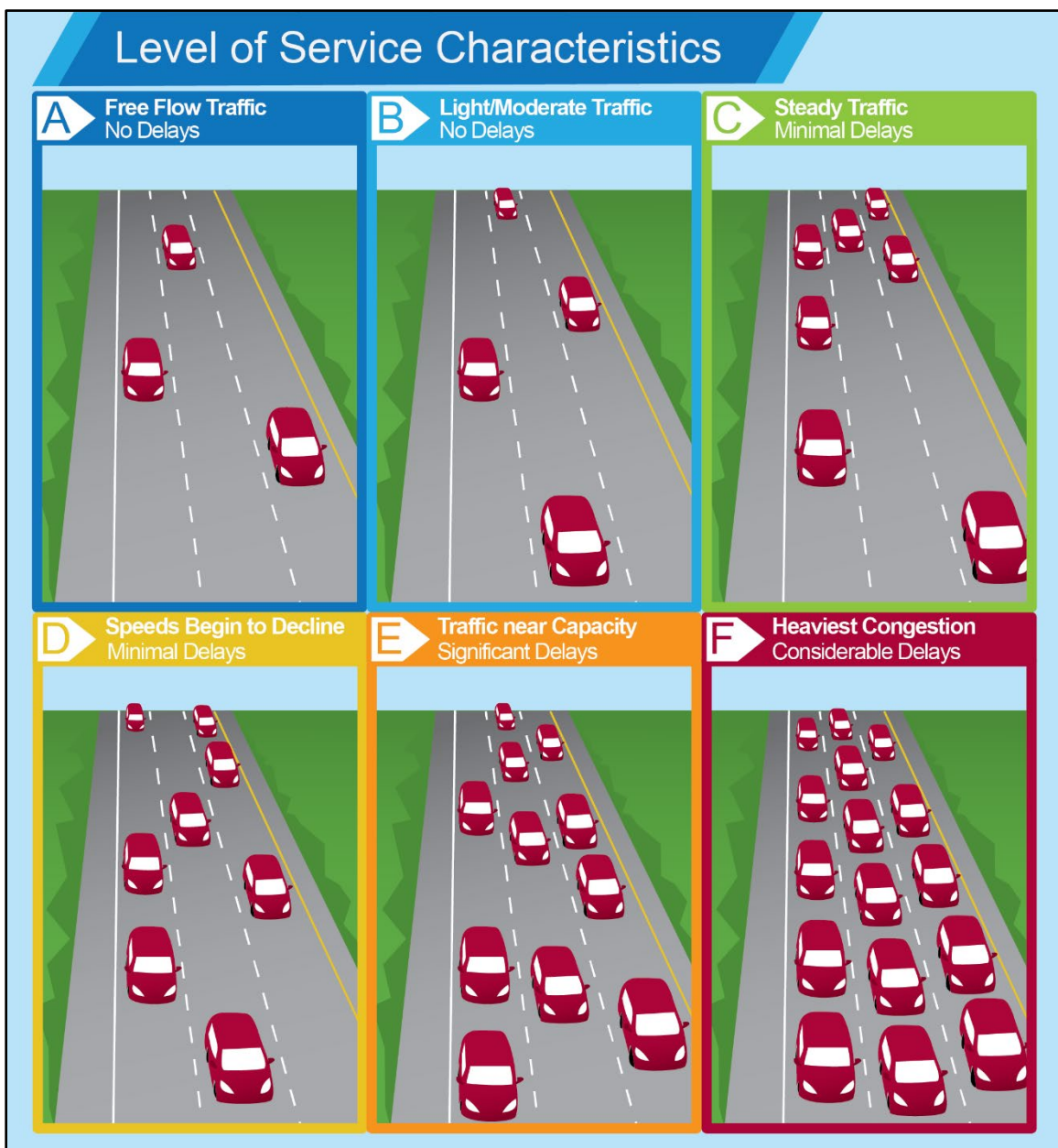
As previously described, the need for a project is the primary reason why a project is initiated. However, there are often additional items within the project termini that may be improved. While these items are not the primary needs for the project, improvements to address them will be considered. Additional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

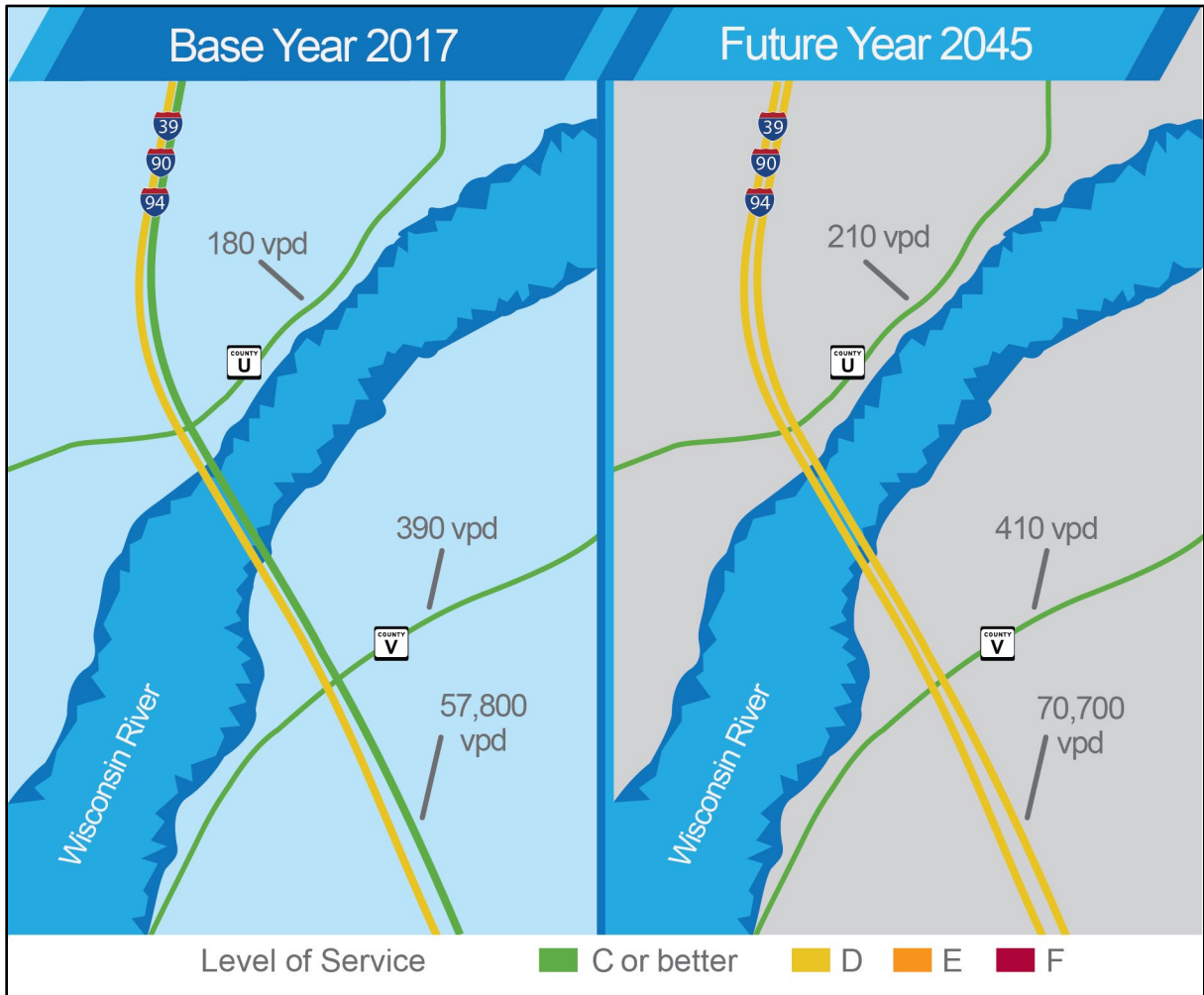
WisDOT's standard for interstate highways is to evaluate traffic operations using the 30th highest hourly volumes (K30), which are the traffic volumes from the 30th busiest hour of an entire year.

