

**Wisconsin Department of Transportation
A – GENERAL ECONOMICS IMPACT EVALUATION**

<p>Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65</p> <p>Is this the Preferred Alternative? yes</p>	<p>Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable</p>
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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 Village of Roberts, farms outside of Roberts, and residences scattered throughout the corridor. Industrial uses include construction and landscape product manufacturing. Commercial uses include banks, a grocery store, small-scale specialty shops and gas stations / convenience stores. According to the 1997 US Agriculture Census, in the greater WIS 65 corridor, area agriculture includes both crop and livestock farming. Crops include corn, soybeans, oats, and other vegetables. Hay silage is also farmed. Livestock includes dairy, cattle, and poultry. Residential construction is also a large industry in the area.

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

WIS 65 provides a connection between Interstate 94 and the City of New Richmond. This good transportation 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 good access to the national transportation system, it will 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 65 corridor improvements foster the economic climate in the area. Providing capacity on the WIS 65 east realignment would help relieve the main arterials through the Village of Roberts, such as existing WIS 65. Congestion becomes less of a factor in locating businesses. Shipping and transportation costs decrease. Good transportation facilities also help maintain the Roberts area perception as a good place to work and live. This helps attract and retain area employers.

The proposed action would require farmland to be converted to highway right-of-way, although not the county's most productive farmland. The highway improvement may potentially reduce patronage at some local businesses. The proposed action requires relocation of some residences; no commercial businesses will require relocation.

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 action will increase the potential for economic development in the area.

**Wisconsin Department of Transportation
B – COMMUNITY OR RESIDENTIAL IMPACT EVALUATION**

<p>Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65</p> <p>Is this the Preferred Alternative? yes</p>	<p>Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable</p>
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1. Give a brief description of the community or neighborhood affected by the proposed action.

Community/neighborhood name

Village of Roberts, City of New Richmond and Towns of Richmond and Warren.

Community/neighborhood Characteristics

Parts of two townships (Richmond and Warren), one city (City of New Richmond) and one village (Village of Roberts) are potentially directly affected by the WIS 65 corridor improvements between Interstate 94 and the WIS 65/US 64 intersection in New Richmond. The communities in the WIS 65 corridor area have defining characteristics. The area is primarily agricultural and rural residential, but it is also located about 30 miles east of the Minneapolis/St. Paul, Minnesota, metropolitan area. According to 2000 US Census data, about 6,000 people lived in five census blocks adjacent to the proposed corridor. The WIS 65 corridor is generally defined by the five census blocks.

The WIS 65 corridor consists of the following 2000 US Census geographies:

- Census Tract 1205
Block Groups 1, 2
- Census Tract 1206
Block Group 5
- Census Tract 1210
Block Groups 2, 4

Figure B.1-1 shows the limits of the WIS 65 corridor.

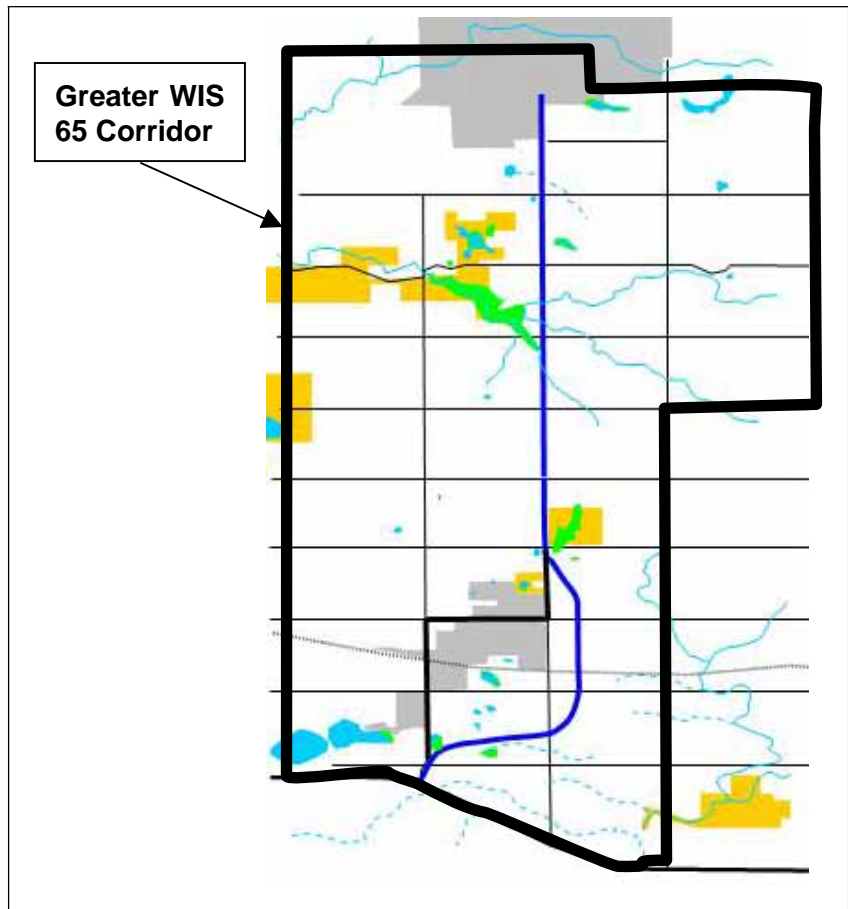


Figure B.1-1 Greater WIS 65 Corridor

The demographic profile for the communities shows a fairly homogenous community. The first column of Table B.1-1 shows a demographic profile for St. Croix County. The general profile is a baseline against which the characteristics of the other areas can be referenced. The 2000 US Census information shows the following.

- As compared to St. Croix County as a whole, slightly fewer people of ethnic minority reside in the area of the greater WIS 65 corridor. For this study, a minority is defined as Hispanic/Latino and all non-Hispanic/Latino races other than “white alone” as stated in the US Census Bureau statistics.
- Slightly fewer elderly persons reside in the greater WIS 65 corridor compared to those living in St. Croix County. Elderly persons are defined as those ages 65 and over.

Characteristic	St. Croix County	WIS 65 Corridor
Total Population ¹	63, 155	5,848
Persons of Minority ¹	3%	1%
Elderly Persons ¹	10%	9%
Persons with Disabilities ¹	11%	11%
Persons with Low Income ^{1, 2}	8%	7%

¹ From 2000 Census

² Very Low Income as defined in the 2003 U.S. Department of Housing and Urban Development Low to Moderate Income Data

Table B.1-1 Demographic Characteristics

- In the greater WIS 65 corridor area, the residence rate for people with disabilities is the same as in St. Croix County as a whole. Disabilities include sensory, physical, mental, or self-care. Statistics are for the non-institutionalized population ages 5 years and over.
- Slightly fewer people with low incomes reside in the WIS 65 corridor compared to those living in St. Croix County. The US 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. Federal Highway Administration (FHWA) guidelines recommend using low income statistics provided by the US Department of Health and Human Services (HHS). However, these statistics are not readily available at the US Census Bureau block group level. Though the 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.

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

Within the greater WIS 65 corridor area, transportation consists primarily of personal motor vehicles (e.g., 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 special transportation services (about 43,000 rides annually). Within the village areas, transportation is supplemented by bicycle and walking. A rail line also exists in the corridor area. The rail corridor runs parallel to the US 12 corridor on the south side. Existing daily traffic volumes in the Roberts area, as well as projected future traffic volumes, are presented in Section 2 of this report.

According to 2000 US Census Bureau statistics and compared to St. Croix County, in the greater WIS 65 corridor area there is slightly lower rate of housing units (both owner- and renter-occupied) that do not have a personal vehicle available to them.

St. Croix County has designated bicycle routes as well as a long-range bicycle transportation plan. Two routes, County E and CTH TT are located within the greater WIS 65 corridor area.

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 action is not intended to change the modes of transportation or traffic levels anticipated for the WIS 65 corridor area. However, moving the WIS 65 alignment east of Roberts will change travel routes. Traffic volumes through the Village of Roberts are likely to be lower with the preferred alternative than the no build alternative.

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

The preferred alternative will have an effect on planned land use in the communities. Outside the Village of Roberts, land use primarily consists of farms and rural residential. The 2002 *Village of Roberts – Town of Warren Comprehensive Plan* shows the area between Roberts and I-94 as planned for residential and commercial development. The *Comprehensive Plan* shows the “Future STH 65 East Arterial Corridor” in a location that closely follows the WIS 65 Section 1 South Realignment Alternative A-2 presented in this Environmental Assessment as the preferred alternative in Section 1. The 2000 St. Croix County Development Management Plan confirms that future plans maintain the *Comprehensive Plan* recommended land uses in the WIS 65 corridor area.

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

There will be no changes to emergency or other public services in the WIS 65 corridor area after construction of the preferred alternative. For the southern part of the corridor, WIS 65 would bypass the Village of Roberts. Within the Village of Roberts, access to streets, residences, and businesses will not change for emergency and public services. The reduction of traffic from these streets may make access to locations within the Village easier than present conditions. Outside Roberts and along the north portion of WIS 65 corridor, opposing directions of travel lanes will be divided by a grassy median. If needed, emergency services would be able to cross the grassy median. Non-emergency public services would use intersections to access the opposite side of the highway.

