

# GENERAL ECONOMICS IMPACT EVALUATION

DT2078 2004

Wisconsin Department of Transportation

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating Not Applicable	

- 1) Describe, briefly, the existing economic characteristics of the area around the project. This could include type(s) of farming, retail or wholesale businesses, manufacturing, tourism, or other elements contributing to the area's economy and potentially affected by the project.

The project corridor consists of commercial and industrial land uses located in the northeast portion of New Richmond, agricultural lands throughout the towns of Stanton, Cylon, and Forest, and residences scattered throughout the corridor. Generally, the towns have a low level of employment, with many residents commuting to the City of New Richmond or other urban areas for employment.

Industrial uses within the City of New Richmond include packaging machinery and equipment, urethane foam fabricators, commercial printing, electro-mechanical assembly and packaging, and plastic injection molding products, among many others. Retail and service uses include skilled nursing facilities, educational services, local government, general acute care hospital, clinics, automobile parts sales, petroleum distribution, farm and garden equipment, automobile sales, and commercial and consumer lending.

According to the 2002 Census of Agriculture, St. Croix County agriculture includes both crop and livestock farming. Crops include oats, barley, sorghum for silage, soybeans, potatoes, forage, sunflower seeds, vegetables, and fruit. Livestock includes poultry, cattle, hogs, sheep, goats, and horses (ponies, mules, burros, and donkeys).

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

The WIS 64 study corridor is an important regional corridor for Wisconsin transportation. WIS 64 is designated as the Indian Lakes Corridor in Connections 2030 and as a connector highway from the Minnesota state line east to US 63. Here, the designated connector route continues north along US 63. As a connector route, this transportation facility provides accessibility to cities and regions around the state and plays a vital role in economic development. This route has contributed to an economic climate that encourages business and residential investment. Yet as development continues, congestion and travel time are growing. Without maintaining a high level of service on these roadways, it may become more difficult to attract investment and reinvestment in the area. Additionally, congestion increases transportation costs and the delivery of services, which can be a major cost for some businesses.

By reducing congestion and maintaining mobility, the proposed WIS 64 corridor improvements foster the economic climate in the area. Congestion becomes less of a factor in locating businesses. Shipping and transportation costs decrease. Good transportation facilities also help maintain the perception that New Richmond and the surrounding towns are good places to work and live. This helps attract and retain area employers.

The proposed improvements would require some farmland to be converted to highway right-of-way. The proposed improvements also require the relocation of some residences and commercial businesses.

- 3) In general, will the proposed action increase or decrease the potential for economic development in the area influenced by the project?

In general, the proposed improvement will increase the potential for economic development in the area.

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating if Different From First Basic Sheet Not Applicable	

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

Community/Neighborhood Name

City of New Richmond and Towns of Stanton, Cylon, and Forest

Community/Neighborhood Population

City of New Richmond: 6,310  
Town of Stanton: 1,003 (unincorporated)  
Town of Cylon: 629 (unincorporated)  
Town of Forest: 590 (unincorporated)  
(source: Census 2000)

Community is Unincorporated  
 Yes  No

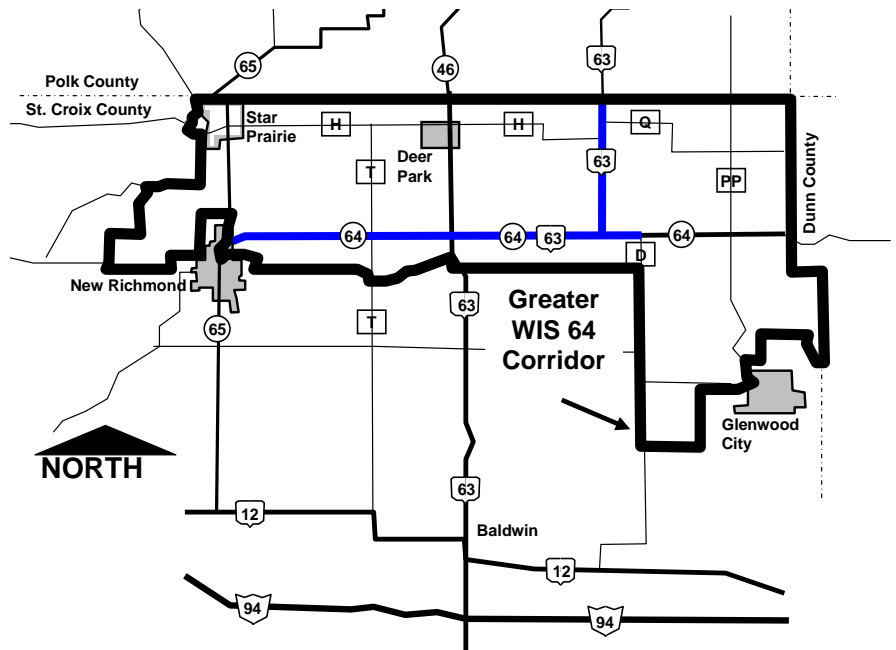
Community/Neighborhood Characteristics

Parts of three townships (Stanton, Cylon, and Forest) and one city (City of New Richmond) are potentially directly affected by the WIS 64 corridor improvements from WIS 65 to County D and on US 63 from WIS 64 to County Q. The communities in the WIS 64 corridor area have defining characteristics. The area is primarily agricultural and rural residential, but it is also located about 40 miles east of the Minneapolis/St. Paul, Minnesota metropolitan area. According to 2000 Census data, nearly 850 people live in blocks adjacent to the proposed corridor. However, not all needed demographic data could be gathered at the U.S. Census block level. For that reason, the greater WIS 64 corridor was analyzed. The greater WIS 64 corridor consists of the following 2000 Census geographies:

- Census Tract 1205: Block Group 4
- Census Tract 1206: Block Group 1 and 4
- Census Tract 1207: Block Group 1

About 4,500 people live in the greater WIS 64 corridor. Figure B.1-1 shows the limits of the greater WIS 64 corridor used for demographic purposes in this study.

The demographic profile for the communities shows a fairly homogenous community. The first and second columns of Table B.1-1 show the demographic profiles for Wisconsin and St. Croix County, respectively. These general profiles are baselines against which the characteristics of the greater WIS 64 corridor can be referenced. The 2000 Census information shows the following:



**Figure B.1-1 Greater WIS 64 Corridor, St. Croix County**

- As compared to St. Croix County as a whole, a slightly higher percentage of people of ethnic minority reside in the greater WIS 64 corridor area. However, compared to the Wisconsin average, a much smaller percentage of ethnic minorities live in either the WIS 64 corridor area or St. Croix County.

- A slightly higher percentage of elderly persons reside in the greater WIS 64 area than in St. Croix County, and both of these areas have a smaller percentage than the statewide percentage.
- The percentages of persons with disabilities are similar between the greater WIS 64 area and the state as a whole. By contrast, St. Croix County itself has a somewhat smaller percentage of persons with disabilities.

- In the greater WIS 64 corridor area, there is a slightly higher percentage of persons with low income than in St. Croix County, though the percentage in the greater WIS 64 corridor area is very comparable to the statewide percentage. The U.S. Department of Housing and Urban Development's (HUD's) "very low income" statistics have been cited for low income. Very low income is defined by HUD as 30 percent of the area's median income or below. For the Minneapolis-St. Paul Metropolitan Area in year 2004, the limit for very low income is \$19,750. Federal Highway Administration (FHWA) guidelines recommend using the Department of Health and Human Services (HHS) poverty guidelines. However, these statistics are not readily available at the U.S. Census Bureau block group level. HUD income statistics are readily available at the block group level. Though HUD very low income numbers are slightly higher than HHS's low income, the HUD numbers are comparable to the HHS guidelines and would include all households covered under the HHS guidelines.

Characteristic	Wisconsin	St. Croix County	WIS 64 Corridor
Total Population <sup>1</sup>	5,363,675	63,155	4,456
Persons of Minority <sup>1</sup>	14.7%	2.9%	4.1%
Elderly Persons <sup>1</sup>	13.1%	9.9%	11.1%
Persons with Disabilities <sup>2</sup>	16.0%	12.7%	15.6%
Persons with Low-Income <sup>3</sup>	9.6%	7.5%	9.5%

<sup>1</sup> 2000 US Census, Summary File 1

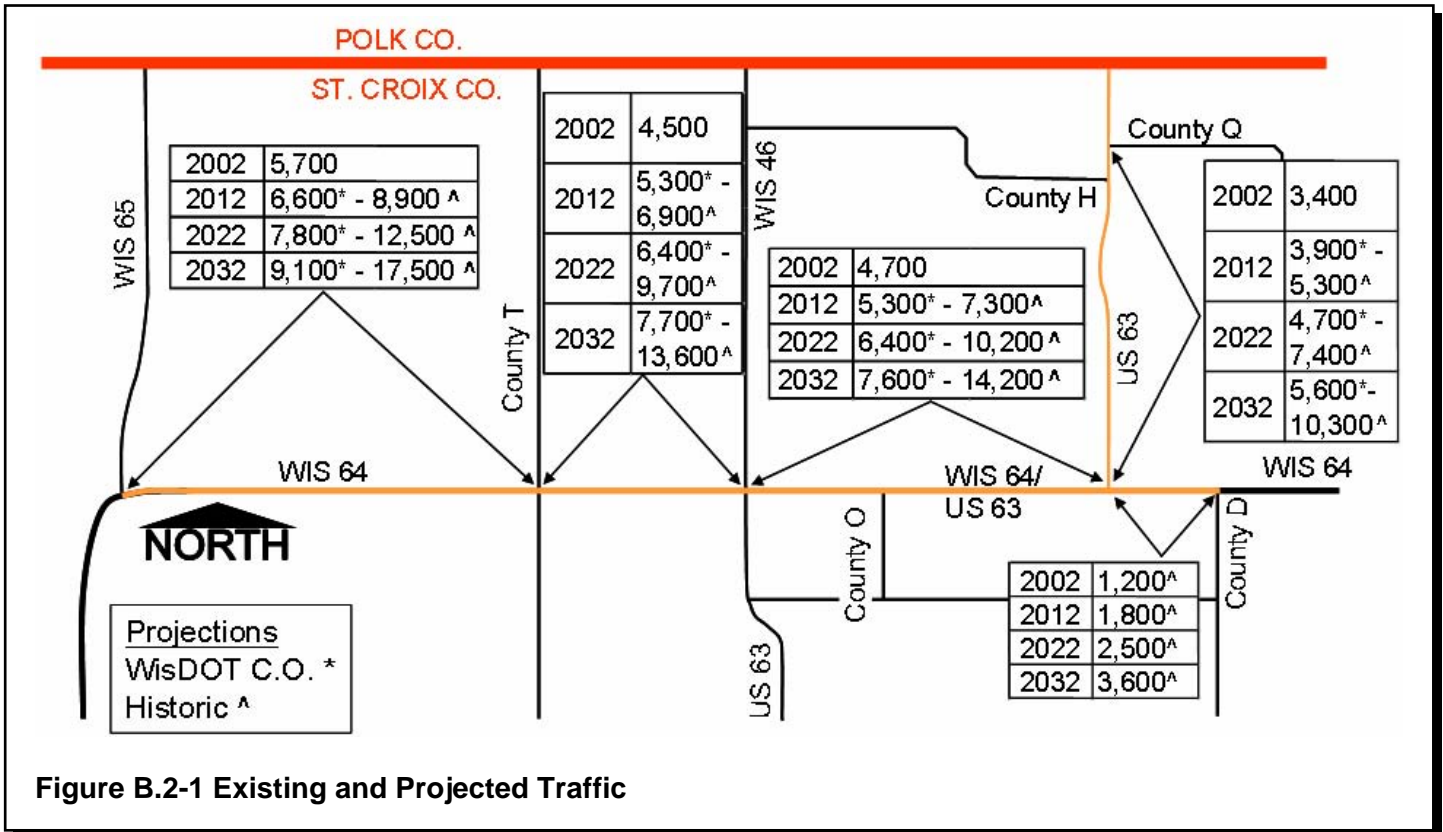
<sup>2</sup> 2000 US Census, Summary File 3

<sup>3</sup> Very Low Income as defined in the 2004 US Department of Housing and Urban Development Low and Moderate Income Summary Data, see: [www.hud.gov/offices/cpd/systems/census/lowmod/index.cfm](http://www.hud.gov/offices/cpd/systems/census/lowmod/index.cfm)

**Table B.1-1 Demographic Characteristics**

2) Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

Within the greater WIS 64 corridor area, transportation consists primarily of personal motor vehicles (car, truck, motorcycle). For school-aged children, school buses provide transportation, and for the elderly and people with disabilities, the St. Croix County Department on Aging provides specialized transportation services. A handicap-accessible van stationed in New Richmond operates within an approximate 5-mile radius of the city from Monday through Thursday providing transportation for the elderly and disabled and, when space is available, for the public for a fare. There is also a volunteer driver program that takes persons 60 years and older to long distance medical appointments for a donation. Within the city and village areas, transportation is supplemented with bicycling and walking. St. Croix County does not currently operate a public transit system, though both the City of New Richmond and St. Croix County support or participate in shared taxi programs. There is also a park and ride lot in the northwest quadrant of the WIS 64/US 63 N intersection with about 15 paved stalls. A Canadian National branch rail line serves New Richmond and then runs east-west about 1000 meters or more south of WIS 64. Existing daily traffic volumes in the WIS 64 corridor area as well as projected future traffic volumes are shown in Figure B.2-1.