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.<sup>3</sup> 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.<sup>4</sup>

Vehicles are classified as trucks if they have at least 2 axles and at least 6 tires.<sup>5</sup> 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.

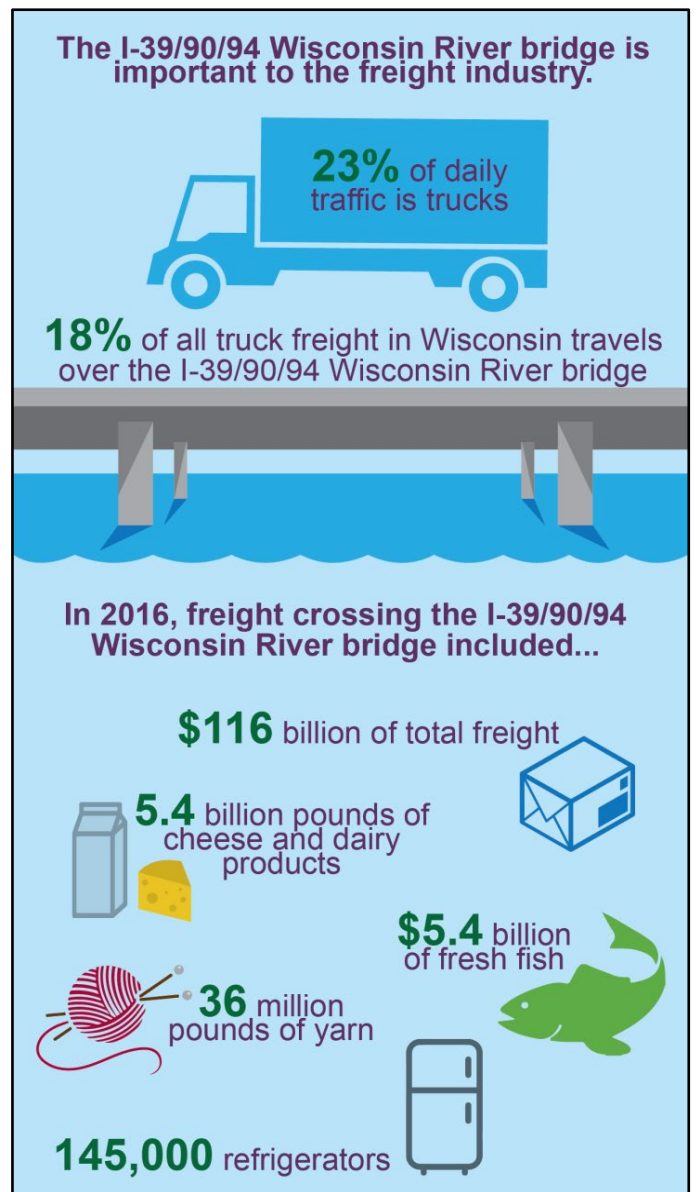
### Roadway Geometrics

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.

Figure 11. Truck Importance

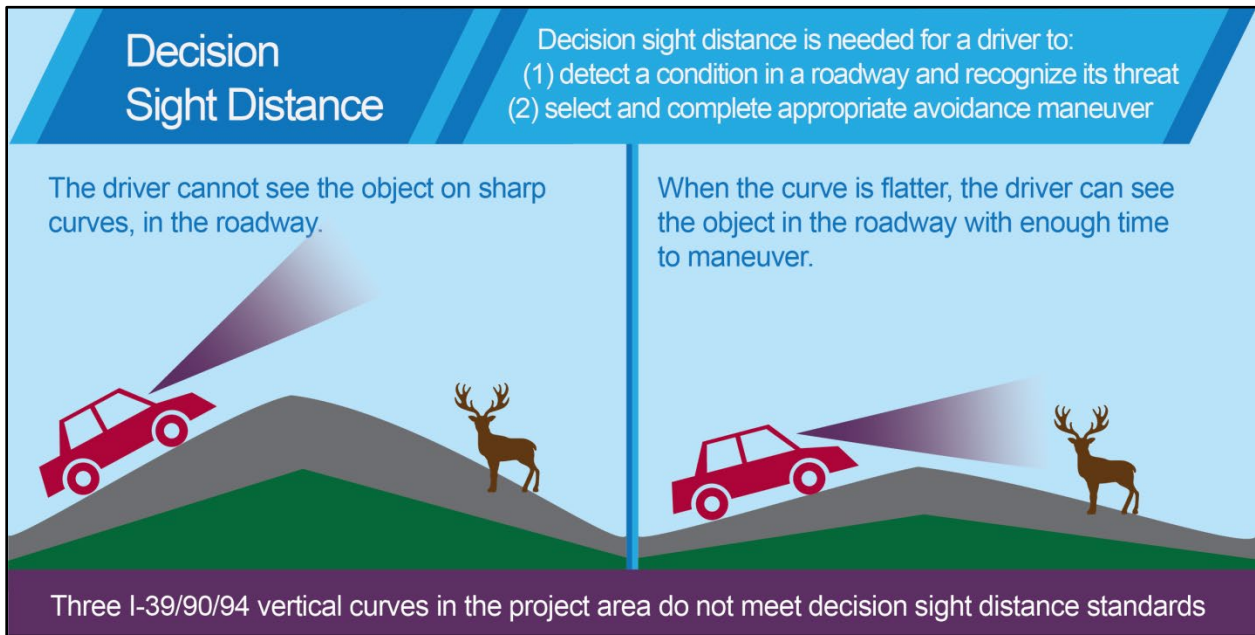


<sup>3</sup> 2016 IHS Transearch Database

<sup>4</sup> 2016 IHS Transearch Database

<sup>5</sup> WisDOT FDM 14-1-5

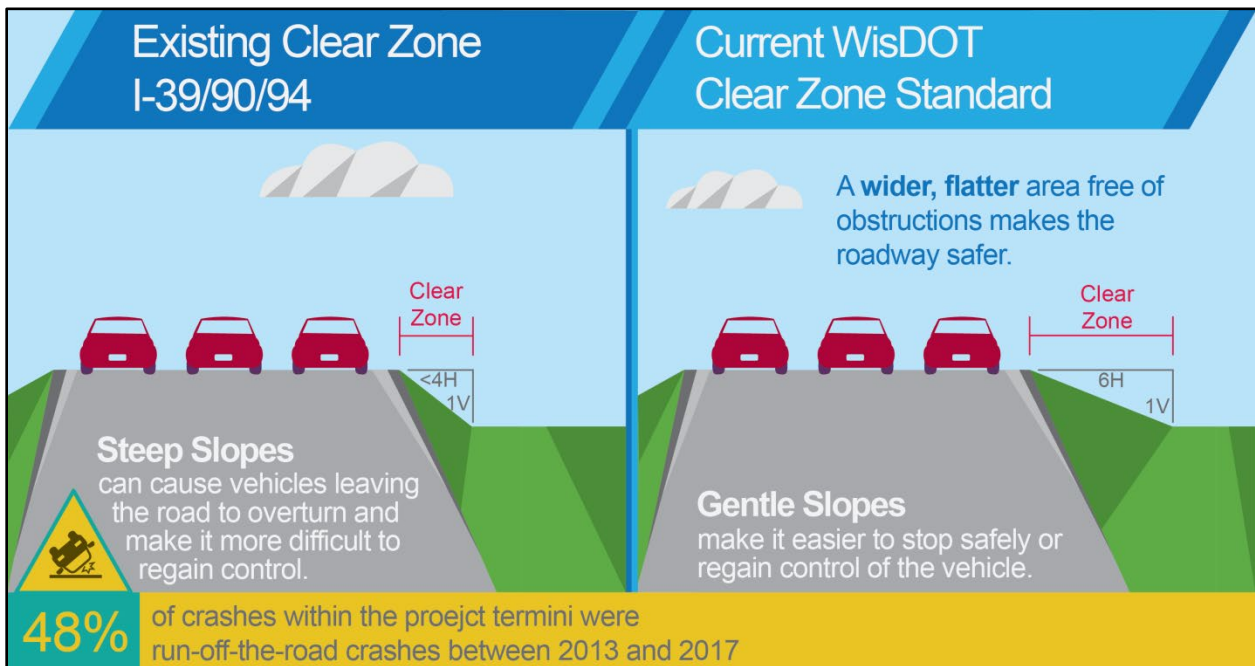
Figure 12. Vertical Curves Influence on Decision Sight Distance



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.<sup>6</sup> 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



<sup>6</sup> 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.