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.

Physical and access changes are anticipated for both the north and south sections of the proposed WIS 65 corridor. Changes would result from the following.

- Realigning WIS 65 east of Roberts
- Converting the northern portion of the corridor to a four-lane highway with a median

At the south end of the corridor, near the existing Interstate 94/WIS 65 interchange, a WIS 65 / Division Street interchange would be added. Drivers would no longer access businesses in the area directly from WIS 65 as they do today. Instead, they would use the WIS 65 / Division Street interchange to exit WIS 65 and access the areas using the local road network. Adding the interchange would result in changes to one business driveway. This area is planned for development by the landowner and the mapping of the planned interchange will guide those development plans.

Construction of the WIS 65 Roberts Bypass will result in the existing WIS 65 that runs along the west side of Roberts becoming a local road. A cul du sac will be constructed on 70th Street, east and south of the WIS 65 Roberts Bypass.

A WIS 65 / USH 12 interchange will be added east of the existing WIS 65 / USH 12 intersection. This interchange will allow access into Roberts from the east. This interchange will create a centralized access point to the Roberts Industrial Park.

Access into Roberts from WIS 65 will only occur at the Division Street jug-handle interchange and the USH 12 diamond interchange; the remainder of the Roberts bypass will be access controlled.

Lot frontages along the corridor would change as land is acquired by WisDOT for right-of-way. The details of land acquisition will be set later in the design process. However, each resident, business, and/or property owner is eligible for relocation assistance and property compensation according to the Federal Uniform Relocation Act.

Physical and access changes would result from realigning WIS 65 east of Roberts. The realignment would result in the following:

- One residential relocation
- Realignment of 70th Street
- Realignment of the portion of WIS 12 located east of Roberts

Farther north, where the proposed WIS 65 corridor transitions onto the existing corridor, physical and access changes will occur. The 4-lane WIS 65 will operate in conjunction with a local road system as shown on the diagrams in Section 3 of this Environmental Assessment. Access to WIS 65 will be maintained for those properties that presently have access; however, the access will be limited to right-in, right-out.

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 facilities will be affected by the preferred alternatives. As a result, no minority or low-income populations will be affected because of affecting a community facility.

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 US 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, the Environmental Justice Factor Sheet, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

- a. NO – Disabled population is not affected (WIS 65 Corridor compared to St. Croix County)
 YES – Disabled population is affected – See Environmental Justice Factor Sheet
- b. NO – Elderly population is not affected (WIS 65 Corridor compared to St. Croix County)
 YES – Elderly are affected – See Environmental Justice Factor Sheet
- c. NO – Minority populations are not affected (WIS 65 Corridor compared to St. Croix County)
 YES – Minority populations are affected – See Environmental Justice Factor Sheet
- d. No – Low-income populations are not affected (WIS 65 Corridor compared to St. Croix County)
 Yes – Low income populations are affected – See Environmental Justice Factor Sheet

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

Area residents have indicated several issues are important. The issues are:

- **Development patterns and pressure**
Several development pattern issues were raised. Residents expressed desire to provide safe pedestrian and vehicle travel within the Village of Roberts, limit sprawl outside of planned development areas, and protect farmland in areas planned for agricultural use in the *Village of Roberts – Town of Warren Comprehensive Plan, City of New Richmond Comprehensive Planning Land Use Element, and the St. Croix County Development Management Plan Use Plan.*
- **Community economic environment**
In terms of community economic environment, residents expressed desire to maintain healthy economic environments in the communities and maintain business, residential, and farm property values.
- **Community cohesion and character**
Residents expressed interest in maintaining the cohesiveness and character of the communities.

- **Bicycle and pedestrian accommodations**
Residents expressed concern about bicycle and pedestrian accommodations both in Roberts and on the town or county roads. In town, people were concerned about accommodations for school children and the elderly.
- **Effects on natural environment**
Residents expressed the desire to minimize effects on the natural environment including wetlands and watersheds.
- **Effects of traffic**
Several traffic issues were raised. Residents voiced that traffic volumes and speeds through town should be consistent with desired community character. Traffic noise in and outside of town should also be kept to a minimum or else mitigated.

10. Indicate the number and type of any residential buildings that 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 will be acquired as a result of this project.
- 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.

	South Section (East of Roberts)	North Section
Single Family Homes – Residence Only	0	6
Single Family Homes – Farms	1	0
Total	1	6

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

Total Number of households to be relocated 7

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

The following numbers are estimates.

a. Number by Ownership

Number of households living in owner-occupied building – 7

Number of households living in rented quarters – 0

b. Number of household to be relocated that have:

	One (1) bedroom households		Two (2) bedroom households
4	Three (3) bedroom households	3	Four (4) bedroom households

c. Number relocated households by type and price range³ of dwelling

This information shall be obtained when the Conceptual Stage Relocation Plan is prepared, prior to final design and construction.

- Number of single-family dwellings in the price range of \$40,000 – \$59,999
- Number of single-family dwellings in the price range of \$60,000 – \$79,999
- Number of single-family dwellings in the price range of \$80,000 – \$99,999
- Number of single-family dwellings in the price range of \$100,000 – \$119,999
- Number of single-family dwellings in the price range of \$120,000 – \$139,999
- Number of single-family dwellings in the price range of \$140,000 – \$159,999

12. Describe the relocation potential in the community.

Because this project will not be implemented for 15 years or more, the current availability of replacement housing is not relevant for needs that will be experienced 15 years from now. The housing demand and supply is likely to be quite different when the project is being implemented than it is now. For this reason a Conceptual Stage Relocation Plan was not prepared as part of this environmental document. A Conceptual Stage Relocation Plan will be prepared prior to final design and construction.

A brief review of current newspaper clippings suggests that there is a supply of both single and multi-family housing units of various prices within the area. Casual observation of area growth also indicates that more single and multi-family units are being constructed each year. If these trends continue, there should be ample supply of replacement housing stock when this project is implemented.

a. Number of available dwellings that have

This information shall be obtained when the Conceptual Stage Relocation Plan is prepared, prior to final design and construction

	One (1) bedroom households		Two (2) bedroom households
	Three (3) bedroom households		Four (4) bedroom households

³ The market price of dwellings has been estimated by multiplying the 2002 assessed value by 1.05 (105% of 2002 assessed value)

b. Number of available and comparable dwellings by location.

This information shall be obtained when the Conceptual Stage Relocation Plan is prepared, prior to final design and construction.

- Number of available and comparable dwellings within
- Number of available and comparable dwellings within
- Number of available and comparable dwellings within

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

This information shall be obtained when the Conceptual Stage Relocation Plan is prepared, prior to final design and construction.

- Number of available and comparable single-family dwellings in the price range of
- Number of available and comparable single-family dwellings in the price range of
- Number of available and comparable single-family dwellings in the price range of
- Number of available and comparable multi-family dwellings in the price range of
- Number of available and comparable multi-family dwellings in the price range of
- Number of available and comparable multi-family dwellings in the price range of
- Number of available and comparable apartments in the price range of
- Number of available and comparable apartments in the price range of
- Number of available and comparable apartments in the price range of

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

This information shall be obtained when the Conceptual Stage Relocation Plan is prepared, prior to final design and construction.

- | | |
|---|---|
| <input type="checkbox"/> WisDOT Real Estate | <input type="checkbox"/> Multiple Listing Service (MLS) |
| <input type="checkbox"/> Newspaper listing(s) | <input type="checkbox"/> Other - Identify: |

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

This information shall be obtained when the Conceptual Stage Relocation Plan is prepared, prior to final design and construction.

- Number of minority households –
- Number of elderly households –
- Number of households with disabled residents –
- Number of low Income households –
- Number of households made up of a large family (5 or more individuals) –
- Number of households for which it is not known whether they have special characteristics –
- Number of households with no special characteristics –

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

The acquisition and relocation procedures WisDOT must follow are established by Wisconsin State Law and the Uniform Relocation Act of 1972. These statutes are in place to ensure landowners and tenants are treated fairly when the public interest requires their purchase and relocation.

All land owners will be compensated the fair market value of their property. WisDOT will enlist the services of an appraiser who will prepare a value appraisal based upon recent sales in the area. The owner will be presented with an offer based on the appraisal. If the owner feels the offer does not reflect the value of this property, the owner may enlist the services of another appraiser with the reasonable cost of that appraisal being paid for by WisDOT. Once that appraisal is received by WisDOT, adjustments to the offer may be made based on new information and valuations. If an agreement still can not be negotiated between WisDOT and the owner, WisDOT will issue a jurisdictional offer. The owner has 21 days to accept the offer or WisDOT will begin condemnation proceedings. If the owner still feels that he has not been appropriately compensated for his property, he may initiate an appeals process. If he wins the appeal and meets certain requirements, WisDOT will pay legal fees as well as the difference in valuation. While the process seems long, the great majority of WisDOT land acquisitions result in a negotiated settlement between WisDOT and the land owner.