According to the Census Bureau statistics and compared to St. Croix County, the greater WIS 64 corridor area has a slightly higher percentage of owner-occupied housing units with no vehicle available but a significantly smaller percentage of renter-occupied housing units with no vehicle available. As compared to Wisconsin, both St. Croix County and the greater WIS 64 corridor area have smaller percentages of occupied housing units (both owner and renter occupied) where there is no vehicle available. The percentage comparisons are shown in Table B.2-1.

Characteristic	Wisconsin	St. Croix County	WIS 64 Corridor
Total Occupied Housing Units	2,084,544	23,410	1,509
Number Owner Occupied Units	1,426,660	17,885	1,254
% Owner Occupied Units with No Vehicle Available	3.3%	1.4%	2.8%
Number Renter Occupied Units	657,884	5,525	255
% Renter Occupied Units with No Vehicle Available	17.8%	13.1%	5.9%

Source: 2000 US Census, Summary File 3 (detailed information on social, economic and housing characteristics compiled from a 1 in 6 households sample that received the Census 2000 long-form questionnaire)

**Table B.2-1 Vehicles Available By Occupied Housing Unit Tenure for the Greater WIS 64 Corridor Area**

St. Croix County has designated bicycle routes as well as a long-range bicycle transportation plan. The plan recommends several bike routes within the greater WIS 64 corridor area, mainly 235th Street and County Highways H, T, C, and D.

3) Identify and discuss the probable changes resulting from the proposed action to the modes of transportation and their traffic within the community or neighborhood.

The proposed improvements for the WIS 64 corridor are not intended to change the modes of transportation or the traffic levels anticipated for the corridor area. Traffic volumes on the preferred corridor may increase more quickly than they would under the No Build Alternative because of increased mobility and decreased congestion. Additionally, it is recommended that the proposed local road system in Segment 1 include pedestrian and bicycle accommodations to encourage the use of these alternative modes for local mobility.

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

This issue is complicated by the fact that the proposed improvements are many years in the future. Discussion on the effects that corridor preservation may have on existing and planned land use is covered in the Environmental Issues section beginning on page 29.

Construction of the preferred alternative will likely have an effect on the planned land use in the communities in the corridor area. WisDOT is working with local jurisdictions so planning for the preferred alternative can be used to minimize future impacts resulting from implementation of the improvements.

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

No changes are anticipated to emergency or other public services in the WIS 64 corridor area during the construction stages of the preferred alternative. Generally, construction improvements will be staged so that traffic is still able to flow along the corridor. At times during construction, ordinary delays because of high traffic volumes could be exacerbated because of the presence of construction equipment. After construction of the projects, congestion should be reduced and therefore should improve response times for emergency and other public services.

- 6) Describe any physical or access changes and their effects to lot frontages, driveways, or sidewalks. This could include effects on side slopes or driveways (steeper or flatter), reduced terraces, tree removal, vision corners, sidewalk removal, etc.

Changes to access are not anticipated because of Stage 1 construction. Construction of Stage 2 will include elimination of or relocation of private access points to side roads wherever possible. Access points that cannot be eliminated or relocated would remain with right-in/right-out access only. Median crossovers will be provided at side roads and approximately every half mile between side roads. Stage 3 (proposed in Segment 1 only) will construct a fully-access controlled highway. Side roads will be grade-separated and private access points will be removed. Properties that cannot be provided access from an adjacent local road will be relocated.

- 7) Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the proposed action.

No community or neighborhood facilities will be affected by the preferred alternative. As a result, no minority or low-income populations will be affected.

- 8) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether any minority and/or low-income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, form DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

- a) Is disabled population affected?  
 No  
 Yes – See form DT2093, Environmental Justice Impact Evaluation
- b) Is elderly population affected?  
 No  
 Yes – See form DT2093, Environmental Justice Impact Evaluation
- c) Are minority populations affected?  
 No  
 Yes – See form DT2093, Environmental Justice Impact Evaluation
- d) Are low-income populations affected?

- No  
 Yes – See form DT2093, Environmental Justice Impact Evaluation

9) Identify and discuss, in general terms, factors that residents have indicated to be important or controversial.

Comments received from the public are included in the summaries of the April 11 and October 5, 2005, public information meetings. The summaries are included in Appendix C.

10) Indicate the number and type of any residential buildings which would be removed because of the proposed action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document.

- a)  None  
 b)  No occupied residential building  
 c)  Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc. If item c) is checked, you must complete items 11 through 18.

23 single family homes and 1 rented duplex will be acquired. 28 buildings total will be acquired. See the Conceptual Stage Relocation Plan, included in Appendix D.

11) Estimate the number of households that would be displaced from the Occupied residential buildings identified in item 10c) above.

Total Number of Households to be Relocated  
 25

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

a) Number by Ownership

Number of Households Living in Owner Occupied Building 23	Number of Households Living in Rented Quarters 2
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b) Number of households to be relocated that have

1 Bedroom	2 Bedroom 6	3 Bedroom 14	4 or More Bedrooms 4
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c) Number of relocated households by type and price range of dwelling

Number of Single Family Dwellings 23	Price Range \$75,000 to \$275,000
Number of Multi-Family Dwellings 1	Price Range \$170,000
Number of Apartments	Price Range

12) Describe the relocation potential in the community.

a) Number of Available Dwellings

1 Bedroom	2 Bedrooms 64	3 Bedrooms 119	4 or More Bedrooms 29
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b) Number of Available and Comparable Dwellings by Location

Dwellings listed above were within the Towns of Stanton, Cylon, and New Richmond. See the Conceptual Stage Relocation Plan in Appendix D for more information.

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

Single Family Dwellings Price Range

\$100,000 to \$150,000 - 26

\$150,000 to \$175,000 - 52

\$175,000 to \$200,000 - 45

\$200,000 to \$250,000 - 51

Multi-Family Dwellings

Rent of ~\$600 per month – 4 apartments

Rent of ~\$700 per month – 2 apartments

See the Conceptual Stage Relocation Plan in Appendix D for more information.

Apartments

See Above.

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

- WisDOT Real Estate  
 Newspaper Listing(s)

- Multiple Listing Service (MLS)  
 Other – Identify

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

It is not believed that any concentrated minority, elderly, low-income, or handicapped populations exist along the WIS 64/US 63 study corridor. The information below is based on local demographics and observations from the Conceptual Stage Relocation Plan.

Number of Minority Households 1	Number of Elderly Households 3
Number of Households with Disabled Residents 4	Number of Low-Income Households 2
Number of Households Made up of a Large Family (5 or more individuals) Unknown	Number of Households with no Special Characteristics 15
Number of Households for Which it is not Known Whether They Have Special Characteristics 10	

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

See the Conceptual Stage Relocation Plan included in Appendix D.

16) Identify any difficulties or unusual conditions for relocation household displaced by the proposed action.

See the Conceptual Stage Relocation Plan included in Appendix D.

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

- No  
 Yes – Describe services that will be required.

See the Conceptual Stage Relocation Plan included in Appendix D.

18) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

See the Conceptual Stage Relocation Plan included in Appendix D.

**ECONOMIC DEVELOPMENT AND BUSINESS  
IMPACT EVALUATION**

DT2095 2004

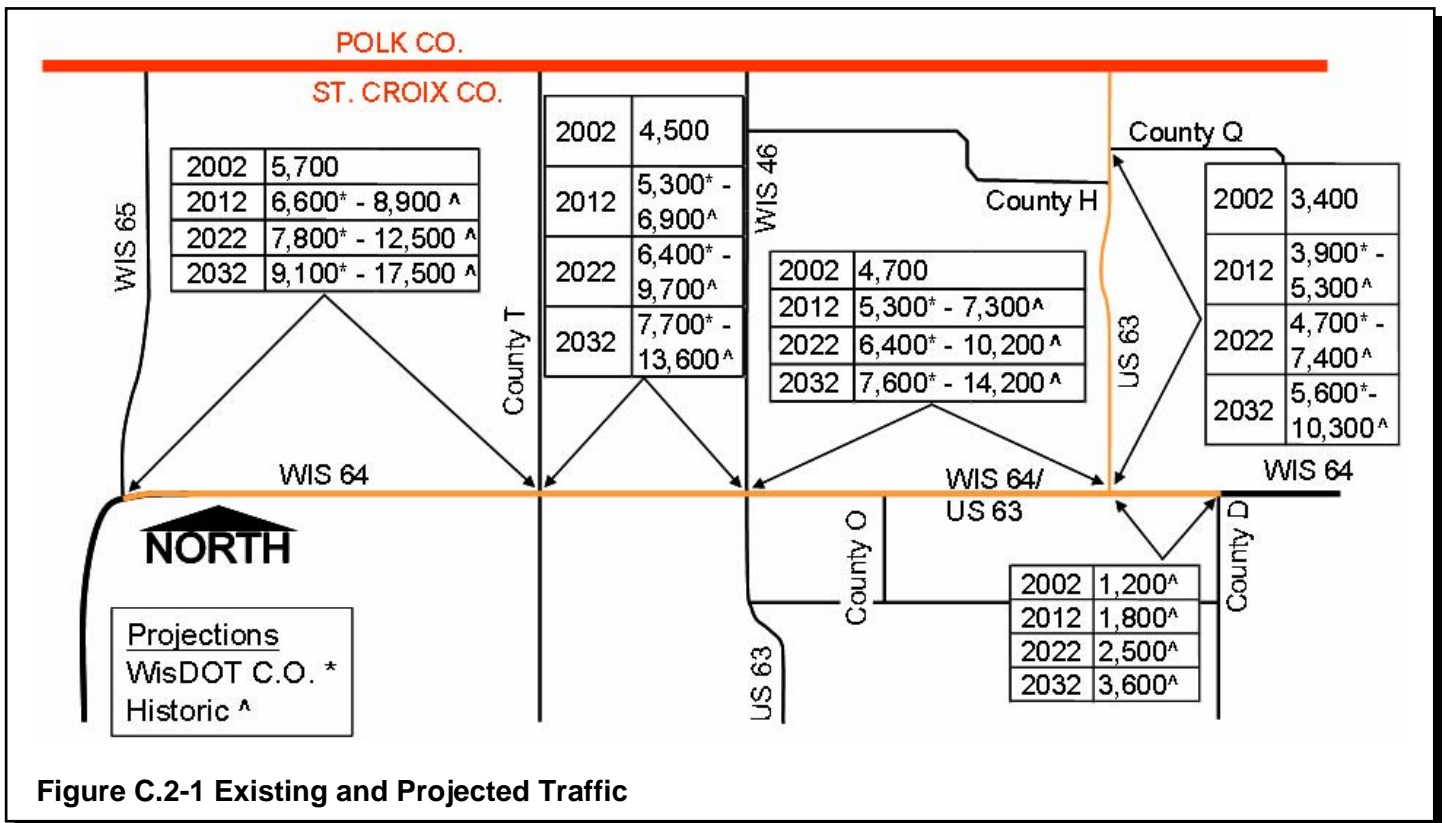
Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating if Different From First Basic Sheet Not Applicable	

1) Describe the economic development or existing business areas affected by the proposed action.