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## 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, 1<sup>st</sup> round of structural steel repairs, bearing replacement, pier wrapping
- **Phase 2:** (~2027, one construction season) – thin polymer overlay
- **Phase 3:** (~2035, one construction season) – 2<sup>nd</sup> 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.
  - o 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.
  - o Repair work would occur over four construction seasons from 2025 to 2035.
  - o 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.<sup>7</sup>
- 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.

<sup>7</sup> 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	 Queueing Events	Per Year				 Are roadway deficiencies addressed?
				Length of Queueing Events (miles)		Duration of Queueing Events (hours)		
				Avg.	Max.	Avg.	Max.	
<b>No Build</b>	No	N/A	N/A	N/A	N/A	N/A	N/A	No
<b>Rehabilitation</b>	Yes*	2	157	8.0	41.3	7.3	19.0	No
<b>East</b>	Yes	3	0	0	0	0	0	Yes
<b>West</b>	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:

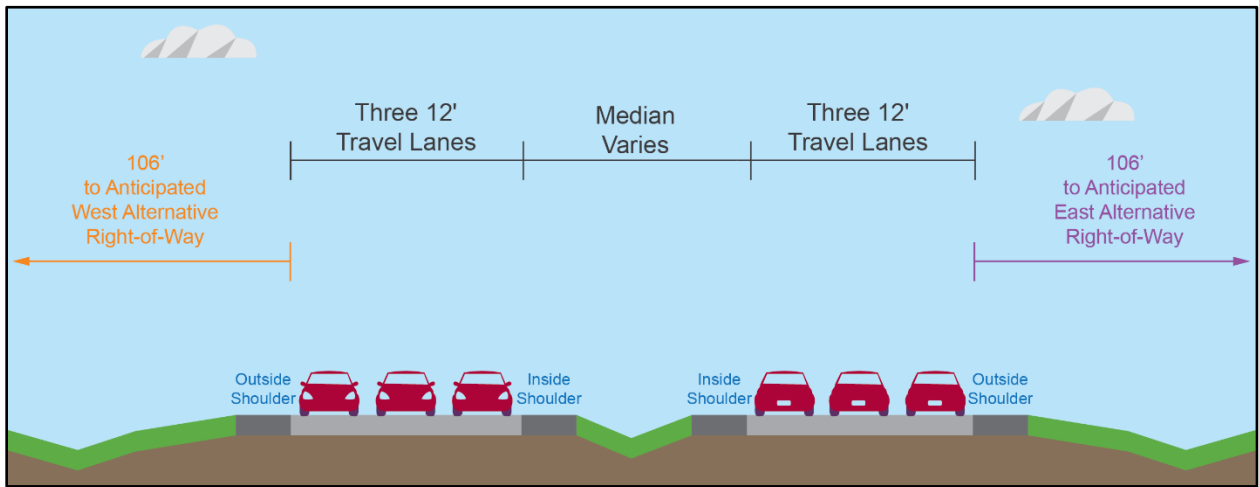
- **No-Build Alternative:** Serves as baseline for comparison
- **East Alternative:** Construct a new bridge just east of existing bridge
- **West Alternative:** Construct a new bridge just west of existing bridge

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**



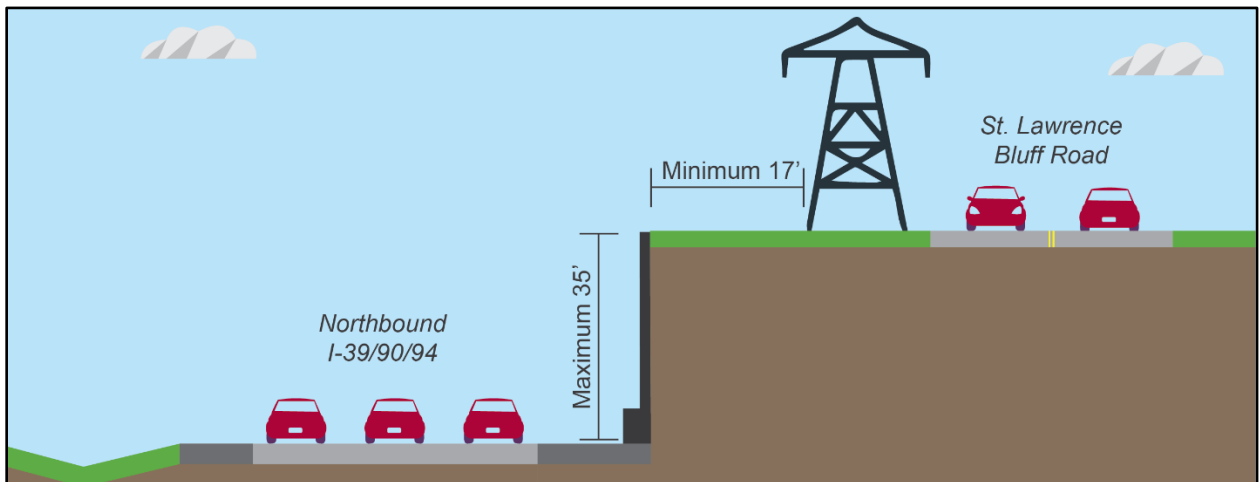
East Alternative Refinements

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
 <b>Alternative Length</b>	N/A	2.0 miles	1.8 miles
<b>Bridge Length</b>	1,690 feet	1,840 feet	1,760 feet
 <b>ATC Pole Impacts</b>	No	No	Avoided
 <b>Historic Properties</b>	0	1	0
 Likely to Affect <b>Fox-Wisconsin Heritage Water Trail</b>	No	Yes	Yes
 Likely to Affect <b>Threatened or Endangered Species</b>	No	Yes	Yes
 <b>Relocations</b>	0	8	0
 <b>Right-of-Way Required</b>	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
 <b>Water Crossings</b>	N/A	2	2
 <b>Wetlands</b>	0 acres	5.8 acres	5.6 acres
 <b>Planning Level Cost Estimate</b> (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

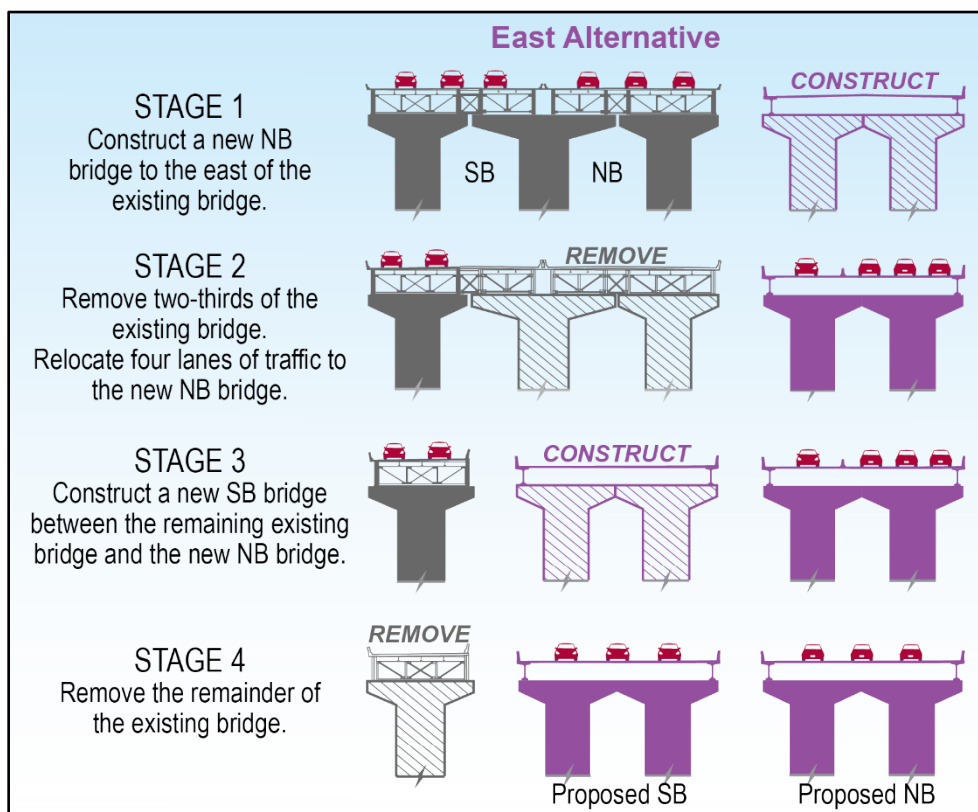
The new I-39/90/94 Wisconsin River bridge would have three 12-foot lanes in each direction and wide shoulders after initial construction. The width of the new bridge would accommodate construction staging, future maintenance work, and future traffic needs. The bridge would be wide enough to allow three 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.