For those occupying the buildings, be they tenants or owners, relocation assistance is also available. The tenant will be assigned a relocation agent early in the process. The relocation agent will aid the tenant in finding a comparable dwelling or business that meets their needs. The relocation is also able to provide relocation benefits to compensate for the costs of relocation. These benefits can include:

- Moving expenses
- Difference in rent payments (for up to a 2-year period)
- Differences in interest payments
- Remodeling costs

Relocation payments are capped at \$15,000 for a residential tenant, \$25,000 for an owner occupying their residence, and \$50,000 for a business.

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

No difficulties or unusual conditions are anticipated.

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

At this time we do not anticipate special relocation assistance services will be needed. This need will be re-evaluated closer to the time of acquisition.

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.

At this time we do not anticipate additional measures will be needed to minimize adverse effects or to provide additional benefits to those being relocated. This need will be re-evaluated closer to the time of acquisition.

**Wisconsin Department of Transportation
C – ECONOMIC DEVELOPMENT AND BUSINESS IMPACT EVALUATION**

<p>Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65</p> <p>Is this the Preferred Alternative? yes</p>	<p>Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable</p>
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1. Describe the economic development or existing business areas affected by the proposed action.

The proposed action would affect businesses in Roberts. The proposed action would likely promote development in the areas near the proposed WIS 65 / Division Street interchange and the proposed WIS 65 / USH 12 interchange. Development of businesses such as convenience store / gas stations, restaurants, and hotels in these areas would be anticipated.

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

Within the greater WIS 65 corridor area, transportation consists primarily of personal motor vehicles (e.g., truck, car). For school-aged children school buses provide transportation, and for the elderly and people with disabilities, the St. Croix County Department on Aging provides special transportation services (about 43,000 rides annually). Within the village areas, transportation is supplemented by bicycle and walking. A Chicago & Northwestern rail line also exists in the corridor area. The rail corridor runs parallel to the WIS 12 corridor on the south side. Existing daily traffic volumes in the area, as well as projected future traffic volumes, are shown in Figure C.2-1.

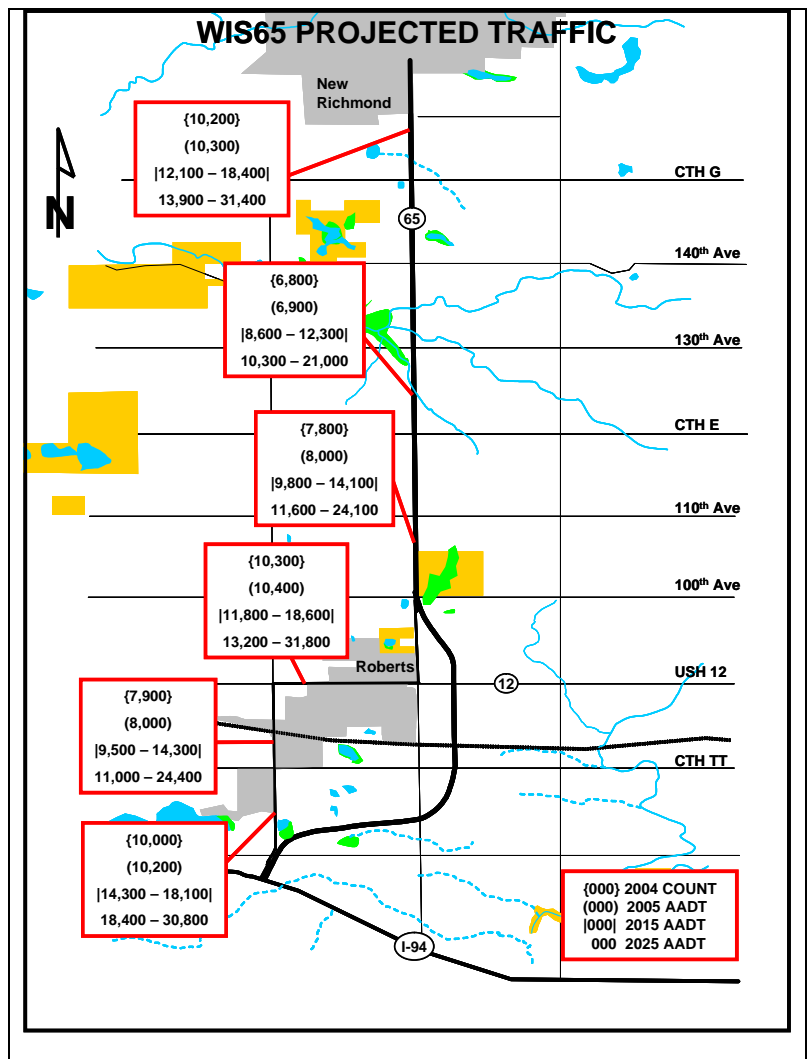


Figure C.2-1 Existing and Projected WIS 65 Traffic

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 US 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, the Environmental Justice Factor Sheet, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

- a. NO – Disabled population is not affected (WIS 65 Corridor compared to St. Croix County)
 YES – Disabled population is affected – See Environmental Justice Factor Sheet
- b. NO – Elderly population is not affected (WIS 65 Corridor compared to St. Croix County)
 YES – Elderly are affected – See Environmental Justice Factor Sheet
- c. NO – Minority populations are not affected (WIS 65 Corridor compared to St. Croix County)
 YES – Minority populations are affected – See Environmental Justice Factor Sheet
- d. No – Low-income populations are not affected (WIS 65 Corridor compared to St. Croix County)
 Yes – Low income populations are affected – See Environmental Justice Factor Sheet

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 that may occur during construction.

Virtually all of the businesses in the area depend on transportation for continued economic viability. No existing businesses would be displaced by the proposed action, so there is no adverse affect in terms of relocation.

In the southern section of the corridor, businesses will no longer have direct access to regional traffic traveling on WIS 65. To access the businesses, this traffic would enter Roberts at the WIS 65 / Division Street interchange or the WIS 65 / USH 12 interchange. The realignment would also affect the visibility of some businesses along the corridor, which may reduce the amount of impulse patronage that these businesses experience.

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

a. Total number created ± 50 jobs over a four-year period from construction **None**

Number created by type including number of jobs

Retail businesses created	None	Retail jobs created	None
Service businesses created	None	Service jobs created	None
Wholesale businesses created	None	Wholesale jobs created	None
Manufacturing businesses created	None	Manufacturing jobs created	± 50

b. Total number displaced 0 businesses **None**

Number displaced by type and number of jobs

Retail businesses displaced	Retail jobs displaced
Service businesses displaced	Service jobs displaced
Retail/Service businesses displaced	Retail/Service jobs displaced
Wholesale businesses displaced	Wholesale jobs displaced
Manufacturing businesses displaced	Manufacturing jobs displaced

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

a. Number of created businesses by special characteristics: 0 businesses **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**

b. Number of displaced businesses by special characteristics: businesses **None**

**Number of displaced businesses that employ elderly
serve elderly**

**Number of displaced businesses that employ disabled
serve disabled**

**Number of displaced businesses that employ low-income people
serve low-income people**

**Number of displaced businesses that employ minority population
serve a minority**

7. Is Special Relocation Assistance Needed?

NO

YES – Describe special relocation needs

8. Describe the business relocation potential in the community.
Not applicable

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 o

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

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 o

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

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

- WisDOT Real Estate Multiple Listing Service (MLS)
- Newspaper listing(s) Other - Identify:

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

Not Applicable

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

Not Applicable

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.

Not Applicable.

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 a business people that they feel are important or controversial.**

The proposed WIS 65 improvements would seek to balance community access and regional mobility. None of the existing businesses would be displaced by the proposed action. The area in general should experience positive effects such as decreased congestion, increased accessibility for customers and suppliers, etc., and improved transportation safety in the corridor. The proposed improvements would also provide a better link between Interstate 94 and the City of New Richmond.

In the southern section of the corridor, businesses will no longer have direct access to regional traffic traveling on WIS 65. This traffic would exit onto the business WIS 65 at the Division Street or WIS 12 interchanges to access the businesses. The realignment would also affect the visibility of businesses along the corridor, which may reduce the amount of impulse patronage that the area experiences.

The northern portion of the corridor could become more attractive for economic development and existing businesses because the safety and efficiency of the WIS 65 corridor will improve.

Business people identified the following factors as important or controversial:

- Development patterns and pressure
Businesses expressed desire to plan development in accordance with future community development guidelines and WIS 65 corridor construction.
- Community economic environment
In terms of community economic environment, businesses expressed desire to maintain healthy economic environments in the communities and maintain business and farm property values.

- Community cohesion and character
Businesses expressed interest in maintaining the cohesiveness and character of the communities.
 - Effects on natural environment
Businesses expressed desire to minimize effects on the natural environment including wetland and watersheds.
- b. The employment potential and existing employees in businesses affected by the proposal. Include, as appropriate, a discussion effects accruing to minority populations or low-income populations.**

The area in general should experience positive effects such as decreased congestion, increased accessibility for customers and suppliers, and improved transportation safety in the corridor. These effects are positive for area employees and improve the employment potential by attracting new development. The proposed WIS 65 improvements would seek to balance community access and regional mobility. The proposed improvements would also provide a better link between Interstate 94 and the City of New Richmond.