The proposed improvements would directly affect some businesses located near the WIS 65/WIS 64 intersection on the northeast side of New Richmond along with scattered businesses along the WIS 64/US 63 corridor.

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

Within the greater WIS 64 corridor area, transportation consists primarily of personal motor vehicles (car, truck, motorcycle). For school-aged children, school buses provide transportation, and for the elderly and people with disabilities, the St. Croix County Department on Aging provides specialized transportation services. A handicap-accessible van stationed in New Richmond operates within an approximate 5-mile radius of the city from Monday through Thursday providing transportation for the elderly and disabled and, when space is available, for the public for a fare. There is also a volunteer driver program that takes persons 60 years and older to long distance medical appointments for a donation. Within the city and village areas, transportation is supplemented with bicycling and walking. St. Croix County does not currently operate a public transit system, though both the City of New Richmond and St. Croix County support or participate in shared taxi programs. There is also a park and ride lot in the northwest quadrant of the WIS 64/US 63 N intersection with about 15 paved stalls. A Canadian National branch rail line serves New Richmond and then runs east-west about 1000 meters or more south of WIS 64. Existing daily traffic volumes in the WIS 64 corridor area as well as projected future traffic volumes are shown in Figure C.2-1.



- 3) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low-income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, form DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

- a) Is disabled population affected?
  - No
  - Yes – See form DT2093, Environmental Justice Impact Evaluation
- b) Is elderly population affected?
  - No
  - Yes – See form DT2093, Environmental Justice Impact Evaluation
- c) Are minority populations affected?
  - No
  - Yes – See form DT2093, Environmental Justice Impact Evaluation
- d) Are low-income populations affected?
  - No
  - Yes – See form DT2093, Environmental Justice Impact Evaluation

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

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

Virtually all the businesses in the area depend on WIS 64 for continued economic viability. Zero to three existing businesses would be displaced by the proposed improvements, which is an adverse effect (this count does not include farms that would be affected). The businesses that remain, however, should experience positive effects such as decreased congestion and increased accessibility for customer and suppliers. Because the improvements stay on-alignment, area businesses do not need to be concerned about the effects of bypassed traffic.

- 5) Estimate the number of businesses and jobs that would be created or displaced because of the project.

- a) Total number created  None

Number created by type including number of jobs.

Retail businesses created  
 Service businesses created  
 Wholesale businesses created  
 Manufacturing businesses created

Retail jobs created  
 Service jobs created  
 Wholesale jobs created  
 Manufacturing jobs created - 210 employee-years  
 (construction for all three stages, assumes 30% of construction cost is labor, and \$100,000 for annual salary and benefits per employee)

The scale of additional jobs created outside of project construction is unknown at this time. The proposed improvements may serve to accelerate changes in area land use, particularly near New Richmond where local plans call for residential development south of WIS 64 supported by moderate commercial development. This commercial development could create from 20 to 100 or more jobs.

b) Total number displaced.  None

Number displaced by type and number of jobs.

Unknown at this time. Up to three properties requiring relocation may operate a home-based business. These businesses may or may not continue to operate after construction of the preferred alternative. Relocation assistance is assumed to be needed in the Conceptual Stage Relocation Plan. An estimate of the jobs displaced is not included.

Retail businesses displaced  
Service businesses displaced  
Wholesale businesses displaced  
Manufacturing businesses displaced

Retail jobs displaced  
Service jobs displaced  
Wholesale jobs displaced  
Manufacturing jobs displaced

6) Identify any special characteristics of the created or displaced businesses or their employees.

Unknown at this time.

a) Number of created businesses by special characteristics  None

Number of created businesses that will employ elderly  
serve elderly  
Number of created businesses that will employ disabled  
serve disabled  
Number of created businesses that will employ low income people  
serve low income people  
Number of created businesses that will employ a minority population  
serve a minority population

b) Number of displaced businesses by special characteristics  None

Number of displaced businesses that will employ elderly  
serve elderly  
Number of displaced businesses that will employ disabled  
serve disabled  
Number of displaced businesses that will employ low income people  
serve low income people  
Number of displaced businesses that will employ a minority population  
serve a minority population

7) Is Special Relocation Assistance Needed?

Unknown at this time. Conceptual Stage Relocation Plan assumes that it will be needed for three businesses.

No

Yes – Describe special relocation needs

See the Conceptual Stage Relocation Plan included in Appendix D.

8) Describe the business relocation potential in the community

Unknown at this time.

a) Total number of available business buildings in the community

b) Number of available and comparable business buildings by location

Number of available and comparable business buildings within

Number of available and comparable business buildings within

Number of available and comparable business buildings within

- c) Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any.)

Number of available and comparable single business buildings in the price range of

Number of available and comparable single business buildings in the price range of

Number of available and comparable single business buildings in the price range of

Number of available and comparable multi- business buildings in the price range of

Number of available and comparable multi- business buildings in the price range of

Number of available and comparable multi- business buildings in the price range of

Unknown at this time. The proposed improvements may serve to accelerate changes in area land use, particularly near New Richmond where local plans call for continued development of business and industrial parks around the City.

- 9) Identify all the sources of information used to obtain the data in item 8.

WisDOT Real Estate  
 Newspaper listing(s)

Multiple Listing Service (MLS)  
 Other – Identify:

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

See the Conceptual Stage Relocation Plan included in Appendix D.

- 11) Identify any difficulties for relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions.

See the Conceptual Stage Relocation Plan included in Appendix D.

- 12) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

Unknown at this time.

- 13) Generally describe both the beneficial and adverse effects accruing to:

- a) The area's economic development potential or existing business area caused by the proposed action. Include any factors identified by business people that they feel are important or controversial.

The preferred alternative may displace up to three home-based businesses, an adverse effect. The area in general, however, should experience positive effects such as decreased congestion, increased accessibility for customers and suppliers, and improved transportation safety on the corridor. The proposed improvement will also provide a better link to Northwest Wisconsin and the Twin Cities market.

No specific concerns were voiced by business representatives. Appendix C includes summaries of public feedback received at the April 11 and October 5, 2005, public informational meetings.

- b) The employment potential and existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects accruing to minority populations or low-income populations.

The preferred alternative should provide positive effects to employees and employers for the same reasons as listed above.

Minority and low-income population employees and businesses should not be adversely affected by the proposed improvements any more than the remaining population categories.

# AGRICULTURAL IMPACT EVALUATION

DT2063 2003

Wisconsin Department of Transportation

Alternative Preferred	Length of Center line and termini this sheet is evaluating if different from Sheet 1.		
Preferred Yes	0 mi.		
Type of Land  Acquired From Farm Operations	Type of Acquisition		Total Area Acquired
	Area Acquired In Fee Simple	Area Acquired By Easement	
Crop land and pasture	Acres	Acres	254.3 Acres
Woodland	Acres	Acres	27.0 Acres
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	Acres	Acres	16.6 Acres
<b>TOTAL</b>	Acres	Acres	297.9 Acres

1. Indicate the number of farm operations from which land will be acquired.

Total Number of Farm Operations from which land will be acquired 23

- a) Number of Farm Operations from which 1 acre or less will be acquired.
- b) Number of Farm Operations from which more than 1 acre but less than 5 acres will be acquired.
- c) Number of Farm Operations from which more than 5 acres will be acquired.

2. Identify and describe the effects to farm operations because of land lost due to the project.

Does Not Apply

NOTE: Coordination with the Department of Agriculture Trade and Consumer Protection indicated that an Agricultural Impact Evaluation should not be completed at this time considering the time frame anticipated for construction of the preferred alternatives. Remaining questions have not been investigated. Completion of an Agricultural Impact Evaluation will be required prior to construction.

State law requires that WisDOT compensate farm owners for any loss in revenue due to acquisition of property for right-of-way purposes.

3. Describe changes in access to farm operations caused by proposed action.

Does Not Apply

Not investigated at this time.

WisDOT will accommodate access to farmsteads and fields via local roads, where possible. Stage 3 in Section 1 may require less direct access to fields lying on both sides of WIS 64 that are farmed by a single operator. Property for which access cannot be provided would be purchased by WisDOT.

4. Indicate whether a farm operation will be severed because of the project and describe the severance (include area of original farm and the size of any remnant parcels).

Does Not Apply

Not investigated at this time.

WisDOT will compensate farm operators if their operations are made more difficult due to severance by the study corridor.

5. Identify and describe effects generated by the acquisition or relocation of farm operation buildings, structures or improvements, e.g., barns, silos, stock watering ponds, irrigation wells, etc. As appropriate, address the location, type, condition and importance to the farm operation.

Does Not Apply

Not investigated at this time.

If it is determined that farm infrastructure must be acquired for construction of the preferred alternative, WisDOT will compensate the owners.

6. Describe effects caused by the elimination or relocation of a cattle/equipment pass or crossing. Attach plans, sketches, or other graphics as needed to clearly illustrate existing and proposed location of any cattle/equipment pass or crossing.

Does Not Apply

Replacement of an existing cattle/equipment pass or crossing is not planned. Explain.

Cattle/equipment pass or crossing will be replaced.

Replacement will occur at same location.

Cattle/equipment pass or crossing will be relocated. Describe.

Not investigated at this time.

The existence of livestock underpasses and evaluation of potential locations for these will be evaluated as part of the highway design process. Wildlife underpasses are recommended at the Willow River and approximately 1000 feet west of the US 63/WIS 46 intersection. See the Basic Sheets question 3 for more information.

7. Describe the effects generated by the obliteration of the old roadway.

Does Not Apply

Not investigated at this time.

Roadway obliteration typically requires clearing and grubbing, removal of the roadway and base course, and restoration with topsoil and seed.

8. Identify and describe any proposed changes in the land use or secondary development that will affect farm operations and is related to the development of this project.

Does Not Apply

Not investigated at this time.

Area land use plans suggest that changes in land use (from agricultural to residential and commercial uses) are likely to be common on the west end of the study corridor within the City of New Richmond limits and immediately adjacent to them. Farther east, the towns of Stanton and Cylon plan on preserving agricultural land use to a large degree.

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

No effects indicated by farm operator or owner.

Not investigated at this time.

Additional investigation of this and all of the items included on this factor sheet will be completed as part of the development of an Agricultural Impact Evaluation, to be completed closer to anticipated project construction.

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

No effects will accrue to farm owners, operators or workers from minority populations or low-income populations

Yes – Discuss.

Not investigated at this time.

Area demographics suggest that no minorities or low-income populations are farm owners or operators.

11. Describe measures to minimize adverse effects or enhance benefits.

Adverse impacts are generally minimized by proposing on-alignment improvements. This minimizes farm severances.

# ENVIRONMENTAL JUSTICE IMPACT EVALUATION

DT2093 3/2005

Wisconsin Department of Transportation

Alternative  
Preferred

Preferred  
 Yes  No

Length of Center Line and Termini This Sheet is Evaluating  
Not Applicable

Instructions: For definitions of Environmental justice protected populations, visit:

[www.fhwa.dot.gov/legsregs/directives/orders/6640\\_23.htm](http://www.fhwa.dot.gov/legsregs/directives/orders/6640_23.htm) , [www.aoa.gov/prof/poverty\\_guidelines/poverty\\_guidelines.asp](http://www.aoa.gov/prof/poverty_guidelines/poverty_guidelines.asp)

1. Determine the presence and estimate the size of the minority population and/or low-income population affected by the proposed action.

- No minority populations or low-income populations are present in the project's area of influence. (Process is complete.)
- Yes, a minority population or low-income population is located in the project's area of influence. (Proceed with the evaluation.)

2. Identify and give a brief description of the minority populations or low-income populations affected by the proposed action. Include the relative size of the populations and their pertinent demographic characteristics. (Check all that apply.)