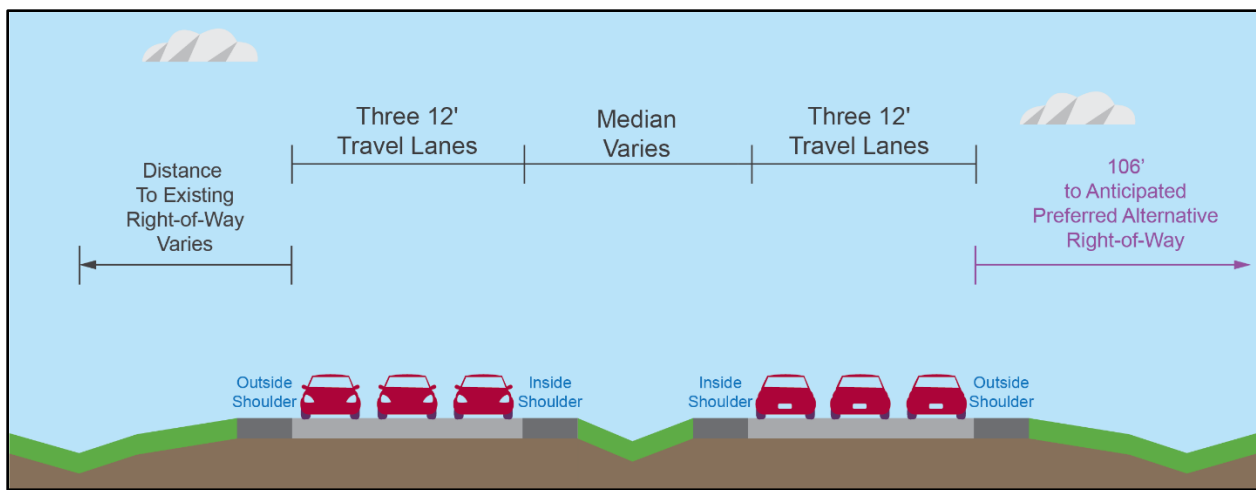
**Alignment and Right-of-Way Impacts**

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 travel 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.

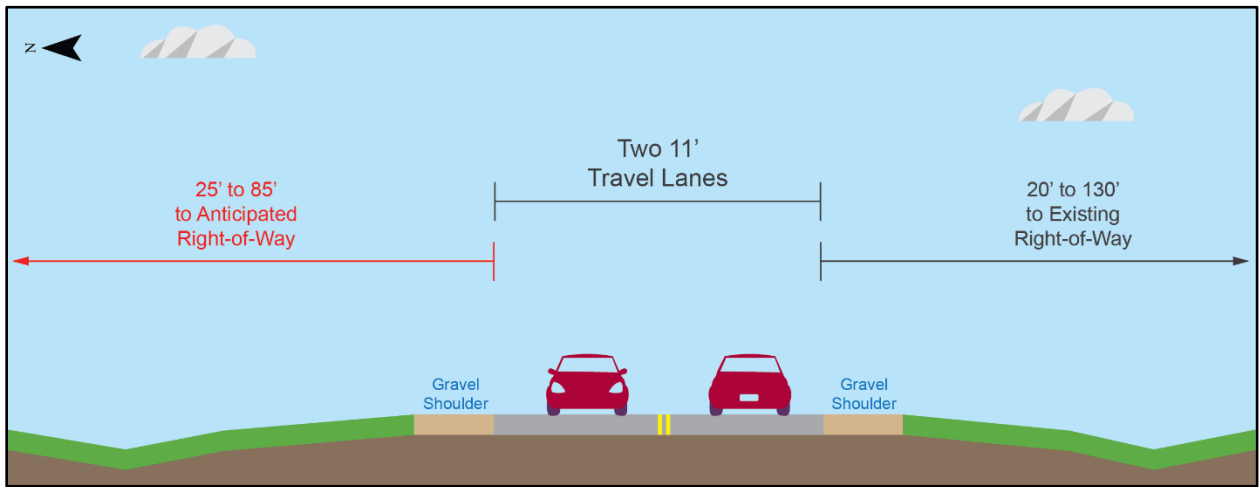
**Figure 17. East Alternative (Preferred Alternative) Anticipated New Right-of-Way**



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



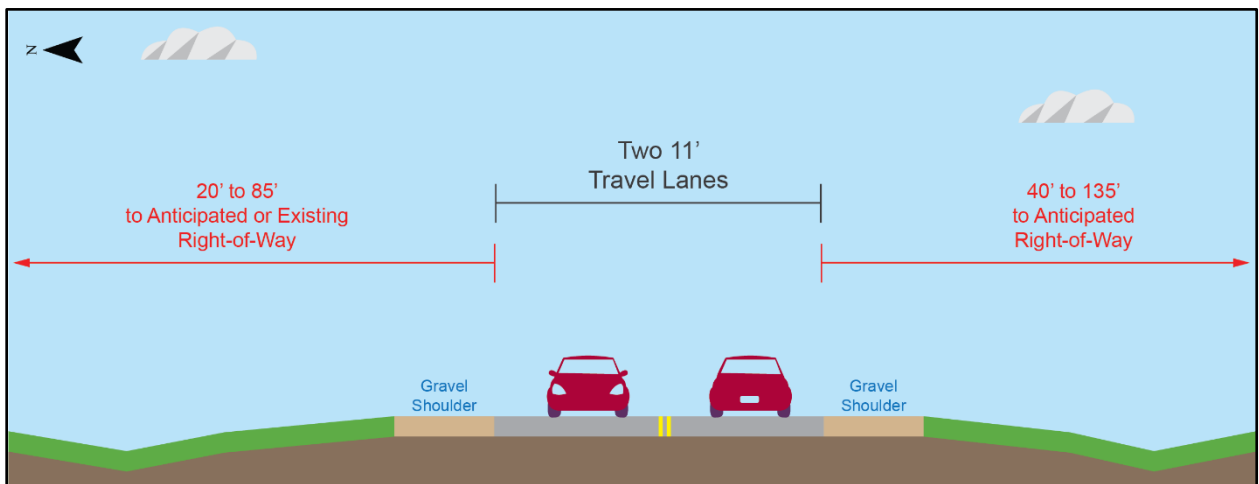
County V

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 70<sup>th</sup> percentile costs as determined by the Cost Estimate Review.

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**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.

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## 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.