In the southern section of the corridor, businesses will no longer have direct access to regional traffic traveling on WIS 65. This traffic would exit onto the business WIS 65 at the Division Street or WIS 12 interchanges to access the businesses. The realignment could also affect the visibility of businesses along the corridor, which may reduce the amount of impulse patronage that the area experiences. In the near-term, this could have a slight effect on retail employment potential in the area; however, long-term benefits are likely to outweigh the short term effects.

The northern portion of the corridor could become more attractive for economic development and existing businesses because the safety and efficiency of the WIS 65 corridor will improve. These are positive effects on existing employees and employment potential.

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

**Wisconsin Department of Transportation
D – AGRICULTURAL IMPACT EVALUATION**

<p>Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65 Is this the Preferred Alternative? yes</p>	<p>Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable</p>
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TYPE OF LAND Acquired From Farm Operations	TYPE OF ACQUISITION				Total Area Acquired	
	Area Acquired In Fee Simple (Acres)		Area Acquired By Easement (Acres)		Section 1	Section 2
	Section 1	Section 2	Section 1	Section 2		
Crop land and pasture	198.3*	59*	**	**	**	**
Woodland	5.8*	4*	**	**	**	**
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	12.2*	30.5*	**	**	**	**
TOTAL	216.3*	93.5*	**	**	**	**

* Acreages will be verified during a future design phase.
** Acreages will be determined during a future design phase.

Much of the agricultural land that will be impacted by the proposed action is planned for development, especially the properties between I-94 and Roberts. It is possible that the development of land within the corridor into commercial, residential, or industrial properties will occur prior to construction of WIS 65. Therefore, the acreages shown above and on the following pages will need to be re-examined prior to construction.

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

Total Number of Farm Operations from which land will be acquired

Section 1 – 15 Section 2 – 16

a. Number of Farm Operations from which 1 acre or less will be acquired.

Section 1 – 1 Section 2 – 4

b. Number of Farm Operations from which more than 1 acre but less than 5 acres will be acquired.

Section 1 – 3 Section 2 – 8

c. Number of Farm Operations from which more than 5 acres will be acquired.

Section 1 – 11

Section 2 – 4

Because the preferred alternatives are not likely to be constructed for at least fifteen years, some aspects of the agricultural impacts were not fully evaluated as part of this document. See Basic Sheet 7 – Early Coordination with Agencies for a summary of the correspondence between the study team and the Department of Agriculture, Trade, and Consumer Protection regarding evaluation of agricultural impacts.

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

Does not apply

The largest effect on farming operations would be the loss of crop and pasture land. There would be changes in access for some farms, and some severances would also occur. Because land management in the area is changing on a yearly basis, it is difficult to predict how different parcels will be managed and what operations they will be part of 15 years from now. Many properties along the WIS 65 corridor, including agricultural lands, are under development or are planned for development. This will likely continue until construction of WIS 65. These effects will be evaluated in an Agricultural Impact Statement that will be prepared prior to project implementation.

During corridor preservation activities, it is likely that the land will continue to be managed and farmed as it currently is.

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

Does not apply

In the south section (Section 1) of the study corridor changes in access to farm operations because of Alternative A2 were minimized by following existing property lines and/or the *Village of Roberts - Town of Warren Comprehensive Plan* as much as possible. It is not possible to determine how many farms would have changes in access made to their land caused by construction because land use will likely change before the proposed action occurs.

In the north section (Section 2) the proposed action would construct an “expressway-type” facility with jug-handle interchanges at CTH E and CTH G, and right-in, right-out at-grade intersections at 110th, 130th, 140th, 157th Avenues. Farm equipment would still be permitted to access fields adjacent to WIS 65 from the highway. Because the proposed improvement is on-alignment the changes in access are minimal.

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

As stated above, development of properties adjacent to the WIS 65 corridor is already underway. Therefore, it is difficult to determine farm severances caused by the proposed action, as land that is currently being farmed may be developed by the time WIS 65 is constructed. If construction of the roadway causes a farm severance, land that is severed by the proposed improvements and cannot be provided access would be purchased as part of the right-of-way acquisition process.

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

In the south section (Section 1) of the project corridor seven farm buildings would be acquired or relocated. In the north section (Section 2) no farm building would be acquired or relocated. A detailed analysis of the buildings and the roles they play in the overall farms' operations was not completed as part of this document. Further evaluation will occur when an Agricultural Impact Statement is prepared prior to implementation.

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

No cattle crossings exist along the corridor. A detailed analysis of cattle and/or equipment passes or crossings was not completed as part of this document.

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

Does not apply

In Section 1 of the project corridor the existing roadway will remain in use. In Section 2, the existing roadway will be used as one of the two sets of travel lanes.

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

Does not apply

In Section1 (south) of the project corridor, approximately 200 acres of cultivated land will be converted to highway right-of-way. The preferred alternative is not expected to be constructed for at least fifteen years. Population growth and development patterns in and around the Village of Roberts suggest that much of the cultivated land east and south of the Village will be developed in to commercial and residential property prior to construction of the preferred alternative. The secondary effect anticipated because of the highway improvement is expected to occur adjacent to the proposed interchanges at Division Street and USH 12. In this area, highway commercial or light industrial may develop in anticipation of the proposed highway project.

In Section 2, approximately 60 acres of cultivated land will be converted to highway right-of-way. Secondary development that may be expected would include rural residential developments consistent with current trends in St. Croix County. Some agricultural land can be expected to be sold as moderate sized lots served by water wells and septic tanks.

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

No effects indicated by farm operator or owner.

Further evaluation will be necessary for the Agricultural Impact Statement that will be completed prior to project implementation.

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

A detailed analysis of minority population or low-income population farm owners, operators, or workers was not completed as part of this document. However, as indicated by the census blocks discussion on Factor Sheet B, this area is not known to have large minority or low income populations. The project is anticipated to have impacts on minority and low income farm owners in the same proportion to other farm owners and operators.

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

In Section 1 of the project corridor the preferred alternative alignment runs parallel to existing roads and along existing property lines as much as possible. This helps to minimize the impacts on farming operations. This alignment closely follows the *Village of Roberts – Town of Warren Comprehensive Plan*, which was agreed upon by both communities.

In Section 2 the preferred alternative is an on-alignment improvement. This minimizes impacts on farming operations.

**Wisconsin Department of Transportation
E – ENVIRONMENTAL JUSTICE EVALUATION**

Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65 Is this the Preferred Alternative? yes	Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable
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1. Give a brief description of the minority population and/or low-income population affected by the proposed action. Include the size of the population(s) and their pertinent demographic characteristics. [A minority population means any readily identifiable group of minority persons including the elderly or disabled (see item 2 below for definitions of Title VI protected minorities) who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed program, policy, or activity. Low-Income Population means any readily identifiable group of low-income persons (having a household income at or below the US Department of Health and Human Services poverty guidelines) who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed program, policy, or activity.]

No minority populations or low-income populations are present in the areas influenced by the project. (Process is complete if the No box is checked)

There is a small number of people of minority and low-income in the WIS 65 project corridor and a smaller residential density (percentage) than in St. Croix County as a whole. These percentages are presented on Factor Sheet B. The population in the area is increasing; therefore, there is a possibility that minority and/or low-income populations will increase in the area before the proposed WIS 65 project is constructed. Though no minority or low-income populations of a greater percentage than that of St. Croix County are located within the project area, the remainder of this Factor Sheet is completed to provide the reader general Environmental Justice information.

Yes, a minority population or low-income population is located in the areas influenced by the project. (Complete the remaining items on this Factor Sheet.)

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

Characteristic	St. Croix County	WIS 65 Corridor
Total Population ¹	63, 155	5,848
Persons of Minority ¹	3%	1%
Persons with Low Income ^{1, 2}	8%	7%

¹ From 2000 Census

² Very Low Income as defined in the 2003 U.S. Department of Housing and Urban Development Low to Moderate Income Data

3. 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. Identify and describe effect(s) to the minority population or low-income population.

For a narrative response, see Question 5 below.

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 and USTs | |
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Coastal Zone | |

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.
- 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.

Effects to the minority population or low-income population include general economics and economic development and business. Beneficial general economic effects are expected, these would tend to be indirect and cumulative effects. Both beneficial and adverse economic development and business effects would be expected. In general, economic development should prosper with completion of the project; no businesses would be relocated.

Effects to elderly or a disabled population include general economics, community and residential and economic development. As stated above, beneficial general economic effects should result, with these tending to be indirect and cumulative effects. Both beneficial and adverse economic development and business effects would be expected. In general, economic development should prosper with completion of the project; however, one farm employing and/or serving elderly populations and/or disabled populations, in addition to non-minority or moderate to high income populations, would be

relocated. Each property and business owner would be eligible for relocation assistance in accordance with the Uniform Relocation Act of 1972.

- 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. (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 protections declares it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving Federal financial assistance, including highway projects.

WisDOT is conducting these WIS 65 Environmental Assessment activities in an attempt to identify the preferred highway corridor to accomplish the following:

- Minimize impacts to the general socioeconomic, natural, physical, and cultural environment by allowing local governments to prevent or limit development occurring within the designated corridor and encourage appropriate development adjacent to the corridor.
- Avoid and minimize effects to Title VI individuals who could be affected by the project in the future if the corridor preservation effort were not undertaken.