- Black (having origins in any of the black racial groups of Africa)  
 Low income  Elderly  Disabled
- Hispanic (of Mexican, Puerto Rican, Cuban or South American, or other Spanish culture or origin, regardless of race)  
 Low income  Elderly  Disabled
- Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands)  
 Low income  Elderly  Disabled
- American Indian and Alaska Native (having origins in any of the original people of North American and who maintains cultural identification through tribal affiliation or community recognition)  
 Low income  Elderly  Disabled
- White and any combination of the above.  
 Low income  Elderly  Disabled
- Non-minority low-income population  
 Elderly  Disabled

Note: The information below is based on 2000 Census Block Group information and data provided in the Conceptual Stage Relocation Plan. It is unknown if or how many individuals from the populations specified are directly impacted by the preferred alternative through relocation.

According to 2000 US Census data, nearly 850 people live in blocks adjacent to the proposed corridor. However, not all needed demographic data could be gathered at the U.S. Census block level. For that reason, the greater WIS 64 corridor was analyzed. The greater WIS 64 corridor consists of the following 2000 Census geographies:

- Census Tract 1205: Block Group 4
- Census Tract 1206: Block Group 1 and 4
- Census Tract 1207: Block Group 1

About 4,500 people live in the greater WIS 64 corridor. The greater WIS 64 corridor used for demographic purposes in this study is shown in Figure B.1-1 in the Community and Residential Impact Evaluation Factor Sheet.

The demographic profile for the communities shows a fairly homogenous community. The first and second columns of Table E.2-1 show the demographic profiles for Wisconsin and St. Croix County, respectively. These general profiles are baselines against which the characteristics of the greater WIS 64 corridor can be referenced.

<b>Characteristic</b>	<b>Wisconsin</b>	<b>St. Croix County</b>	<b>WIS 64 Corridor</b>
Total Population	5,363,675	63,155	4,456
Persons of Minority <sup>1</sup>	14.7%	2.9%	4.1%
Elderly Persons <sup>1</sup>	13.1%	9.9%	11.1%
Persons with Disabilities <sup>2</sup>	16.0%	12.7%	15.6%
Persons with Low-Income <sup>3</sup>	9.6%	7.5%	9.5%

<sup>1</sup> 2000 Census, Summary File 1

<sup>2</sup> 2000 Census, Summary File 3

<sup>3</sup> Very Low Income as defined in the 2004 US Department of Housing and Urban Development Low and Moderate Income Summary Data, see: [www.hud.gov/offices/cpd/systems/census/lowmod/incex.cfm](http://www.hud.gov/offices/cpd/systems/census/lowmod/incex.cfm)

**Table E.2-1 Demographic Characteristics**

The 2000 US Census information shows the following:

- As compared to St. Croix County as a whole, a slightly higher percentage of people of ethnic minority reside in the greater WIS 64 corridor area. However, compared to the Wisconsin average, a much smaller percentage of ethnic minorities live in either the WIS 64 corridor area or St. Croix County.
- A slightly higher percentage of elderly persons reside in the greater WIS 64 area than in St. Croix County, and both of these areas have a smaller percentage than the statewide percentage.
- The percentages of persons with disabilities are similar between the greater WIS 64 area and the state as a whole. By contrast, St. Croix County itself has a somewhat smaller percentage of persons with disabilities.
- In the greater WIS 64 corridor area, there is a slightly higher percentage of persons with low income than in St. Croix County, though the percentage in the greater WIS 64 corridor area is very comparable to the statewide percentage. The U.S. Department of Housing and Urban Development’s (HUD’s) “very low income” statistics have been cited for low income. Very low income is defined by HUD as 30 percent of the area’s median income or below. For the Minneapolis-St. Paul Metropolitan Area in year 2004, the limit for very low income is \$19,750. Federal Highway Administration (FHWA) guidelines recommend using the Department of Health and Human Services (HHS) poverty guidelines. However, these statistics are not readily available at the US Census Bureau block group level. HUD income statistics are readily available at the block group level. Though HUD very low income numbers are slightly higher than HHS’s low income, the HUD numbers are comparable to the HHS guidelines and would include all households covered under the HHS guidelines.

More specific information on the ethnic demographics in the greater WIS 64 corridor is included in Table E.2-2:

Ethnicity	Total Population	Low-Income <sup>1</sup>	Elderly <sup>1</sup>	Disabled <sup>1,2</sup>
Black (having origins in any of the black racial groups in Africa)	44	3	3	15
Hispanic (of Mexican, Puerto Rican, Cuban or South American, or other Spanish culture or origin, regardless of race)	51	7	2	10
Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands)	22	3	0	3
American Indian and Alaska Native (having origins in any of the original people of North America and who maintains a cultural identification through tribal affiliation or community recognition)	16	2	0	4
White and any combination of the above	38	-	-	-
Non-minority	4285	163	429	822

<sup>1</sup>Based on Countywide, ethnicity specific demographics

<sup>2</sup>Ages 5 and above, noninstitutionalized civilians

Source: 2000 Census Data, Census Tract 1205 – Block Group 4, Census Tract 1206 – Block Group 1 and 4, Census Tract 1207 – Block Group 1

**Table E.2-2 Greater WIS 64 Corridor Area Demographics**

3. As a result of public involvement and inter-agency coordination, identify and describe issues of concern or controversy to the minority population or low-income population.

- No issues of concern or controversy identified.
- Issues of concern or controversy identified below. Describe issues and how they were resolved.

4. Based on data and scientific analyses (e.g., modeling, regression analysis, etc.), identify and describe effect(s) to the minority population or low-income population.

Effects to the minority and/or low-income population along the WIS 64/US 63 corridor will be the same as those to the general population. No disproportionate impacts are anticipated.

Indicate which other environmental factors are involved or inter-related.

- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> General Economics | <input checked="" type="checkbox"/> Community & Residential | <input checked="" type="checkbox"/> Economic Development & Business |
| <input type="checkbox"/> Agriculture                  | <input type="checkbox"/> Wetlands                           | <input type="checkbox"/> Streams & Floodplains                      |
| <input type="checkbox"/> Lakes & Other Open Water     | <input type="checkbox"/> Upland                             | <input type="checkbox"/> Erosion Control                            |
| <input type="checkbox"/> Storm Water Management       | <input type="checkbox"/> Air Quality                        | <input type="checkbox"/> Construction Stage Sound Quality           |
| <input type="checkbox"/> Traffic Noise                | <input type="checkbox"/> Section 4(f) & 6(f)                | <input type="checkbox"/> Historic Resources                         |
| <input type="checkbox"/> Archeological Resources      | <input type="checkbox"/> Hazardous Substances & USTs        | <input type="checkbox"/> Aesthetics                                 |
| <input type="checkbox"/> Coastal Zone                 | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Other                                      |

(NOTE: 3 and 4 above may overlap)

5. Indicate whether effects to a minority population or a low-income population are beneficial or adverse.

- Only beneficial effects will occur. Describe effects on affected population and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to enhance beneficial effects. (Process is complete.)

- Identified adverse effects are proportionate to those experienced by the general population. Describe effects on affected population and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to avoid, minimize, or mitigate adverse effects. (Process is complete.)

Effects to the minority and/or low-income population along the WIS 64/US 63 corridor will be the same as those to the general population, including general economics, community and residential, and economic development and business. Beneficial general economic effects are expected; these would tend to be indirect and cumulative effects. Both beneficial and adverse impacts to the community and local residents are anticipated. The community will generally benefit from the improved traffic operations, reduced congestion, and improved safety on the WIS 64/US 63 corridor that will result from the preferred alternative. Adverse community and residential impacts include the relocation of residents. Both beneficial and adverse economic development and business effects would be expected. In general, economic development should prosper with completion of the project; however, some home-based business relocations may result from the preferred alternative. It is not known at this time if any employees of the potential business relocations are part of the minority or low-income population on the study corridor. Each property and business owner would be eligible for relocation assistance in accordance with the Uniform Relocation Act of 1972. This law is in place to ensure that property owners and tenants are treated fairly when the public interest requires purchase and/or relocation of their property.

Effects to the elderly and/or disabled population along the WIS 64/US 63 corridor will also be the same as those to the general population, as noted above.

- Identified effects are disproportionately high and adverse. A disproportionately high and adverse effect means an adverse effect that: 1) is predominately borne by a minority population and/or a low-income population; or 2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Describe disproportionately high and adverse effects on affected population and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to avoid, minimize, or mitigate disproportionately high and adverse effects or enhance beneficial effects.

6. Indicate whether the individuals in the affected population(s) are protected under Title VI of the 1964 Civil Rights Act. (Title IV prohibits discrimination on the basis of race, color, or country of origin. See item 2 above for definitions of Title VI minorities.)

- No – Title VI protections do not apply, but other requirements under the Age Discrimination Act or Americans With Disabilities Act do apply. Describe effects and how they will be avoided, minimized or mitigated.

- Yes - Title VI protections apply. Describe any special services, considerations, or mitigation that will be used to avoid, minimize, or mitigate effects to Title VI individuals.

Title VI considerations will continue to be part of WisDOT's evaluation of this project and its

7. Will the Alternative/Project be carried out even with disproportionately high and adverse effects on a minority population or low-income population?

- No, the Alternative/Project will not be carried out because of disproportionately high and adverse effects on a minority population or low-income population.

- There is no substantial need for the Alternative/Project.

- Another alternative with less severe effects on the minority population or low-income population can meet the needs of this and is practical.
  - Yes, the Alternative/Project will be carried out with the mitigation of disproportionately high and adverse effects.
  - Yes, a substantial need for the Alternative/Project exists based on the overall public interest. Alternatives that would have less adverse effects on minority populations or low-income populations have either:
    - Adverse social, economic, environmental, or human health impacts that are more severe; or
    - Would involve increased costs of an extraordinary magnitude.
8. Identify and discuss mitigation and enhancement efforts to address disproportionately high and adverse effects to Title VI protected minority people if different from those shown in item 5 above.

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating if Different From First Basic Sheet	

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

Typical construction techniques would include removing topsoil and vegetation, grading to approximate contour, and installing drainage structures and roadway as needed. Correspondingly, some filling in wetlands would occur. Care would be used in avoiding impacts to additional or adjacent wetlands where possible. The wetland locations are described in the next question.

2) Describe the location of wetland(s) affected by the proposal. Include wetland name(s), if available. (Use maps, sketches, or other graphic aids.)

The following information is summarized from project-specific corridor reviews using various mapping sources and windshield surveys to approximate and describe these areas. The approximate location and types of wetlands identified from a collective windshield survey and off-site review are provided with question 10. The wetlands are typical of those in a rural agricultural environment. A field review and delineation will be necessary during final design to determine actual impacts.