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**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)	
<input type="checkbox"/> Public Involvement Plan (PIP)	<input type="checkbox"/> EJ plan for the project
<input type="checkbox"/> U.S. Census data	<input type="checkbox"/> Survey/questionnaire
<input type="checkbox"/> Local government	<input checked="" type="checkbox"/> U.S. EPA EJ Screen
<input type="checkbox"/> Real estate company	<input type="checkbox"/> WisDOT Real Estate
<input checked="" type="checkbox"/> Public involvement meeting(s)	<input checked="" type="checkbox"/> Windshield survey*
<input type="checkbox"/> Official plan (such as a comprehensive plan or MPO plan)	
<input type="checkbox"/> Health and human services agencies or organizations Identify agency or organization:	
<input type="checkbox"/> 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.**

- |   |  |
|---|--|
| <input type="checkbox"/> Interpreters                 | <input type="checkbox"/> Listening aids  |
| <input type="checkbox"/> Transportation provided      | <input type="checkbox"/> Accessibility for elderly populations or individuals  |
| <input type="checkbox"/> Childcare provided           | <input type="checkbox"/> Accessibility for disabled populations or individuals |
| <input type="checkbox"/> Bilingual materials provided | <input type="checkbox"/> 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            | - Local officials |
| - Businesses                 | - State official  |
| - County and municipal staff |                   |



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.

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**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 4<sup>th</sup> 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 4<sup>th</sup> 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	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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.

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**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*
<b>TRAFFIC VOLUMES</b>		
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	<u>SB</u> : 5,361 <u>NB</u> : 4,927	<u>SB</u> : 5,361 <u>NB</u> : 4,927
<b>TRAFFIC FACTORS</b>		
K30 (%)	<u>SB</u> : 7.58% <u>NB</u> : 6.97%	<u>SB</u> : 7.58% <u>NB</u> : 6.97%
D (%)	57%	57%
Design Year T (% of AADT)	N/A	N/A
T (% of DHV)	<u>SB</u> : 9% <u>NB</u> : 13.6%	<u>SB</u> : 9% <u>NB</u> : 13.6%
Level of Service (2045)	<u>SB</u> : LOS D <u>NB</u> : LOS D	<u>SB</u> : LOS D <u>NB</u> : LOS D
<b>SPEEDS</b>		
Existing Posted	70 mph	70 mph
Future Posted	70 mph	70 mph
Design Year Project Design Speed	70 mph	70 mph
<b>OTHER (specify)</b>		
P (% of AADT)	N/A	N/A
K <sub>8</sub> (% OF AADT)	N/A	N/A
Other	N/A	N/A

\* Preferred Alternative

AAADT = Annual Average Daily Traffic      DHV = Design Hourly Volume

K [30/100/200] : K<sub>30</sub> = Interstate, K<sub>100</sub> = Rural, K<sub>250</sub> = Urban, % = AADT in DHV      D = % DHV in predominate direction of travel

T = Trucks      P = % AADT in peak hour

K<sub>8</sub> = % 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	<input type="checkbox"/> No	N/A	Coordination is not required because there will be no Fee, PLE or TLE acquisitions.
	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<p>Coordination is being done by WisDOT Real Estate including discussion of project effects and relocation assistance, explain:</p> <p>Coordination was completed with the region real estate section to determine cost estimates for anticipated right-of-way acquisition.</p>
Bureau of Aeronautics	<input checked="" type="checkbox"/> No	N/A	Coordination is not required. The project is not located within 5 miles of a public or military use airport.
	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes <input type="checkbox"/> No	Coordination has been completed and project effects have been addressed. Explain:
Railroads and Harbors Section	<input checked="" type="checkbox"/> No	N/A	Coordination is not required because no railways or harbors are in or planned for the project area.
	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes <input type="checkbox"/> No	Coordination has been completed and project effects have been addressed. Explain:
STATE AGENCIES			
Natural Resources (WDNR)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> <li>- August 14, 2018: Initial coordination letter was sent to WDNR with information regarding the project.</li> <li>- 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.</li> <li>- March 14, 2019: The project purpose and need summary was sent to WDNR for review.</li> <li>- April 12, 2019: WDNR provided a response to the request for comment on the purpose and need of the project (Appendix 2).</li> <li>- 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).</li> <li>- June 25, 2019: WDNR and WisDOT had a call to discuss project coordination (Appendix 2).</li> <li>- October 24, 2019: WDNR attended a meeting to discuss anticipated impacts to the Dekorra Public Hunting Grounds and raptor nesting.</li> <li>- December 9, 2019: Alternative evaluation report was sent to WDNR for review.</li> <li>- December 19, 2019: WDNR attended a meeting to discuss impacts to the raptor nesting area and potential mitigation options.</li> <li>- January 9, 2020: <i>De minimis</i> impacts letter was received from WDNR regarding anticipated impacts to the Dekorra Public Hunting Ground (Appendix 2).</li> <li>- January 13, 2020: Wetland Delineation Report was sent to WDNR for review and concurrence.</li> <li>- January 14, 2020: WDNR provided a response to the request for comment on the alternative evaluation process (Appendix 2).</li> <li>- December 11, 2020: WDNR provided a response to the request for comment on the Environmental Assessment (Appendix 2).</li> <li>- April 12, 2020: WDNR provided an updated National Heritage Inventory (NHI) review (Appendix 2).</li> </ul>
State Historic Preservation Office (SHPO)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> <li>- March 14, 2019: The project purpose and need summary was sent to SHPO for review. No response was received.</li> <li>- March 9, 2020: SHPO concurred with the Section 106 evaluation. (Appendix 3).</li> </ul>

Agriculture (DATCP)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> <li>- November 7, 2019: Anticipated agricultural impacts were sent to DATCP.</li> <li>- November 8, 2019: DATCP indicated that an Agricultural Impact Statement will not be needed for the project (Appendix 4).</li> <li>- November 13, 2020: DATCP provided a response to the request for comment on the Environmental Assessment (Appendix 4).</li> </ul>
<b>FEDERAL AGENCIES</b>			
U.S. Army Corps of Engineers (USACE)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> <li>- August 20, 2018: Initial coordination letter was sent to USACE with information regarding the project.</li> <li>- October 25, 2018: USACE indicated that a Section 404 permit would be needed to dredge or fill wetlands (Appendix 5).</li> <li>- October 29, 2018: WisDOT shared USCG correspondence with USACE (Appendix 5).</li> <li>- March 14, 2019: The project purpose and need summary was sent to USACE for review.</li> <li>- April 12, 2019: USACE provided a response to the request for comment on the purpose and need of the project (Appendix 5).</li> <li>- December 9, 2019: Alternative evaluation report was sent to USACE for review.</li> <li>- January 13, 2020: Wetland Delineation Report was sent to USACE for review and concurrence.</li> <li>- January 30, 2020: USACE provided a response to the request for comment on the alternative evaluation process (Appendix 5).</li> <li>- December 14, 2020: USACE provided a response to the request for comment on the Environmental Assessment (Appendix 5).</li> </ul>
U.S. Fish and Wildlife Service (USFWS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> <li>- March 14, 2019: Initial coordination letter and purpose and need summary was sent to USFWS to initiate informal consultation.</li> <li>- 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).</li> <li>- 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).</li> <li>- 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).</li> <li>- December 9, 2019: Alternative evaluation report was sent to USFWS for review.</li> <li>- January 29, 2020: USFWS provided a response to the request for comment on the alternative evaluation process (Appendix 6).</li> <li>- December 8, 2020: USFWS provided a response to the request for comment on the Environmental Assessment (Appendix 6).</li> </ul>
U.S. Forest Service (USFS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required.
Natural Resources Conservation Service (NRCS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required.
U.S. National Park Service (NPS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required.
U.S. Coast Guard (USCG)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> <li>- August 24, 2018: Initial coordination letter was sent to USCG with information regarding the project.</li> <li>- October 24, 2018: USCG indicated they suspended their jurisdiction as it pertains to bridge permitting on the Wisconsin River (Appendix 7).</li> </ul>