Because the improvements would not be implemented for a considerable amount of time, no other plans for special services, considerations, or mitigation are being planned at this time. Before final design, these plans shall be reviewed to ensure they are still applicable and in keeping with EO 12898.

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

- Not Applicable
- No – the project/alternative will not be carried out in keeping with EO 12898
- There is no substantial need for the project/alternative

- Another alternative with less severe effects on the minority population or low-income population can meet the needs of this project/alternative and is practical.
- Yes – project/alternative will be carried out with the mitigation of disproportionately high and adverse effects.
- Yes – a substantial need for the project/alternative exists based on the overall public interest and 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 6 above.

Not Applicable

**Wisconsin Department of Transportation
F – WETLANDS IMPACT EVALUATION**

<p>Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65</p> <p>Is this the Preferred Alternative? yes</p>	<p>Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable</p>
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1. Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other.

Typical construction techniques would include removing original topsoil and vegetation, grading to approximate contour, and installing drainage structures and roadway as needed. Care would be used in avoiding impacts to additional or adjacent wetlands where possible. Filling is the proposed work in the wetlands. 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. A field review and delineation will be necessary during final design to determine discrete impacts. See question number 10 for a listing of wetland types and classifications.

Figure F.2-1 shows wetlands and water bodies in the WIS 65 corridor area. Because of the agricultural use in the area, some of the wetlands in the southern portion of the corridor, I-94 to 110th Avenue, are not of high quality and consist primarily of wet pastures and wetlands associated with drainage ways. These include wetlands adjacent to an intermittent, unnamed tributary of the Kinnickinnic River, as well as wetlands adjacent to an unnamed pond near the WIS 65 – I-94 interchange.

The south section of the project corridor, I-94 to 110th Avenue also includes wetlands of higher quality located:

- in and adjacent to the USFWS Kerber Waterfowl Production Area,
- adjacent to a pond located within USFWS-owned land on the west side of WIS 65 and south of 100th Avenue,
- adjacent to Twin Lakes.

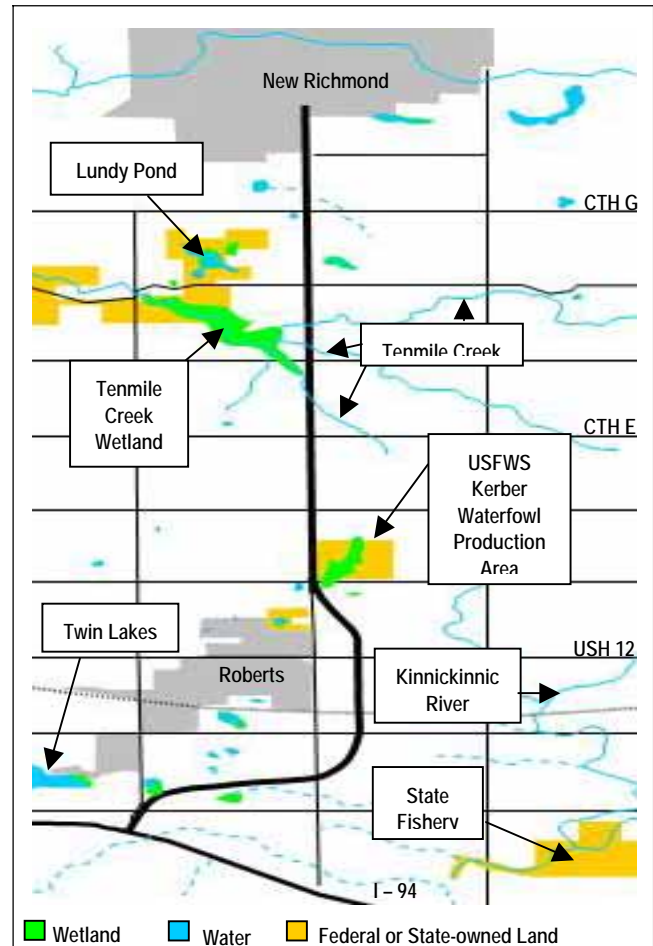


Figure F.2-1 Wetlands in the Proposed WIS 65 Corridor Area

In the northern section of the WIS 65 corridor, 110th Avenue to New Richmond, wetlands associated with Tenmile Creek and Lundy Pond are located on the west side of WIS 65 within land owned by WDNR and USFWS. An additional wetland is found adjacent to an unnamed pond located on the east side of WIS 65, south of CTH G. Agricultural use is more separated from these wetlands in the northern portion of the WIS 65 corridor. For that reason, the wetlands are of medium quality. However, because of the proximity of these wetlands to major water bodies, they will be generally unaffected by the proposed alternative.

3. These wetlands are:

- Isolated from stream, lake or other water body (e.g., perched wetland) – in various agricultural areas.
- Adjacent (within 5-year floodplain) to a stream thread – adjacent to drainage ways and an unnamed tributary of Tenmile Creek (S 27, T 30 N, R 18 W) and the Kinnickinnic River (S 27, T 29 N, R 18 W).
- Contiguous (in contact) with a stream, lake, or other water body – Tenmile Creek and Twin Lakes

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 Streams Factor Sheet. If wetland is contiguous to a lake or other water body, complete Water Bodies Factor Sheet.

4. List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland. (List 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, quail, 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 – per DNR coordination and Internet database searches.
- Yes – Identify the species and indicate whether it is on Federal or State lists.
 - Section 7 coordination has been completed with the US 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 findings would apply. Because the wetlands that are anticipated to be affected are not of high quality, the wetland findings would not be expected to be complicated. Project reviews and agency opinions to date support this expectation.

In the south section of the corridor, wetland avoidance would require the construction of an additional 1 mile of highway costing approximately 1.3 million dollars, or the construction of 2 additional structures costing approximately 1.2 million dollars, and additional severance of a considerable number of farms and property parcels. In the northern portion of the project corridor, wetland avoidance would require moving the alternative off the existing alignment and/or building a structure, such as a bridge over the wetland. Changing the alignment would result in additional monetary costs and property severances.

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 that will be used to protect the wetland are shown on either or both the Erosion Factor Sheet or the Stormwater Factor Sheet:

Yes

No – 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: approximately 0.5 Acres

Individual Section 404 Permit required

General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404
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 whether the US Coast Guard has been notified?

Not Applicable

Indicate whether Preconstruction Notification (PCN) to the US Corps of Engineers(USACE) is:

- Not applicable at this time 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)

Not applicable at this time

10. Identify wetland type(s) that 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.

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

Location	Wetland Type (WWI)	WisDOT Wetland Bank Type	Area of Wetland Converted
North side of WIS 65 Roberts Bypass, near WIS 65 – I-94 interchange	E2H (Emergent/wet meadow, narrow-leaved persistent, standing water, palustrine)	RPE (Riparian Wetland Emergent)	~ 0.5 acres

11. Wetland Mitigation (NOTE: Avoidance, minimization, or mitigation is required.)

a. Wetland Avoidance

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

Highway improvements will be done on alignment as much as possible, shifting between the left and right side of the existing alignment to avoid as many wetlands as possible. Around Roberts, the alignment will be located south of CTH TT and east of 130th Street in a manner to maximize wetland avoidance. The proposed alignment will be further refined during the design phase to avoid additional wetland areas to the extent possible.

Indicate the total area of wetlands avoided.

About 2 acres of wetlands would be avoided by constructing the proposed alignment.

b. Minimize the amount of wetlands affected

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

Will be determined during the design phase.

Indicate the total area of wetlands saved through minimization – Acres (Hectares)

Will be determined during the design phase.

c. Compensation for unavoidable loss.

Is compensation of unavoidable wetland loss required?

Yes No

Describe efforts to replace unavoidable wetland loss

Unavoidable wetlands would be replaced through the use of an on-site wetland mitigation area. If not possible, the acreage will be debited to a WisDOT NW Region wetland bank site.

NOTE: If type and amount of compensation is known, complete item d.

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.

Wetland type of on-site replacement – As needed. Agricultural nature of area is conducive to on-site replacement.

Total area of on-site replacement – Acres (Hectares)

Near-Site or Off-site Replacement – Replacement opportunity for wetland compensation within a 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 on-site replacement – As needed. Agricultural nature of area is conducive to on-site replacement.

Total area of on-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 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 on-site replacement – As needed.

Total area of on-site replacement – Acres (Hectares)

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

**Wisconsin Department of Transportation
G – STREAMS OR FLOODPLAINS IMPACT EVALUATION**

<p>Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65 Is this the Preferred Alternative? yes</p>	<p>Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable</p>
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1. Name of Stream	Tenmile Creek (tributary to Willow River)
2. Location of Stream	St. Croix County S 26, 27, 34, 35, T 30 N, R 18 W
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) (164.38 sq. mi.) <input type="checkbox"/> Temporary Flow (dry part of year)
5. Stream Characteristics	<input type="checkbox"/> Sand <input checked="" type="checkbox"/> Silt <input type="checkbox"/> Clay <input type="checkbox"/> Cobbles <input type="checkbox"/> Other-describe:
a. Substrate	
b. Average Water Depth	1 – 2 feet
c. Vegetation in Stream	<input type="checkbox"/> Absent <input checked="" type="checkbox"/> Present – If known describe: emergent, grass / shrubs on banks
d. Identify Fish Species Present	Rough fish, trout, some pan fish
e. If water quality data is available, include this information (e.g. DNR or local discharger might have such records).	Class II trout water

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

- No – per DNR coordination and Internet database searches.
- Yes – Identify the species and indicate whether it is on Federal or State lists.