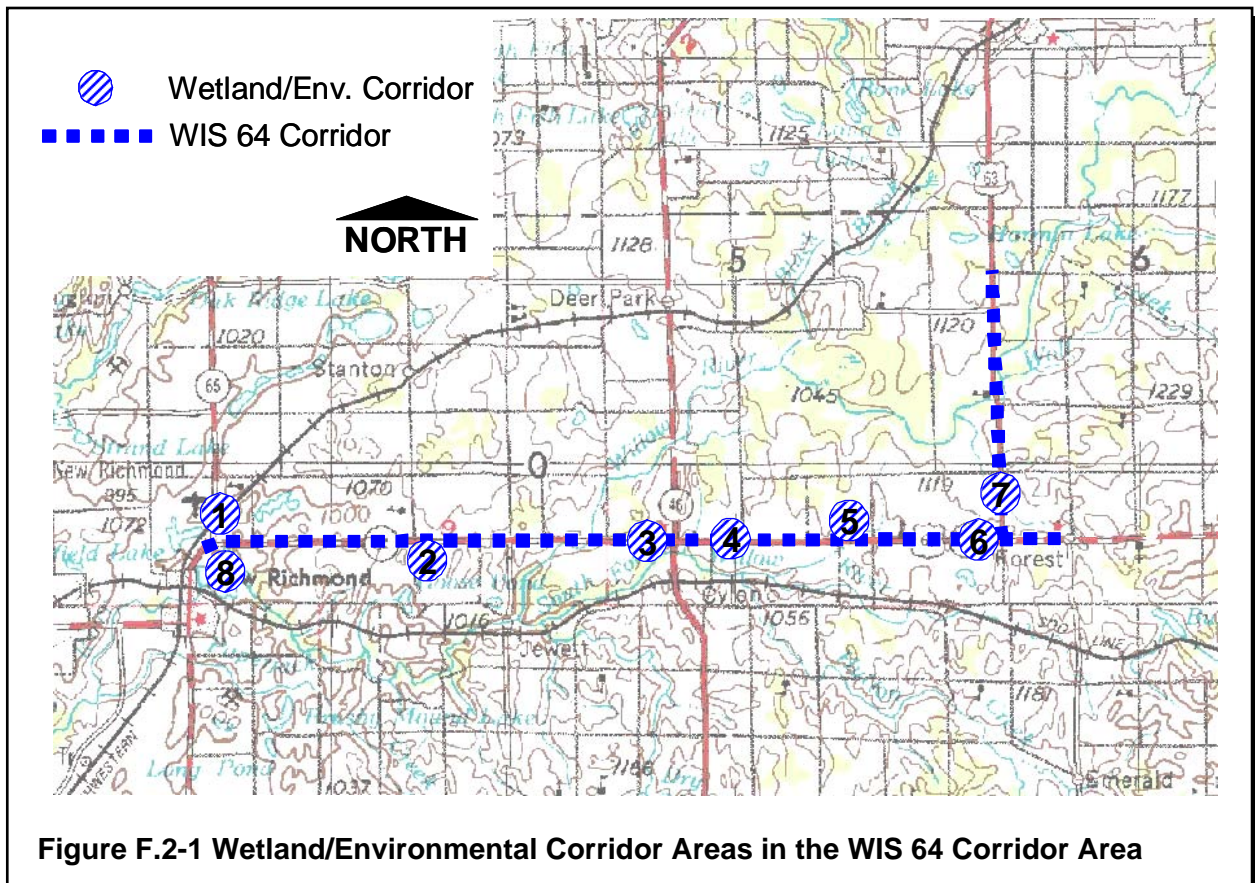


Figure F.2-1 schematically shows the WIS 64 corridor and adjacent, associated wetlands and environmental corridor areas. Note that areas shown are based on wetland mapping, aerial photography, hydric soil maps, and site visits. Not all of these areas indicated are necessarily considered wetlands by regulatory agencies (WDNR and USACE). Additionally, wetland areas are identified only where the preferred alternative is likely to impact them.

In Segment 1 of the corridor (New Richmond to the WIS 64/US 63 S/WIS 46 intersection), there are four wetland areas identified that could be impacted by the preferred alternative. Wetland area 1 is a wet depression area across WIS 64 from Hart Lake. Though this area is not mapped through the Wisconsin Wetlands Inventory, the marshy areas were evident during mapping review and field meetings with resource agencies. Wetland area 2 is a drainage ditch and pond just east of 170th Street. Wetland area 3 is northwest and southwest of the WIS 46/WIS 64/US 63 S intersection and is a larger wooded wetland. Some wet meadow (reverted cropland) and riparian corridor exists associated with USGS mapping. The first three areas are impacted during Stages 1 and 2 of the preferred alternative. In Stage 3, local road connections are built and improved. These improvements impact three additional areas in Segment 1. Wetland area 8 is adjacent to the New Richmond Flowage.

Segment 2 (WIS 64/US 63 S/WIS 46 to US 63 N) includes three wetland areas: 4, 5, and 6. Wetland area 4 includes a few isolated wet field areas or wetlands between 215<sup>th</sup> Street and County O. Wetland area 5 involves poorly drained fields, considered border-line wetlands. Wetland area 6 is in the area of the sweeping curve to US 63 N. These wetlands consist mostly of wet mesic woodlands and drainage areas. The width of this wetland area can only be estimated at this point.

Segment 3 (US 63 from WIS 64 to County Q) includes area 7, an expansive higher quality wetland area bordering a creek next to the road. This wetland area is mostly wet meadows with some grazing use adjacent to a meandering creek.

3) This wetland is:

Isolated from stream, lake, or other surface water body.

[In various agricultural areas, including wetland area 10]

Not contiguous, but within 5-year floodplain.

[Adjacent to drainageways and unnamed tributaries to the Willow River, including wetland areas 2, 3, 4, 5, and 6]

Contiguous (in contact) with a stream, lake, or other water body.

[Crosses the South Fork of the Willow River (wetland areas 7 and 11); adjacent to Hart Lake (wetland area 1), the New Richmond Flowage (wetland area 9), and Harmin Lake wetlands (wetland area 8).]

Identify corresponding stream, lake, or other water body by name or town-range location: Stated above.

NOTE: If wetland is contiguous or adjacent to a stream, complete form DT2097, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete form DT2071, Lake or Water Body Impact Evaluation.

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

Expected waterfowl and wildlife inhabiting or dependent on the wetlands are typical of the species within the agricultural and prairie regions of Wisconsin and Minnesota. These typically include deer, beaver, muskrat, reptiles, amphibians, insects and other invertebrates, ducks, geese, pheasant, and woodcock. Northern woodlands adjacent to lakes harbor additional woodland species such as raccoons, opossums, grouse, fox, bear, and others.

5) Are there any known endangered or threatened species affected by the project?

No

The DNR letter dated 10/22/04 indicates there are no records for any federal or state endangered, threatened, or special concern species in the corridor boundary.

Yes – Identify the species and indicate whether it is on Federal or State lists.

Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

6) FHWA Wetland Policy

Not Applicable – Explain

Individual Wetland Finding Required – Summarize why there are no practicable alternatives to the use of the wetland.

Individual wetland finding would apply. The preferred alternative constructs on-alignment improvements. The use of a small amount of wetland area is necessary to avoid the more substantial environmental impacts associated with building improvements off-alignment. Discussions with WDNR indicate that they concur that building improvements on-alignment is preferred to constructing a new roadway off-alignment. To try to avoid wetland areas by shifting the alignment would significantly increase the cost of the project as well as introduce numerous road realignments, farm severances, and the potential for increase a residential relocations. Wetland impact minimization will be employed as described in Question 11.

Statewide Wetland Finding. **NOTE: All must be checked for the Statewide Wetland Finding to apply.**

Project is either a bridge replacement or other reconstruction within 0.5 km (0.3 mile) of the existing location.

The project requires the use of 3 hectares (7.4 acres) or less of wetlands.

The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

7) Erosion control or storm water management measures which will be used to protect the wetland are shown on form (either or both)

DT2080, Erosion Control Impact Evaluation

DT2076, Stormwater Impact Evaluation

Neither form – Briefly describe measures to be used

8) Section 404 Permit

Not Applicable – No fill to be placed in wetlands

Applicable – Fill will be placed in wetlands.  
Indicate area of wetlands filled: 12.8 Acres (5.2 Hectares)

Individual Section 404 Permit required

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

Non-Reporting GP

Provisional GP

Provisional LOP

Programmatic GP

9) Section 10 Waters. For navigable waters of the United States (Section 10) indicate which Nationwide Permit is required.

Not Applicable.

Indicate whether Pre-Construction Notification (PCN) to the U.S. Corps of Engineers (USACE) is:

Required

Submitted on (Date)

Status of PCN

USACE has made the following determination on (Date)

USACE is in the process of review, anticipated date of determination is (Date)

10) Identify wetland type(s) which will be filled or converted to another use. Use the DOT Wetland Bank System. (See FDM Procedure 24-5-10, Figure 2.) If the National Wetlands Inventory (NWI) or Wisconsin Wetlands Inventory (WWI) are used to identify the types of wetlands, translate them to the DOT Wetland Bank System, wetland types.

a) Approximate areas of wetlands filled or converted by type.

Location	Wetland Type (WWI)	WisDOT Wetland Bank Type	Area of Wetland Converted
1. Wetlands across WIS 64 from Hart Lake	Unmapped wetland area	M (wet meadow to emergent)	~ 0.30 acres (0.12 ha)
2. East of 170th St and South of WIS 64 (Sta. 167+50)	E1K (emergent/wet meadow, persistent, wet soil, palustrine)	M (wet meadow)	~ 0.03 acres (0.01 ha)
3. Northwest and southwest of WIS 46/US 63 S (Sta. 358+50 to 368+00)	S3/E2H (scrub/shrub, broad-leaved deciduous; emergent/wet meadow, narrow-leaved persistent, standing water, palustrine)	SS (shrub swamp, shrub carr, alder thicket) M	~ 1.93 acres (0.78 ha)
	T3/S3K (forested, broad-leaved deciduous; scrub/shrub, broad-leaved deciduous, wet soil, palustrine)	RPF (riparian wetland (wooded)) SS	
	T3K (forested, broad-leaved deciduous, wet soil, palustrine)	RPF	
4. Between 215th St. and County O (Sta. 414+00 to 450+00)	E1K	M	~ 2.91 acres (1.18 ha)
	E2H	M	
5. Between 235th St. and 240th St. (Sta. 519+00 to 533+00)	Wetlands smaller than 2 acres	Poorly drained fields	~ 2.23 acres (0.90 ha)
6. Between 255th St. and US 63 N (Sta. 618+00 to 643+00)	Wetlands smaller than 2 acres and unmapped wetland areas	Unmapped wet mesic woodlands	~ 0.77 acres (0.31 ha)
7. US 63 N, between WIS 64 and 200 <sup>th</sup> Ave. (Sta. 662+00 to 680+00)	E2H	M	~1.58 acres (0.64 ha)
	E1Kg (emergent/wet meadow, persistent, wet soil, palustrine, grazed)	M	
8. Wetlands adjacent to New Richmond Flowage	E2H	M	~ 0.40 acres (0.16 ha)
	S3K	SS	
Other – scattered along corridor	Low Quality Wetlands (unmapped, poorly drained fields and low areas)	Poorly drained fields	~ 2.60 acres (1.05 ha)

11) Wetland Mitigation

(NOTE: Avoidance and minimization mitigation are required.)

a) Wetland Avoidance

- i) Describe the methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.

In Segment 3 of the preferred alternative, only intersection improvements were selected to be constructed that avoid the sensitive wetland areas along US 63. Additionally, the preferred alternative is phased, so that impacts to wetlands are avoided until traffic levels warrant the improvements.

At the WIS 64/US 63 South/WIS 46 intersection, a roundabout has been chosen as the preferred alternative over a traditional interchange. This avoids significant impacts to high quality wetlands located northwest, southwest, and southeast of the intersection. This is included with the discussion of minimization that follows.

- ii) Indicate the total area of wetlands avoided

It is estimated that a minimum of 5 acres of wetlands are avoided.

b) Minimize the amount of wetland affected

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

During two field meetings (September 25, 2003 and August 19, 2004) and in a October 22, 2004 letter, the DNR identified specific wetland areas and recommended some strategies to minimize impacts to wetlands. These documents are included in Appendix A. Comments follow:

- The project team should consider wetland avoidance techniques (such as a narrow cross section, bridging of open water) on the east side of New Richmond near WIS 65 (Wetland area 1). Bridges could allow the pocket of wetland on the north side of the existing highway to be connected to the pond on the south side of the road. [This suggestion was implemented through the use of a narrower, urban divided four-lane section adjacent to Hart Lake.]
- The DNR preferred alternative for crossing the Willow River west of the US 63/WIS 64/WIS 46 intersection (four-corners intersection) is to remain on-alignment as much as is practical. The alternatives that consider a realignment to the north are not preferred. The DNR feels that impacts to extensive wetland and sensitive habitat north of WIS 64, particularly northwest of the four-corners intersection, are unacceptable. [This suggestion was implemented.]
- The preferred DNR improvement alternative at the four-corners intersection is a multilane roundabout at the existing intersection location. Impacts to sensitive habitat in the northwest and, to a lesser extent, the southwest and southeast quadrants of the intersection are minimized with this alternative. [This suggestion was implemented.]
- If feasible, the DNR recommends avoiding impacts to the sensitive habitat located north of WIS 64 between 235th and 240th Street. This could be accomplished by moving the proposed second set of travel lanes to the south side of WIS 64. [This suggestion was implemented.]
- The DNR recommends considering a narrow US 63 cross section through the most sensitive habitat between County Q and Polk/St. Croix Road. The narrow section minimizes impacts that are likely on both sides of the highway and may reduce wetland impacts and the number of relocations required. If feasible, the DNR recommends minor changes in alignment that may further reduce impacts to the habitat adjacent to existing US 63. [This suggestion was implemented as part of the decision not to expand to four lanes in Segment 3.]
- Impacts to the wetland located at the WIS 64/US 63 N intersection should be minimized. A continuous flow curve at this intersection could have an impact on this wetland and may need to be adjusted to reduce impacts. [This suggestion was implemented as part of the decision to propose a jug-handle interchange rather than a standard diamond interchange.]