U.S. Environmental Protection Agency (EPA)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> <li>- March 14, 2019: The project purpose and need summary was sent to EPA for review.</li> <li>- April 3, 2019: EPA provided a response to the request to comment on the purpose and need of the project (Appendix 8).</li> <li>- December 9, 2019: Alternative evaluation report was sent to EPA for review.</li> <li>- January 10, 2020: EPA provided a response to the request to comment on the alternative evaluation process (Appendix 8).</li> <li>- December 1, 2020: EPA provided a response to the request for comment on the Environmental Assessment (Appendix 8).</li> </ul>
Advisory Council on Historic Preservation (ACHP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required.
Federal Energy Regulatory Commission (FERC)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>- 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.</li> <li>- April 5, 2019: Initial coordination letter was sent to Alliant Energy with information regarding the project.</li> <li>- 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.</li> </ul>
Bureau of Land Management (BLM)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> <li>- August 20, 2018: Initial coordination letter was sent to BLM with information regarding the project.</li> <li>- 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).</li> <li>- 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).</li> <li>- February 8, 2019: A quarterly update was provided to BLM.</li> <li>- March 14, 2019: The project purpose and need summary was sent to BLM for review.</li> <li>- 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).</li> <li>- July 16, 2019: A quarterly update was provided to BLM.</li> <li>- October 23, 2019: A quarterly update was provided to BLM.</li> <li>- December 9, 2019: Alternative evaluation report was sent to BLM for review.</li> <li>- 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).</li> <li>- January 23, 2020: BLM provided a response to the request for comment on the alternative evaluation process (Appendix 9).</li> </ul>

SOVEREIGN NATIONS			
American Indian Tribes	<input checked="" type="checkbox"/> Yes	Standard Letters have been sent and an example is attached <input checked="" type="checkbox"/> Yes	<ul style="list-style-type: none"> <li>- August 21, 2018: Initial coordination letters containing project information were mailed to THPO representatives (Appendix 10).</li> <li>- February 20, 2020: A tribal coordination letter was sent to the Upper Sioux Community (Appendix 10).</li> <li>- 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).</li> <li>- 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).</li> <li>- May 29, 2020: The Upper Sioux Community and WisDOT project representatives completed a field review of the project area.</li> <li>- 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).</li> </ul>
Project Involves American Indian Tribal Lands or Reservation Lands	<input checked="" type="checkbox"/> No	N/A	Coordination is not required.
	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	Coordination is not required.
OTHER ENTITIES			
American Transmission Company (ATC)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>- March 4, 2019: ATC attended a meeting to discuss the project and potential impacts to their transmission line located along I-39/90/94.</li> <li>- May 6, 2019: ATC attended a meeting to discuss the construction of a wall to avoid impacts to transmission poles.</li> <li>- 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).</li> </ul>
Fox-Wisconsin Heritage Parkway (FWHP)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<ul style="list-style-type: none"> <li>- 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.</li> <li>- September 26, 2019: WisDOT sent an email to FWHP to notify FWHP of the project and requesting a meeting. No response was received.</li> <li>- November 11, 2019: WisDOT followed up with FWHP via email regarding a potential meeting. No response was received.</li> <li>- November 21, 2019: WisDOT left a voicemail for FWHP to follow up regarding a potential meeting. No response was received.</li> </ul>

**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
<b>PRELIMINARY COST ESTIMATE (YOE)</b>			
Construction	Million \$	0	\$134 million
Real Estate	Million \$	0	\$0.46 million
Total*	Million \$	0	\$146 million
<b>LAND CONVERSIONS</b>			
Total area converted to ROW	Acres	0	15.1
<b>REAL ESTATE</b>			
Number of farms affected	Number	0	2
Total area required from farm operations	Acres	0	4.1
AIS required		N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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
<b>ENVIRONMENTAL FACTORS</b>			
Indirect impacts		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Cumulative impacts		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Section 106 MOA required		N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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.

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**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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No businesses are anticipated to have direct or indirect impacts.
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No relocations are anticipated.
Indirect Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		No indirect impacts are anticipated.
Cumulative Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		No cumulative impacts are anticipated.
Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No low income or minority populations are anticipated to be impacted.
Historic Properties	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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 <i>de minimis</i> . 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not present
Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	5.9 acres of wetlands are anticipated to be impacted. Wetland impacts will be mitigated per coordination with WDNR and USACE.
Surface Water Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No groundwater, well, or spring impacts are anticipated.
Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Not present
Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Unique wildlife and habitat are not anticipated to be impacted.
Threatened, Endangered or Protected Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>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, Sheepsnose Mussel, and Mead's Milkweed.</p> <p>Formal Section 7 Consultation with USFWS will be required for the following endangered species: the Sheepsnose 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.</p> <p>The Northern Long-eared Bat Consultation and 4(d) Rule Consistency determination key was utilized and a may affect determination was made.</p> <p>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. <b>WDNR provided an updated NHI review on April 12, 2021.</b></p> <p>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.</p> <p>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.</p> <p><b>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.</b></p>
Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The project is not located in a nonattainment or maintenance area nor does it require analysis for Mobile Source Air Toxics.
Construction Sound	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Construction sound impacts may occur. See Construction Sound Factor Sheet.
Traffic Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A detailed noise analysis was required for this project. Some impacts are anticipated. See attached Traffic Noise Factor Sheet.
Hazardous Substances, Contamination and		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	No further investigation or provisions are warranted for hazardous substances or asbestos.

Asbestos					
Stormwater	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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	<ul style="list-style-type: none"> <li>- 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.</li> </ul>
Aesthetics	N/A
Agriculture	N/A
Relocations	N/A
Indirect Impacts	N/A
Cumulative Impacts	N/A
Environmental Justice	N/A
Historic Properties	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> </ul>
Burial Sites	N/A
Tribal Lands	N/A
Section 4(f)	<ul style="list-style-type: none"> <li>- 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.</li> </ul>
Section 6(f) or Other Specially Funded Lands	N/A
Wetlands	<ul style="list-style-type: none"> <li>- 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.</li> </ul>



Surface Water Resources	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> </ul>
Floodplains	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> </ul>
Groundwater, Wells and Springs	N/A
Coastal Zones	N/A
Unique Wildlife and Habitat Concerns	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> </ul>

Threatened and/or Endangered Species	<ul style="list-style-type: none"> <li>- 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.</li> <li>- 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 4<sup>th</sup>), and installation of a raptor box. The final determinations will be included in the PS&amp;E package. The WisDOT Environmental Coordinator, Design Engineer, and Construction Engineer will ensure fulfillment of this commitment.</li> <li>- 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 1<sup>st</sup> through August 30<sup>th</sup>). Removal of trees and shrubs which are likely to support active nests should be completed between August 30<sup>th</sup> and May 1<sup>st</sup>. The special provisions will include date restrictions for mitigation measures. The WisDOT Design Engineer and Construction Engineer will ensure fulfillment of this commitment.</li> <li>- 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.</li> <li>- “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.</li> <li>- 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.</li> <li>- 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 1<sup>st</sup> thru July 31<sup>st</sup>. 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.</li> <li>- 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.</li> </ul>
Air Quality	N/A
Construction Sound	N/A
Traffic Noise	<ul style="list-style-type: none"> <li>- 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.</li> </ul>
Hazardous Substances, Contamination and Asbestos	N/A

Stormwater	<ul style="list-style-type: none"> <li>- 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&amp;E documents shall specify requirements to be met during construction. The WisDOT design engineer will ensure fulfillment of this commitment.</li> </ul>
Erosion Control	<ul style="list-style-type: none"> <li>- 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.</li> </ul>
Other: Federal Energy Regulatory Commission (FERC)	<ul style="list-style-type: none"> <li>- 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.</li> </ul>
Other: American Transmission Company (ATC)	<ul style="list-style-type: none"> <li>- 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.</li> </ul>

# FACTOR SHEETS

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# AGRICULTURE Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1010-10-01
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**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	-	-	-	-
<b>Totals</b>	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