Section 7 coordination has been completed with the US 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.

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

Not Applicable

No

Yes – Identify Bird Species present Estimated number of nests is:

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

Not Applicable

Yes

No – Describe mitigative measures

Not evaluated. Evaluation will occur prior to implementation.

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

The land adjacent to Tenmile Creek is primarily agricultural. At the locations where WIS 65 crosses tributaries of Tenmile Creek, land adjacent to the creek is not identified as wetland.

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 – ___Acres

Individual Section 404 Permit required.

General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404.
Indicate which GP or LOP 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 US Coast Guard has been notified?

Not Applicable

Identify which Nationwide Section 404 Permit is required

An individual permit, a General Permit GP001-WI, or a letter or permission.

Indicate whether Preconstruction Notification (PCN) to the US Corps of Engineers(USACE) is:

Not Applicable at this time

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)

Not Applicable at this time

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: US Coast Guard must be notified when Section 10 waters are affected by a proposal.)

Work over the tributaries of Tenmile Creek will consist of one bridge replacement and two culvert replacements.

14. Discuss the effects of any backwater that 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; the project does not fall within 100-year floodplains.

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

- No impacts would occur.** Within the floodplains, this project is an expansion of the existing roadway. Mitigative precautions and plans will seek to minimize floodplain, habitat, and species specific impacts.
- Significant interruption or termination of emergency vehicle service or a community's only excavation 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 does not fall within FEMA floodplains.

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, best management practices will be implemented according to all governing ordinances and policies both during the construction phase and for long term, resulting in little-to-no effect. Because the highway already exists, 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 as per 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 283 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 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.

**Wisconsin Department of Transportation
I – UPLAND HABITAT IMPACT EVALUATION**

<p>Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65 Is this the Preferred Alternative? yes</p>	<p>Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable</p>
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1. Give a brief description of the upland habitat area. Include prominent plant community(ies) at the project site (list vegetation with an estimate of each community type if more than one present).

In the southern portion of the project corridor, the upland habitat area affected by the proposed improvements is mostly managed agricultural field or pasture. In the northern portion, the upland habitat is a mixture of agricultural land, undeveloped grassland/shrub land, and woods. Approximately 5 acres of wooded land would be converted to highway right-of-way.

According to the St. Croix County Plan, a primary environmental corridor has the following characteristics:

- Linear in nature, often arising from a dominant feature or focal point; such as a waterbody or geologic feature
- At least three environmental resources present
- At least 400 acres in size
- At least 2 miles long
- At least 200 feet wide

The area along the west side of existing WIS 65 at Tenmile Creek and Lundy Pond is designated as part of a primary environmental corridor in the St. Croix County Development Management Plan. The proposed project would expand WIS 65 to the east, thereby avoiding impacts to the primary environmental corridor.

Prominent upland plant communities near the WIS 65 corridor include idle upland pasture and mesic upland woods typical of the county. Wooded areas contain maple, basswood, and oaks. Areas are also planted with pine plantation windbreaks. The woodland areas have generally been previously grazed or otherwise managed.

2. Identify and describe any observed or expected wildlife associations with the plant community(ies.)

Expected wildlife associations within the upland plant communities include typical large and small animals throughout the project area. Woodlands typically support deer, fox, coyotes, rabbits, nesting birds, and others. Idle pastures support ground nesting birds, reptiles, and small mammals.

3. Identify the dominant plant community(ies) and estimate existing and proposed area of each dominant plant community to be altered.

Woodland edge is the dominant upland plant community that will be altered. Currently a moderate sized woodlot is located along the east side of WIS 65 between 130th and 140th Avenues and beyond the existing highway right-of-way. With the proposed alternative, approximately two acres of woodland edge would be converted to highway right-of-way through clearing and grubbing.

In addition to the woodland edge plant communities, about two acres of agricultural field or pastureland would be converted to highway right-of-way.

4. 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 US 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.

5. Describe the nature of proposed work in the upland habitat area (e.g., grading, clearing, grubbing, etc.).

In the upland habitat areas of the southern corridor (I-94 to 110th Avenue), a new four-lane roadway would be constructed. In the northern corridor (110th Avenue to New Richmond), a second set of travel lanes would be constructed to complete the four-lane, divided highway. Work proposed for both areas would include grading, clearing, grubbing, and filling where necessary.

6. Identify and describe any known wildlife or waterfowl use areas or movement corridors that would be severed or eliminated by the proposed action. Include a discussion of the proposed action's effects upon the areas or corridors.

No wildlife or waterfowl use areas or movement corridors would be severed or eliminated by the proposed action. The portion of WIS 65 that will bypass Roberts runs parallel to existing roadways and north of 100th Avenue, the new roadway would follow the existing WIS 65 alignment.

Approximately 2.5 acres of the USFWS Kerber Waterfowl Production Area would be acquired for highway right-of-way. The portion of the Kerber WPA to be acquired is located immediately along the existing WIS 65 and therefore, would not cause a new severance.

7. Discuss other direct impacts on wildlife and estimate significance.

No direct impacts on wildlife beyond what already exists are anticipated.

8. Identify and discuss any probable secondary impacts that may be expected due to the project.

Secondary impacts that may be expected because of the proposed action primarily involves development of land adjacent to the realigned WIS 65 and an increase in stormwater runoff. Most of this development is likely to occur adjacent to the Village of Roberts. Secondary development east of the Village because of the proposed actions will likely occur in areas that would develop even if the highway improvements were not constructed, although the type of development may be influenced. Therefore, secondary impacts associated with the proposed action near Roberts are expected to be similar to impacts that would occur without it.

9. Describe measures to minimize adverse effects or enhance beneficial effects.

In the southern portion of the corridor, the proposed alignment impacts the least amount of upland habitat and farmland of the three Roberts bypass alternatives considered. In the northern portion of the corridor, north 100th Avenue, the alignment of the proposed roadway shifts in the following manner to minimize the effect on habitat, residences and farmland.

- 100th to 110th Avenues: expansion along the west side of existing WIS 65.
- 110th Avenue to CTH G: expansion along the east side of existing WIS 65.
- CTH G to New Richmond: expansion along the west side of existing WIS 65.

**Wisconsin Department of Transportation
J – EROSION CONTROL**

Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65 Is this the Preferred Alternative? yes	Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable
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1. Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length and percent slope.

Existing side slopes reach a maximum of approximately 2.5:1 in both cut and fill sections. Existing longitudinal slopes vary from 0 percent to 15 percent.

The outside slopes proposed for WIS 65 consist of 6:1 for the 24 feet adjacent to the roadway continuing with 2.5:1 to 4:1 to match the existing grade. The proposed median side slopes are 6:1. The road profile consists of slopes varying between 0.5 percent to 3 percent.

2. Indicate all natural resources in the project vicinity that are sensitive to erosion, sedimentation, or water quality degradation.

Yes – Sensitive resources exist in the project area.

River/stream

Wetland

Lake

Endangered species habitat

Other – Describe:

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

3. Identify each sensitive resource affected and provide specific recommendations on the level of protection needed.

Wetlands

Approximately 0.5 acres of wetland would be filled by the preferred actions. The wetlands are primarily riparian emergent wetlands located adjacent to an unnamed pond that fluctuates seasonally.

Tenmile Creek and Tributaries

Tenmile Creek and tributaries will be affected by the replacement of a bridge and two box culverts during construction of the preferred alternative.

For each of these resources, stormwater runoff loadings will likely increase with the proposed improvements because of the increase in impervious surface. Implementation of temporary and permanent soil erosion and sedimentation control practices will be required for the improvements, such as sediment basins, rock check dams, erosion barrier fence, inlet and outlet protection, and other various best management practices.

4. Indicate all circumstances requiring additional or special consideration.

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

- | | |
|---|---|
| <input type="checkbox"/> Areas of groundwater discharge | <input type="checkbox"/> Areas of groundwater recharge |
| <input type="checkbox"/> Overland flow/runoff | <input checked="" type="checkbox"/> Long or steep cut or fill slopes. |
| <input type="checkbox"/> Other – Describe: | |

Vegetated swales and wet detention basins will be designed to infiltrate and treat runoff to the maximum extent practicable.

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

This matter will be reviewed during a future engineering phase.

No – Additional or special circumstances are not present.

5. Have erosion control measures received consensus from:

- | | |
|---|---|
| <input checked="" type="checkbox"/> DNR – preliminary concurrence | <input type="checkbox"/> County Land Conservation Committee |
| <input type="checkbox"/> Native American Tribe | |

(All Erosion Control measures (i.e., the Erosion Control Plan) shall be coordinated through the DNR liaison process and TRANS 401 except when Tribal lands of Native Americans are involved. DNR does not issue concurrence without Erosion Control plans. 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. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the US 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 will be coordinated with Native American Tribes.)

An erosion control plan will be developed to be incorporated into the project's design to reduce or minimize erosion impacts. At that time, WisDOT will coordinate with the DNR, St. Croix County and interested Native American Nations.