The preferred alternative attempts to minimize impacts to wetland areas by staying on-alignment as much as possible. In locations where the preferred alternative needs to traverse a wetland or stream area, whenever possible it was designed to minimize impacts by crossing at a narrow part of the wetland or stream. The recommendations from the DNR above have been considered and implemented in the preliminary design of the improvements. During the final design phase, efforts will be made to minimize wetland takings by steepening slopes and possibly reducing median widths. Additional measures will be investigated.

ii) Indicate the total area of wetlands saved through minimization

It is estimated that a minimum of 4.4 acres (1.8 hectares) of wetlands are saved via minimization.

This amount may increase during the design phase. Sensitive areas along corridor total about 1.5 miles. Assuming a potential to reduce roadway width by 10 feet along these areas, an approximate area of wetlands saved through minimization would be 1.8 acres (0.7 hectares).

c) Compensation for unavoidable loss

Is compensation of unavoidable wetland loss required?

- Yes  
 No. Explain.

Unavoidable wetlands would be replaced through the use of an on-site wetland mitigation area. If not possible, the acreage will be debited from a WisDOT wetland bank site. Because the corridor preservation is occurring far in advance of the project, there is an opportunity to mitigate wetland losses before losses occur.

During field meetings and in DNR correspondence, several potential areas for mitigation were identified as described in the correspondence in Appendix A as well as in the project files. These areas include a site in section 20 in the Town of Cylon and near the intersection of WIS 64/WIS 46/US 63 S.

d) Type and amount of compensation

- On-Site Replacement – Wetland replacement located in the general proximity of the project site within the same local watershed. These replacements are often contiguous to the project. [To the extent possible. See above.]

Wetland type of on-site replacement

Total area of on-site replacement  
Acres  
(Hectares)

- Near-Site or Off-Site Replacement – Replacement opportunity for wetland compensation within a 8.05 kilometers (5 mile) corridor centered over the highway alignment or a wetland replacement located away from the project site, generally outside the project's local watershed.

Wetland type of off-site replacement

Total area of off-site replacement  
Acres  
(Hectares)

- No near or off-site replacement – Describe reasons no near or off-site opportunities were found.

- Wetland Mitigation Bank Site – A wetland compensation site containing wetland credit areas and wetland types from bank developed wetland restoration/creation projects or surplus areas from the wetland compensation projects of specific DOT facility development projects.

Indicate name or location of wetland mitigation bank site to be used for the replacement of unavoidable wetland loss.

Wetland type of bank-site replacement

Total area of bank-site replacement

Acres

(Hectares)

Describe decision process used to determine the use of bank-site and provide any coordination documentation with regulatory or resource agencies.

# STREAMS AND FLOODPLAINS IMPACT EVALUATION

DT2097 2004

Wisconsin Department of Transportation

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Length of Project This Sheet is Evaluating Not Applicable	
1) Stream Name Willow River	2) Stream Location T-31N R-17W Sections 25 and 26
3) Stream Type (Indicate Stream Class, if known) <input type="checkbox"/> Unknown <input type="checkbox"/> Warm water <input checked="" type="checkbox"/> Trout-Class <input type="checkbox"/> Wild and Scenic River	4) Size of Upstream Watershed Area <input checked="" type="checkbox"/> Permanent Flow (year-round) <input type="checkbox"/> Temporary Flow (dry part of year)
5) Stream Characteristics	
a) Substrate <input type="checkbox"/> Sand <input checked="" type="checkbox"/> Silt <input type="checkbox"/> Clay <input type="checkbox"/> Cobbles <input type="checkbox"/> Other-describe: Class 3 Trout Stream	c) Vegetation in Stream <input type="checkbox"/> Absent <input checked="" type="checkbox"/> Present - If known describe: limited emergents, grass, shrubs, and trees on banks
b) Average Water Depth 1-2 feet	e) If water quality data is available, include this information (e.g., DNR or local discharger might have such records). The Willow River is listed as an impaired stream well downstream of the project location, from river mile 13.5 to 15, under Section 303(d) of the Clean Water Act. The water quality impairment is due primarily to organic enrichment and low dissolved oxygen.  According to the US EPA Enviromapper for Watersheds, the Upper Willow River is listed as having "Less serious water quality problems - high vulnerability."
d) Identify Fish Species Present Limited coldwater fishery. Mainly dominated by forage minnows, pan fish, and suckers. Likely winterkills in associated basins.	

6) Are there any known endangered or threatened species affected by the project?

No

Yes - Identify the species and indicate whether it is on Federal or State lists.

Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

NOTE: Coordination with DNR and internet database searches did not identify any threatened or endangered species. WisDOT will re-evaluate during the design and construction process.

7) If bridge replacement, are migratory bird nests present?

No

Yes – Identify Bird Species present

NOTE: Not Evaluated at this time. WisDOT will evaluate during the design and construction process. If it appears that migratory birds are nesting on existing structures that are going to be removed, WisDOT will take appropriate humane actions to prevent nesting or conduct replacement activities when the migratory birds nesting season is finished.

Estimated number of nests is: NA

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

Not Applicable

No - Describe mitigative measures.

NOTE: Not Evaluated at this time. WisDOT will evaluate during the design and construction process. If it appears that swallows are nesting on existing structures and need to be removed, WisDOT will coordinate with USFWS to obtain appropriate permits and take appropriate humane actions to prevent nesting or conduct replacement activities when the swallow nesting season is finished.

Yes

9) Describe land adjacent to stream. If wetland, give type.

In St. Croix County the land adjacent to the Willow River is primarily agricultural. In the project area, the land adjacent to the river is wooded riparian habitat.

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

There are no known point source dischargers or receivers on the streams within 1/2 mile (0.8 km) of the project site.

11) Section 404 Permit

Not Applicable - No fill to be placed in wetlands.

Applicable - Fill will be placed in wetlands.  
Indicate area of wetlands filled. 12.8 Acres (5.2 Hectares)

Individual Section 404 Permit required

General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404.  
Indicate which GP or LOP is required.

Non-Reporting GP

Provisional GP

Provisional LOP

Programmatic GP

12) Section 10 Waters

For navigable waters of the United States (Section 10) indicate whether the U.S. Coast Guard has been notified?

No

Yes - Describe results of Notification.

Not Applicable

Identify which Nationwide Section 10/404 Permit is required.

Either an individual permit, a General Permit GP001-WI, or a letter of permission.

Indicate whether Pre-Construction Notification (PCN) to the U.S. Corps of Engineers(USACE) is:

Required

Submitted on (Date)

Status of PCN  
USACE has made the following determination on (Date)

Not applicable at this time.

USACE is in the process of review, anticipated date of determination is: (Date)

- 13) Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment. (Note: U.S. Coast Guard must be notified when Section 10 waters are affected by a proposal.)

WIS 64 crosses the Willow River by bridge. Proposed work in the area includes constructing two new two-lane bridges as a crossing encroachment within the 100-year floodplain. The proposed crossing is as close to the existing location as possible. Bridge construction includes placing fill up to the bridge, constructing abutments, and constructing the deck.

- 14) Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be consistent with NR 116, the National Flood Insurance Program, and Governor's Executive Order #73.

For FEMA floodplain areas, the existing backwater condition, per DNR/DOT cooperative agreements, would be improved or maintained by the proposed structures. This is consistent with state and local zoning.

- 15) Describe and provide the results of coordination with any floodplain zoning authority.

FEMA floodplain maps were used in reference to the proposed project area and the project falls within 100-year and 500-year floodplains. Based on this information, the project would design variations to avoid and minimize impacts to the surrounding environment.

- 16) Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

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

- 17) Discuss existing or planned floodplain use and briefly summarize the project's effects on that use.

The project corridor crosses the 100-year floodplain of the Willow River. Within the floodplain, the land use consists of a wooded area bordered by agricultural land. The preferred alternative would require land from these areas. At the time of construction, some land use changes may have occurred. It is anticipated that land in Section 1 of the study corridor will be developing into mixed residential and commercial use in the coming years.

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

Both during and after construction, water quality may be affected by an increase in erosion and stormwater runoff because of an increase in impervious area. However, BMPs will be implemented according to all governing ordinances and policies both during the construction phase and for long-term management, resulting in little-to-no effect. Because the highway already exists and the preferred improvements are largely on-alignment, little effect is anticipated on plants, animals, and fish in the area. Salt spray from traffic may influence the presence of tree and shrub species near the roadway. Salt tolerant species should be used in restoration or landscaping plans as needed.

- 19) Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

Construction within the streams and floodplains will be minimized. Where construction is necessary, standard WisDOT erosion control methods will also be used during construction according to WisDOT Standard Specifications for Highway and Structure Construction.

WisDOT, through TRANS 401 and the Cooperative Agreement, would comply with the substantive permit requirements of Chapter 238 Wis. Stats., Wisconsin Pollutant Discharge Elimination System.

Specific measures or recommendations are discussed on the Erosion Control and Stormwater Management Factor Sheets.

20) Erosion control or storm water management measures which will be used to protect the stream are shown on form DT2080, Erosion Control Impact Evaluation and form DT2076, Stormwater Impact Evaluation.

Yes

No - Briefly describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.



probable effects on plants and animals inhabiting or dependent upon the lake or waterbody.

NOTE: Form will not allow editing above. Approximate size is 26.5 acres, the depth is unknown.

Both during and after construction, water quality may be affected because of an increase in impervious area. However, BMPs will be implemented according to all governing ordinances and policies both during the construction phase and for long-term management, resulting in little-to-no effect. Because the highway already exists, little effect is anticipated on plants, animals, and fish in the area.

19) Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

A narrow four-lane cross section is proposed adjacent to Hart Lake to minimize impacts. Standard WisDOT erosion control methods will be used during construction according to WisDOT Standard Specifications for Highway and Structure Construction.

WisDOT, through TRANS 401 and the Cooperative Agreement, would comply with the substantive permit requirements of Chapter 238 Wis. Stats., Wisconsin Pollutant Discharge Elimination System.

Specific measures or recommendations are discussed on the Erosion Control and Stormwater Management Factor Sheets.

20) Erosion control or storm water management measures to be used to protect the waterbody are shown on the Erosion Control Factor Sheet and the Stormwater Management Factor Sheet

Yes

No - Briefly describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.

# EROSION CONTROL

DT2080 2005

Wisconsin Department of Transportation

Alternative  
Preferred

Preferred  
 Yes  No

Length of Center Line and Termini This Sheet is Evaluating  
Not Applicable

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.

Existing side slopes average 4:1. Existing longitudinal slopes reach a maximum of 5.0%. Soils in the area are predominantly Sattre-Pillot-Antigo association and Santiago-Jewett-Magnor association.

Stage 1 (Passing Lanes and Intersection Improvements, preferred for Section 3): The side slopes in Stage 1 average 4:1. Longitudinally, the slopes range from 0.0% and 5.0%.

Stage 2 (Construction of a four-lane facility with at-grade intersections, preferred for Section 2 mainline): In Stage 2, the side slopes average 4:1 and the median slopes average 6:1. The longitudinal slopes range between 0.01% and 4.24%.

Stage 3 (Grade-Separation and Local Road Enhancements, preferred for Section 1 and the WIS 64/US 63 North intersection in Section 2): In Stage 3, on the WIS 64/US 63 corridor, the side slopes average 4:1 and the median slopes average 6:1. The longitudinal slopes range between 0.01% and 4.24%. For the local road connections, side slopes are an average 4:1, while the longitudinal slope ranges between 0.11% and 6.20%.

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

No - There are no sensitive resources affected by the proposal.

Yes - Sensitive resources exist in or adjacent to the area affected by the project.

River/stream  
 Other – Describe

Wetland

Lake

Endangered species habitat

3. Are there circumstances requiring additional or special consideration?

No additional or special circumstances are present.

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

Areas of groundwater discharge

Areas of groundwater recharge (fractured bedrock, wetlands, streams)

Long or steep cut or fill slopes

Overland flow/runoff

Other – Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances.

4. Describe overall Erosion Control strategy to minimize adverse effects and/or enhance beneficial effects.

Standard WisDOT erosion control methods will be used during construction according to WisDOT Standard Specifications for Highway and Structures Construction. Additionally, minimum soil erosion control requirements enforced by the St. Croix County Land Conservation Department will be followed.

Temporary and permanent erosion control methods would include minimizing the amount of land exposed at one time (staged construction), erosion bales, temporary seeding, silt fence, erosion mats, riprap (channel stabilization), separating construction from live water, seeding and mulching, sediment traps, dust abatement, ditch or slope sodding, grass-lined conveyance (parallel to flow), distancing outfalls from waterway edge, vegetated filter strips (perpendicular to flow), and detention/retention basins.

Construction site erosion and sediment control would be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/WisDNR Cooperative Agreement. An Erosion Control Implementation Plan (ECIP) would be prepared for and reviewed by the DNR prior to construction. The ECIP will include sediment and erosion control measures to do the following to the maximum extent practicable: (1) prevent the tracking of sediment from the construction site onto roads and other paved surfaces, (2) prevent the discharge of sediment as part of site dewatering, (3) protect separated storm sewer inlet structures from receiving sediment, and (4) encourage and enforce proper use and storage of chemicals, cement, and other compounds.

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

WDNR  
Army Corp of Engineers

County Land Conservation Department

Native American Tribe

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

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

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Minimize the amount of land exposed at one time | <input checked="" type="checkbox"/> Detention basin                                  |
| <input checked="" type="checkbox"/> Temporary seeding                               | <input type="checkbox"/> Vegetative swales   |
| <input checked="" type="checkbox"/> Silt fence                                      | <input type="checkbox"/> Pave haul roads   |
| <input checked="" type="checkbox"/> Ditch checks                                    | <input checked="" type="checkbox"/> Dust abatement                                   |
| <input checked="" type="checkbox"/> Erosion or turf reinforcement mat               | <input checked="" type="checkbox"/> Rip rap  |
| <input checked="" type="checkbox"/> Ditch or slope sodding                          | <input checked="" type="checkbox"/> Buffer strips                                    |
| <input checked="" type="checkbox"/> Soil stabilizer                                 | <input type="checkbox"/> Dewatering – Describe method                                |
| <input checked="" type="checkbox"/> Inlet protection                                | <input type="checkbox"/> Silt screen   |
| <input type="checkbox"/> Turbidity barriers   | <input type="checkbox"/> Temporary diversion channel                                 |
| <input checked="" type="checkbox"/> Temporary settling basin                        | <input checked="" type="checkbox"/> Permanent seeding                                |
| <input checked="" type="checkbox"/> Mulching  | <input checked="" type="checkbox"/> Other - Describe Erosion Bales,<br>Tracking Pads |

# STORMWATER IMPACT EVALUATION

DT2076 2005

Wisconsin Department of Transportation

Alternative Preferred	Length of Centerline and Termini This Sheet is Evaluating Not Applicable
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Surrounding land use and a discussion of adopted plans are described on DT2094, Environmental Evaluation of Facilities Development Actions.

1. Indicate whether the affected area may cause a discharge or will discharge to the waters of the state (Trans 401.03). Special consideration should be given to areas that are sensitive to water quality degradation. Provide specific recommendations on the level of protection needed.

No water special natural resources are affected by the proposal.

Yes – Water special natural resources exist in the project area.

River/stream  
 Other - Describe

Wetland

Lake

Endangered species habitat

Stormwater runoff will likely increase with the proposed improvements because of increased impervious surface. Temporary and permanent soil and erosion and sedimentation control practices are required for the improvements.

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

No additional or special circumstances are present.

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

Areas of groundwater discharge

Areas of groundwater recharge

Stream relocations

Overland flow/runoff

Long or steep cut or fill slopes

High velocity flows

Cold water stream

Impaired waterway

Large quantity flows

Exceptional/outstanding resource waters

Increased backwater

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

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

Standard WisDOT guidelines for drainage-related erosion control and stormwater management will be integrated to the maximum extent practicable (MEP). Additionally, minimum St. Croix County stormwater management and soil erosion control regulations will be considered. The stormwater strategy will include vegetated swales and wet detention where possible to provide runoff treatment prior to discharge to the surrounding waters or wetlands. BMPs will be designed, installed, and maintained to manage runoff to the MEP.

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

A stormwater management plan will be developed to be incorporated into the project's design to reduce or minimize runoff impacts to surrounding waters. Coordination with WisDOT, DNR, and surrounding municipalities will be required. The stormwater management plan will be in accordance with TRANS 401.

5. Identify the storm water management measures to be utilized on the project.

Swale treatment (parallel to flow) Trans 401.106(10)

Vegetated filter strips (perpendicular to flow)

Distancing outfalls from waterway edge

In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems

Detention/retention basins - Trans 401.106(6)(3)

Buffer areas - Trans 401.106(6) - Describe

Constructed storm water wetlands

Infiltration - Trans 401.106(5)

Other

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

No – There will be no effects to a recognized drainage district.

Yes - Identify the affected drainage district.

Has initial coordination with drainage board been completed?

No

Yes - Discuss results.

Has initial coordination with Department of Agriculture, Trade and Consumer Protection (DATCP) been completed?

No

Yes - Discuss results.

7. Indicate whether the project is within DOT's Phase I or Phase II storm water management area. (NOTE: See Procedure 20-30-1, Figure 1, Attachment A4 the Cooperative Agreement between the Wisconsin Departments of Transportation and Natural Resources. Contact Bureau of Equity and Environmental Services Stormwater Engineer or the District Environmental Coordinator for more details on the following areas.)

No - The project is outside of WisDOT's stormwater management area.

Yes - The project affects one of the following regulated by a WPDES storm water discharge permit issued by the DNR.

WisDOT storm sewer system located within municipalities with populations > 100,000.

WisDOT storm sewer system located within a notified owner of municipal separate storm sewer systems.

Urbanized areas as defined by the U.S. Census Bureau, NR216.02(3).

Municipal separate storm sewer systems serving > 10,000.

8. Has the affect of downstream properties been considered?

No

Yes – Coordination is in process.

9. Are there any property acquisitions for storm water management purposes?

No - There are no property acquisitions acquired for stormwater management purposes.

Yes - Complete the following.

Safety measures, such as fencing, flooding, are not needed for potential conflicts with existing and expected surrounding land use.

Safety measures are needed for potential conflicts with existing and expected surrounding land use.

Describe proposed safety measures.

# AIR QUALITY IMPACT EVALUATION

DT2072 2004

Wisconsin Department of Transportation

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Portion of Project This Sheet is Evaluating if Different From Sheet 1  
Not Applicable

## Carbon Monoxide

1) Is this project exempt from air quality analysis under Wisconsin Administrative Code – NR 411

- No – NR 411 exemptions do not apply  
 Yes – NR 411 exemption(s) apply – Identify exemption(s) and explain why project is exempt.

The project is exempt under Wisconsin Administrative Code NR 411.04 (Exemptions from indirect source permit requirements) as follows:

The proposed improvements are located within a metropolitan county (St. Croix County, Wisconsin), but all stages have a projected peak-hour volume increase of less than 1200 vph within 10 years of modification.

The proposed improvement, in certain areas, includes a shift in the nearest roadway edge greater than 12 feet toward any potential receptor. The proposed improvement meets the exemptions because the new road segment has no more than two approach lanes (not including exclusive turn lanes), is more than 25 feet from any potential receptors, and has a peak-hour traffic volume on each approach of less than 1800 motor vehicles per hour.

2) An air quality analysis was required

- No  
 Yes – Identify the air quality modeling technique or program used to perform the analysis. Attach the Maximum Projected Carbon Monoxide (CO) Concentrations worksheet to this evaluation to illustrate the results.

3. If an air quality analysis was performed, will a Construction Permit be required to address air quality before the project may proceed

- No  
 Letter of concurrence from DNR Bureau of Air Management requested. (See attached request letter – Exhibit )  
 Letter of concurrence received from DNR Bureau of Air Management. (See attached Exhibit )  
 Yes – Indicate:

Date Permit Requested

OR Date of Permit

## Ozone

4) Is the project located in a county which is designated non-attainment or maintenance for ozone

- No  
 Yes – If Yes, one of the following boxes must be checked

- This project is included in the approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's Metropolitan Planning Organization (MPO). The TIP was found to conform by the Federal Highway Administration and the Federal Transit Administration. Provide RTP Name, TIP name, TIP number and conformity finding date(s).

RTP Name

TIP Name

MPO Name

TIP Number

Conformity Finding Date(s)

- 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 WisDOT/WDNR Memorandum of Agreement regarding determination of conformity. Provide conformity finding date.
- This project is located outside of a Metropolitan Planning Organization's boundaries, it is a project comparable to one of those described in 40 CFR 93.126 and is included in the State Transportation Improvement Program (STIP).
- This project is exempt per 40 93.127
- Other, describe



# CONSTRUCTION STAGE SOUND QUALITY IMPACT EVALUATION

DT2074 2005

Wisconsin Department of Transportation

Alternative Preferred Alternative	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Length of Center Line and Termini This Sheet is Evaluating Not Applicable	

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

The City of New Richmond is located just west of the project corridor. Noise from the construction of the preferred alternative in Section 1 (WIS 64 from WIS 65 to US 63 South and WIS 46 North) would have potential to impact the northeast side of the City. Land use in this area of the City includes commercial and residential. Noise from the construction of the preferred alternative throughout the rest of the corridor would impact primarily agricultural land with scattered rural residential land uses and a few pockets of commercial land use.

If construction were to begin today, approximately 500 people may be affected by construction noise in Section 1, and about 200 people may be affected in each of Sections 2 and 3. These numbers are based on the population inhabiting adjacent blocks during Census 2000 and are conservative numbers since some census blocks extend up to a mile from the corridor. As the City of New Richmond expands, it is likely that the population on the western end of the corridor will also grow, permitting a greater number of people to be affected by construction noise in Section 1. It is also possible that, depending on zoning and other land use controls, property owners along the corridor may subdivide their property allowing a greater household density and a greater number of people to be affected by construction noise.

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

The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet (15.2 meters).

Figure M.2-1 shows typical noise levels for a variety of construction equipment. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

NOTE TO AUTHOR – If a copy of the “Construction Equipment Sound Level” figure is not available from the District Environmental Coordinator, a copy may be obtained from the Central Office Noise Engineer.

- 3) Describe the construction stage noise abatement measures to minimize identified adverse noise effects.

WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.

<b>Equipment Powered by Internal Combustion Engines</b>	<b>Range Of Sound Levels (dBA) at 15 m (50 ft)</b>
<b>Earth Moving</b>	
Compactors (Rollers)	72-75
Front Loaders	72-85
Backhoes	77-94
Tractors	76-97
Scrapers, Graders	80-94
Pavers	86-89
Trucks	54-95
<b>Materials Handling</b>	
Concrete Mixers	75-87
Concrete Pumps	81-84
Cranes (Movable)	76-86
Cranes (Derrick)	86-89
<b>Stationary</b>	
Pumps	67-72
Generators	72-82
Compressors	75-87
<b>IMPACT EQUIPMENT</b>	
Pneumatic Wrenches	82-89
Jack Hammers & Rock Drills	81-97
Impact Pile Drivers (Peaks)	95-105
<b>OTHER</b>	
Vibrator	69-81
Saws	72-83

Source: Figure 2-36, Report to the President and Congress on Noise, prepared by the U.S. EPA, February, 1972.

**Table M.2-1 Construction Equipment Sound Levels**

# TRAFFIC NOISE IMPACT EVALUATION

DT2092 2005

Wisconsin Department of Transportation

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating Segments 1 and 2 (WIS 64, from WIS 65 to US 63 North)	

## Need for Noise Analysis

- 1) Is the proposed action considered a Type I project? (A type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.)
- No – Complete only form DT2074, Construction Stage Sound Quality Impact Evaluation.  
 Yes – Complete form DT2074, Construction Stage Sound Quality Impact Evaluation and the rest of this sheet.

## Traffic Data

- 2) Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on DT2094, Environmental Evaluation of Facilities Development Action, Traffic Summary Basic Sheet.
- No  
 Yes – Indicate volumes and explain why they were used.

Automobiles      Veh/hr  
 Trucks            Veh/hr  
 Or Percentage (T)      %

The traffic volumes used in the traffic noise model are shown below in Figure N.2-1. The 2002 traffic volumes used for the traffic noise analysis were taken from actual traffic counts over the PM peak hour in 2002. These counts were used because they provided accurate turning-movement numbers and more precise peak-hour volumes. The 2032 design hourly volumes were calculated by applying the K% and D% factors to the 2032 projections based on historic volumes. The K, D, and T% traffic factors listed in the Traffic Summary Basic Sheet were used in the traffic noise analysis.

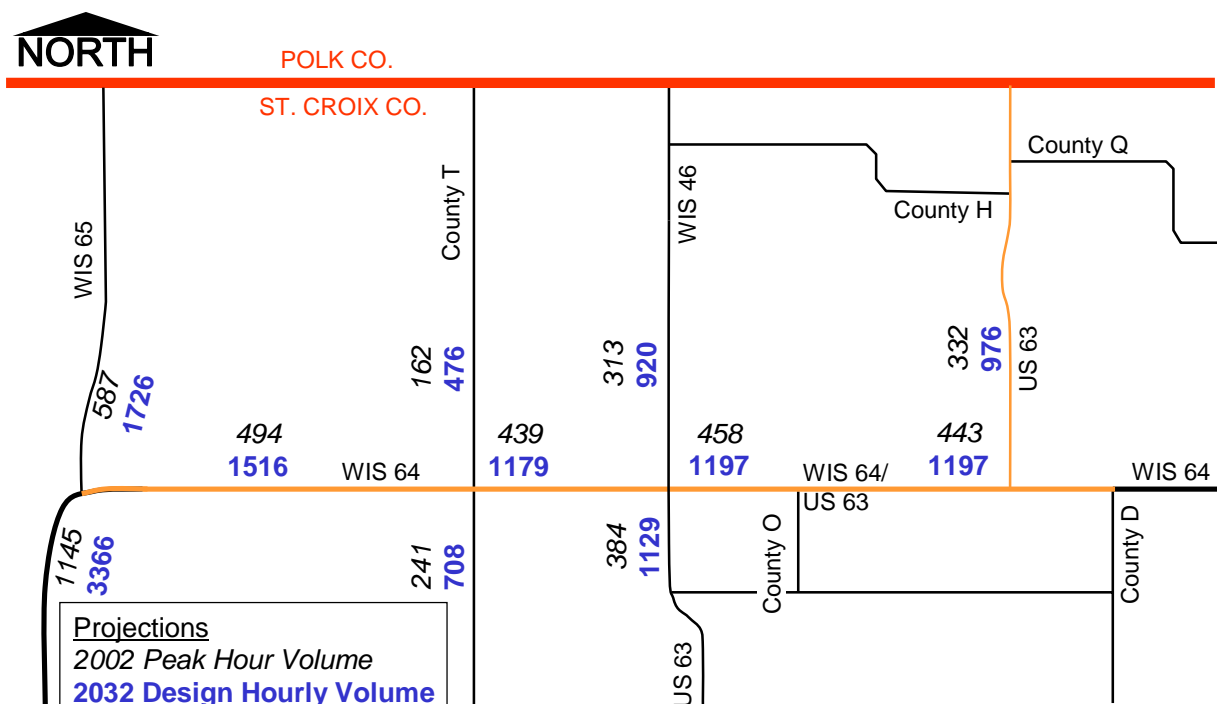


Figure N.2-1 Traffic Noise Analysis–Hourly Traffic Volumes

- 3) Identify and describe the noise analysis technique or program used to identify existing and future sound levels. (See attached receptor location map as Exhibit N.3-1 through N.3-12.) A receptor location map shall be included with this document.

The study team used the Federal Highway Administration's (FHWA's) Traffic Noise Model Version 2.5 (TNM 2.5) to identify existing and future sound levels.

- 4) Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound. (See attached receptor location map – Exhibit N.3-1 through N.3-12.)

The City of New Richmond is located at the western end of the WIS 64 corridor. In this portion of Segment 1, there are several single-family homes and commercial buildings. Traveling east along the corridor, the density decreases and there are occasional houses and farm buildings. Some buildings are used commercially, but a residence may be on the property. At the intersection of US 63 S, WIS 64, and WIS 46 (Four Corners intersection), there are commercial uses in each quadrant. For the purposes of this traffic noise analysis, only the commercial buildings near New Richmond and those at the four-corners intersection are considered Activity Category C (having a Noise Abatement Criteria of 72 dBA). The remaining buildings (mostly agricultural, ag-residential, and commercial) are considered Activity Category B (having a Noise Abatement Criteria of 67 dBA). The noise analysis did not extend along Segment 3 (US 63 N, between WIS 64 and the County Q) because there will be no increase in the number of through lanes.

*Note pertaining to R37:* Noise model was originally created based on a diamond interchange at US 63N/WIS 64 as shown in this graphic. Since completion of the noise model, the interchange has been revised to a jug-handle configuration, eliminating the diamond ramps. The jug-handle configuration moves ramp traffic farther from the only receiver in the area, R37. Therefore, noise levels at this receiver would decrease after this revision as compared to the diamond interchange. With the diamond interchange, R37 was projected to experience a decrease in noise levels of 4 dBA between 2002 and 2032 and therefore experience no noise impact. With the revision, R37 would experience a decrease at least as great and would also experience no noise impact.

- 5) If this proposal is implemented will future sound levels produce a noise impact?

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

- 6) Will traffic noise abatement measures be implemented?

- Not applicable – Traffic noise impacts will not occur.  
 No – Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THIS DOCUMENT.**  
 Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented.

Noise abatement measures are not reasonable or feasible. The following abatement measures were considered.

- Design Features: This improvement is intended to be predominantly on-alignment so as to minimize environmental impacts. Therefore, we are limited in how we can shift the vertical and horizontal alignments. While the additional lanes of the improved roadway could be shifted away from some receptors, it typically requires shifting it closer to others.
- Traffic Control: Prohibition of trucks, or restrictions to certain time periods, is not feasible as this road is designated as a connector highway in the Corridors 2020 State Highway Plan. The purpose of connectors is to provide accessibility to cities and regions around the state and to support economic development.
- Buffer Strips: The purchase of real estate adjacent to the highway is an undesirable option as this increases the amount of real estate that WisDOT would need to purchase. WisDOT is trying to minimize the impacts of the roadway by keeping it on alignment. Adjacent landowners are likely to want to keep as much of their property as

they can. Additionally, in many cases, there would be residential and agricultural buildings in the buffer area that would become additional relocations if WisDOT were to pursue purchasing buffer strips.

- **Soundproofing:** The buildings with noise impacts are not public buildings and would not qualify for the use of federal funding.
- **Noise Barriers:** Wisconsin Administrative Code – Chapter Trans 405, “Siting Noise Barriers,” mandates noise wall siting criteria. To be considered reasonable, any noise wall protecting a receptor must reduce noise levels by 8 dBA or more, and the total cost of a noise barrier may not exceed \$30,000 per abutting residence. Because of the rural nature of the corridor and the large distances between receptors, noise walls would be unreasonably expensive per benefiting receiver. Additionally, most of these receptors require access onto the WIS 64 highway, which would require breaks in the noise wall that would substantially diminish the effectiveness of the walls.

A letter will be sent to the City of New Richmond and the Townships of Stanton, Cylon, and Forest regarding the projected noise levels along WIS 64. A copy of this letter is included in Appendix B, Local Government Coordination. Table N.6-1 below shows typical noise levels for reference. Table N.6-2 shows the projected noise levels at each modeled receptor.

Sound Source	Sound Level (dBA)	Subjective Response
	140	Threshold of pain
Military jet takeoff with afterburner at 50 feet	130	
Rock and roll band	120	Uncomfortably loud
Jet fly-over at 1,000 feet	110	
Power lawn mower at operator	100	Very loud
Diesel truck (55 mph) at 50 feet	90	
High urban ambient sound automobile (55 mph) at 50 feet	80	Moderately loud
TV-audio, vacuum cleaner	70	
Normal conversation	60	
	50	Quiet
Lower limit urban ambient sound	40	
	30	Very quiet
Unoccupied broadcast studio	20	
	10	
	0	Threshold of hearing

**Table N.6-1 Comparative Sound Levels**

Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in meter (m)	Number of Families of People Typical of this Receptor Site	Sound Level $L_{eq}^1$ (dBA)			Impact Evaluation		
			Noise Abatement Criteria <sup>2</sup> (NAC)	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d)	Impact <sup>3</sup> or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
R1	27	commercial	72	71	61	10	-1	I
R2	20	SF	67	72	61	11	5	I
R3	34	SF	67	69	62	7	2	I
R4	29	commercial	72	70	60	10	-2	N
R5	30	SF - Ag	67	69	56	13	2	I
R6	53	SF - Ag	67	64	53	11	-3	N

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

<sup>2</sup> Insert the actual Noise Abatement Criteria from Wisconsin Administrative Code, Chapter Trans. 405.04, Table 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 Abatement Criteria (“approach” is defined as 1 dB less than the Noise Abatement Criteria, therefore an impact occurs when Column (h) is -1 db or greater). I = Impact, N = No Impact.

R7	53	SF - Ag	67	64	55	9	-3	N
R8	40	SF - Ag	67	67	57	10	0	I
R9	43	SF - Ag/ commercial	67	66	61	5	-1	I
R10	30	SF - Ag/ commercial	67	70	61	9	3	I
R11	34	SF - Ag	67	69	60	9	2	I
R12	27	SF - Ag	67	70	56	14	3	I
R13	37	SF - Ag	67	69	59	10	2	I
R14	50	SF - Ag	67	65	57	8	-2	N
R15	85	SF - Ag	67	60	50	10	-7	N
R16	98	SF - Ag	67	59	52	7	-8	N
R17	23	SF - Ag/ commercial	67	70	56	14	3	I
R18	41	SF - Ag/ commercial	67	66	63	3	-1	I
R19	50	SF - Ag	67	63	53	10	-4	N
R20	114	SF - Ag	67	56	48	8	-11	N
R21	28	SF - Ag	67	69	61	8	2	I
R22	46	SF - Ag	67	65	54	11	-2	N
R23	27	commercial	72	70	61	9	-2	N
R24	26	commercial	72	70	62	8	-2	N
R25	47	commercial	72	68	61	7	-4	N
R26	49	commercial	72	66	59	7	-6	N
R27	50	SF - Ag	67	65	55	10	-2	N
R28	26	church	67	71	67	4	4	I
R29	43	SF - Ag	67	66	61	5	-1	I
R30	125	SF - Ag	67	57	49	8	-10	N
R31	23	SF - Ag	67	72	65	7	5	I
R32	64	SF - Ag	67	63	58	5	-4	N
R33	88	SF - Ag	67	60	52	8	-7	N
R34	50	SF - Ag	67	65	58	7	-2	N
R35	35	SF - Ag	67	68	60	8	1	I
R36	32	SF - Ag	67	69	60	9	2	I
R37*	154	SF - Ag	67	52	56	-4	-15	N
*See note above in question 4								