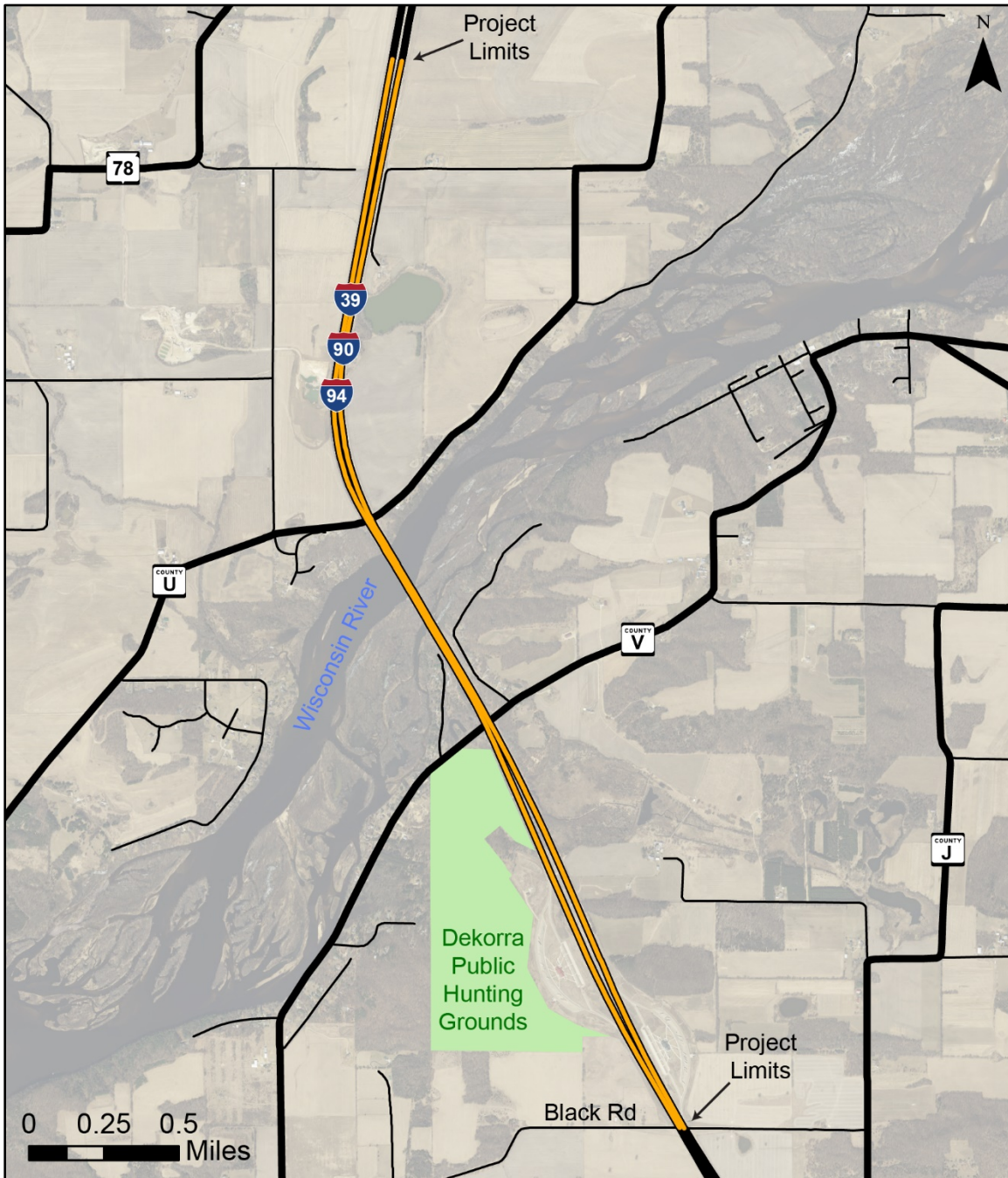
Alternative: East Alternative	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1010-10-01
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**1. Resource Name:**

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

<b>Alternative: East Alternative</b>	<b>Preferred:</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	<b>Project ID: 1010-10-01</b>
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## Describe Wetlands

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

	Name (if known) <sup>1</sup>	County	Section-Township-Range	Location Map	Wetland Type(s) <sup>2</sup>	Total Wetland Loss	Temporary Wetland Loss	Is the wetland contiguous with a stream, lake or other?	Name the contiguous waterbody (ies)
<b>Wetland 1</b>	Area 1	Columbia	S-13, T-11, R-8E	Exhibit: 10 Wetland Impacts	DM	0 acres	0 acres	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Pickerel Lake
<b>Wetland 2</b>	Area 2	Columbia	S-12, T-11, R-8E	Exhibit: 10 Wetland Impacts	SM, M, RPF	0 acres	0 acres	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Wetland 3</b>	Area 3	Columbia	S-12, T-11, R-8E	Exhibit: 10 Wetland Impacts	RPF, RPE,	0.46 acres	0 acres	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wisconsin River
<b>Wetland 4</b>	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	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Unnamed Creek

<sup>1</sup> Examples of named wetlands include: Cherokee Marsh, Horicon Marsh, Tiffany Bottoms, etc.

<sup>2</sup> Use wetland types specified in the WisDOT Wetland Mitigation Banking Technical Guidelines, Table 1-C:

<sup>3</sup> 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):**

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

**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 Alternative 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 Bank
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: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1010-10-01
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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: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1010-10-01
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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

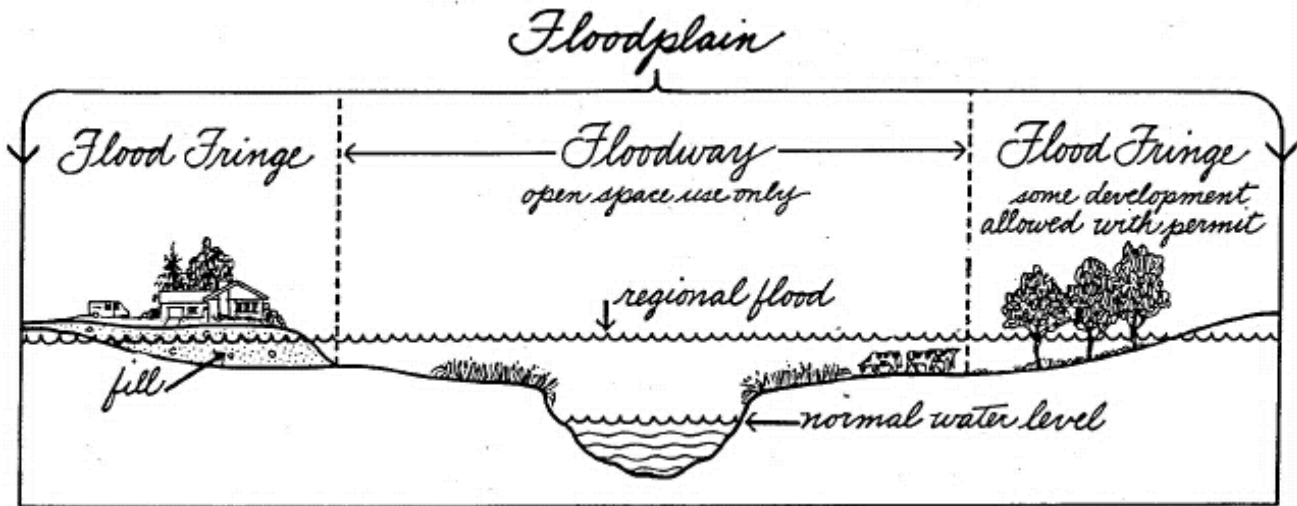
06-12-2019

Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1010-10-01
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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):**