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

Standard WisDOT erosion control methods will be used during construction as per WisDOT Standard Specifications for Highway and Structure Construction. Additionally, 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 fencing, 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 goal of the construction site erosion control plan will be to implement best management practices (BMPs) that will achieve an 80 percent reduction in the average annual sediment load carried by runoff, as compared with no sediment or erosion controls, until the site has undergone final stabilization. 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 separate storm sewer inlet structures from receiving sediment, and (4) proper use and storage of chemicals, cement, and other compounds.

7. Identify the temporary and permanent erosion control measures to be utilized on the project.

Use of the below erosion control measures will be reviewed during a future engineering phase.

- | | |
|---|--|
| <input type="checkbox"/> Minimize the amount of land exposed at one time | <input type="checkbox"/> Seeding and mulching of exposed soils |
| <input type="checkbox"/> Erosion bales | <input type="checkbox"/> Detention basin |
| <input type="checkbox"/> Temporary seeding | <input type="checkbox"/> Sediment trap |
| <input type="checkbox"/> Silt fence | <input type="checkbox"/> Pave haul roads |
| <input type="checkbox"/> Ditch checks | <input type="checkbox"/> Dust abatement |
| <input type="checkbox"/> Erosion control re-vegetative mat | <input type="checkbox"/> Turf reinforcement mat |
| <input type="checkbox"/> Ditch or slope sodding | <input type="checkbox"/> Rip Rap |
| <input type="checkbox"/> Soil Stabilizer | <input type="checkbox"/> In-Stream Sediment Trap |
| <input type="checkbox"/> Inlet Protection | |
| <input type="checkbox"/> Separating construction from live water – Describe method: | |
| <input type="checkbox"/> Other – Describe: | |

Wisconsin Department of Transportation
K – STORM WATER MANAGEMENT

Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65 Is this the Preferred Alternative? yes	Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable
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Surrounding land use and a discussion of adopted plans are described on Basic Sheet 4

1. Indicate whether any natural resources exist in the project vicinity that are sensitive to water quality degradation.

Yes – Sensitive resources exist in the project area.

River/stream

Wetland

Lake

Endangered species habitat

Other – Describe:

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

2. Identify each sensitive resource affected and provide specific recommendations on the level of protection needed.

Wetlands

Approximately 0.5 acres of wetland would be filled by the preferred actions. The wetlands are primarily riparian emergent wetlands located adjacent to an unnamed pond that fluctuates seasonally.

Tenmile Creek and Tributaries

Tenmile Creek and tributaries will be affected by the replacement of a bridge and two box culverts during construction of the preferred alternative.

For each of these resources, stormwater runoff loadings will likely increase with the proposed improvements because of the increase in impervious surface. Implementation of temporary and permanent soil erosion and sedimentation control practices will be required for the improvements, such as sediment basins, rock check dams, erosion barrier fence, inlet and outlet protection, and other various best management practices.

3. Indicate whether circumstances exist in the project vicinity requiring additional or special consideration.

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

Areas of groundwater discharge

Areas of groundwater recharge

Overland flow/runoff

Long or steep cut or fill slopes.

Cold water stream

Impaired waterway

Exceptional/outstanding resource waters

Other – Describe:

Describe any unique, innovative, or atypical Storm Water Management measures to be used to manage additional or special circumstances.

Unique, innovative, or atypical Storm Water Management measures will be evaluated during a future engineering design phase.

No – Additional or special circumstances are not present.

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

Yes – Identify the affected drainage district

Initial coordination with drainage board has been completed
Discuss results:

Initial coordination with DATCP has been completed
Discuss results: see attached correspondence from DATCP

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

5. Indicate whether the project is within DOT's 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 BoE's Storm Water Engineer or the District Environmental Coordinator for more details on the following areas.)

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

A DOT storm sewer system located within Phase One Municipalities (cities over 100,000 population).

A DOT storm sewer system located within the five (5) Great Lakes Area of Concern.

A DOT storm sewer system located within Municipalities having populations of 50,000 or more where non-point source priority watershed projects are being implemented.

A DOT storm sewer system designated pursuant to NR 216.02 (4) Wis. Admin. Code.

No – The project is outside of WisDOT's storm water management area

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

Standard WisDOT guidelines for drainage-related erosion control measures and NR 151 standards for stormwater runoff control will be incorporated into the stormwater management strategy. Additionally, minimum St. Croix County stormwater management and soil erosion control regulations will be followed to the maximum extent practicable (MEP). 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. Best management practices (BMPs) will be designed, installed, and maintained to infiltrate runoff to the MEP.

7. Indicate how the storm water management plan will be compatible with the storm water strategy.

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 the WisDOT, DNR, and surrounding municipalities will be required. Furthermore, the stormwater management plan will be in accordance with the stormwater ordinances and guidelines of local municipalities to reduce flooding to the MEP, thereby reducing the erosive conditions associated with flooding.

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

- Grass-lined conveyance (parallel to flow)
- In-line storm sewer treatment – Describe:
- Vegetated filter strips (perpendicular to flow) Catch basins
- Distancing outfalls from waterway edge Detention / retention basins
- Constructed storm water wetlands Infiltration basin / trench
- Other – Describe:

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

- No – There are no property acquisitions acquired for Storm Water Management purposes.
- Yes – Complete the following:
 - Safety measures 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:

**Wisconsin Department of Transportation
L – AIR QUALITY IMPACT EVALUATION**

Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65 Is this the Preferred Alternative? yes	Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable
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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 **NR 411.04 Exemptions from indirect source permit requirements** as follows:

- The proposed improvement is located within a metropolitan county (St. Croix County, WI), but has a project peak-hour volume of less than 1200 motor vehicles per hour.
- The proposed improvement includes a shift in more than one intersection approach leg by more than 12 feet, but meets the exemption because the new road segment has no more than two approach lanes (not including exclusive turning 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 Carbon Monoxide Worksheet to this Factor Sheet to illustrate 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 that 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 (NAME TRANSPORTATION PLAN) and in the (NAME TRANSPORTATION IMPROVEMENT PROGRAM [TIP]) endorsed by the (NAME OF MPO), the region's Metropolitan Planning Organization. The TIP was found to conform by the FHWA and FTA (Date). The project is included in the TIP as project number (TIP PROJECT NUMBER).
- 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.
- This project is exempt per 40 CFR 93.134.
- Other, describe.

Receptor Location or Site Description (See Exhibit)	Carbon Monoxide (ppm) ⁽¹⁾			
	1 – Hour Peak ⁽²⁾		8 – Hour Average ⁽³⁾	
	Construction Year (YEAR)	Construction Year Plus Ten Years (YEAR)	Construction Year (YEAR)	Construction Year Plus Ten Years (YEAR)

⁽¹⁾ppm = parts per million -- parts of CO per million parts of gas.

⁽²⁾Includes 1-hour ambient background CO concentration of ppm.

⁽³⁾Includes 8-hour ambient background CO concentration of ppm.

**Wisconsin Department of Transportation
M – CONSTRUCTION STAGE SOUND QUALITY IMPACT EVALUATION**

<p>Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65</p> <p>Is this the Preferred Alternative? yes</p>	<p>Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable</p>
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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 Village of Roberts lies in Section 1 of the project corridor. Noise from the construction of the preferred alternative would have the largest impact on the south and east side of the Village. Land use on the south side of the Village is occupied by a concrete manufacturing facility, new commercial and residential development, and agricultural / undeveloped. The land on the east side of the Village includes residential neighborhoods, a business park, and some local commercial. If construction were to begin today, approximately 500 people would potentially be affected by construction noise in Section 1 and approximately 400 people in Section 2.

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.

Construction of the preferred alternatives in Section 1 and Section 2 could require the use of earth moving equipment, materials handling equipment, stationary equipment, and impact equipment.

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).

Table M.3-1 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.

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

To reduce the potential impact of construction noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 6:00 PM and 7:00 AM without the prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working condition, free from leaks and holes.

Equipment Powered by Internal Combustion Engines	Range of Sound Levels (dBA) at 15 m (50 ft)
Earth Moving	
Compactors (Rollers)	72-75
Front Loaders	72-85
Backhoes	77-94
Tractors	76-97
Scrapers, Graders	80-94
Pavers	86-89
Trucks	54-95
Materials Handling	
Concrete Mixers	75-87
Concrete Pumps	81-84
Cranes (Movable)	76-86
Cranes (Derrick)	86-89
Stationary	
Pumps	67-72
Generators	72-82
Compressors	75-87
Impact Equipment	
Pneumatic Wrenches	82-89
Jack Hammers & Rock Drills	81-97
Impact Pile Drivers (Peaks)	95-105
Other	
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.3-1 Construction Equipment Sound Levels

**Wisconsin Department of Transportation
N – TRAFFIC NOISE IMPACT EVALUATION**

<p>Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65</p> <p>Is this the Preferred Alternative? yes</p>	<p>Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable</p>
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Need for Noise Analysis

1. Based upon a consideration of the traffic, roadway, terrain, and receiver characteristics affecting sound levels, could there be an increased traffic sound level as a result of this action?

No – Complete only the Construction Noise Factor Sheet.

Yes – Complete the Construction Noise Factor Sheet and the rest of this Factor Sheet.

To provide the reader with an idea of noise levels after construction of the proposed roadway compared to current conditions, a theoretical model was produced. This model used traffic volumes counted in 2004 and traffic volumes projected for year 2025. For Section 1 (I-94 to 110th Avenue), no existing traffic was modeled, as no road exists on the proposed WIS 65 alignment. Noise conditions for the future Section 1 as well as existing and future Section 2 were modeled for 100-foot noise contours off WIS 65. That is, theoretical receptors placed 100, 200, and 300 feet from the roadway in Sections 1 and 2 were modeled to provide a comparison and idea of future noise conditions as one moves closer to or further from the roadway. The results of this model are presented in Table N.1-1.

Contour	100' from WIS 65		200' from WIS 65		300' from WIS 65	
	2004	2025	2004	2025	2004	2025
Section 1 (I-94 to 110 th Avenue)	49 dB	69 dB	48 dB	64 dB	48 dB	61 dB
Section 2 (110 th Avenue to New Richmond)	66 dB	68 dB	61 dB	63 dB	58 dB	60 dB

Table N.1-1 Theoretical Noise Levels

The theoretical model indicates that there will be an increased noise level for receptors along the entire corridor. For those receptors in Section 1 of the proposed project, the existing noise level from WIS 65 is low, because of their existing distance from the roadway. When the proposed WIS 65 is constructed and the roadway bypasses the Village of Roberts, the receptors will be much closer to the roadway and therefore will experience a relatively large increase in noise levels.

For those receptors in Section 2 of the proposed project, there will be slight increase in noise levels, due to increased traffic on the roadway. Widening of the roadway will bring receptors closer to the roadway and therefore increase noise levels at those receptors.

Traffic Data

2. Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on the Traffic Summary Basic Sheet.

No

Yes – Indicate volumes and explain why they were used.

Automobiles Veh/hr (total north-south vehicles)

Trucks Veh/hr

Or percentage (T) %

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

The study team used the Federal Highway Administration's (FHWA's) validated Stamina 2.0 prediction model to develop noise impacts.

4. Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic noise.

The Village of Roberts lies in Section 1 of the project corridor. Noise from the preferred alternative would have the largest impact on the south and east sides of the Village. Land use on the south side of the Village is occupied by a concrete manufacturing facility, new commercial and residential development, and agricultural / undeveloped. The land on the east side of the Village includes residential neighborhoods, a business park, and some local commercial. Modeling of sound conditions in Section 1 of the proposed project will take into account the impacts on existing and new development and, where feasible, planned future development.

The existing Section 2 corridor is of rural character; the preferred alternative is an on-alignment improvement. In many instances, traffic noise impacts are expected to be minimal because of the setbacks from the highway. However, some residences and commercial facilities will be located closer to the proposed WIS 65 than they are to the existing facility and experience greater traffic noise due to reduced distance and increased traffic volume. Modeling of sound conditions in Section 2 of the proposed project will take into account the impacts on existing and new development and, where feasible, planned future development.

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 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 are to be notified of predicted noise levels for land

use planning purposes. (A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THIS DOCUMENT.)

Yes – Describe any traffic noise abatement measures that will be implemented.

Noise abatement measures are not being recommended as part of this Environmental Assessment. The receptors that will likely experience an increase of greater than 15 dBA are all located in areas that are currently undeveloped or have low density development, and the distance between receptors is great. Because of the low housing densities of recent and on-going development adjacent to the Village of Roberts, it is likely that noise abatement measures for the affected areas will not be feasible or prudent. The Village of Roberts has been involved in the development of the preferred alternative through the *Roberts – Warren Comprehensive Plan* and the Public Involvement process for this project and is aware of the potential noise impacts related to the proposed WIS 65 project. When the noise analysis is completed, a letter will be sent to the Village of Roberts regarding the impacted receptors.

Sound Source	Sound Level (dBA)	Subjective Response
	140	Threshold of pain
Military jet takeoff 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

**Wisconsin Department of Transportation
R – HAZARDOUS SUBSTANCES OR UNDERGROUND STORAGE TANKS (UST's)**

<p>Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65</p> <p>Is this the Preferred Alternative? yes</p>	<p>Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable</p>
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1. Briefly describe the results of the initial Project Review – Reconnaissance on the parcels affected by this project.

A preliminary review of government records, historic information, and project corridor observations was conducted for the preferred alternative alignment. Two sites with potential hazardous materials concerns were located along the proposed project corridor. Neither of the sites is located within the projected project right-of-way. Construction of the proposed project is not likely to occur for at least 15 years. Further investigation of these or other sites having the potential to impact subsurface conditions within the project corridor will need to be conducted during a future design phase, when the roadway limits are better defined.

2. Indicate the type(s) of contamination (if any) suspected to be affecting sites in the project area.

The majority of contamination in the project area is likely from leaking underground storage tanks (LUSTs), underground storage tanks (USTs), and aboveground storage tanks (ASTs). Petroleum products are suspected to have created volatile organic compounds (VOC), dissolved-phase, and free-phase product contamination in both the soil and groundwater at various affected sites. Much of Section 1 of the project corridor, I-94 to 110th Avenue, will be constructed on land that was previously used for agricultural purposes. In this area, the possibility exists to encounter soils with residual pesticide or herbicide concentrations.

3. Indicate the number and identify the parcels which are determined to require an Environmental Site Investigation or for which the Initial Project Review – Reconnaissance was not conducted.

The need for further investigation of sites with the potential to impact the project corridor will be addressed during a future design phase.

4. Describe proposed course of action to avoid hazardous materials contamination for this project. For example, changes in location, changes in design, remediation of contaminated areas, etc.

This project is in the planning stage; no construction date has been set. Multiple courses of action may be taken for the various sites of concern in the future, including design and location alternatives or remediation. As design and construction approaches, these sites should be re-evaluated to determine construction impacts and the current status of the hazardous materials issues identified.

**Wisconsin Department of Transportation
S – AESTHETICS**

<p>Alternative: Section 1 – Alternative A2 Section 2 – Following existing WIS 65 Is this the Preferred Alternative? yes</p>	<p>Portions of project this sheet is evaluating if different from the first Basic Sheet Not Applicable</p>
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- 1. Identify the alternative discussed on this sheet if it is different from the proposed action addressed in item 1 of Basic Sheet 1 or is different from the "Preferred Alternative" identified in item 3 of Basic Sheet 2.**

Not applicable

- 2. Identify and briefly describe the visual character of the landscape. Include elements in the view shed such as landforms, water bodies, vegetation and human developments.**

The visual character of the landscape in the proposed WIS 65 corridor is primarily rural with cultivated fields covering rolling hills and occasional wooded parcels. The Village of Roberts lies just north of Interstate 94, existing WIS 65 passes through the village.

Highway commercial would likely line the proposed corridor near the Interstate 94/WIS 65 interchange. North of the Interstate, the proposed corridor would skirt the eastern edge of the Village of Roberts.

- 3. Indicate the visual quality of the view shed and identify landscape elements that would be visually sensitive.**

Because the proposed WIS 65 corridor consists of common rural Wisconsin/Minnesota landscape, the visual quality of the view shed is moderate.

- 4. Identify the viewers who will have a view of the improved transportation facility and those with a view from the improved transportation facility. Indicate the relative numbers (low, medium, high) of each group.**

Businesses, residents, farmers, and drivers on roads crossing the facility would view the improved transportation facility. At this time it is not appropriate to project the relative numbers of viewers because construction is not anticipated for at least 15 years and significant growth is expected before construction. When construction is imminent, numbers can be estimated. More than 18,000 vehicles per day (vpd) are expected to use WIS 65 adjacent to Roberts, and more than 13,000 vpd are anticipated to travel the northern portion of the corridor in 2025.

One issue voiced by businesses along the existing WIS 65 corridor is that the proposed action does not offer views of their businesses. This means that a portion of traffic that once had views of the businesses would no longer see them directly as they drive by. The businesses feel that with less exposure to traffic, they may be less successful in attracting drive-by sales. This issue could be addressed through signage or other mitigation measures.

5. Indicate the relative time of day (morning, afternoon, evening, night) and the approximate amount of viewing time each viewer group would have each day.

The facility would be visible to users and observers at all hours of the day. There are no estimates of amount of viewing time for those observing the facility. Those crossing the facility would view it for much shorter periods of time.

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

North of Roberts, where the proposed corridor would remain on alignment, the project would not affect the visual character of the landscape significantly. However, in the proposed off-alignment corridor in the southern portion of the project, the visual character of the landscape would be affected. In this area WIS 65 would be constructed across existing farm fields. One consideration is that at this point it is difficult to anticipate the visual character of this area because the project would not occur for some time and significant growth is anticipated for this area of St. Croix County.

7. Indicate the effects the project would have on the viewer groups.

In the area where the project would have an effect, northeast of Roberts, the project would interfere with the rural landscape.

8. Discuss mitigation measures to avoid or minimize adverse visual effects or enhance positive aesthetic effects of the project.

By keeping a significant portion of WIS 65 corridor on or very close to the existing alignment, minimization of adverse visual effects has already been proposed. In the area where the project would have an effect, the profile of the highway would be kept as close to the existing grade as possible which will reduce interference.