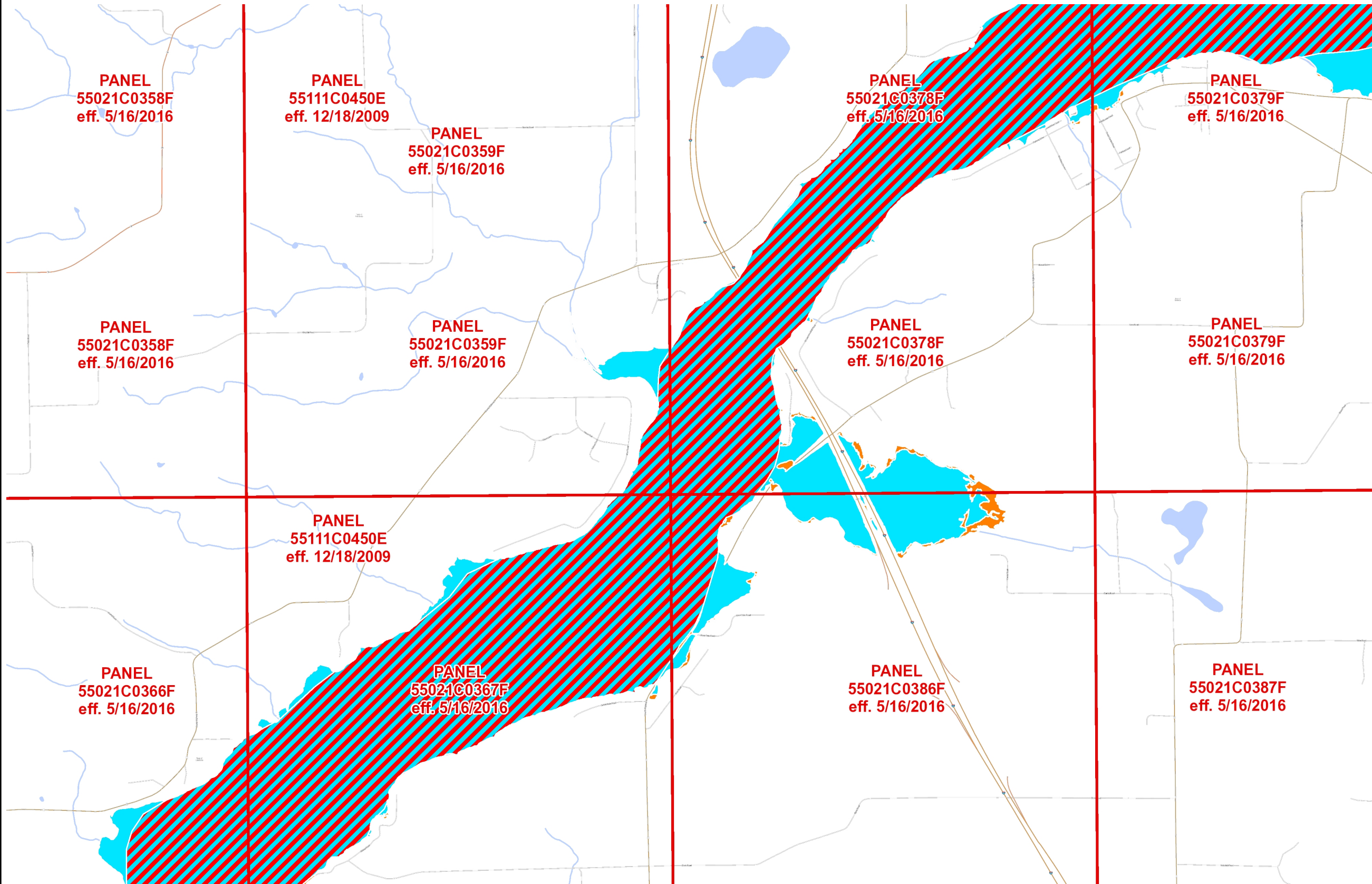
- Yes, procedure for mapped areas is complete
- Yes, procedure for unmapped areas is complete
- No, procedure for mapped areas is pending final design (add to environmental commitments), discuss:

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:

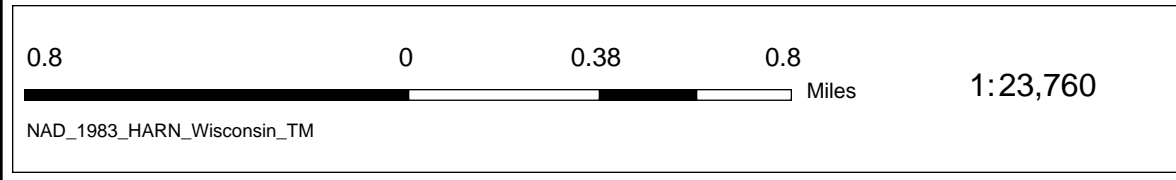


# FEMA Panel 55021C0378F



### 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



**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

<b>Alternative: East Alternative</b>	<b>Preferred:</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	<b>Project ID: 1010-10-01</b>
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**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	<i>Myotis septentrionalis</i>	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	<i>Sistrurus catenatus</i>	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	<i>Asclepias meadii</i>	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	<i>Lampsilis higginsii</i>	Endangered	May affect, likely to adversely affect	The project may result in a take of the species.
Sheepnose Mussel	<i>Plethobasus cyphus</i>	Endangered	May affect, likely to adversely affect	The project may result in a take of the species.
Whooping Crane	<i>Grus americana</i>	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 1<sup>st</sup> to July 31<sup>st</sup>. 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 30<sup>th</sup> to May 1<sup>st</sup>, installing a barrier prior to May 1<sup>st</sup> 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 30<sup>th</sup> and May 1<sup>st</sup>, and ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds should be completed between August 30<sup>th</sup> and May 1<sup>st</sup>.

# AIR QUALITY Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: East Alternative	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1010-10-01
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## 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<sub>2.5</sub>)

- A. Is the project located in an area which is designated nonattainment or maintenance for PM<sub>2.5</sub>?  
 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<sub>2.5</sub> 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<sub>2.5</sub> 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 is 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<sub>2.5</sub> 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: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1010-10-01
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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

<b>Alternative: East Alternative</b>	<b>Preferred:</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	<b>Project ID: 1010-10-01</b>
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**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
<b>Volumes for receptors east of I-30/90/94</b>					
I-39/90/94 NB	4459	13%	LOS C	3654	546
I-39/90/94 SB	3229	9%	Forecast	2938	291
<b>Volumes for receptors west of I-30/90/94</b>					
I-39/90/94 NB	3229	13%	Forecast	2809	420
I-39/90/94 SB	4459	9%	LOS C	3959	392
<b>Volumes for other receptors</b>					
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
<b>Volumes for receptors east of I-30/90/94</b>					
I-39/90/94 NB	5454	13%	LOS C	3959	392
I-39/90/94 SB	3949	9%	Forecast	3436	513
<b>Volumes for receptors west of I-30/90/94</b>					
I-39/90/94 NB	3949	13%	Forecast	3436	513
I-39/90/94 SB	5454	9%	LOS C	3959	392
<b>Volumes for other receptors</b>					
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):**

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	Sound Level $L_{eq}$ (dBA) <sup>1</sup>			Impact Evaluation		
			D. Noise Level Criteria <sup>2</sup> (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 <sup>3</sup> (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	<b>N</b>
58 - W9925 Ziehmke Rd	1200	1	67	69	69	0.1	2.4	<b>I</b>

<sup>1</sup> Use whole numbers only.

<sup>2</sup> Insert the actual Noise Level Criteria from WisDOT Facilities Development Manual, Section 23-30, Table 2.1.

<sup>3</sup> 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/](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

<b>Alternative:</b> East Alternative	<b>Preferred:</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	<b>Project ID:</b> 1010-10-01
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**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?
					<input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> 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
<b>SB I-39/90/94</b> B-11-22	No asbestos	Reconstruction	STSP 107-125
<b>NB I-39/90/94</b> B-11-23	No asbestos	Reconstruction	STSP 107-125
<b>County U</b> B-11-35	No asbestos	Reconstruction	STSP 107-125
<b>County V</b> 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: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1010-10-01
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**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
  - Significant increase in impervious surface
  - Other – Describe any unique, innovative, or atypical stormwater management measures to be used:
  - Rural to urban conversion
  - Impaired waterway
  - High velocity flows
  - Large quantity flows

**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:**

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

**6. Indicate whether any Drainage District may be affected by the project ([https://datcp.wi.gov/Pages/Programs\\_Services/DrainageDistricts.aspx](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: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1010-10-01
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**1. Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types:**

The 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: