

Categorical Exclusion Checklist (CEC)

02-29-2024

Wisconsin Department of Transportation

Project Summary (guidance)

Project Design ID 1166-09-32, 1170-01-36, 1170-01-37	Construction ID 1166-09-62, 1170-01-66, 1170-01-67	Project Title US 51/WIS 29 Corridor - Wausau										
Project Route or Facility US 51	Project Termini Foxglove Road to Bridge Street	Funding Sources (check all that apply) <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local										
County Marathon	Municipality (City, Village, Town) City of Wausau, Villages of Rothschild and Rib Mountain, and Town of Stettin	Estimated Total Project Cost (design, construction, real estate, etc). Include delivery cost in Year of Expenditure (YOE). \$16M to \$21M in 2025 dollars										
National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No State Long Truck Route / Restricted Truck Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Designated Oversized/Overweight (OSOW) Freight Network <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Section / Township / Range T28N, R7E, Sec 23, 24, 14, 15, 10, 3; T29N, R7E Sec 34, 33, 27, 22, 15	Real Estate Acquisition Portion of Estimated Cost (YOE) \$0										
Section 4(f): <input checked="" type="checkbox"/> No Section 4(f) <input type="checkbox"/> Exception to Section 4(f) <input type="checkbox"/> De Minimis Section 4(f) <input type="checkbox"/> Programmatic Section 4(f) <input type="checkbox"/> Individual Section 4(f) Evaluation	Bridge Number(s) (if applicable) 1166-09-62: B-37-345 1170-01-66: B-37-346, 347, 349, 352, 353, 364, 370 1170-01-67: B-37-153, 154, 348, 354, 362-0001, 362-0002, 365, 366, 371	Utility Relocation Portion of Estimated Cost (YOE) \$0										
		Number of Relocations: Residential 0 Business 0 Other 0										
		<table><tr><td>Right of Way Acquisition</td><td>Acres</td></tr><tr><td>Fee</td><td>0</td></tr><tr><td>Permanent Limited Easement (PLE)</td><td>0</td></tr><tr><td>Temporary Limited Easement (TLE)</td><td>0</td></tr><tr><td>Highway Easement (HE)</td><td>0</td></tr></table>	Right of Way Acquisition	Acres	Fee	0	Permanent Limited Easement (PLE)	0	Temporary Limited Easement (TLE)	0	Highway Easement (HE)	0
Right of Way Acquisition	Acres											
Fee	0											
Permanent Limited Easement (PLE)	0											
Temporary Limited Easement (TLE)	0											
Highway Easement (HE)	0											

Functional Classification of Existing Route (FDM 4-1-10 & 4-1-15)	Urban	Rural	WisDOT Project Improvement Strategy and Type (FDM 3-5 & FDM 11-1 attachment 10.1)
Freeway/Expressway	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improvement Strategy – Improvement Type
Principal Arterial	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Preservation/Restoration <input checked="" type="checkbox"/>
Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Resurfacing <input type="checkbox"/>
Major Collector	<input type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Pavement Replacement <input type="checkbox"/>
Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Bridge Rehabilitation <input type="checkbox"/>
Local	<input type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Bridge Preventative <input checked="" type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>	Rehabilitation – Preservation/Restoration <input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	Rehabilitation – Resurfacing <input type="checkbox"/>
Is any part of a 23 CFR 667, Facilities Repeatedly Requiring Repair and Reconstruction (F4R) site within the Project Termini: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (reference information link is below) (https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/f4r.aspx) If “Yes” is checked, the project’s alternative analysis must comply with FDM 3-22			Rehabilitation – Pavement Replacement <input type="checkbox"/>
Environmental Process Start Date: March 20, 2024			Rehabilitation – Reconstruction <input type="checkbox"/>
23 CFR 771.117(c) or (d) -or- Trans 400 WI Admin Code Project Type Number and Text: (c)(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in 23 CFR 771.117(e)			Rehabilitation – Bridge Rehabilitation <input type="checkbox"/>
Name of Individual & Agency/Firm Preparing this Form: Stephanie Christensen / EMCS, Inc.			Rehabilitation - Bridge Replacement <input type="checkbox"/>
			Modernization - Expansion <input type="checkbox"/>
			Preventative Maintenance <input type="checkbox"/>
			State Majors <input type="checkbox"/>
			Other – Describe: <input type="checkbox"/>

WisDOT Region Environmental Coordinator (REC) or Central Office Bureau of Technical Services Environmental Services Section (ESS) or Environmental Process and Documentation Section (EPDS) Staff Member: I certify that I meet the requirements for staff who review and recommend approval of Categorical Exclusion (CE) actions, specified in the FHWA – WisDOT CE Programmatic Agreement (CE-PA). I further certify that I have reviewed this document and agree with the determination that the proposed project and resultant impacts meet the definition of a CE as described in 23 CFR 771.117(a) & (b) and will not result in significant environmental impacts. I recommend this CE for approval. Emma Graves, WisDOT NCR REC Print – Name and Affiliation Signature Date – m/d/yy 06/17/2024		
WisDOT Region or Central Office Project Manager or ESS/EPDS Staff Member: I certify that I am familiar with this proposed project and its impacts and that the information contained in this document is accurate and can be relied upon for documentation decisions. I further certify that the mitigation measures and commitments proposed herein will be incorporated into the project plans and contract documents. If this CE is a type delegated to WisDOT for approval under the CE-PA, I approve this CE. If this CE is a type retained for approval by FHWA, I recommend this CE for approval. Zachary Gruling, WisDOT NCR Project Manager Print – Name and Affiliation Signature Date – m/d/yy 6/17/2024		

FHWA Approval

☐ This CEC has been prepared for a CE listed in 23 CFR 771.117(d) that has not been delegated to WisDOT for approval by FHWA through the CE-PA, Section VI. B. 1. WisDOT has consulted with FHWA per CE-PA Section VII. A. 3 and determined a CEC is acceptable documentation for the proposed action. FHWA must review and approve this CEC prior to WisDOT proceeding with final design, acquisition of right of way or construction. FHWA approves this CE.

(Signature)

(Date)

This template may be used for National Environmental Policy Act (NEPA) documentation and/or Wisconsin Environmental Policy Act (WEPA) CE documentation.

A determination that this project satisfies the criteria for an FHWA Categorical Exclusion (CE) does not relieve the applicant of the requirement to comply with other laws and regulations including, but not limited to, Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Section 4(f) of the US Department of Transportation Act. Coordination to comply with these other laws may require FHWA involvement. Furthermore, designation of this project as a (c)-listed CE does not relieve the requirement for WisDOT to coordinate with WDNR under the Cooperative Agreement. Any correspondence or documentation used to comply with Federal, State, or Local laws or regulations should be maintained in the project file and provided with this checklist upon request.

I. Fiscal Constraint ([guidance](#))

Projects identified in the WisDOT Statewide Transportation Improvement Program (STIP) per 23 CFR 450.218(g), which are typically FHWA or Federal Transit Administration (FTA) funded projects, must demonstrate fiscal constraint. In addition, and regardless of funding source, projects defined as regionally significant per 23 CFR 450.104 and 23 CFR 450.218(h), must also demonstrate fiscal constraint.

Indicate whether a project ID for a subsequent phase following design (either a project ID for meaningful right-of-way acquisition or a project ID for construction) is included in the most recent version, or a previous version of the STIP, included in a STIP amendment, or listed in the STIP with a Backlog Advanceable Pilot Program (BAPP) STIP label. One of the boxes must be checked to demonstrate fiscal constraint.

If the proposed project is within a metropolitan planning area, it also must be in the metropolitan planning organization (MPO) transportation improvement program (TIP).

<input type="checkbox"/>	The proposed action is not federally funded with FHWA or FTA funds per 23 CFR 450.218(g), does not require federal approval, and is not considered a regionally significant project. Federal fiscal constraint requirements do not apply.
<input checked="" type="checkbox"/>	<p>The proposed action is federally funded with FHWA or FTA funds per 23 CFR 450.218(g), requires federal approval, or is considered a regionally significant project. The proposed action is approved in the most recent version of the STIP or included in a STIP amendment.</p> <p><u>Name of STIP or STIP Amendment:</u> 2024-2027 FINAL STIP Project Listing (ID 1170-01-67) and 2024-2027 STIP May Amendment (ID 1166-09-62 and 1170-01-66)</p> <p><u>STIP Date and Page Number on which the project can be found:</u> May 2024, page 282 (ID 1170-01-67) and May 2024, page 5 (ID 1166-09-62 and 1170-01-66)</p> <p><u>Include a copy of the page from the STIP as an attachment:</u> <input checked="" type="checkbox"/> Attachment 1: STIP</p> <p><i>For projects in metropolitan planning areas, it must also be in the metropolitan planning organization (MPO) transportation improvement program (TIP).</i></p> <p><u>Name of the TIP or TIP amendment:</u> Marathon County Metropolitan Planning Commission/Wausau Area Metropolitan Planning Organization (MPO) Amendment to the 2022-2025 Transportation Improvement Program (TIP) (ID 1170-01-67) and 2024 - 2027 Amendment (ID 1166-09-62 and 1170-01-66)</p> <p><u>TIP Date and Page Number on which the project can be found:</u> April 12, 2022, Table 1 Page 6 (1170-01-67) and May 14, 2024 Table 1 (ID 1166-09-62 and 1170-01-66)</p> <p><u>Include a copy of the page from the TIP as an attachment:</u> <input checked="" type="checkbox"/> Attachment 1: STIP</p>
<input type="checkbox"/>	<p>The proposed action is federally funded with FHWA or FTA funds per 23 CFR 450.218(g), requires federal approval, or is considered a regionally significant project. The proposed action was approved in a previous version of the STIP but is no longer included in the most recent STIP because initial project funding authorization has occurred.</p> <p><u>Name of STIP or STIP Amendment:</u></p> <p><u>STIP Date and Page Number on which the project can be found:</u></p> <p><u>Include a copy of the page from the STIP as an attachment:</u> <input type="checkbox"/> Included as: Attachment</p>

	<p>For projects in metropolitan planning areas, it must also be in the metropolitan planning organization (MPO) transportation improvement program (TIP).</p> <p><u>Name of the TIP or TIP amendment:</u></p> <p><u>TIP Date and Page Number on which the project can be found:</u></p> <p><u>Include a copy of the page from the TIP as an attachment:</u> <input type="checkbox"/> <u>Included as:</u> Attachment</p>
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II. Proposed (c)-list Categorical Exclusion 23 CFR 771.117(c)26, (c)27 or (c)28

Projects proposed for approval as (c)(26), (c)(27), or (c)(28) actions must not include any of the conditions specified in 23 CFR 771.117(e). If project is being processed as any other CE category skip to question III.

Check all boxes that apply to the proposed project. **If any boxes are checked, the project cannot be documented with (c)(26), (c)(27), or (c)(28) and FHWA approval is required.** Consult REC and/or EPDS to determine appropriate environmental document type.

- ☐ An acquisition of more than a minor amount of right of way or that would result in any residential or non-residential displacements
*In Wisconsin, a minor amount of right of way is defined as fee or PLE acquisition ≤ 1 acre/ mile on average for (c)(26) actions and ≤ 0.5 acre total for (c)(27)&(28) actions.
- ☐ An action that needs a bridge permit from the US Coast Guard
- ☐ An action that does not meet the terms and conditions of a US Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act of 1899
- ☐ A finding of "adverse effect" to historic properties under the National Historic Preservation Act
- ☐ The use of a resource protected under 23 USC 138 or 49 USC 303 (Section 4(f)) except for actions resulting in *de minimis* impacts
*If a project includes a Section 4(f) de minimis determination or programmatic evaluation, the Section 4(f) documentation must be submitted to FHWA for review and approval before final approval of this CE
- ☐ A finding of "may affect, likely to adversely affect" a threatened or endangered species or critical habitat protected by the Endangered Species Act
- ☐ Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions
*In Wisconsin, projects resulting in major traffic disruptions are those that require a Transportation Management Plan Type 3, as defined in FDM 11-50-5
- ☐ Changes in access control
*Existing access may be modified as long as access is maintained in a similar fashion as it existed prior the project being implemented. Creation of new access for the purposes of new development, removal of existing access without replacement or existing appropriate alternate access being available, or substantial changes that would modify existing circulation patterns on the parcel would disqualify the project.
- ☐ A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreation trails, bicycle and pedestrian paths); construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers

III. Description of Purpose and Need, Alternatives Considered and Preferred Alternative ([guidance](#))

Provide the project purpose and need, alternatives considered (as needed) and a concise project description below, including project background as appropriate, and the scope of work. Attach a project location map and other appropriate exhibits that are referred to in this document. The description must be consistent with the CE listed on the cover page. The project purpose and need or project description should include a brief explanation of the project's NEPA/WEPA logical termini in relation to the project scope, and purpose and need.

Project Background (ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67)):

The US 51 project length is approximately 7-miles from Foxglove Road to Bridge Street. The project area also includes approximately 1-mile of WIS 29 east and west of US 51 including the WIS 29 system interchanges. WIS 29 runs concurrent with US 51 between the WIS 29 system interchanges for approximately 4-miles. The project area also includes the service interchanges (ramps and crossroad between the ramp intersections) at County N, County NN, Sherman Street, Stewart Avenue, WIS 52, and Bridge Street. The bridges over Bus 51/County K are also included in the project area. The US 51/WIS 29 freeway corridor is located in the City of Wausau, Villages of Rothschild and Rib Mountain, and Town of Stettin and serves is functionally classified as a rural principal arterial (**Attachment 2: Project and Aerial Location Maps**).

Project ID 1166-09-32(62) is located on the entire project corridor limits described above. Project ID 1170-01-36(66) and ID 1170-01-37(67) are located on the bridges within the WIS 29 west system interchange and on US 51 over County K. Project IDs are referenced throughout the following document.

Within the project limits, US 51 is a four to eight-lane rural freeway with two to four 12-foot lanes in each direction separated by a 50 to 60-foot median. Outside shoulders are 10-foot (10-foot paved). Inside shoulders are 6-foot to 10-foot (4-foot to 10-foot paved). Within the project limits, WIS 29 is a four-lane rural freeway with two 12-foot lanes in each direction separated by a 60-foot (min) median. Outside shoulders are 10-foot (8-foot paved). Inside shoulders are 6-foot (4-foot paved). Typical sections through the service interchanges vary widely to accommodate turning traffic at the signalized ramp terminals.

The US 51/WIS 29 corridor carries a mix of statewide, regional, and local traffic.

- US 51 average annual daily traffic (2019) is 65,550 vehicles. Heavy truck traffic accounts for 12.8% of the traffic.
- WIS 29 average annual daily traffic (2019) is 44,260 vehicles. Heavy truck traffic accounts for 9.9% of the traffic.

The speed limit within the project corridor is 65 mph along US 51 and WIS 29. The speed limits vary along the local roads through the service interchanges from 25 mph to 35 mph. There are no proposed changes to any speed limits.

Project history on the US 51/WIS 29 corridor

- 2004 to 2008: reconstruction and modernization of the entire US 51/WIS 29 corridor with new pavement, new bridges, and new interchanges.
- Since modernization of the corridor, minor maintenance and safety improvements have been completed including: spot concrete pavement repairs, polymer overlays on bridges to preserve bridge decks, and installation of cable barrier where medians are less than 60-feet.

Purpose:

The purpose of the proposed action is to address the following:

- Roadway deficiencies (ID 1166-09-32(62))
- Drainage system deficiencies (ID 1166-09-32(62))
- Pedestrian accommodations (ID 1166-09-32(62))
- Bridge deficiencies (ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67))

Need:

Roadway deficiencies (ID 1166-09-32(62))

The existing US 51 and WIS 29 corridor pavement is showing signs of distress with cracking of existing concrete pavement and cracking and settlement of adjacent asphalt shoulders. These cracks allow water and deicing chemicals to enter the pavement and accelerate the deterioration of the roadway corridor. *The below estimated ratings of the pavement condition can vary slightly depending on severity of winter conditions and associated freeze/thaw cycles.*

The WisDOT Pavement Condition Index (PCI) rating for the existing concrete pavement throughout the US 51/WIS 29 corridor between 2023 and 2032 was determined to average PCI of 92 (good). *PCI method is used for rating pavement condition based on visual signs of pavement distress, such as cracks, ruts, and potholes. PCI is a numerical rating that ranges from 0 to 100, where 100 represents pavement in excellent condition and 55 represents a minimum rating for pavement in fair condition. Specialized pavement data collection vehicles gather data on the state trunk highway system.*

The guardrails are nearing the end of their service life with deteriorating posts and hardware. Most systems will be over 20 years old by the planned construction year of 2026. Also, the existing guardrail systems do not meet current WisDOT design standards (material type, length of need).

Drainage system deficiencies (ID 1166-09-32(62))

Small sections of the curb and gutter are broken and inlet adjusting rings are deteriorated at the service interchanges within the project limits (County N, County NN, Sherman Street, Stewart Avenue, WIS 52, and Bridge Street).

Pedestrian accommodations (1166-09-32(62))

Curb ramps located at the interchanges of Sherman Street, Stewart Avenue, WIS 52, and Bridge Street do not meet current Americans with Disability Act standards. They lack level landings and have steeper grades than current design standards.

Bridge Deficiencies (ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67))

Seventeen (17) bridges are showing signs of deterioration including delaminating (breaking away) of existing polymer overlays which are in place to provide long-term preservation of the bridge decks and deterioration of joints and railings. A list of the bridges within the project limits with deficiencies is provided in **Table 1** below.

Table 1 also includes the National Bridge Inventory (NBI) condition rating for each structure is also shown below. The ratings shown are from 2022 and are for the overall ratings of the bridge's superstructure (deck, railings, girders, etc.).

NBI Condition Rating is a method used and accepted by the Federal Highway Administration (FHWA) in evaluating highway bridge data and is calculated from several factors to obtain a numeric value. The NBI is a database, compiled by the FHWA, with information on all bridges and tunnels in the United States that have roads passing above or below. NBI is a numerical rating that ranges from 0 to 9, where 9 represents a bridge in excellent condition and 5 represents a minimum rating for a bridge in fair condition.

Table 1. Bridges with Deficiencies				
Bridge Number	Description	NBI (2022) Bridge Superstructure	NBI (2022) Bridge Deck	Current Deficiencies
ID 1166-09-32(62)				
B-37-345	US 51 SB over Big Rib River	8 (very good)	7 (good)	Deteriorating expansion joints
ID 1170-01-36(66)				
B-37-346	US 51 NB over Sherman St	8 (very good)	8 (very good)	Wearing of existing polymer overlay
B-37-347	US 51 SB over Sherman Ave	7 (good)	7 (good)	Wearing of existing polymer overlay
B-37-349	US 51 SB over Wisconsin Central Railroad	8 (very good)	8 (very good)	Wearing of existing polymer overlay
B-37-352	US 51 NB over WIS 52	8 (very good)	7 (good)	Wearing of existing polymer overlay; cracking of concrete railing in southeast corner
B-37-353	US 51 SB over WIS 52	7 (good)	7 (good)	Wearing of existing polymer overlay
B-37-364	Ramp US 51 SB to WIS 29 WB over Ramp WIS 52 to US 51 SB	8 (very good)	7 (good)	Wearing of existing polymer overlay
B-37-370	WIS 29 WB over Ramp to Stewart Ave	8 (very good)	7 (good)	Wearing of existing polymer overlay
ID 1170-01-37(67)				
B-37-153	US 51 NB over US B51 SB	8 (very good)	8 (very good)	Wearing of existing polymer overlay
B-37-153	US 51 SB over US B51 SB & EB County K	7 (good)	7 (good)	Wearing of existing polymer overlay
B-37-154	US 51 NB over Wisconsin Central Railroad	8 (very good)	7 (good)	Wearing of existing polymer overlay
B-37-348	US 51 NB Exit Ramp over Stewart Ave	7 (good)	7 (good)	Wearing of existing polymer overlay
B-37-354	WIS 29 EB to US 51 NB over WIS 29	7 (good)	7 (good)	Wearing of existing polymer overlay
B-37-362-01	US 51 over US 51	7 (good)	7 (good)	Wearing of existing polymer overlay
B-37-362-02	WIS 29 WB Ramp System over Stewart Ave	8 (very good)	7 (good)	Wearing of existing polymer overlay
B-37-365	WIS 29 Ramp over 28th Ave	8 (very good)	7 (good)	Wearing of existing polymer overlay
B-37-366	WIS 29 EB System Ramp over Stewart Ave	7 (good)	6 (satisfactory)	Wearing of existing polymer overlay
B-37-371	WIS 29 EB System Ramp over Stewart Ave	7 (good)	6 (satisfactory)	Wearing of existing polymer overlay

Alternatives:

The development of alternatives for WisDOT Asset Management actions, such as this one, is done through a practical design approach. The practical design approach is a data-driven decision-making process with a focus on providing the safest and best roadway that funding can provide with the lowest impact to the natural and human environments.

Alternative 1: No Build (ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67))

This alternative would provide for routine maintenance to continue, but it would result in further deterioration of the roadway pavement, shoulders, guardrails, curb and gutter, inlets, and bridges. Standard pedestrian facilities for all users would not be accommodated. The no build option would result in future higher maintenance costs and the potential for reduced highway corridor safety. This alternative would not delay deterioration that would necessitate more comprehensive and costly improvements in the future.

This alternative does not meet the purpose and need of the proposed action and therefore was eliminated from further consideration. This alternative would have no additional environmental impacts and no right of way acquisition. However, this alternative is being used as a baseline for comparison of impacts with other alternatives.

Alternative 2 (Preferred): Roadway and Bridge Preservation (ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67))

This preferred alternative proposes to rehabilitate the existing concrete pavement and asphalt shoulders along US 51, WIS 29, and interchanges within the project limits. Other project work would include spot shoulder replacement, high friction surface treatment replacement, guardrail replacements, spot curb and gutter and inlet repairs, curb ramp upgrades, installation of pavement marking and shoulder rumble strips, and bridge rehabilitations.

The preferred alternative addresses the purpose and needs of the proposed action. This alternative would preserve the roadway assets, while minimizing overall lifecycle cost of the roadway corridor.

Description of the Preferred Alternative (ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67)):

The project proposes to improve the pavement and roadside features within the US 51/WIS 29 corridor (**Attachment 3. Preliminary Plans**). Proposed project work includes:

ID 1166-09-32(62)

- Concrete joint repairs and concrete slab replacements including bridge approaches on US 51, WIS 29, and US 51 system interchange ramps with WIS 29 east and west as well as on service interchange ramps and service interchange crossroads of County N, County NN, Sherman Street, Stewart Avenue, WIS 52, and Bridge Street.
- Rehabilitation of the asphalt shoulders, gores, and median turnarounds.
- Replacement of the high friction surface treatment along the ramp from westbound WIS 29 to northbound US 51 to maintain safe conditions.
- Replacement of guardrails.
- Spot curb and gutter replacements and repair inlets at the service interchanges.
- Upgrade of curb ramps to meet ADA standards at four service interchanges: Sherman Street, Stewart Avenue, WIS 52, and Bridge Street.
- Replacement of pavement marking and shoulder rumble strips.

ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67)

- Bridge repairs as shown in **Table 2**.

Table 2. Proposed Bridge Improvements		
Bridge Number	Description	Anticipated Improvements
ID 1166-09-32(62)		
B-37-345	US 51 SB over Big Rib River	Replace the expansion joints
ID 1170-01-36(66)		
B-37-346	US 51 NB over Sherman St	Replace polymer overlay
B-37-347	US 51 SB over Sherman Ave	Replace polymer overlay
B-37-349	US 51 SB over Wisconsin Central Railroad	Replace polymer overlay
B-37-352	US 51 NB over WIS 52	Replace polymer overlay and repair the cracked concrete railing in southeast corner
B-37-353	US 51 SB over WIS 52	Replace polymer overlay
B-37-364	Ramp US 51 SB to WIS 29 WB over Ramp WIS 52 to US 51 SB	Replace polymer overlay
B-37-370	WIS 29 WB over Ramp to Stewart Ave	Replace polymer overlay
ID 1170-01-37(67)		
B-37-153	US 51 NB over US B51 SB	Replace polymer overlay
B-37-154	US 51 SB over US B51 SB & EB County K	Replace polymer overlay
B-37-348	US 51 NB over Wisconsin Central Railroad	Replace polymer overlay
B-37-354	US 51 NB Exit Ramp over Stewart Ave	Replace polymer overlay
B-37-362-01	WIS 29 EB to US 51 NB over WIS 29	Replace polymer overlay
B-37-362-02	US 51 over US 51	Replace polymer overlay
B-37-365	WIS 29 WB Ramp System over Stewart Ave	Replace polymer overlay
B-37-366	WIS 29 Ramp over 28th Ave	Replace polymer overlay
B-37-371	WIS 29 EB System Ramp over Stewart Ave	Replace polymer overlay

ID 1166-09-32(62):

The proposed work can be performed while traffic is maintained on US 51, WIS 29, and on the crossroads at the service interchanges. The construction zone would require temporary lane closures.

ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67):

Work on system interchange ramps and service interchange ramps would require short-term ramp closures. Detours would be posted during state highway ramp closures and ramp closures would be coordinated to ensure local and emergency circulation is available throughout the project area. There are adequate alternative and parallel routes near the project area to accommodate short-term closures. Improvements to detour routes are not required.

WisDOT has identified the US 51/WIS 29 project for development under alternative contracting requirements as specified in Wisconsin's alternative project delivery legislation (Wis. Stat. 84.062). Final design details will be developed by the design-builder to meet the purpose and need outlined in this document. Final details will not have a larger environmental impact than described herein and if additional impacts are determined during the design-build process, additional coordination and supplement(s) to this environmental document would be prepared.

IV. Project is a Complete FHWA Action

To process your project with this checklist you must be able to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, to demonstrate it is a complete FHWA action, pursuant to 23 CFR 771.111(f).

Check all boxes that apply to the proposed project. You must check all of boxes 1-3, or the last box. **If you are unable to check either all of boxes 1-3 or the last box in this section, you cannot complete this document and must reassess the project scope to meet the criteria.**

Proposed projects being developed under WEPA must also meet these criteria.

- ☒ (1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope
- ☒ (2) Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made
- ☒ (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements
- ☐ Project is not an action resulting in construction and does not require compliance with (1-3) above

V. Categorical Exclusion Definition

Categorical exclusions (CEs) are actions which, based on experience with similar actions, do not involve significant environmental impacts (23 CFR 771.117(a)).

Check all boxes that apply to the proposed project. **If you are unable to check any box in this section, you cannot use any CE documentation, and must prepare an EA or EIS.** Proposed projects being developed under WEPA must also meet these criteria.

- ☒ Do not induce significant impacts to planned growth or land use for the area
- ☒ Do not require the relocation of significant numbers of people
- ☒ Do not have a significant impact on any natural, cultural, recreational, historic or other resource
- ☒ Do not involve significant air, noise, or water quality impacts
- ☒ Do not have significant impacts on travel patterns
- ☒ Do not otherwise, either individually or cumulatively, have any significant environmental impacts

VI. Unusual Circumstances ([guidance](#))

23 CFR 771.117(b) Any action which normally would be classified as a CE but could involve unusual circumstances may require the FHWA, in cooperation with the applicant, to conduct additional environmental studies to determine if the CE classification is proper. In addition; if the project includes auxiliary lanes and/or capacity expansion WisDOT must consult with FHWA to determine whether a CEC is appropriate. Proposed projects being developed under WEPA must also meet these criteria.

Check all boxes that apply to the proposed project. **If any boxes in this section are checked, coordination with the REC, EPDS and FHWA is required prior to making a final CE determination.**

- ☐ Significant environmental impacts
- ☐ Substantial controversy on environmental grounds

- ☐ Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act (not required for WEPA document, consult with REC or EPDS for requirements)
- ☐ Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action
- ☐ Project includes auxiliary lanes or capacity expansion

Describe any coordination with the REC, EPDS and FHWA related to any unusual circumstances, including auxiliary lanes or capacity expansion:

None.

VII. Tribal Lands

For projects, regardless of project type, located partially or entirely on Tribal lands in trust, allotted, or reservation status, WisDOT Region staff shall consult with WisDOT EPDS staff prior to preparing CEC documentation. In certain cases, the involvement of Tribal land may warrant preparing higher level environmental documentation (e.g. ER instead of CEC). Prior to approval, the document preparer will send the CEC to the WisDOT EPDS liaison for review so EPDS can ensure adequate Tribal consultation by WisDOT and engage FHWA in consultation when necessary.

Describe any Tribal coordination (enter “N/A” if project is not on tribal lands): N/A.

VIII. Tribal/Agency/Local Unit of Government Coordination and Public Involvement [\(guidance\)](#)

Provide a brief description of Tribal coordination. Describe any unresolved issues and how they will be resolved. Attach evidence of coordination as applicable:

Native American notification letters were sent to Tribal Historic Preservation Officers on March 20, 2024. The following tribes received a notification letter: Bad River Band of Lake Superior Chippewa Indians, Forest County Potawatomi Community, Ho-Chunk Nation, Lac Courte Oreilles Band of Lake Superior Chippewa Indians, Lac du Flambeau Band of Lake Superior Chippewa Indians, Menominee Indian Tribe of Wisconsin, Stockbridge-Munsee Band of Mohican Indians, Oneida Nation of Wisconsin, Red Cliff Band of Lake Superior Chippewa Indians, St. Croix Band of Lake Superior Chippewa Indians, Sokaogon Chippewa Community, Sac and Fox Tribe of the Mississippi in Iowa, Iowa Tribe of Oklahoma, and Prairie Band Potawatomi Nation. No responses were received (**Attachment 4: Tribal Coordination**).

Provide a brief description of coordination conducted with agencies and local unit(s) of government. All projects at a minimum should include a discussion about coordination conducted with the Wisconsin Department of Natural Resources (WDNR), U.S. Fish and Wildlife Service (USFWS), Federal Aviation Administration (FAA), and WisDOT-Bureau of Aeronautics (BOA). Coordination conducted with other agencies and local unit(s) of government should be included, as appropriate. Describe any unresolved issues and how they will be resolved. Attach evidence of agency and local unit(s) of government coordination as applicable:

Agency	Coordination
State Historic Preservation Office (SHPO)	Screening for archaeological and historic resources was completed (Attachment 5: Section 106 Documentation). The proposed action met the requirements for the Section 106 screening list on January 23, 2024.
Wisconsin Department of Natural Resources (WDNR)	<p>WDNR Initial Review Letter Date: March 27, 2024 (Attachment 6: WDNR Coordination)</p> <p>Initial WDNR initial comments include the following:</p> <p><u>Wetlands</u></p> <ul style="list-style-type: none"> Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Impacts must be mitigated. <p><u>Waterways and Floodplains</u></p> <ul style="list-style-type: none"> No in-water work is anticipated. Installation and maintenance of erosion control must be used to protect any waterways near the active work areas. Floodplains are present throughout the project and are controlled by the Federal Energy Regulatory Commission (FERC). No work planned would impact floodplains. <p>(CONTINUED ON NEXT PAGE)</p>

	<p><u>Threatened and Endangered Species</u></p> <ul style="list-style-type: none"> Between County NN and Sherman Street (through the Big Rib River corridor), there is suitable habitat for a threatened reptile. Implement measures to avoid impacts to reptiles. <p><u>Stormwater Management and Erosion Control</u></p> <ul style="list-style-type: none"> Decontaminate all project equipment for removal of invasive species. The project will obtain final concurrence and a Transportation Construction General Permit (TCGP) for over 1 acre of grading during design as well as the approval of the Erosion Control Implementation Plan (ECIP) prior to construction. <p><u>Hazardous Materials</u></p> <ul style="list-style-type: none"> There are several known hazardous materials sites with residual contamination present and continuing obligations. Impacts beyond the existing roadway footprint in these areas will require WDNR coordination. If asbestos is encountered during construction, a Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. <p>Coordination will continue with WDNR during design and construction.</p>
U.S. Army Corps of Engineers (USACE)	A Section 404 permit is required for projects with discharges of fill or dredged material into waters of the U.S., including wetlands. No work is planned in any waterway or wetland throughout the project. Coordinate with USACE is not required.
U.S. Fish and Wildlife Service (USFWS)	<p>A transmittal was sent to USFWS for the federal threatened and endangered species official species list using the Information for Planning and Consultation (IPaC) website on March 19, 2024, and updated on June 13, 2024.</p> <p>The project was processed under the FHWA, FRA, FTA Range-wide Programmatic Consultation for NLEB determination key on April 25, 2024. (Attachment 7: USFWS Coordination).</p> <p>Using the USFWS IPaC website, the project was processed under the MN-WI Endangered Species determination key on March 21, 2024. (Attachment 7: USFWS Coordination).</p>
Federal Aviation Administration (FAA)	<p>Coordination is required. A check the FAA's Obstruction Evaluation Website (https://oeaaa.faa.gov/oeaaa/external/portal.jsp) and check of the 'Notice Criteria Tool' indicated that a notice of the proposed construction is required to be filed with the FAA due to the location of the Wausau Municipal Airport (AUW). The airport is located 1-mile east of US 51 on the east side of the Wisconsin River.</p> <p>The project was filed with the FAA for temporary construction equipment and a determination was provided by FAA on June 13, 2024. A determination of no hazard to air navigation for temporary structure was made and no additional coordination is required with the FAA. (Attachment 8: Aeronautical Coordination).</p>
Bureau of Aeronautics (BOA)	<p>Coordination is not required as none of the four BOA coordination criteria have been met.</p> <ol style="list-style-type: none"> 1. FAA notes an impact to aviation facilities in a determination letter issued 2. Within TRANS 57 Approach Area 3. Changes to stormwater facilities (e.g. retention and detention ponds) within 5 miles of airport 4. Land acquisition, temporary and permanent easements from an airport
Railroads and Harbors Section	Coordination is not required because no railways or harbors are in or planned for the project area. The project will require railroad insurance since project activities will occur near the railroad overpasses located north of Sherman Street.

Provide a brief discussion of public involvement efforts. Describe any concerns expressed, how those concerns were resolved and how any unresolved concerns will be resolved:

A public involvement plan (PIP) was prepared and approved for the project. The PIP outlines the goals and objectives of public involvement during the design and construction process. The PIP is inclusive to all residents and population groups in the study area and would not exclude any persons because of income, race, religion, national origin, sex, age, or persons with disabilities. Participants in the public involvement process included local municipalities, regional agencies, state agencies, utilities, property owners, and environmental resource agencies.

Initial project notification letters including an invitation to a local official meeting were sent to local officials on April 2, 2024. The local official notification included the Wausau Downtown Airport. No responses received.

WisDOT held a meeting with local officials on April 16, 2024. The following comments and/or concerns were brought forth during the meeting:

- Stakeholders wanted to understand the project timeframe and if it will conflict with holidays or events – the timeframe of the project is one construction year (2026 anticipated) and working restrictions would be implemented to avoid lane closures during peak holiday periods and events such as the Wisconsin Valley Fair.
- Stakeholders wanted to understand if the project will create backups during lane or ramp closures – backups are not anticipated since there is adequate capacity and high functioning alternate routes. Interchange closures would be coordinated throughout the corridor to minimize inconveniences, and minor signal timing adjustments, if required, would address any traffic changes at the service changes.
- Stakeholders wanted to understand how communication will occur during construction – WisDOT will host a construction website for the project to provide updates. During construction, electronic message boards will be used to communicate lane and ramp closures with the traveling public.

Notification letters were sent to local officials and approximately 350 property owners and businesses near the US 51/WIS 29 interchanges on April 18, 2024. A public involvement comment period was held from April 18 to May 17, 2024, to gather input on the proposed project. The following comments and/or concerns were brought forth during the public comment period:

- The Village of Rib Mountain provided the following comments for improvements near the County N interchange:
 - Provide an additional southbound lane on the US 51 southbound exit ramp to County N (Rib Mountain Drive) to provide for additional traffic storage.
 - Reconfigure the northbound exit ramp at County N to add a dual right-turn lane onto County N (Rib Mountain Drive) and provide additional traffic storage.
 - Add signage and flashing warning lights to advise motorists of potential backups on northbound US 51 near the east WIS 29 system interchange.
 - Lane reconfigurations and signing changes are not planned with the proposed preservation project. WisDOT will continue to monitor crashes on the US 51/WIS 29 corridor.
- Three public comments were received regarding traffic operations at or near the County N interchange:
 - Two comments were received requesting improvements (additional turn lanes) to the County N ramps due to ongoing development in the Village of Rib Mountain. Lane reconfigurations are not planned with the proposed preservation project. WisDOT will continue to monitor crashes on the US 51/WIS 29 corridor.
 - A comment was requested to consider changing the exit signing and lane configuration from southbound US 51 to eastbound WIS 29 along with adding more signing along US 51 for the WIS 29 east exit. Lane reconfigurations and signing changes are not planned with the proposed preservation project. WisDOT will continue to monitor crashes on the US 51/WIS 29 corridor.
- Two public comments were received regarding additional of bicycle lanes:
 - One comment was received to install a 10 to 12-foot multi-use trail on the north side of Sherman Street under US 51 and on the south side of Stewart Avenue under US 51. Expansion of roadways to add bicycle lanes is not part of this preservation project. There are existing sidewalks and bike lanes along both of these crossroads.
 - One comment was received supporting the addition of bicycle lanes. Expansion of roadways to add bicycle lanes is not part of this preservation project. There are existing sidewalks and bike lanes along both of these crossroads.
- General public comments received:
 - One comment was received supporting the proposed improvements.
 - One comment requested general project information. The project information was sent to the business owner.

- One comment was received requesting information on when ramps would be closed. Additional information was provided, and a schedule of closures will be known as the design and construction schedules are developed. WisDOT will host a construction website for the project to provide updates. During construction, electronic message boards will be used to communicate lane and ramp closures with the traveling public.
- One comment was received requesting review of concrete pavement joint distance to improve ride for ambulances. Since most of the pavement will be maintained, joint spacing will generally be maintained, and any concrete repair areas would follow WisDOT standards for concrete jointing.

IX. Environmental Factors ([guidance](#))

If the effects on an environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included. If the Factor Sheet is completed also include a brief summary here in the effects box. Factor sheets should be attached in the order the shown below.

Factors	Adverse Impact	Beneficial Impact	No Impacts Identified	Factor Sheet Attached	Effects (for those Factors not present in the project area indicate 'not present')
Business and Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Delays associated with construction will be temporary and minor in nature since traffic will be maintained through the work zone.
Community	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Delays associated with construction will be temporary and minor in nature since traffic will be maintained through the work zone. The community benefits that are associated with the proposed action include continued safe movement of traffic.
Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Not present.
Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Not present.
Relocations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): No relocations will occur with the proposed project.
Indirect Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): No reasonably foreseeable indirect impacts are anticipated as a result of the proposed action.
Cumulative Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): No reasonably foreseeable cumulative impacts are anticipated as a result of the proposed action.
Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): The EPA EJ screen was used to reference populations in the project's area (1-mile search area). The community population consist of 11% Asian, 4% Hispanic and 13% non-English speaking households. The proposed project will not disproportionately negatively impact these populations. For this reason, translation services were not used in public involvement. All people will be inconvenienced in a similar manner.
Historic Properties	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): The project was placed on the screening list for both history and archaeology on January 23, 2024 (Attachment 5: Section 106 Documentation).
Burial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Not present.
Tribal	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): No tribal lands present. No impacts are anticipated.
Section 4(f)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Not present.
Section 6(f) and other Unique Properties	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Not present.
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62): A wetland determination was completed near areas of proposed disturbance. No work will occur within any wetlands. Erosion control measures will be implemented to protect wetland areas adjacent to project work areas. ID 1170-01-36(66), ID 1170-01-37(67): Not present.

Factors	Adverse Impact	Beneficial Impact	No Impacts Identified	Factor Sheet Attached	Effects (for those Factors not present in the project area indicate 'not present')
Surface Water Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62): WIS 29 crosses the Wisconsin River near the eastern termini of the project and US 51/WIS 29 crosses the Big Rib River between County NN and Sherman Street (Attachment 9: Surface Water and Floodplain Map). There will be no in-water work within the Wisconsin River or the Big Rib River. ID 1170-01-36(66), ID 1170-01-37(67): Not present
Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Not present.
Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Not present.
Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62): Mapped floodplains are present at the Wisconsin River along WIS 29 east of US 51 and at the Big Rib River along US 51/WIS 29 between County NN and Sherman Street (Attachment 9: Surface Water and Floodplain Map). The floodplains in these areas across US 51 and WIS 29 are controlled by the Federal Energy Regulatory Commission (FERC) due to the dam present on the Wisconsin River south of WIS 29. There will be no in-water work within the Wisconsin River or the Big Rib River. The work planned within the floodplain area would have no impact to the regulatory floodplain elevations since all work would generally maintain existing elevations. The project is in compliance with NR 116. ID 1170-01-36(66), ID 1170-01-37(67): Not present.
Unique Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Not present.
Threatened, Endangered and Protected Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): No impacts will result to any species. A detailed description of coordination completed for WDNR and USFWS agencies is included in the Threatened, Endangered, and Protected Resources Factor Sheet. See Threatened, Endangered, and Protected Resources Factor Sheet, Attachment 6: WDNR Coordination, and Attachment 7: USFWS Coordination.
Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): No impacts are anticipated.
Construction Sound	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Impacts may occur. See Construction Sound Factor Sheet.
Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): A detailed noise analysis was not required for this project. No impacts are anticipated.
Hazardous Substances, Contamination and Asbestos		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): The project will have minimal excavation (excavation of 2 feet or less below current ground surface) and will not require new right of way; therefore, no hazardous materials investigations are required. ID 1166-09-32(62), ID 1170-01-36(66): There are known sites with residual contamination and continuing obligations within the US 51/WIS 29 west system interchange (Attachment 10: Hazardous Materials Sites with Continuing Obligations). No ground-disturbing activities or storage of materials will occur in this area during any of the roadway work or the bridge work on Structures B-37-347 and B-37-349. (CONTINUED ON NEXT PAGE)

Factors	Adverse Impact	Beneficial Impact	No Impacts Identified	Factor Sheet Attached	Effects (for those Factors not present in the project area indicate 'not present')
					ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Bridges (15) with only polymer overlays are exempt from asbestos testing due to the proposed work. Two structures, B-37-345 and B-37-352, were tested for asbestos on May 1, 2024. <ul style="list-style-type: none"> Structure B-37-345: no asbestos found; include Standard Special Provision (STSP) 107-127 – Notice to Contractor, Verification of Asbestos Inspection, No Asbestos Found Structure B-37-352: asbestos found on four light fixtures and associated electrical boxes under the structure not anticipated to be impacted; include Standard Special Provision (STSP) 107-120 – Notice to Contractor, Asbestos Containing Materials on Structure
Stormwater	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62): No impacts anticipated. Stormwater will be maintained with roadside ditches, culvert pipes, drainage pipes on structures, and storm sewers. The project results in 1 acre or more of ground disturbance; therefore, requires coverage under the WDNR Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP). ID 1170-01-36(66), ID 1170-01-37(67): No ground disturbing activities would occur.
Erosion and Sediment Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ID 1166-09-32(62): Erosion control will include best management practices (BMPs) to minimize sedimentation and erosion. Typical BMPs will include inlet protection, silt fence, riprap (stone), ditch checks, and topsoil/seeding with erosion mats in disturbed areas. The project results in 1 acre or more of ground disturbance; therefore, requires coverage under the WDNR Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP). Provisions will be included in the contract for decontamination of equipment to avoid the spread of invasive species. ID 1170-01-36(66), ID 1170-01-37(67): No ground disturbing activities would occur.
OTHER FACTORS					
None	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	None present.

X. Supporting Documentation ([guidance](#))

List additional discussion, agency correspondence, or supporting documentation used in this CE determination that was not covered in the previous questions or in an attached Factor Sheet. Projects with Section 4(f) *de minimis* determinations or programmatic evaluations will require review by EPDS and review and approval by FHWA prior to the approval of this CE. Attach necessary documentation to this checklist and maintain a copy in the project file:

Factor Sheets:

Factor Sheet: Threatened, Endangered, and Protected Resources
Construction Sound

Attachments:

- 1: STIP
- 2: Project Location Map and Aerial Location Map
- 3: Preliminary Plans
- 4: Tribal Coordination
- 5: Section 106 Documentation
- 6: WDNR Coordination
- 7: USFWS Coordination
- 8: Aeronautical Coordination
- 9: Surface Waters and Floodplain Map
- 10: Hazardous Materials Site Map

XI. Environmental Commitments (guidance)

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

Factor	Commitment (If none, indicate N/A)
Business and Economics	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): Traffic will be maintained throughout construction; contract requirements will be developed. All impacts will be temporary and limited only to construction. The WisDOT design-build project manager will ensure fulfillment of this commitment.
Community	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): An initial construction notification, including a project description and traffic impacts, will be sent to the Region Communication Manager two weeks before the start of construction. The Region Communication Manager will send a press release to local media outlets to notify the public. Traffic will be maintained throughout construction for residences, businesses, and emergency vehicles. All impacts will be temporary and limited only to construction. Contract requirements will require maintenance of traffic during holidays and special events in the Wausau area including the Wisconsin Valley Fair. The WisDOT design-build project manager will ensure fulfillment of this commitment.
Aesthetics	N/A
Agriculture	N/A
Relocations	N/A
Indirect Impacts	N/A
Cumulative Impacts	N/A
Environmental Justice	N/A
Historic Properties	N/A
Burial Sites	ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67): All work will cease immediately, and the Region Environment Coordinator will be contacted if an inadvertent discovery occurs. The WisDOT Construction Project Manager will ensure the commitment is met. All Tribes will be consulted with if an inadvertent discovery occurs. The Regional Tribal Coordinator and the WisDOT design-build project manager will ensure fulfillment of this commitment.
Tribal Lands	N/A
Section 4(f)	N/A
Section 6(f) or Other Specially Funded Lands	N/A
Wetlands	ID 1166-09-32(62): Contract requirements will not allow work to occur within any wetlands. Appropriate erosion control measures and best management practices will be required in the contract to avoid temporary changes in water quality when working adjacent to any wetlands. The WisDOT design-build project manager will ensure fulfillment of this commitment.

Surface Water Resources	<p>ID 1166-09-32(62):</p> <p>Contract requirements will not allow in-stream work within the Wisconsin River and Big Rib River. Appropriate erosion control measures and best management practices will be required in the contract to avoid temporary changes in water quality when working adjacent to the Wisconsin River and the Big Rib River. The WisDOT design-build project manager will ensure fulfillment of this commitment.</p>
Floodplains	<p>ID 1166-09-32(62):</p> <p>Appropriate erosion control measures and best management practices will be required in the contract to avoid temporary changes in water quality when working adjacent to the floodplains associated with the Wisconsin River and the Big Rib River. There will be no regulatory changes in any floodplains. The WisDOT design-build project manager will ensure fulfillment of this commitment.</p>
Groundwater, Wells and Springs	N/A
Coastal Zones	N/A
Unique Wildlife and Habitat Concerns	N/A
Threatened, Endangered and Protected Resources	<p>ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67):</p> <p>Contract requirements will implement the following Avoidance and Minimization Measures (AMMs) to avoid impacts to bats:</p> <ul style="list-style-type: none"> • [REDACTED] • Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. • [REDACTED] • Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). • [REDACTED] • Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>The WisDOT design-build project manager will ensure fulfillment of this commitment.</p>
Air Quality	N/A
Construction Sound	N/A
Traffic Noise	N/A

Hazardous Substances, Contamination and Asbestos	<p>ID 1166-09-32(62), ID 1170-01-36(66):</p> <p>The project will notify the contractor of existing residual soil contamination in the US 51/WIS 29 west interchange. Contract requirements will require that there are no ground-disturbing activities or storage of equipment within the area of residual contamination.</p> <p>ID 1166-09-32(62):</p> <ul style="list-style-type: none"> Structure B-37-345: no asbestos found; the contract will include Standard Special Provision (STSP) 107-127 – Notice to Contractor, Verification of Asbestos Inspection, No Asbestos Found. <p>ID 1170-01-36(66):</p> <ul style="list-style-type: none"> Structure B-37-352: asbestos found on four light fixtures and associated electrical boxes under the structure not anticipated to be impacted; the contract will include Standard Special Provision (STSP) 107-120 – Notice to Contractor, Asbestos Containing Materials on Structure. <p>The WisDOT design-build project manager will ensure fulfillment of this commitment.</p>
Stormwater	<p>ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67):</p> <p>The project results in 1 acre or more ground disturbance; therefore, requires coverage under the WDNR Wisconsin Pollutant Discharge Elimination System, Transportation Construction General Permit. A notice of intent will be submitted prior to construction. The WisDOT design-build project manager will ensure fulfillment of this commitment.</p>
Erosion Control	<p>ID 1166-09-32(62), ID 1170-01-36(66), ID 1170-01-37(67):</p> <p>Contract requirements will require the following:</p> <ul style="list-style-type: none"> In accordance with TRANS 401, the Contractor is required to prepare an erosion control implementation plan (ECIP) and submit the plan to WisDOT and WDNR for review, at least 14 days prior to the preconstruction conference. Proper erosion control measures will be used to minimize impacts per the Cooperative Agreement between WisDOT and WDNR and Trans 401 of Wisconsin's Administrative Code. WisDOT will monitor erosion control during construction. All project equipment will be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing best management practices to avoid the spread of invasive species. <p>The WisDOT design-build project manager will ensure fulfillment of this commitment.</p>
Other	None

THREATENED, ENDANGERED and PROTECTED RESOURCES Factor Sheet

03-28-2022

Wisconsin Department of Transportation

Alternative: Roadway and Bridge Preservation	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	Project ID: 1166-09-32, 1170-01-36, 1170-01-37
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Federal Resources

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

Species Common Name	Species Scientific Name	Federal Status	Effect Determination	Justification/Explanation
Gray Wolf	<i>Canis lupus</i>	Endangered	May Affect, Not Likely to Adversely Affect	No critical habitat in project area per coordination with WDNR. The USFWS MN-WI Determination Key yielded a 'Not Likely to Adversely Affect' determination.
Northern Long-eared bat	<i>Myotis septentrionalis</i>	Endangered	May Affect, Not Likely to Adversely Affect	No known maternity roost trees and no known hibernacula within 1 mile per coordination with WDNR. The USFWS IPaC Programmatic Determination Key yielded a 'Not Likely to Adversely Affect' determination.
Tricolored bat	<i>Perimyotis subflavis</i>	Proposed Endangered	May Affect, Not Likely to Adversely Affect	In reference to the proposed listing of the Tricolored Bat (<i>Perimyotis subflavis</i>) as federally endangered, the USFWS MN-WI Determination Key was used to reach a "No Effect" determination. If listed, WisDOT will resolve Section 7 Consultation prior to let as appropriate. Construction activities for this project will not take place until WisDOT (in coordination with our lead federal agency) satisfies Endangered Species Act compliance for the Tricolored Bat.
Whooping Crane	<i>Grus americana</i>	Experimental Population, Non-Essential	No Effect	No critical habitat in project area per coordination with WDNR. The USFWS MN-WI Determination Key yielded a 'No Effect' determination.
Salamander Mussel	<i>Simpsonaias ambigua</i>	Proposed Endangered	No Effect	In reference to the proposed listing of the Salamander Mussel (<i>Simpsonaias ambigua</i>), a determination of 'No Effect' was made for this species. There is no proposed critical habitat or suitable habitat within the project area. If listed, WisDOT will resolve ESA compliance prior to let, as appropriate. Construction activities for this project will not take place until WisDOT (in coordination with our lead federal agency) satisfies Endangered Species Act compliance for the Salamander Mussel. There is no proposed in-water work.
Monarch Butterfly	<i>Danaus plexippus</i>	Candidate	No Effect	The monarch is a candidate species and not yet listed or proposed for listing. There are no Section 7 requirements for candidate species unless the proposed action is likely to jeopardize the species' continued existence. The proposed project will not jeopardize the monarch's continued existence and no further action is needed.

Date of Official Species List: June 13, 2024

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

☒ No

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

3. Has Section 7 consultation with FWS been completed?

☐ No, explain:

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

A transmittal for an official species list was sent to USFWS for federal threatened and endangered species streamlined coordination using the Information for Planning and Consultation (IPaC) website on IPaC on March 19, 2024, and updated on June 13, 2024 (**Attachment 7: USFWS Coordination**).

The project was processed under the FHWA, FRA, FTA Range-wide Programmatic Consultation for NLEB Determination Key and resulted in a Not Likely to Adversely Affect (NLAA) determination. No response was received from USFWS within 14 days of the IPaC generated concurrence verification letter therefore concurrence with the NLAA determination is assumed. Avoidance and Minimization Measures (AMMs) were used to reach this determination and are included in the project environmental commitments (**Attachment 7: USFWS Coordination**).

The project was processed under the USFWS MN-WI Determination Key and resulted in multiple determination for multiple species. (**Attachment 7: USFWS Coordination**).

On September 14, 2022, the U.S. Fish and Wildlife Service announced a proposal to list the Tricolored Bat (TCB) (*Perimyotis subflavus*) as endangered under the Endangered Species Act. There are no ESA requirements for proposed species unless the proposed action is likely to jeopardize the species' continued existence. Using the USFWS Information for Planning and Consultation (IPaC) website on March 21, 2024, the project was processed under the MN-WI Endangered Species determination key and resulted in a provisional "may affect, not likely to adversely affect" determination for TCB. The project is not anticipated to jeopardize the continued existence of the species. If listed, WisDOT will resolve Section 7 prior to let as appropriate. Construction activities for this project will not take place until WisDOT, in coordination with FHWA, satisfies Endangered Species Act compliance for the TCB (**Attachment 7: USFWS Coordination**).

On August 22, 2023, the U.S. Fish and Wildlife Service announced a proposal to list the Salamander Mussel (*Simpsonaias ambigua*) as endangered under the Endangered Species Act. There are no ESA requirements for proposed species unless the proposed action is likely to jeopardize the species' continued existence. If listed, WisDOT will resolve Section 7 prior to let as appropriate. Construction activities for this project will not take place until WisDOT, in coordination with FHWA, satisfies Endangered Species Act compliance for the Salamander Mussel. There is no proposed in-water work.

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

☐ No, explain:

☒ Yes, briefly describe here:

The project will implement the following Avoidance and Minimization Measures (AMMs):

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year.

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

State Resources

1. Are state threatened or endangered species known to occur in the project area?

- ☐ None identified.
☒ Yes.

Date of Natural Heritage Inventory (NHI) database review or DNR initial review letter: March 23, 2024
(Attachment 6: WDNR Coordination)

2. Are impacts to state-listed species anticipated as a result of the project?

- ☒ No, explain:

- [REDACTED]

- ☐ Yes, explain:

3. Has threatened and endangered resource coordination with DNR been completed?

- ☐ No, explain:
☒ Yes, attach and reference location in this document: **Attachment 6: WDNR Coordination**

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

- ☐ No, describe:
☒ Yes, briefly describe:

- [REDACTED]

Other Protected Resources

Bald and Golden Eagles

1. Are bald and/or golden eagles known to occur near the project?

- ☒ None identified, proceed to Migratory Birds Question
☐ Yes, describe here and continue to Question 2:

2. Will there be adverse or beneficial effects on bald and/or golden eagles as a result of the project?

- ☐ No, explain:
☐ Yes, indicate whether effects are adverse or beneficial and describe potential effects:
☐ Adverse, describe:
☐ Beneficial, describe:

3. Has bald and golden eagle-related coordination with WDNR and/or FWS been completed?

- ☐ No, explain:
☐ Yes, attach and reference location in this document:

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

- ☐ No, explain:
☐ Yes, briefly describe:

Migratory Birds

1. Are migratory birds known to occur in the vicinity of the project?

- ☒ None identified, remainder of questions do not need to be completed.
☐ Yes, describe here and continue to Question 2:

2. Will there be adverse or beneficial effects on migratory birds because of the project?

- ☐ No, explain:
☐ Yes, indicate whether effects are adverse or beneficial and describe potential effects:
☐ Adverse, describe:
☐ Beneficial, describe:

3. Has migratory bird-related coordination with WDNR and/or FWS been completed?

- ☐ No, explain:
☐ Yes, attach and reference location in this document:

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

- ☐ No, explain:
☐ Yes, briefly describe:

CONSTRUCTION SOUND Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: Roadway and Bridge Preservation	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	Project ID: 1166-09-32, 1170-01-36, 1170-01-37
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1. **Identify and describe residences, schools, libraries, government or social services offices or other noise sensitive areas near the proposed project which will be in use during construction window of the proposed project. Include the number of persons potentially affected:**

Noise sensitive sites within the general project area consist primarily of 85 residential homes, three churches, and two government buildings. Churches are not anticipated to be in use during working hours. The number of individual people adjacent to the proposed project work is estimated to be approximately 500.

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

The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50-feet. Other construction noise/distance relationships are shown in **Table 1**.

Table 1 - Construction Noise/Distance Relationships	
Distance from Construction Site (feet)	Range of Typical Noise Levels (dBA) ¹
25	82 - 102
50	75 - 95
100	69 - 89
200	63 - 83
300	59 - 79
400	57 - 77
500	55 - 75
1000	49 - 69

¹ Point sources = 6dBA reduction per doubling of distance.

Source: EPA and WisDOT

Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

3. **Describe the construction stage noise abatement measures to minimize identified adverse noise effects: Check all that apply:**

- ☒ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.
- ☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ p.m. until _____ a.m.
- ☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ p.m. until _____ a.m.
- ☐ Special construction stage noise abatement measures will be required. Describe:



Year	Project	Schd Dt	Pgm	Contract Type	CONCEPT	Net Miles	Route	Project Description WISDOT Program	Estimate Anticipated Funding
								REAL ESTATE/MILL AND OVERLAY	
								STATE 3R	NON-FEDERAL
2026	6370-00-63	05/12/2026	303	LET	PSRS40	11.870	STH 153	STRATFORD - MOSINEE	\$6,000,000 - \$6,999,999
								STAINLESS AVENUE TO STH 107	
								CONST/MILL AND OVERLAY	
								STATE 3R	STBG <5K POP - IJJA
2025	6999-00-24	11/25/2025	303	R/E	PVRPLA	0.300	STH B05	C WAUSAU, BADGER AVENUE	\$0 - \$99,999
								CTH U TO WEST CAMPUS DRIVE	
								REAL ESTATE/PVRPLA	
								STATE 3R	NON-FEDERAL
2024	1170-01-76	09/10/2024	303	LET	RSRF10	8.596	USH 051	WAUSAU - MERRILL	\$7,000,000 - \$7,999,999
								DECATOR DRIVE TO LINCOLN CO LINE	
								CONSTR/RESURFACE	
								BACKBONE	NATIONAL HIGHWAY PERF IJJA
2027	1170-01-67	09/14/2027	303	LET	BRPVTV	0.000	USH 051	WAUSAU - MERRILL	\$1,000,000 - \$1,999,999
								B-153,154,348,354,362,365,366,371	
								DESIGN/OVERLAY DECK/THIN POLYMER	
								BACKBONE	NATIONAL HIGHWAY PERF IJJA
2025	6999-19-00	10/25/2025	303	C/E	MISC	6.030	VAR HWY	WAUSAU AREA VARIOUS STREETS	\$2,000,000 - \$2,999,999
								BUS 51/STH52 CURB RAMP IMPROVEMENTS	
								PER WISDOT ADA TRANS PLAN 975 RAMPS	
								CURB RAMP STANDALONE	NON-FEDERAL
2027	6999-19-20	08/25/2027	303	R/E	MISC	6.030	VAR HWY	WAUSAU AREA VARIOUS STREETS	\$250,000 - \$499,999
								BUS 51/STH52 CURB RAMP IMPROVEMENTS	
								PER WISDOT ADA TRANS PLAN 975 RAMPS	
								CURB RAMP STANDALONE	NON-FEDERAL

**2024-2027 STIP
May Amendments**

Project	County	Route	Prg	Prior Estimate	Curr Estimate	Prior Sched	Curr Sched	Title/Concept/Limit	Reason
								UTL/XCEL ENERGY 5163-07-72/RECST	
								LACROSSE CO LINE TO SUNNYSIDE DR	
9215-01-22	LINCOLN	STH-086	303	\$0 - \$99,999	\$0 - \$99,999		06/25/26	C TOMAHAWK, EAST SOMO AVENUE	Advanced
								REAL ESTATE/PAVEMENT REPLACEMENT	
								CHARLOTTE STREET TO USH 51	
1224-26-00	MANITOWOC	IH -043	303	\$0 - \$99,999	\$1,000,000 - \$1,999,999		01/01/24	SHEBOYGAN - GREEN BAY	Advanced
								DSGN/FULL PSE/RSRF20	
								SCL - STH 310	
1224-28-00	MANITOWOC	IH -043	303	\$0 - \$99,999	\$250,000 - \$499,999		01/01/24	SHEBOYGAN - MANITOWOC	Advanced
								DSGN/FULL PSE/RSRF20	
								POINT CREEK ROAD - CLOVER ROAD	
1166-09-62	MARATHON	IH -039	303	\$13,000,000 - \$13,999,999	\$13,000,000 - \$13,999,999	05/25/25	05/25/25	USH 51/STH 29 CORRIDOR-WAUSAU	STIP Lbl
								CONST/JOINT REPAIRS/DES-BLD	
								FOXGLOVE ROAD TO BRIDGE STREET	
1170-01-66	MARATHON	USH-051	303	\$750,000 - \$999,999	\$750,000 - \$999,999	05/25/25	05/25/25	WAUSAU - MERRILL	STIP Lbl
								CONST/OVERLAY/THIN POLYMER/DES-BLD	
								B-37-346,347,349,352,353,364,370	
6999-19-00	MARATHON	VAR-HWY	303	\$2,000,000 - \$2,999,999	\$2,000,000 - \$2,999,999	12/25/24	12/25/24	WAUSAU AREA VARIOUS STREETS	STIP Lbl
								PER WISDOT ADA TRANS PLAN 975 RAMPS	
								BUS 51/STH52 CURB RAMP IMPROVEMENTS	
1150-03-00	MARINETTE	USH-041	303	\$100,000 - \$249,999	\$100,000 - \$249,999		11/25/24	OCONTO - PESHTIGO	Advanced
								DSGN/FULL PSE/MISC	
								KASAL LN/KAMM RD INTERSECTION	
1228-23-93	MILWAUKEE	IH -043	303	\$100,000 - \$249,999	\$100,000 - \$249,999	09/25/27	09/25/27	IH 43 NORTH SOUTH FREEWAY	STIP Lbl
								CONST/TRAFFIC MITIGATION 1228-22-73	
								HALYARD ST TO CAPITOL DRIVE	
1060-27-71	MILWAUKEE	IH -094	301	\$100 MILLION OR GREATER	\$100 MILLION OR GREATER		09/09/25	I-94 EAST WEST, WEST LEG	Advanced
								CONST/RECSTE	

Advanced: Project moved into STIP Period, Deferred: Project moved out of STIP Period

Increase: Project Estimate Increased, Decrease: Project Estimate Decreased

ATTACHMENT 1

MARATHON COUNTY MPO TIP

2022 - 2025 TABLE 1 AMENDMENT

TIP PROJECT LISTING (\$)

Amendment 4/12/2022

Red text Indicates changes

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2022				2023				2024				2025				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	

Transit Section - Project Additions

Marathon County	WI Automotive & Truck Education Association	PE ROW CONST TOTAL								1 Minivan Rear-load P
	WETAP Project		\$176,085	\$44,021	\$220,106					
	Vehicle Loans and Vouchers		\$176,085	\$44,021	\$220,106					
	373-22-023		(5311)							

Marathon County	WI Automotive & Truck Education Association	PE ROW CONST TOTAL								Call-Center Mobility Management P
	WETAP Project		\$1,125	\$1,125	\$2,250					
	Operating Assistance		\$1,125	\$1,125	\$2,250					
	373-22-025		(5311)							

Highway Section - Project Additions

State of Wisconsin	Resurfacing STH 29, Martin Ln to Little Rib River	PE ROW CONST TOTAL	\$711,200 \$177,800 \$889,000						1053-04-14/84 Let Date 9/15/2026
			\$711,200 \$177,800 \$889,000						
			(NHPP)						
T. of Rib Mountain	373-22-026								
State of Wisconsin	Concrete Joint Repair I-39/USH 51 NB Foxglove Rd to Big Rib River Bridge	PE ROW CONST TOTAL	\$123,750 \$13,750 \$137,500						1166-09-32/62 Let Date 9/14/2027
			\$123,750 \$13,750 \$137,500						
			(NHPP)						
T. of Rib Mountain	373-22-027								
State of Wisconsin	Bridge Deck Concrete Overlay STH 29 over 72nd Ave., 48th Ave, and Big Rib River (B-37-121,131,122,123,124,125)	PE ROW CONST TOTAL	\$408,000 \$102,000 \$510,000						1053-07-08/78 Let Date 9/14/2027
			\$408,000 \$102,000 \$510,000						
			(NHPP)						
C. of Wausau	373-22-028								
State of Wisconsin	Bridge Deck Polymer Overlay USH 51 Bridges over Sherman, Central WI RR, and STH 52 STH 29 WB ramp over Stewart (B-37-346,347,349,352,353,364, 370)	PE ROW CONST TOTAL	\$83,700 \$20,925 \$104,625						1170-01-36/66 Let Date 9/14/2027
			\$83,700 \$20,925 \$104,625						
			(NHPP)						
C. of Wausau	373-22-029								
State of Wisconsin	Bridge Deck Polymer Overlay USH 51 Bridges over USH Bus 51, Central WI RR and Stewart Ave, STH 29 WB ramp over Stewart (B-37-153,154,354,371,348,365,366,371)	PE ROW CONST TOTAL	\$94,500 \$23,625 \$118,125						1170-01-37/67 Let Date 9/14/2027
			\$94,500 \$23,625 \$118,125						
			(NHPP)						
C. of Wausau	373-22-030								

MARATHON COUNTY MPO TIP

2024 - 2027 TABLE 1 AMENDMENT
TIP PROJECT LISTING (\$)
Amendment 5/14/2024

Red text Indicates changes

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2024				2025				2026				2027				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	

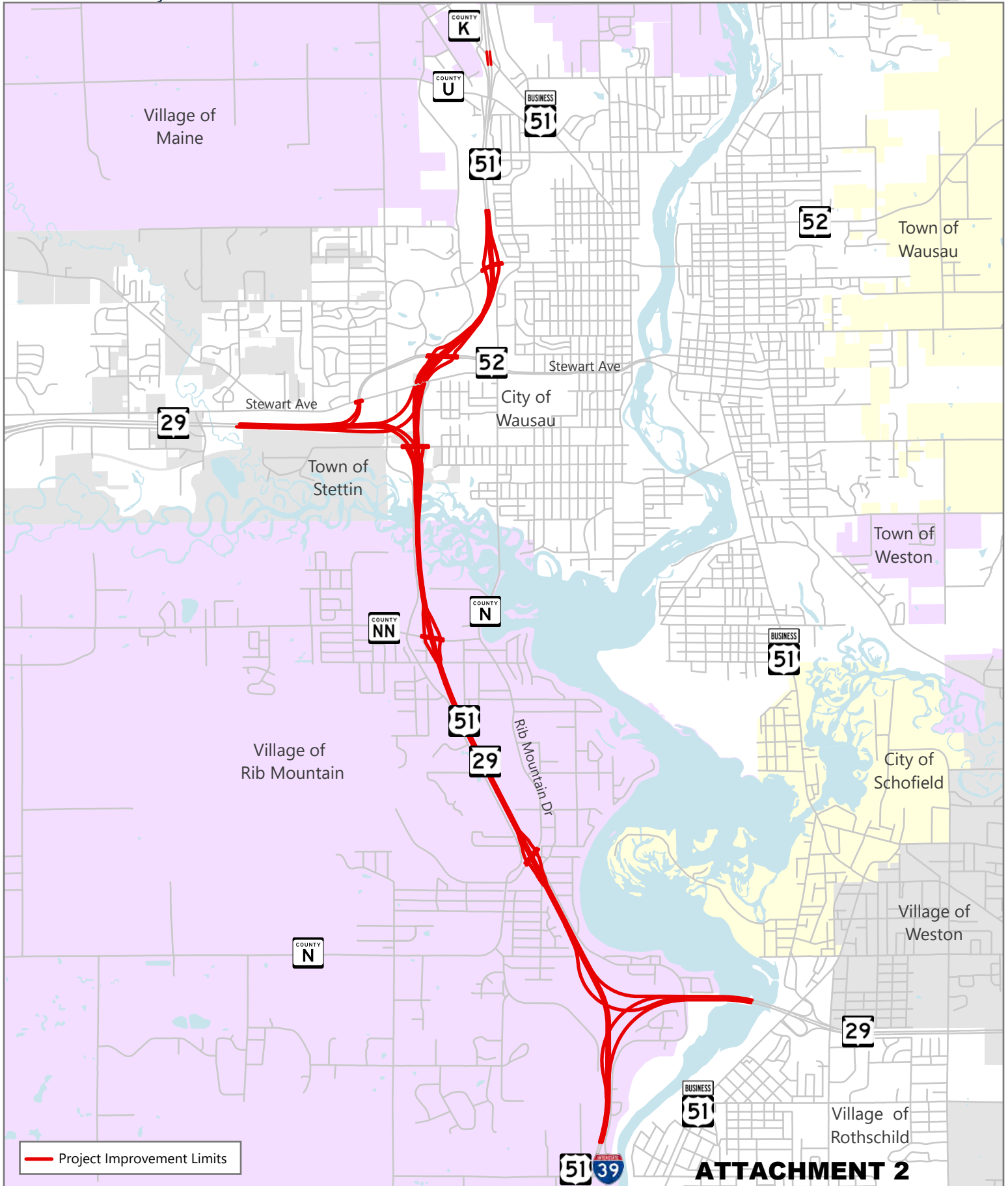
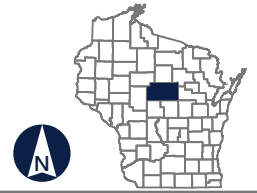
Highway Section - Project Additions

State of Wisconsin	Concrete Joint Repair I-39/USH 51 NB	PE ROW CONST					\$12,462,120	\$1,384,680		\$13,846,800									ID # 1166-09-32/62 Let Date: 5/25/2025 P
Village of Rib Mountain		TOTAL					\$12,462,120	\$1,384,680		\$13,846,800									
	373-22-027						(NHPP)												

State of Wisconsin	Bridge Deck Polymer Overlay Bridges Over USH 51	PE ROW CONST					\$719,280	\$179,820		\$899,100									ID # 1170-01-36/66 Let Date: 5/25/2025 P
City of Wausau	B-37-346, 347, 349, 352, 353, 364 & 370	TOTAL					\$719,280	\$179,820		\$899,100									
	373-22-029						(NHPP)												

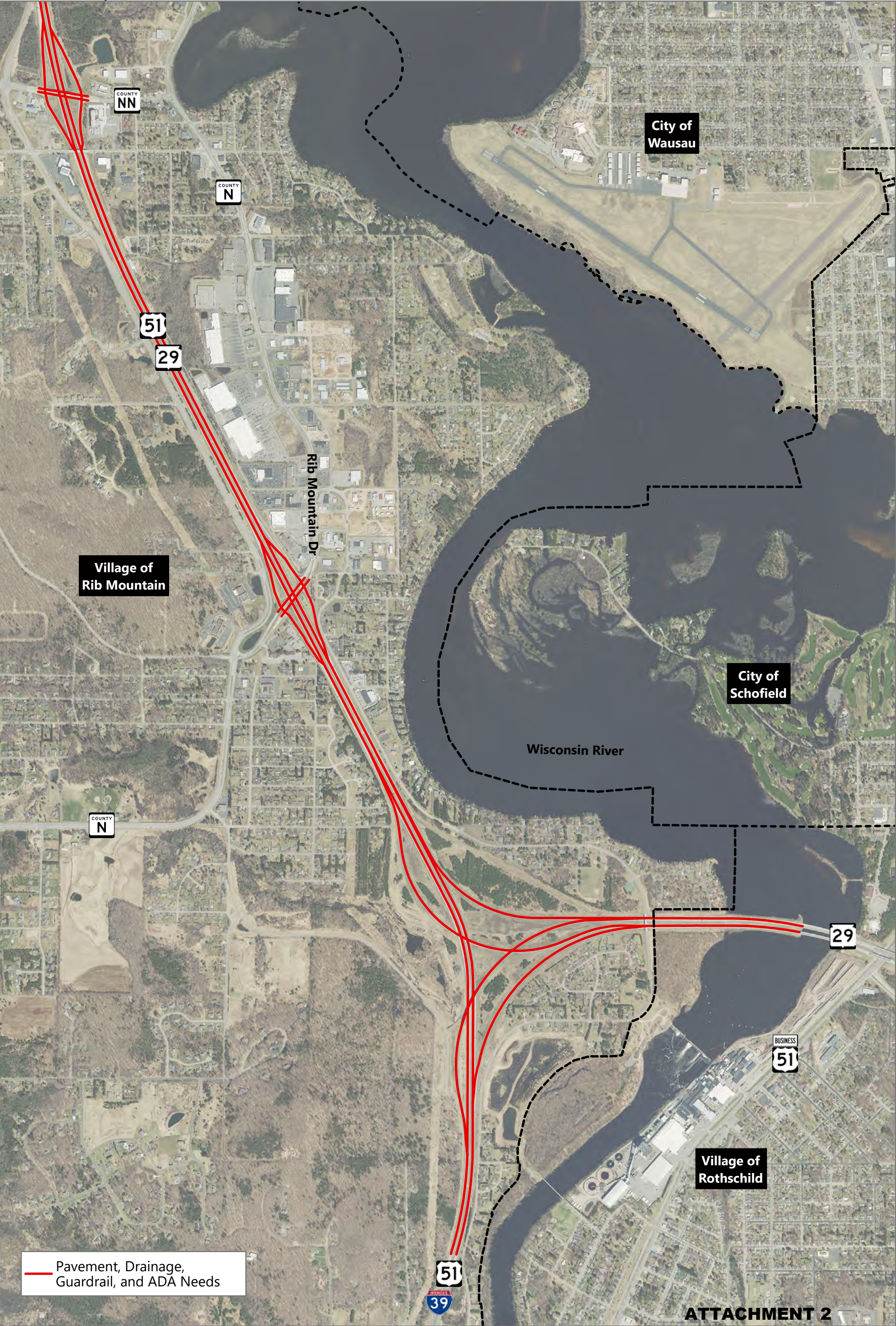
Project ID 1166-09-32 1170-01-36/37
US 51/WIS 29 Corridor - Wausau
Foxglove Road to Bridge Street
US 51
Marathon County

Project Location Map

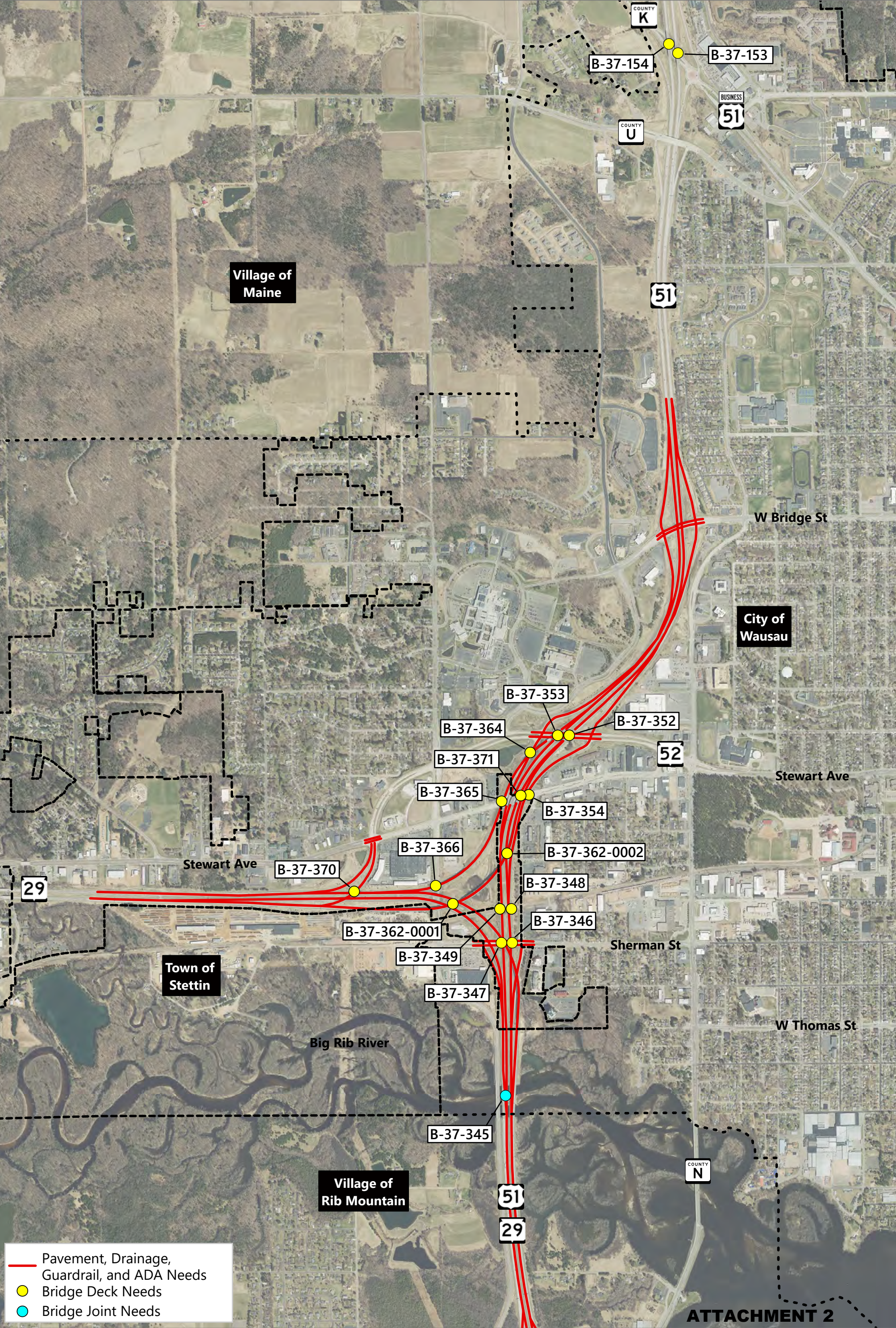


Project ID 1166-09-32 1170-01-36/37
US 51/WIS 29 Corridor- Wausau
Foxglove Road to Bridge Street
US 51
Marathon County

Aerial Location Map

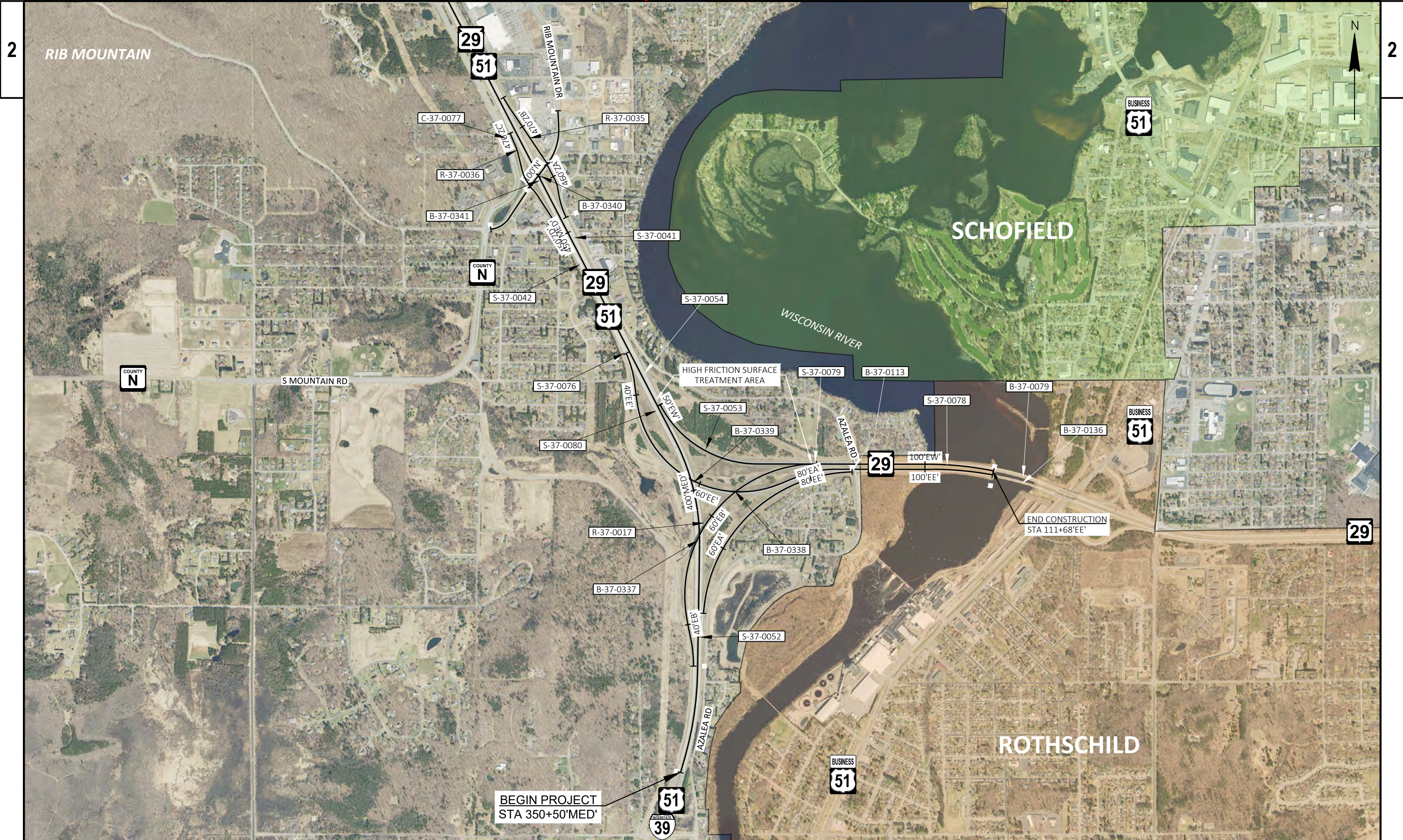


Aerial Location Map





PROJECT NO: 1166-09-62	HWY: USH 51	COUNTY: MARATHON	PROJECT OVERVIEW - ENTIRE PROJECT	ATTACHMENT 3	SHEET	E
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PROJECT NO: 1166-09-62

HWY: USH 51

COUNTY: MARATHON

PROJECT OVERVIEW - SOUTH

ATTACHMENT 3

SHEET

E

FILE NAME : I:\47\470432 USH 51-STH 29 CORRIDOR\C3D\SHEETS\11660932-020201_PO2.DWG
LAYOUT NAME : - SOUTH

PLOT DATE : 6/13/2024 6:56 AM

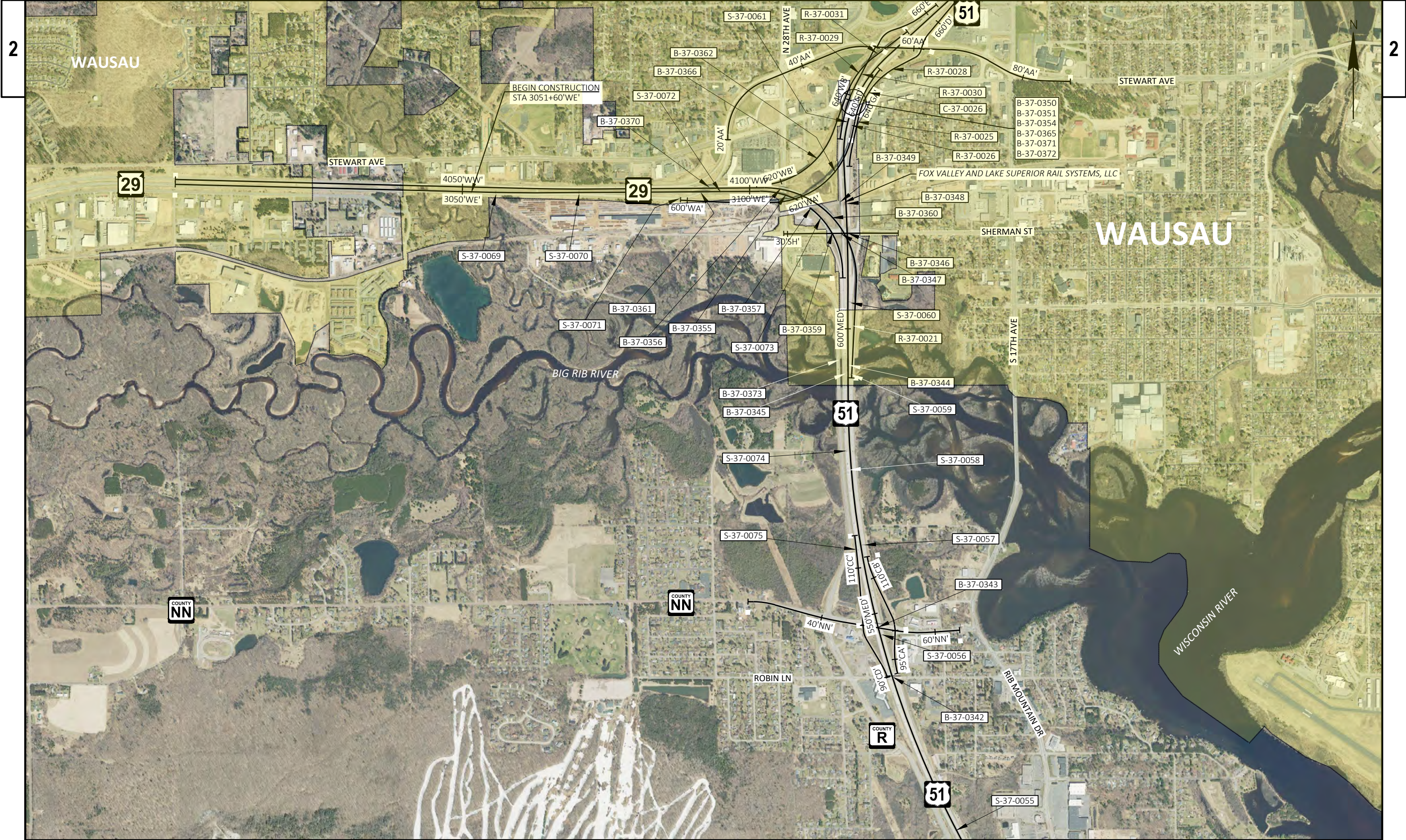
PLOT BY : MUENCH, DOUGLAS

PLOT NAME :

PLOT SCALE : 1 IN:1500 FT

WISDOT/CADDs SHEET 42

JUNE 2024 PRELIMINARY PLANS (NOT FOR USE IN PREPARING RFP RESPONSE)

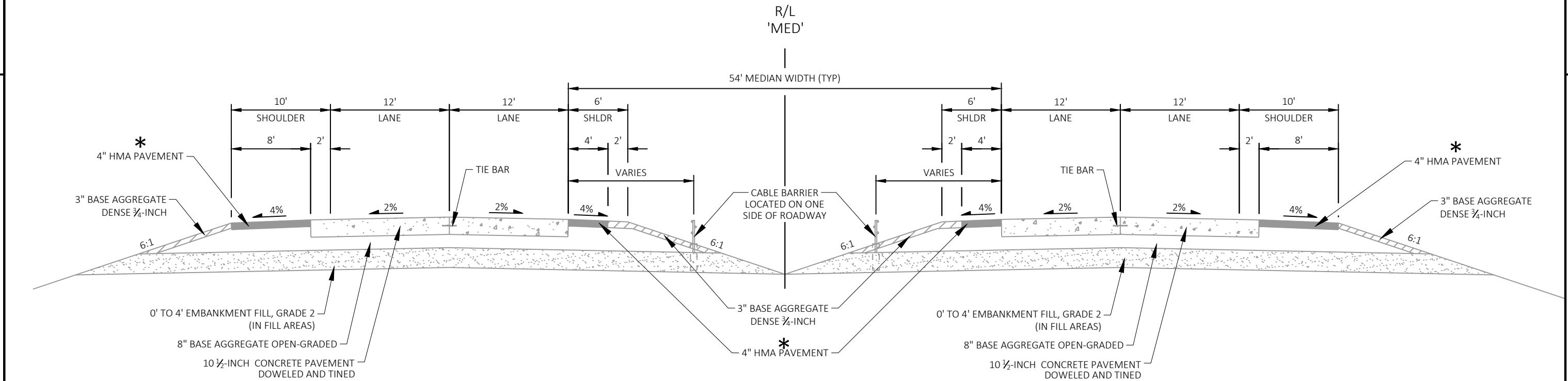


PROJECT NO: 1166-09-62	HWY: USH 51	COUNTY: MARATHON	PROJECT OVERVIEW - WEST	ATTACHMENT 3	SHEET	E
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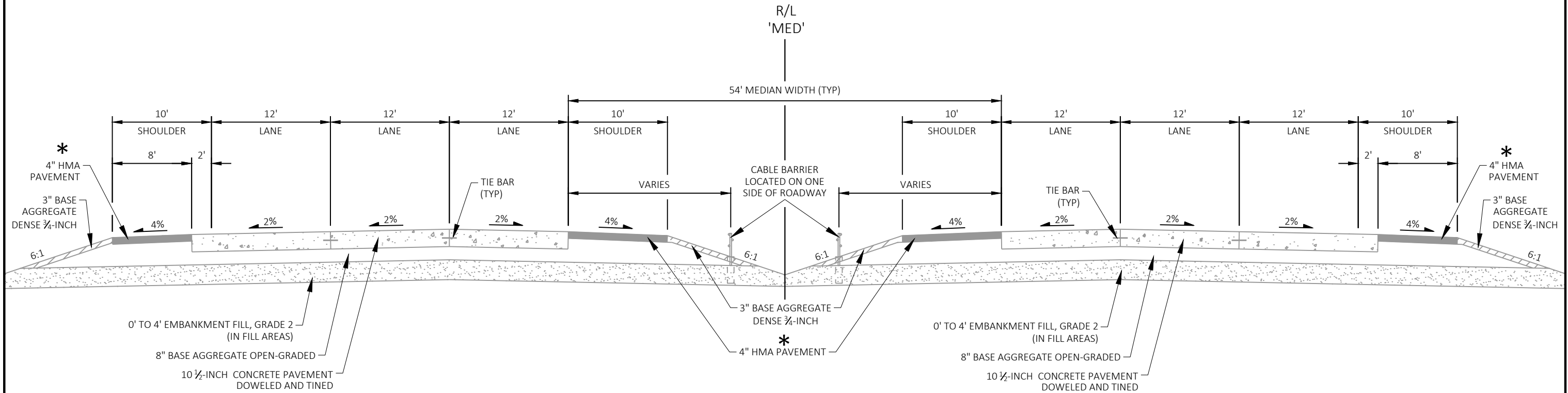


2

2



TYPICAL EXISTING SECTION - USH 51 - FOUR LANES



TYPICAL EXISTING SECTION - USH 51 - SIX LANES

* - USH 51 NB SHOULDER PAVEMENT THICKNESS IS 5" FROM 517+00'MED' TO 565+00'MED'
- USH 51 SB SHOULDER PAVEMENT THICKNESS IS 5" FROM 517+00'MED' TO 615+73.09'MED'

PROJECT NO: 1166-09-62

HWY: USH 51

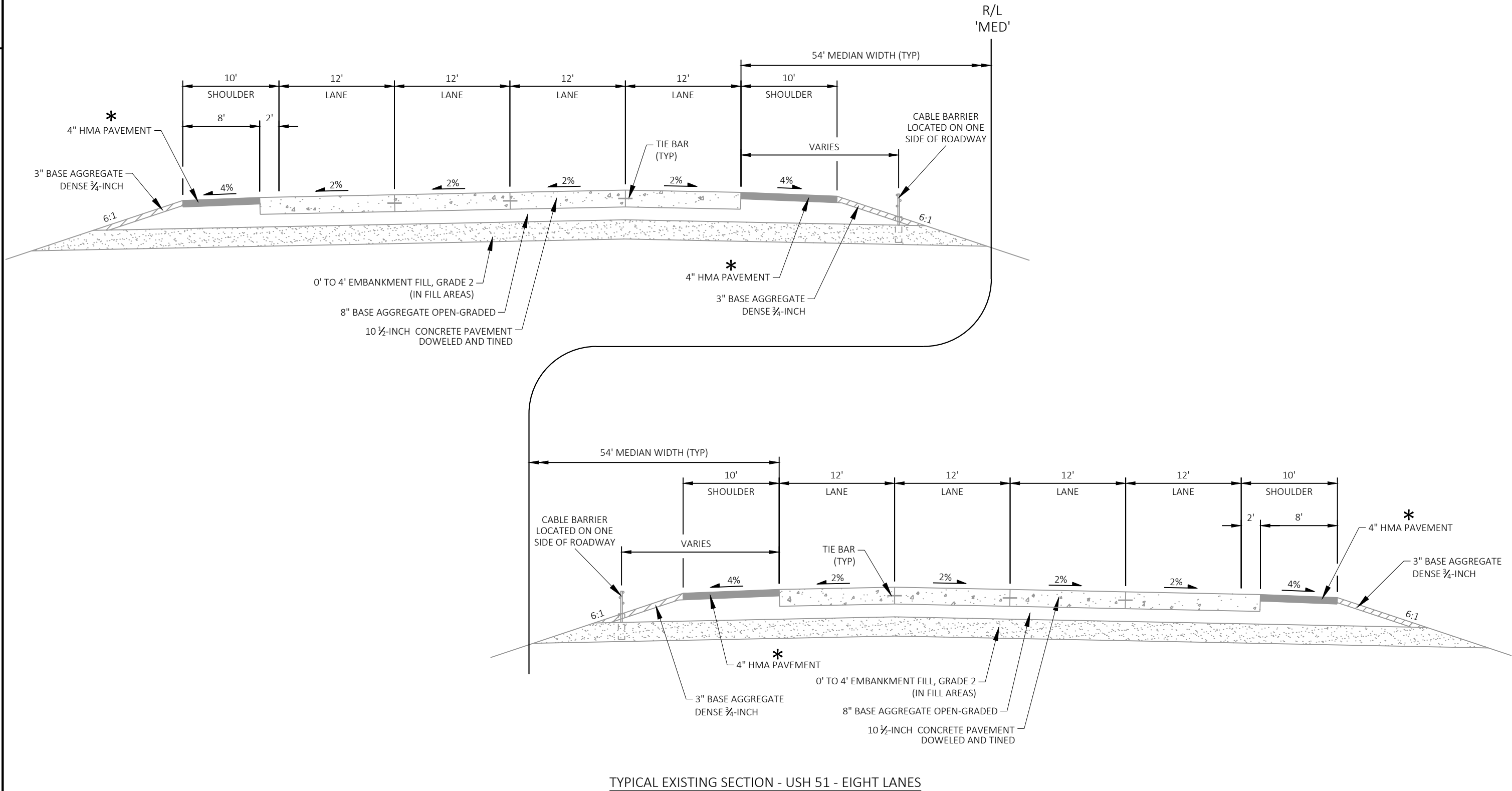
COUNTY: MARATHON

TYPICAL SECTIONS

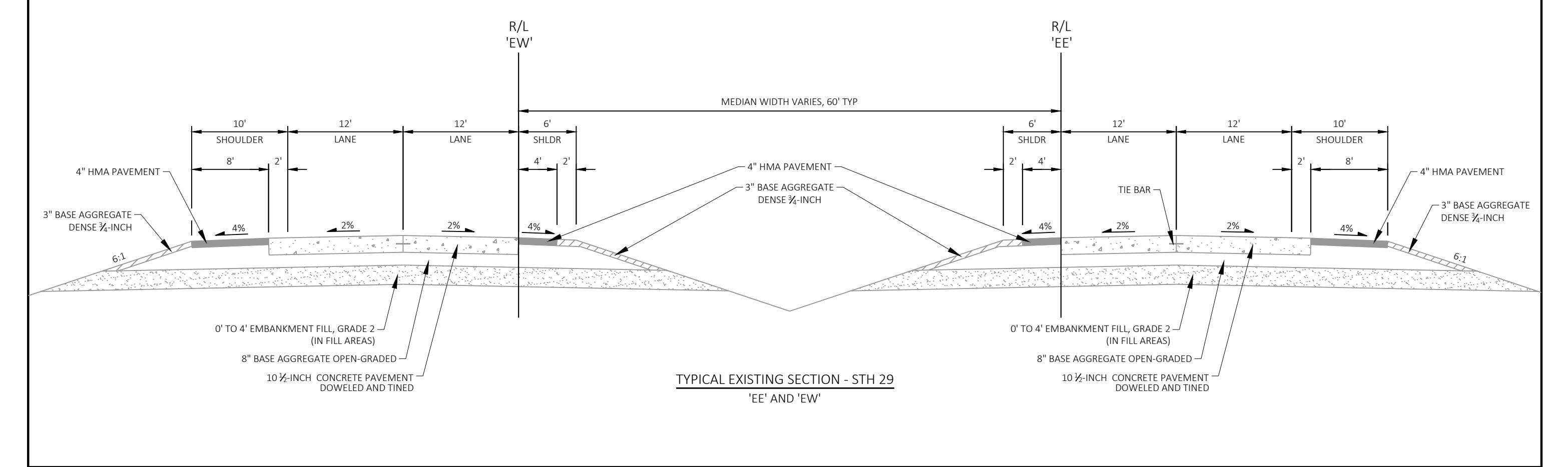
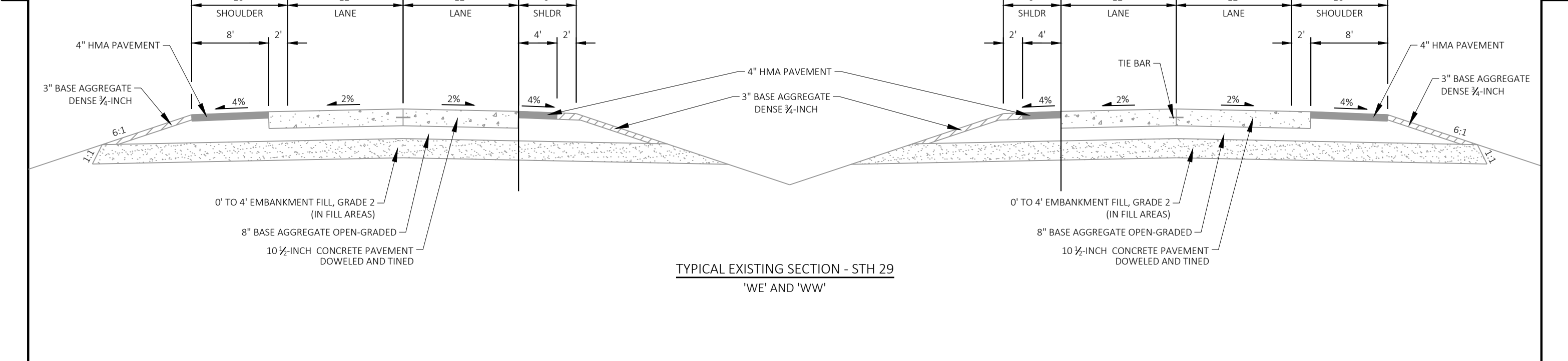
ATTACHMENT 3

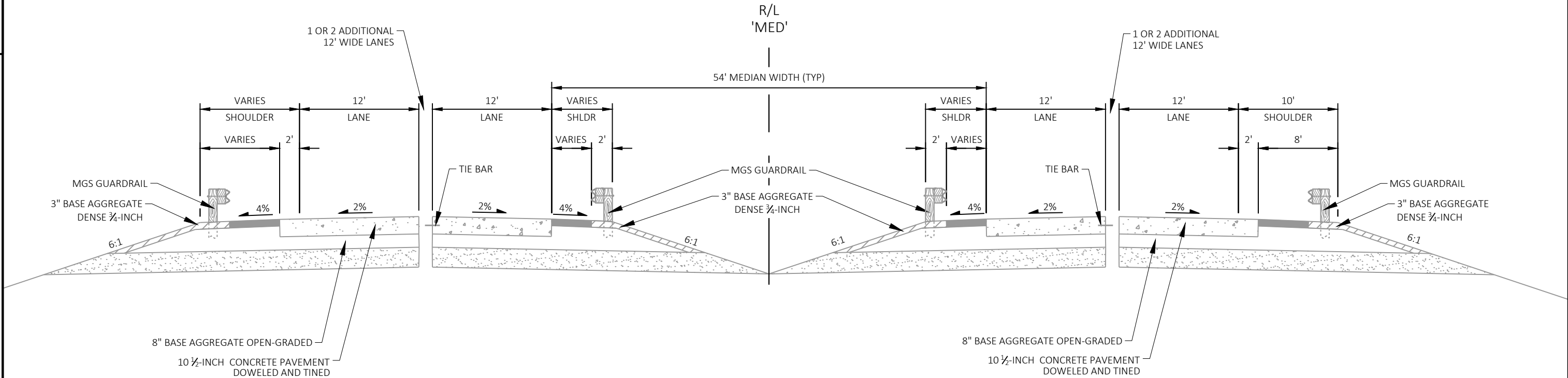
SHEET

E

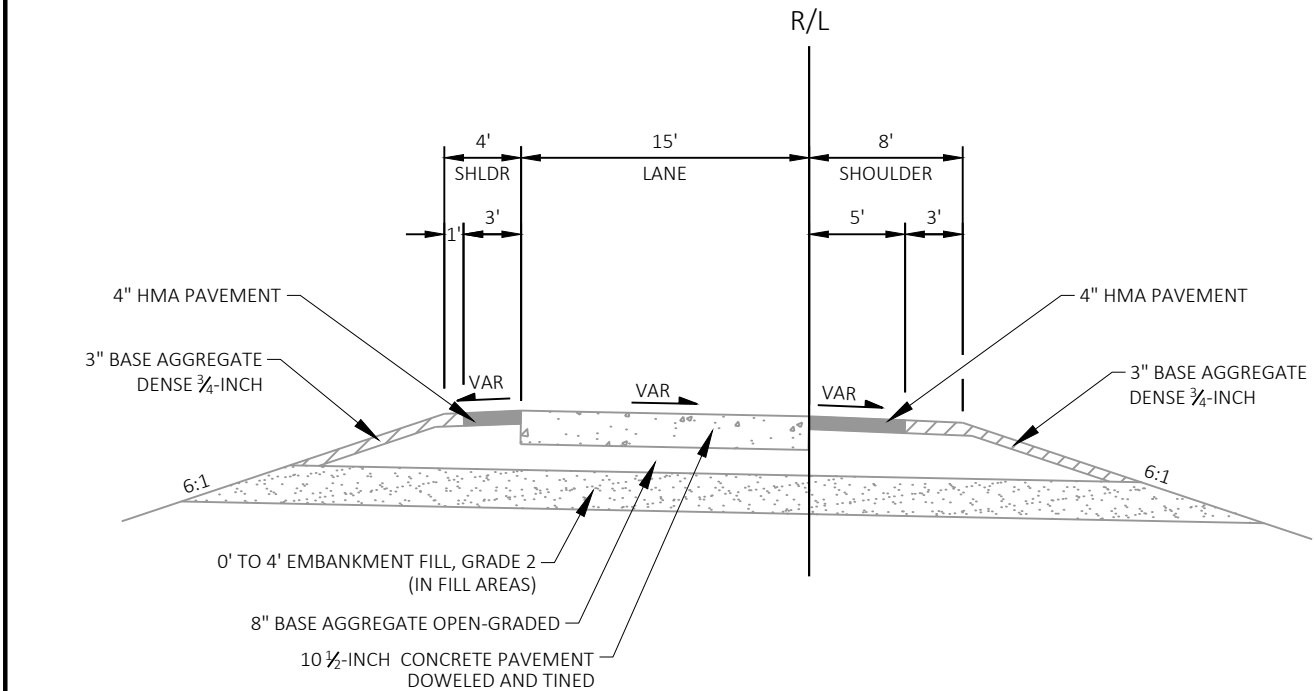


* - USH 51 NB SHOULDER PAVEMENT THICKNESS IS 5" FROM 517+00'MED' TO 565+00'MED'
* - USH 51 SB SHOULDER PAVEMENT THICKNESS IS 5" FROM 517+00'MED' TO 615+73.09'MED'

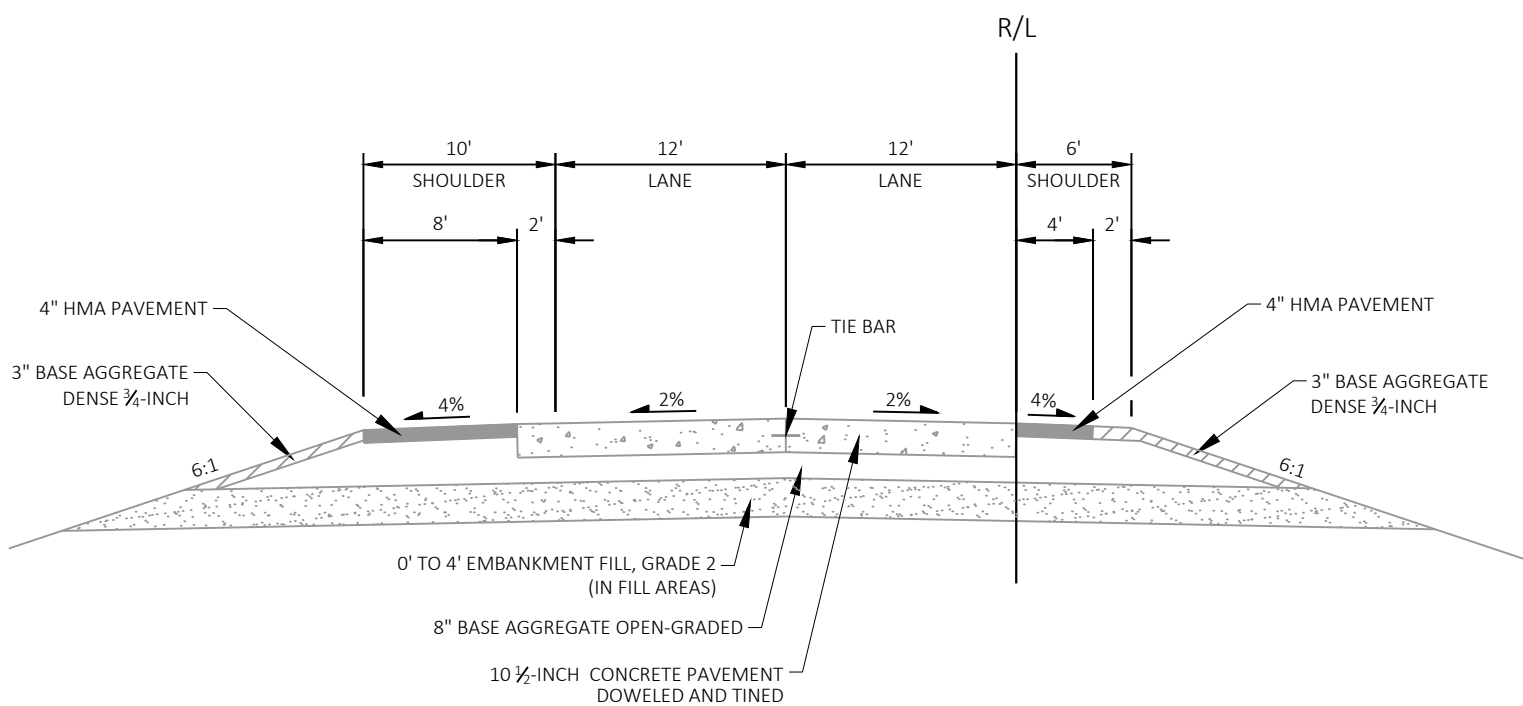




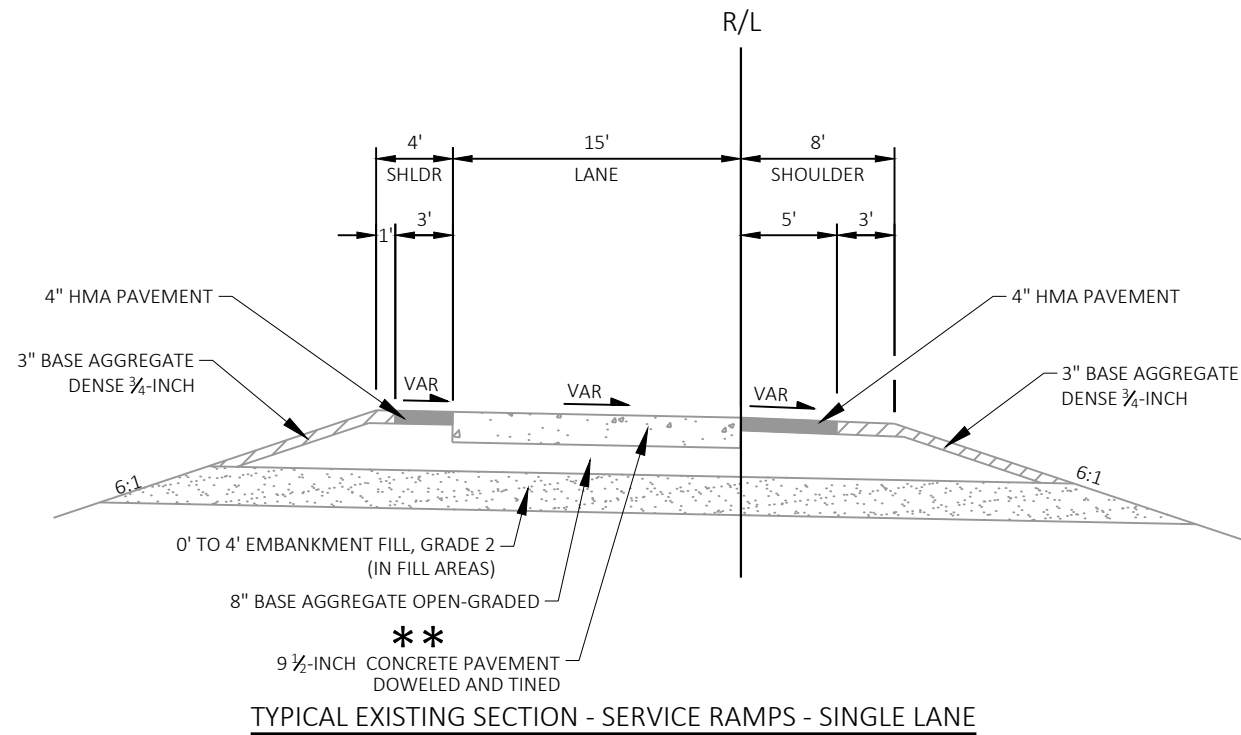
TYPICAL EXISTING SECTION - USH 51 OR STH 29 WITH GUARDRAIL



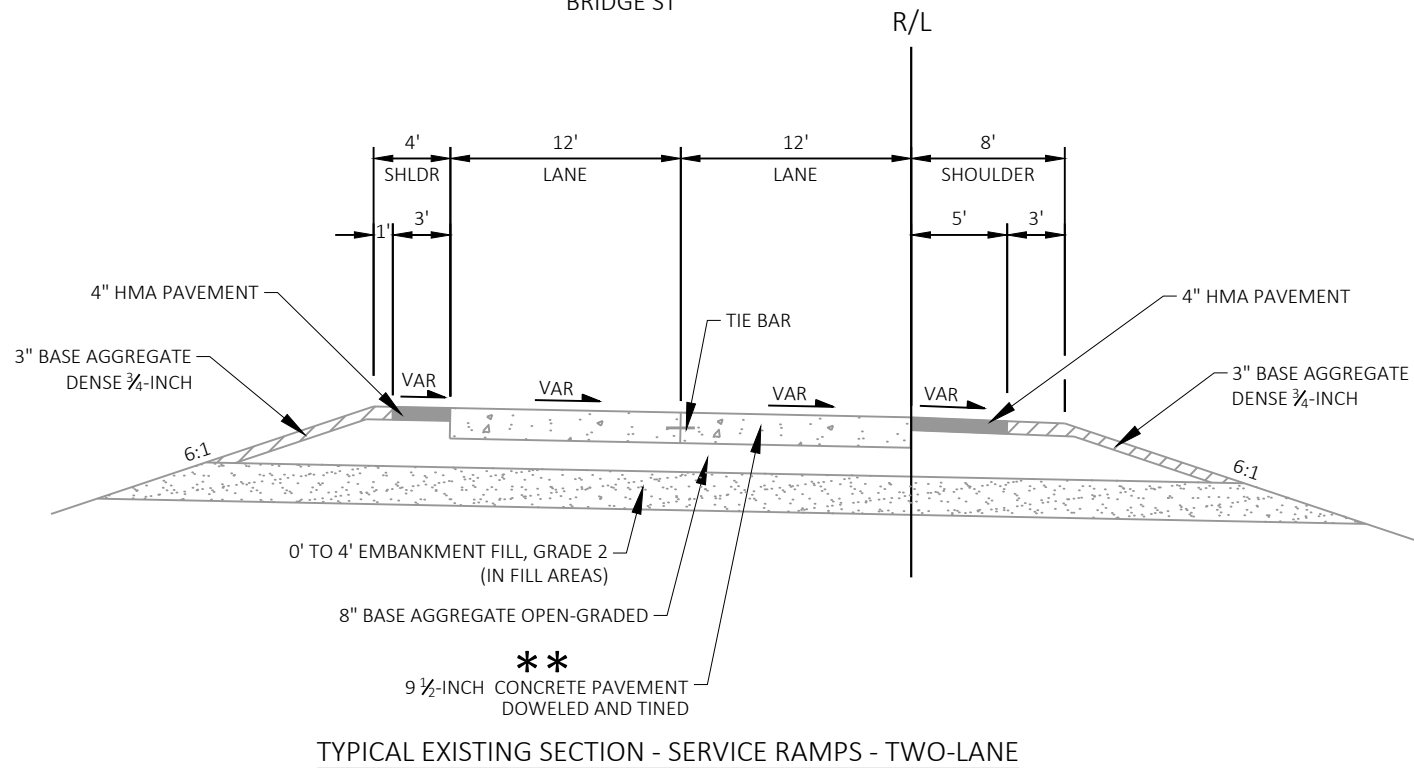
TYPICAL EXISTING SECTION - SYSTEM RAMPs - SINGLE LANE
'EA', 'EB', 'WA' AND 'WB'



TYPICAL EXISTING SECTION - SYSTEM RAMPs - TWO-LANE
'EE', 'EW', 'WE' AND 'WW'



CTH N
CTH NN
SHERMAN ST
STEWART AVE
STH 52
BRIDGE ST

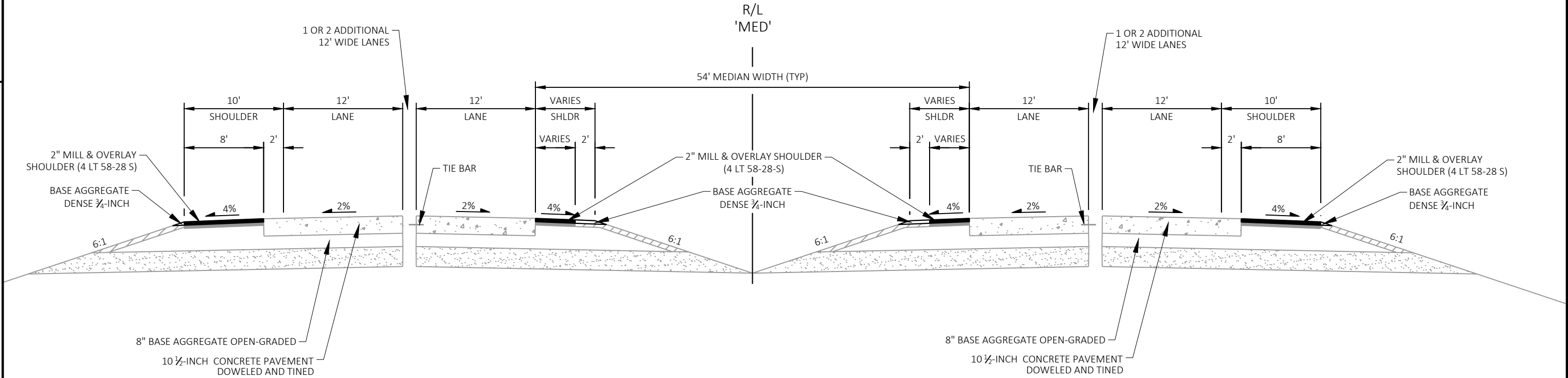


CTH N
CTH NN
STH 52
BRIDGE ST

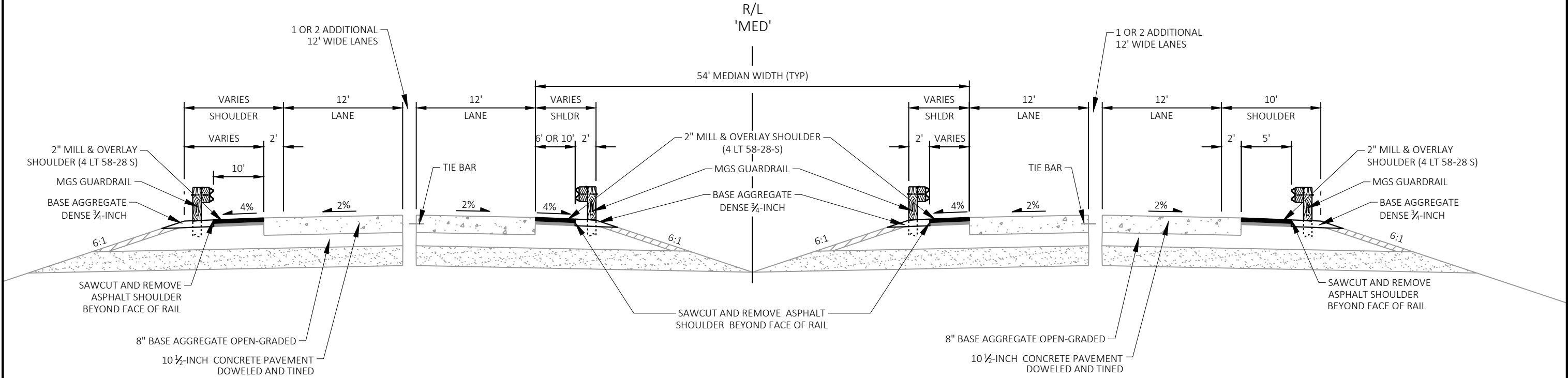
** - CTH N RAMPS CONCRETE PAVEMENT THICKNESS IS 10 1/2-INCHES

2

2



TYPICAL FINISHED SECTION - USH 51 & STH 29 - FOUR, SIX, OR EIGHT LANES



TYPICAL FINISHED SECTION - USH 51 & STH 29 WITH GUARDRAIL



2

2

STH 29 EB TO USH 51 SB

R-37-0018

B-37-0037

377+86 'MED'

378+09 'MED'

380+01 'MED'

380+71 'MED'

380+91 'MED'

381+08 'MED'

381+27 'MED'

381+99 'MED'

382+35 'MED'

384+12 'MED'

378 'MED'

51

380 'MED'

382 'MED'

384 'MED'

386 'MED'

388 'MED'

390 'MED'

392 'MED'

51

378+18 'MED'

379+59 'MED'

380+24 'MED'

380+45 'MED'

USH 51 NB TO STH 29 EB

AZALEA RD

LEGEND

- PAVEMENT REPAIR
- PAVEMENT REPLACEMENT
- SPECIFIC REPAIR WORK (DESCRIPTION)
- GUARDRAIL REPLACEMENT (NUMBER)
- CURB & GUTTER REPLACEMENT
- WETLAND BOUNDARY

NB-51-12

NB-51-13

USH 51 SB TO STH 29 EB

SB-51-10

403+07 'MED'

404+24 'MED'

404 'MED'

406 'MED'

407+46 'MED'

408 'MED'

51

B-37-0037

394 'MED'

396 'MED'

398 'MED'

400 'MED'

402 'MED'

B-37-0339

NB-51-14

NB-51-15

SB-51-10

405+82 'MED'

STH 29 EB TO USH 51 SB

R-37-0017

TRAFFIC CAMERA

-
-
-

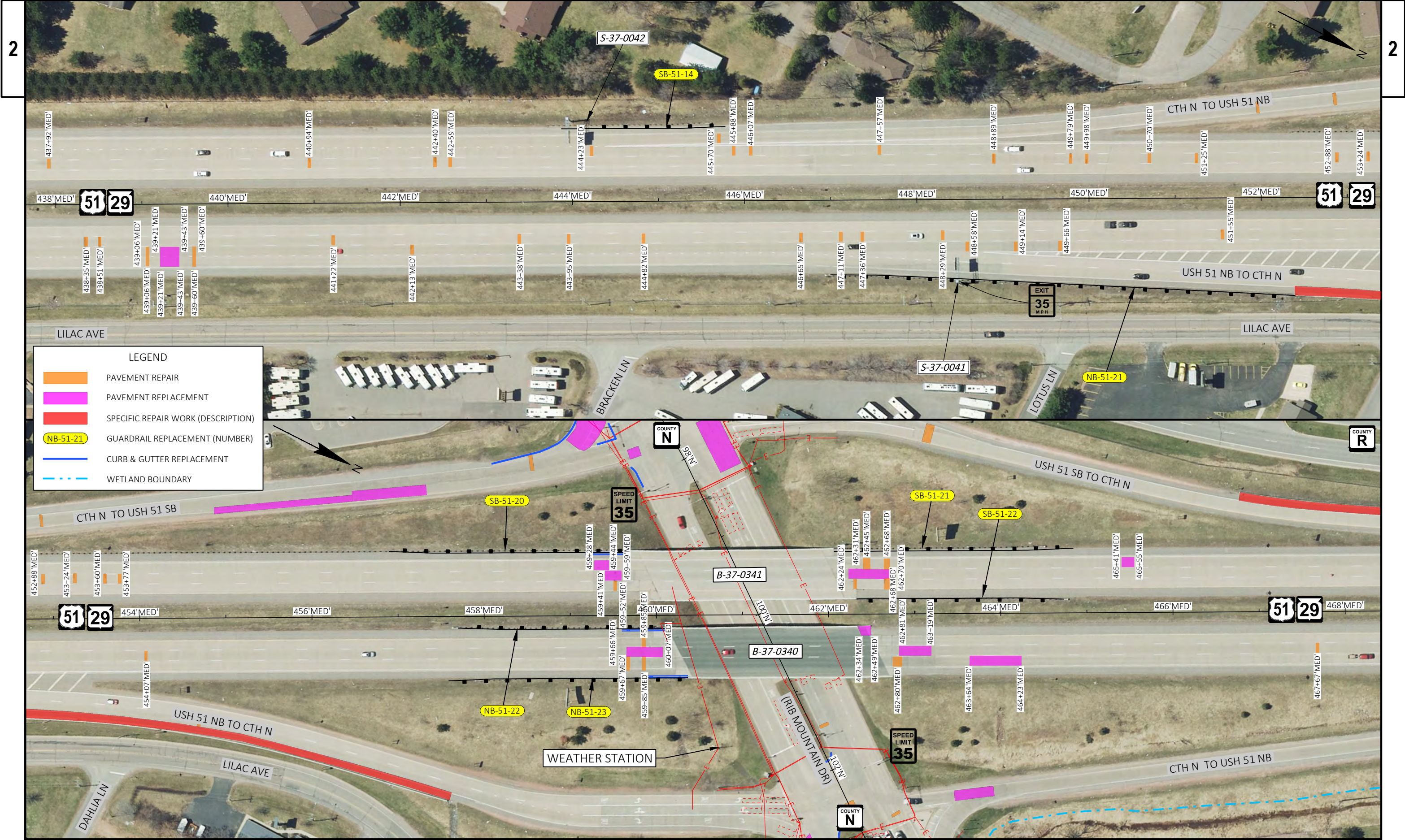
WISDOT/CADDS SHEET 44

JUNE 2024 PRELIMINARY PLANS (NOT FOR USE IN PREPARING RFP RESPONSE)



LEGEND

- PAVEMENT REPAIR
- PAVEMENT REPLACEMENT
- SPECIFIC REPAIR WORK (DESCRIPTION)
- GUARDRAIL REPLACEMENT (NUMBER)
- CURB & GUTTER REPLACEMENT
- WETLAND BOUNDARY

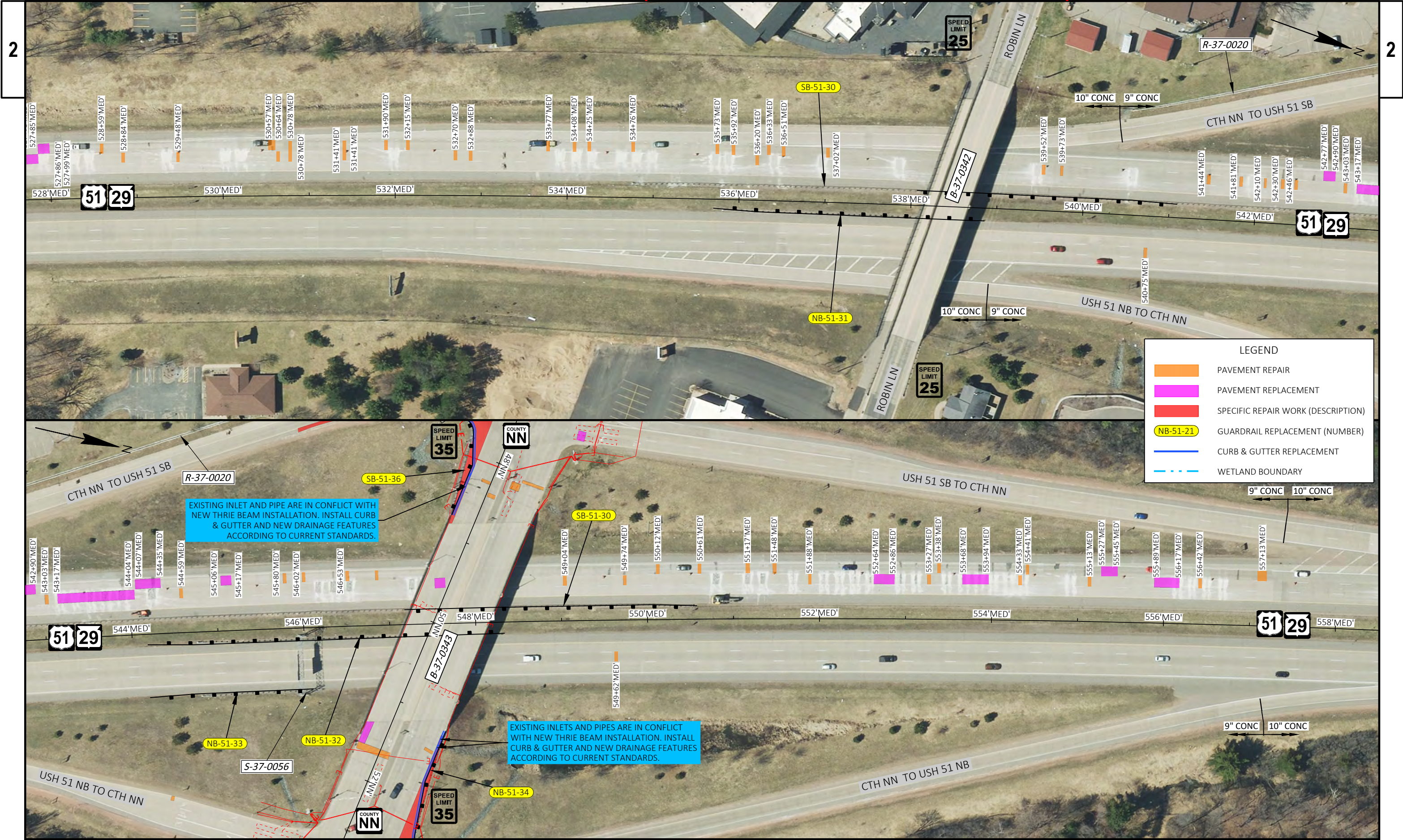


JUNE 2024 PRELIMINARY PLANS (NOT FOR USE IN PREPARING RFP RESPONSE)



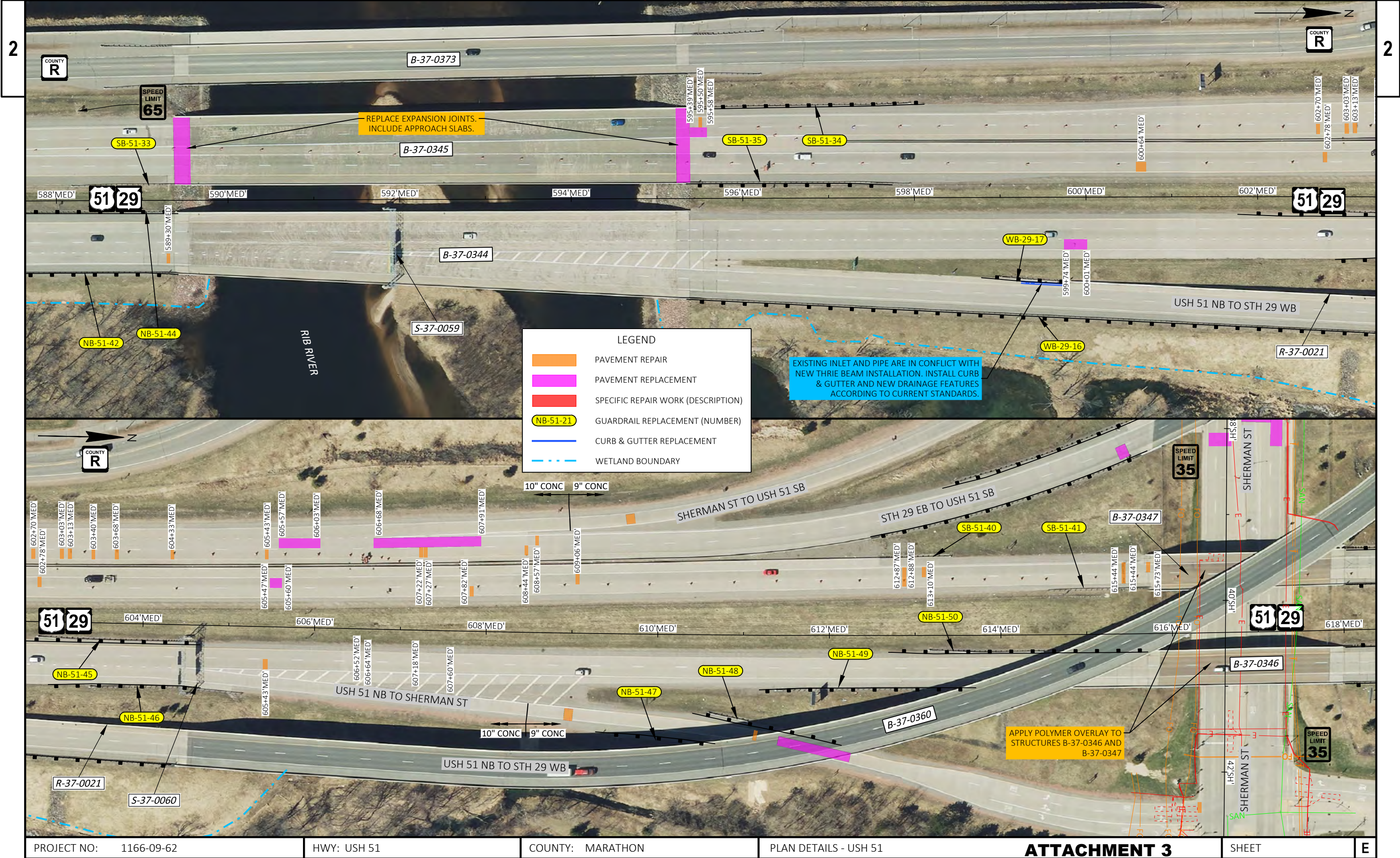
PROJECT NO: 1166-09-62	HWY: USH 51	COUNTY: MARATHON	PLAN DETAILS - USH 51	ATTACHMENT 3	SHEET	E
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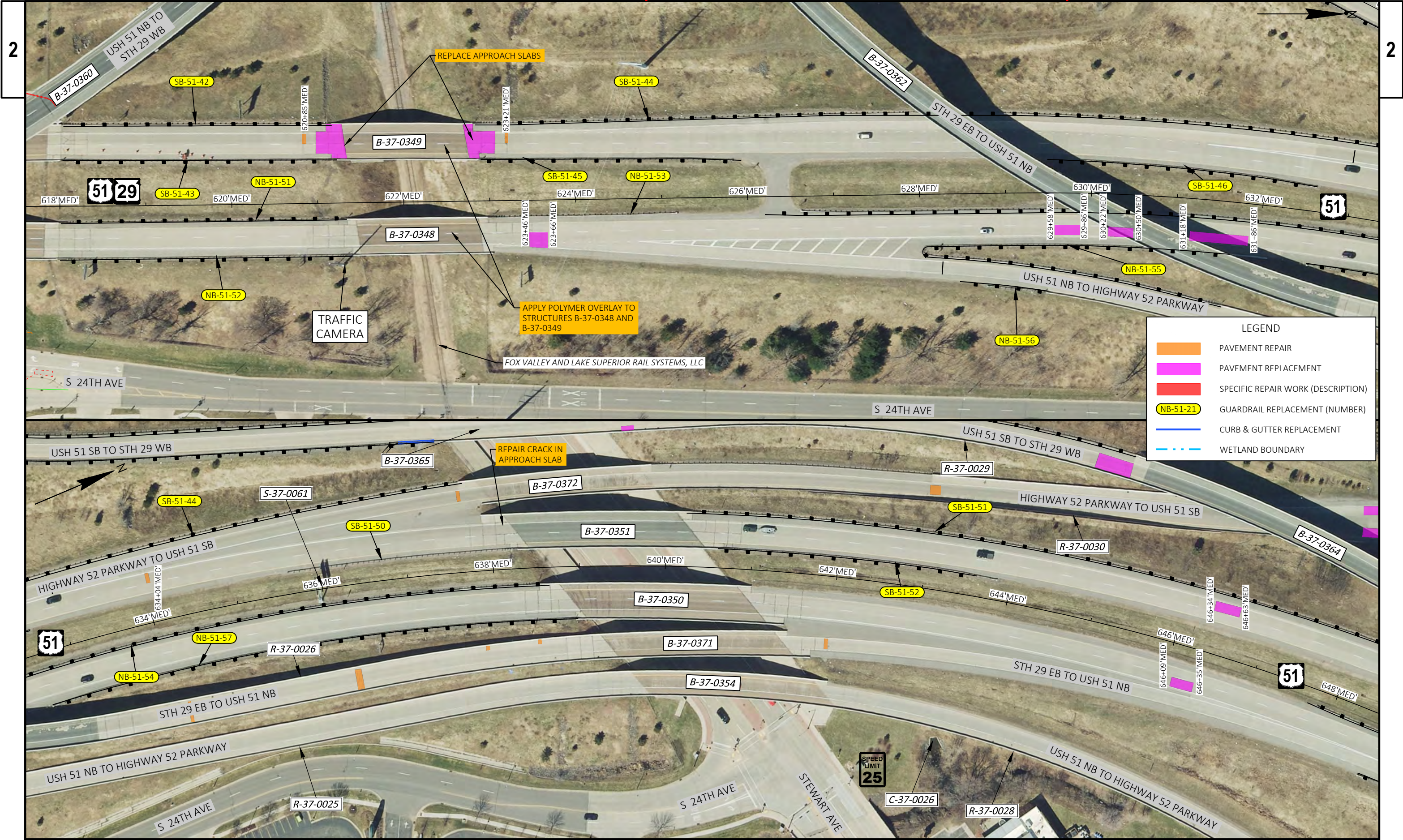




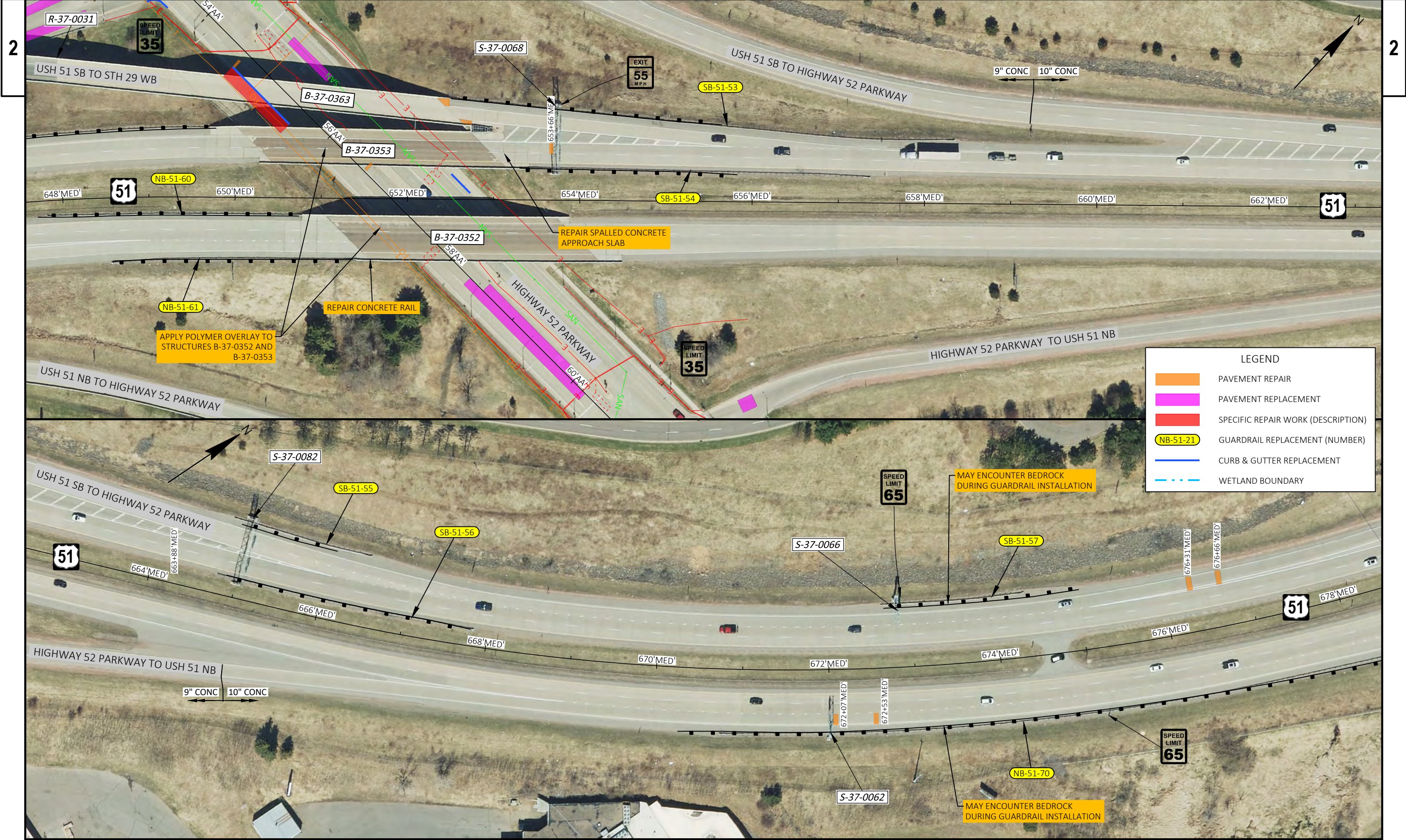


PROJECT NO: 1166-09-62	HWY: USH 51	COUNTY: MARATHON	PLAN DETAILS - USH 51	ATTACHMENT 3	SHEET	E
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JUNE 2024 PRELIMINARY PLANS (NOT FOR USE IN PREPARING RFP RESPONSE)









PROJECT NO: 1166-09-62	HWY: USH 51	COUNTY: MARATHON	PLAN DETAILS - STH 29	ATTACHMENT 3	SHEET	E
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LEGEND

- PAVEMENT REPAIR
- PAVEMENT REPLACEMENT
- SPECIFIC REPAIR WORK (DESCRIPTION)
- GUARDRAIL REPLACEMENT (NUMBER)
- CURB & GUTTER REPLACEMENT
- WETLAND BOUNDARY

EXISTING INLETS AND PIPES ARE IN CONFLICT WITH NEW THRIE BEAM INSTALLATION. INSTALL CURB & GUTTER AND NEW DRAINAGE FEATURES ACCORDING TO CURRENT STANDARDS.

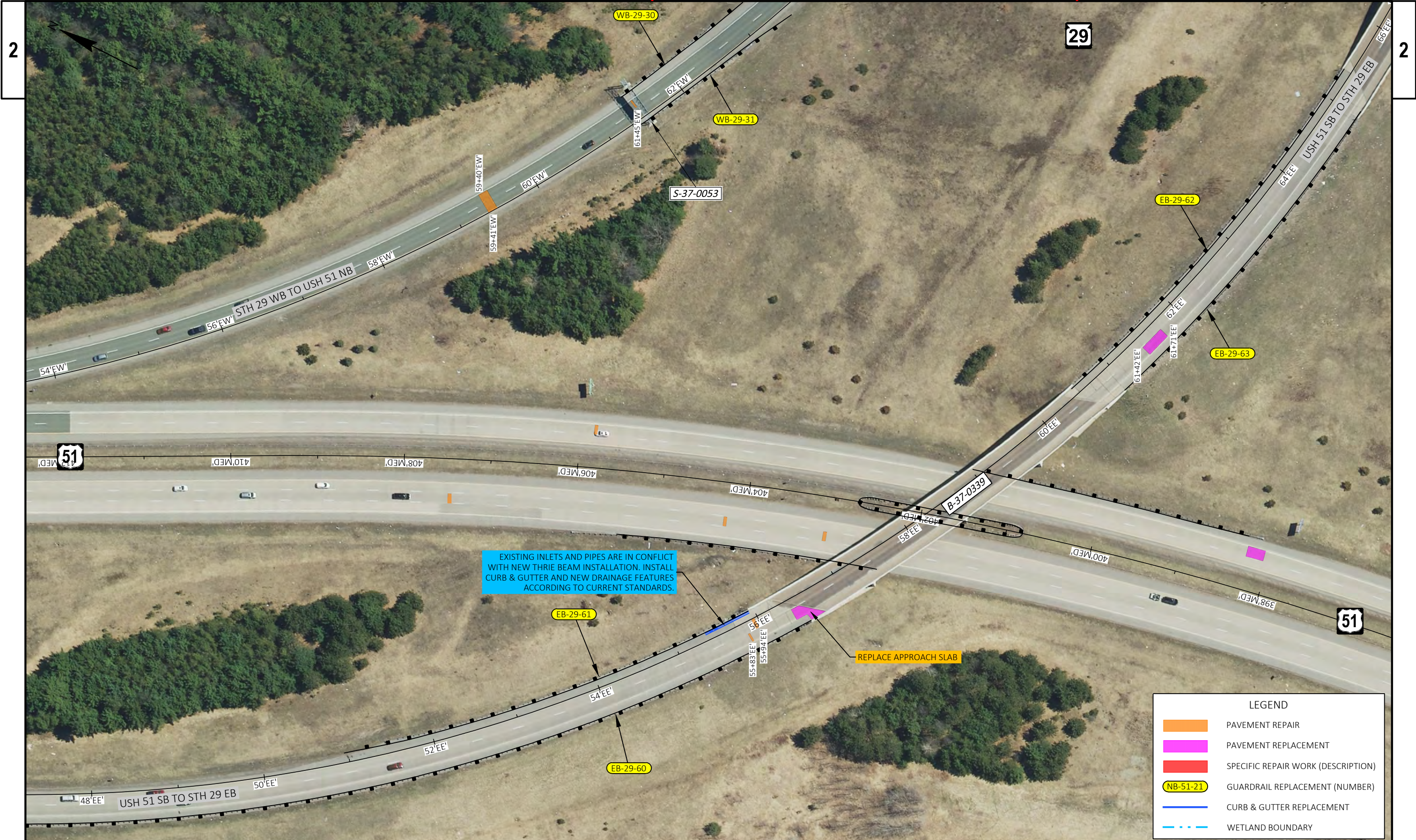
REPAIR CONCRETE SPALLS IN APPROACH SLAB

GUARDRAIL EB-29-27 TO HAVE 3K HALF POST SPACING

EXISTING INLET AND PIPE ARE IN CONFLICT WITH NEW THRIE BEAM INSTALLATION. INSTALL CURB & GUTTER AND NEW DRAINAGE FEATURES ACCORDING TO CURRENT STANDARDS.

COVERGE OF STH 29 WEST OF USH 51 ENDS HERE. THE NEXT SHEET DISPLAYS STH 29 AS IT CONTINUES EAST OF USH 51, LOCATED APPROXIMATELY 3.25 MILES SOUTH-SOUTHEAST OF THIS LOCATION.







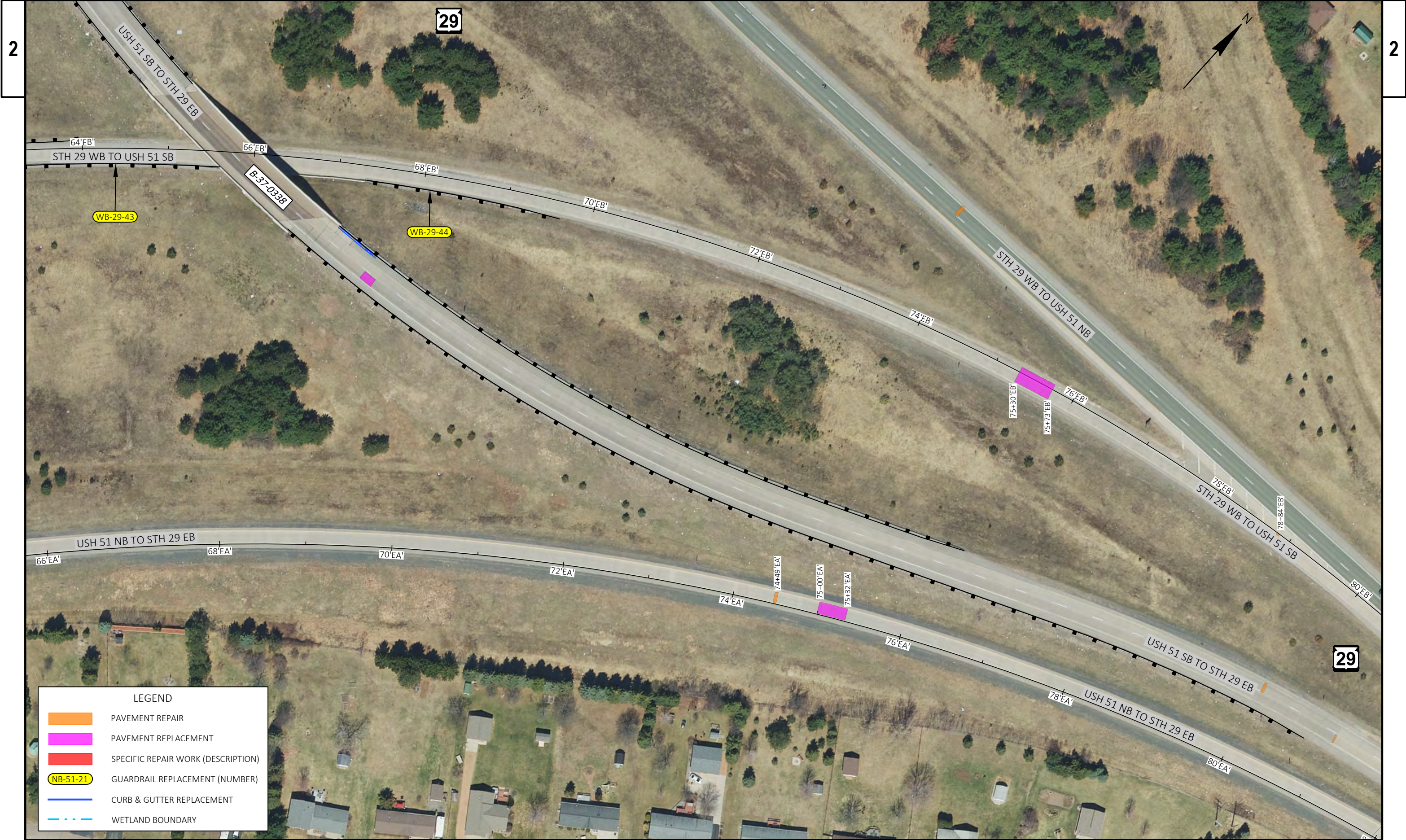
JUNE 2024 PRELIMINARY PLANS (NOT FOR USE IN PREPARING RFP RESPONSE)



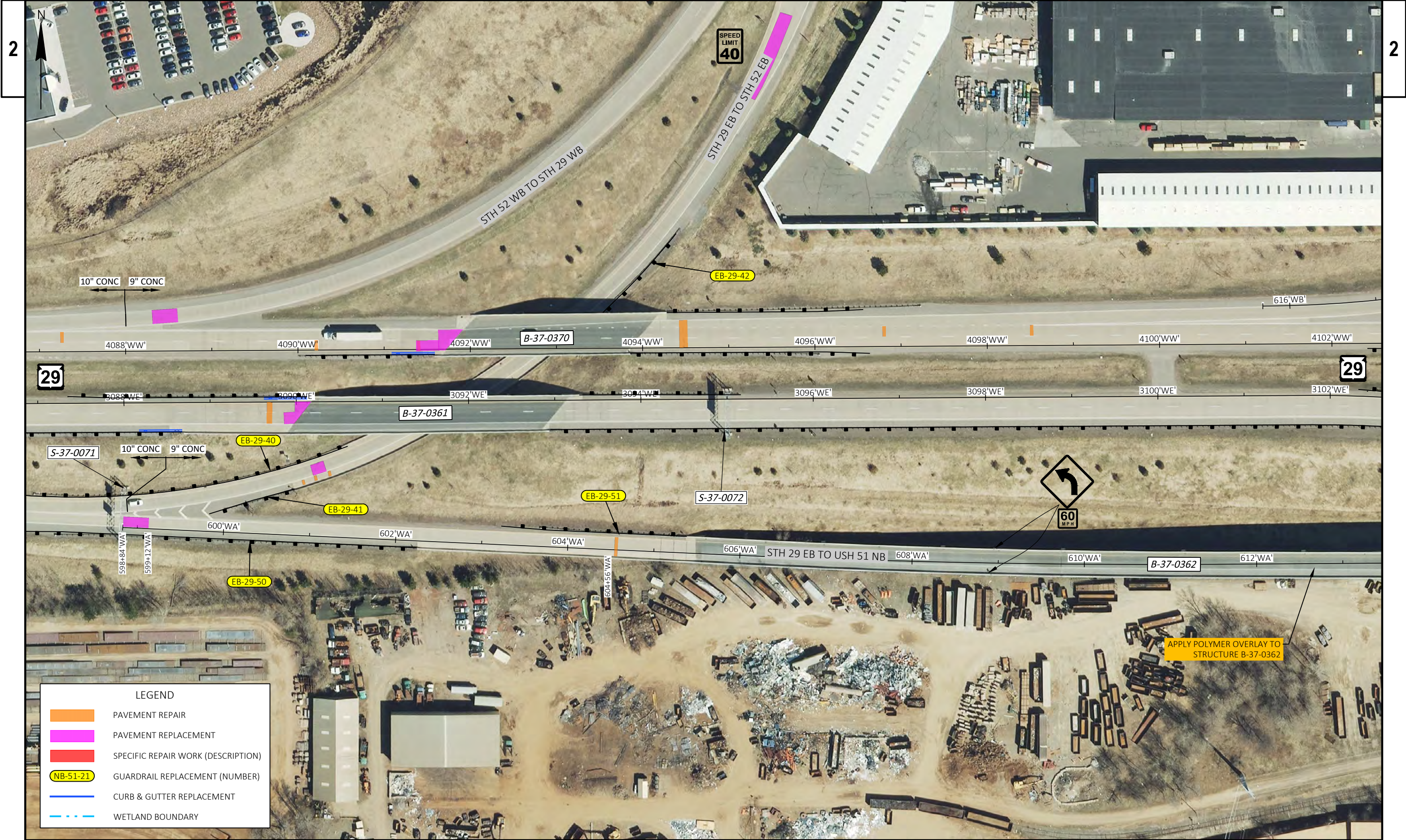






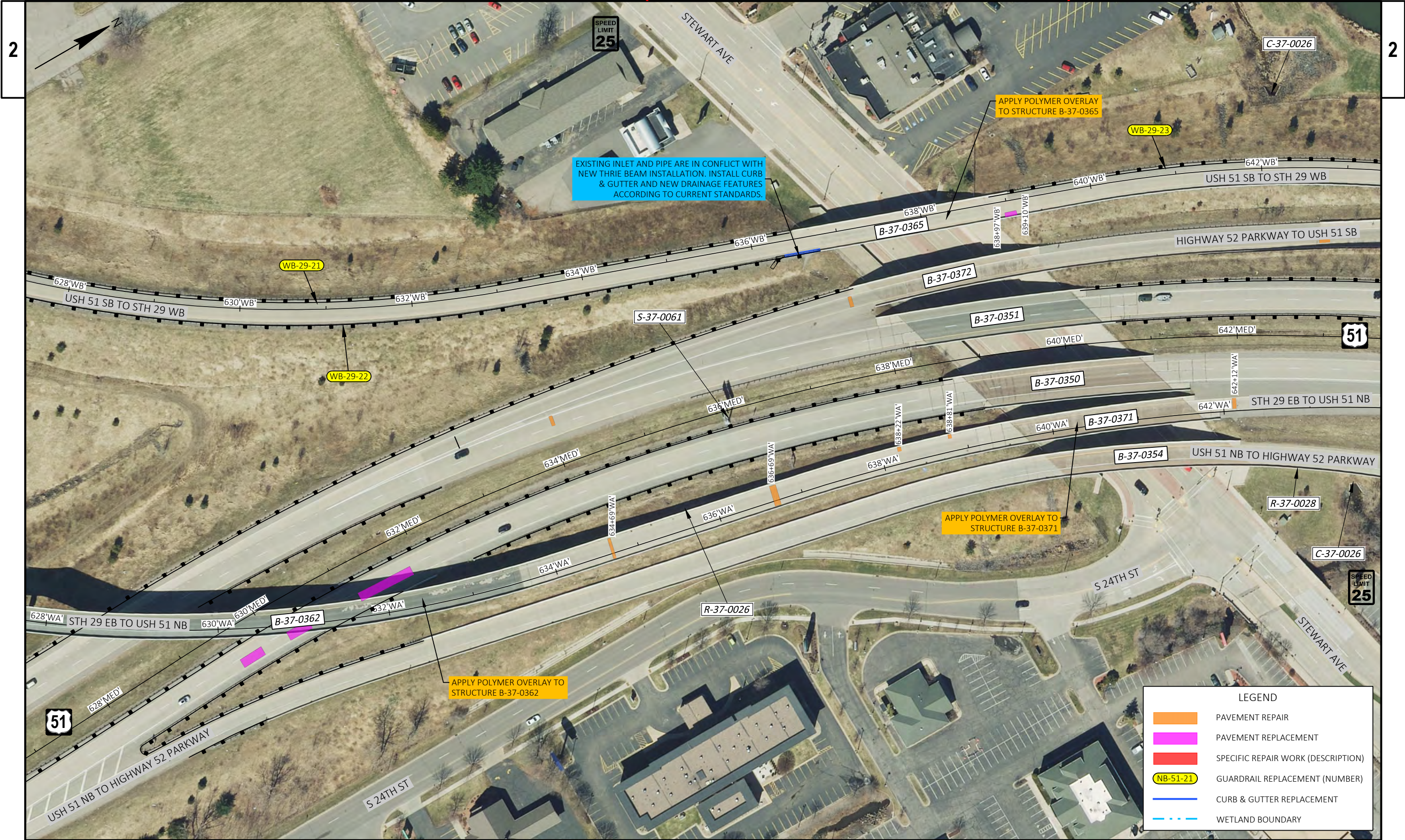


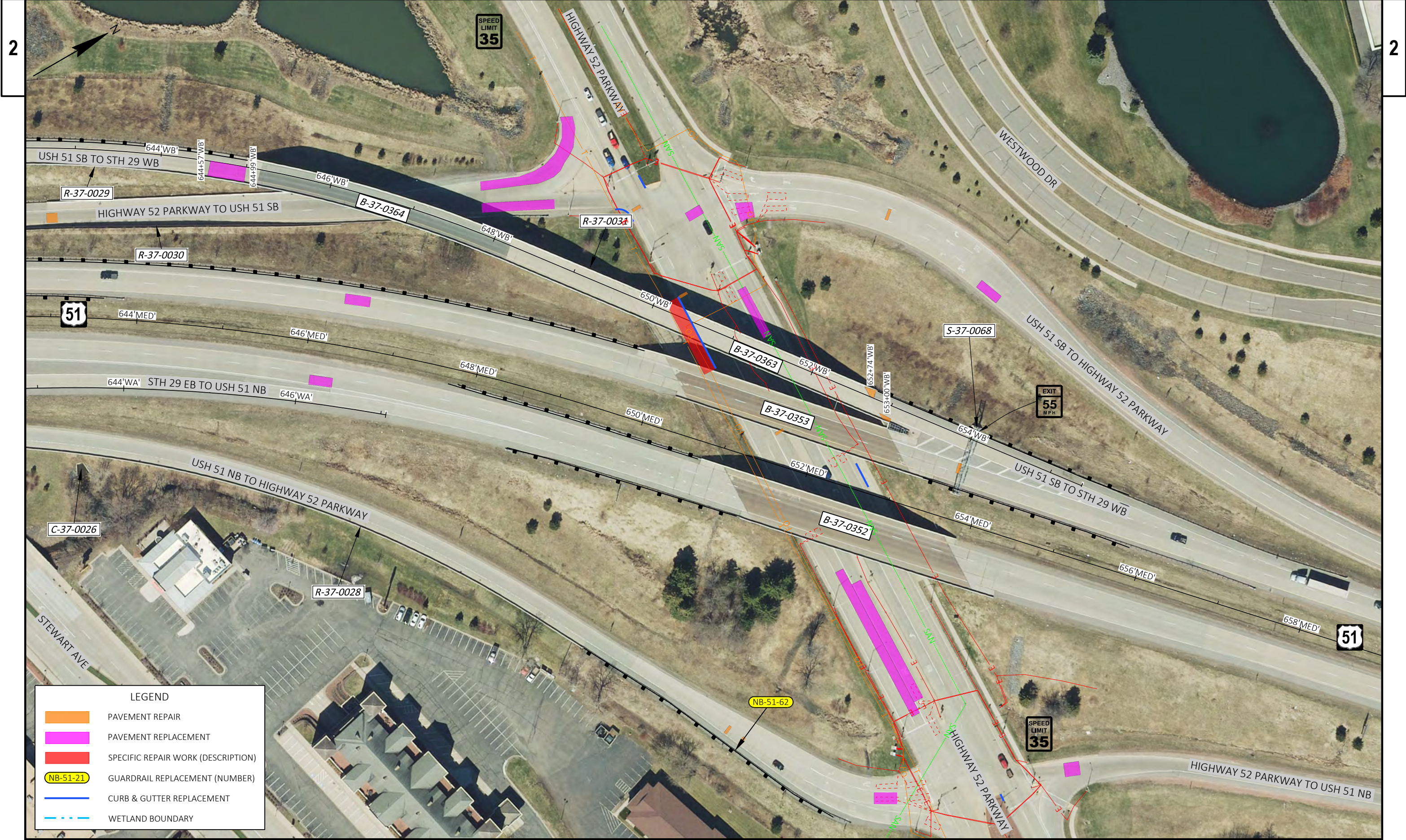






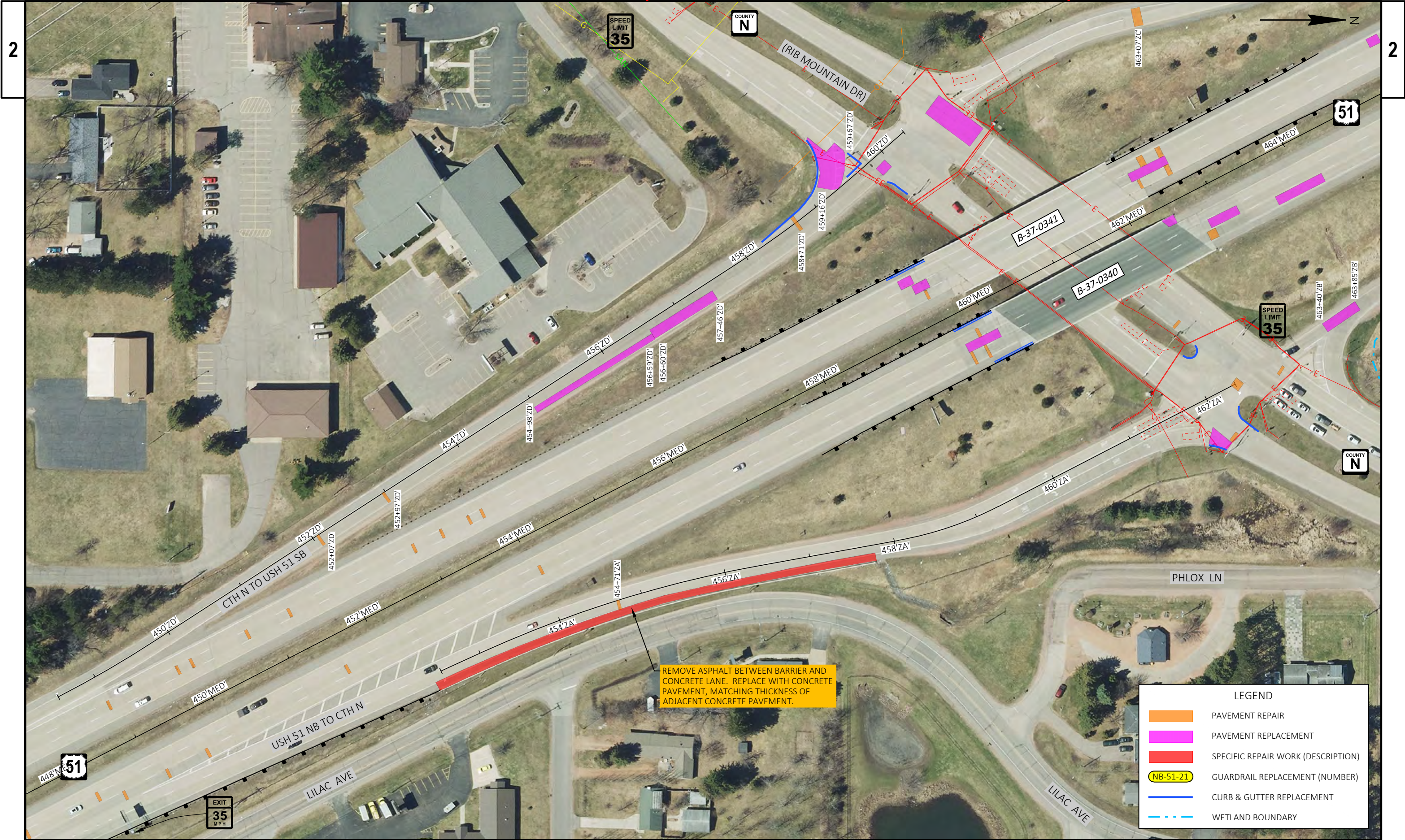
PROJECT NO: 1166-09-62	HWY: USH 51	COUNTY: MARATHON	PLAN DETAILS - STH 29	ATTACHMENT 3	SHEET	E
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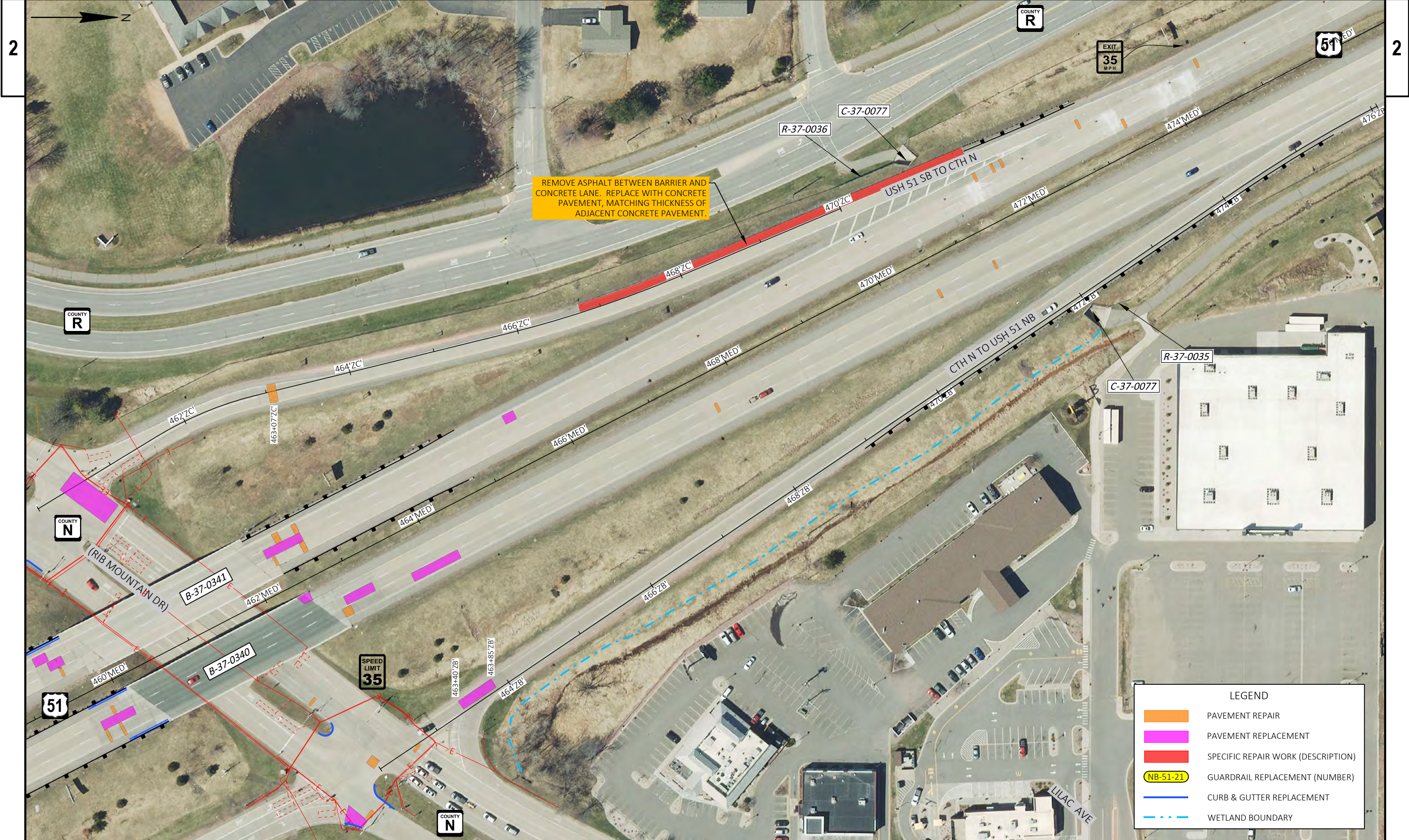




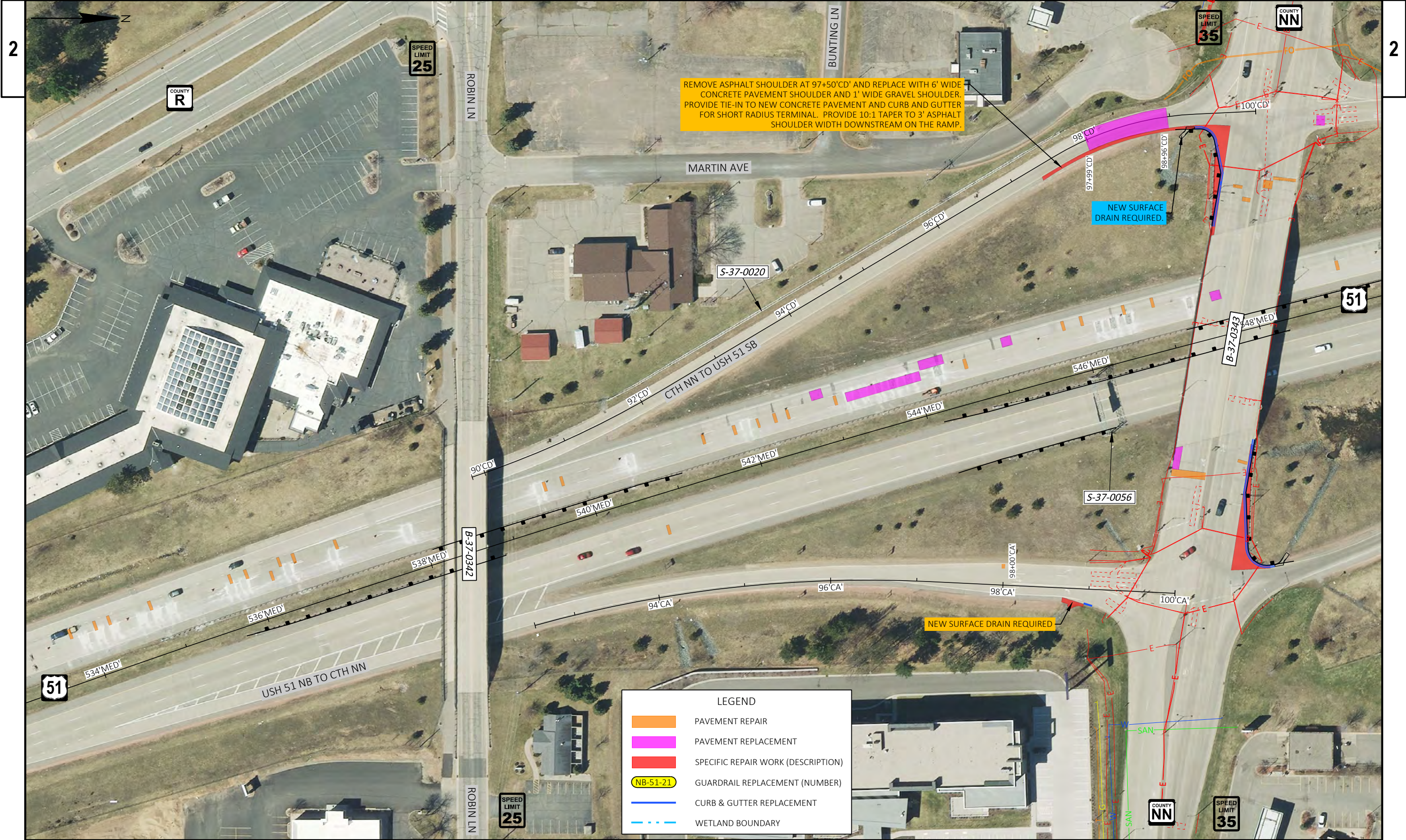
LEGEND

- PAVEMENT REPAIR
- PAVEMENT REPLACEMENT
- SPECIFIC REPAIR WORK (DESCRIPTION)
- GUARDRAIL REPLACEMENT (NUMBER)
- CURB & GUTTER REPLACEMENT
- WETLAND BOUNDARY

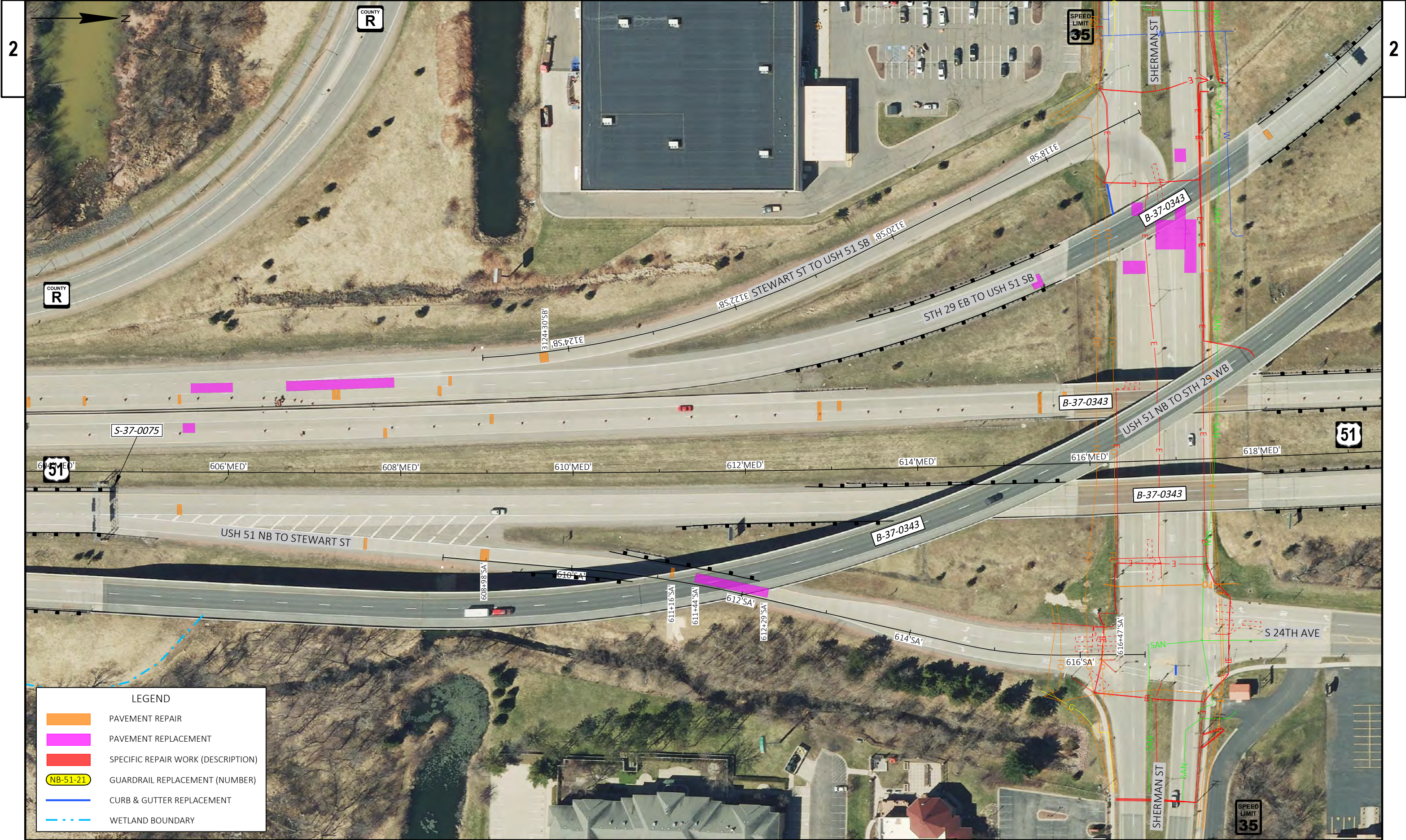


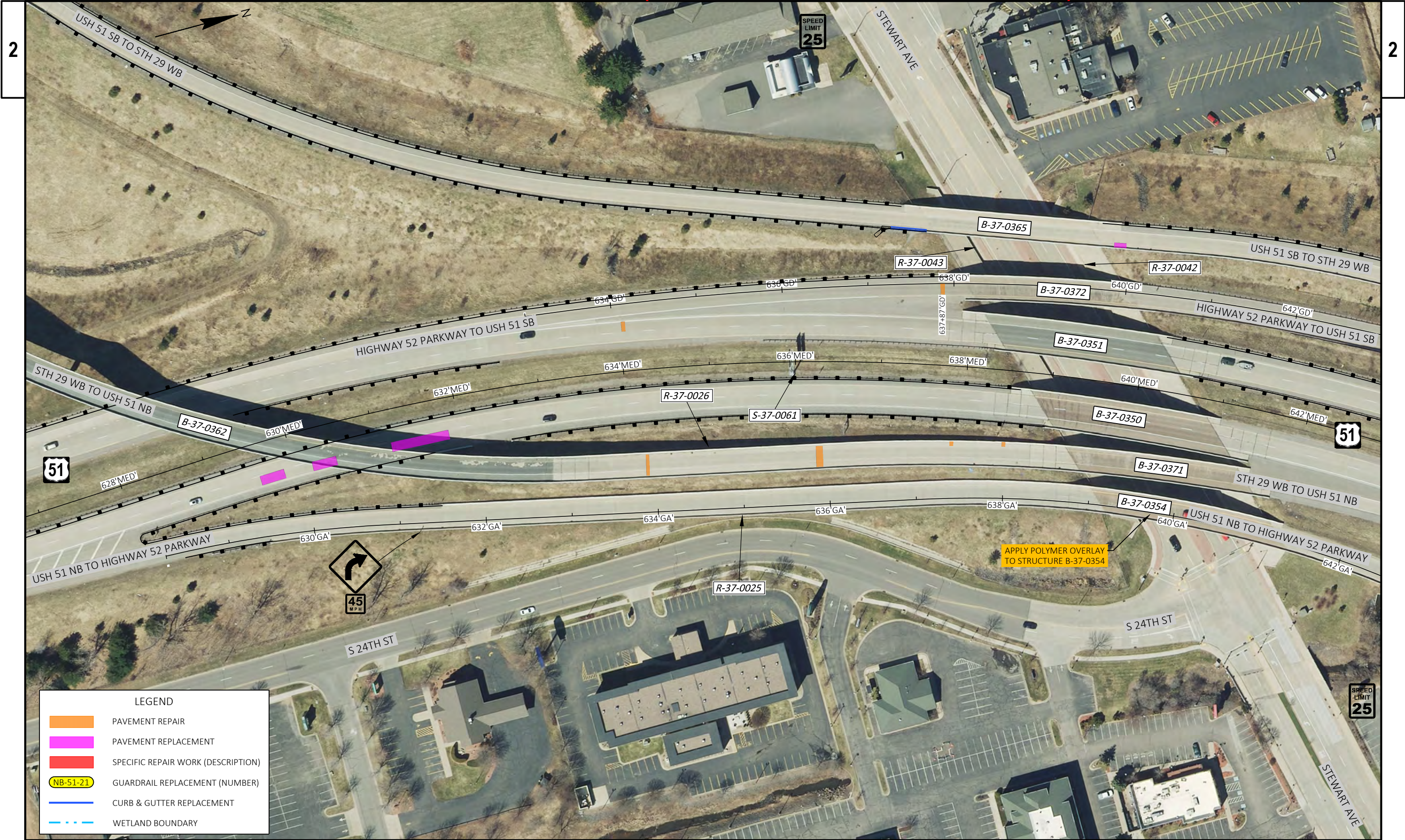


JUNE 2024 PRELIMINARY PLANS (NOT FOR USE IN PREPARING RFP RESPONSE)

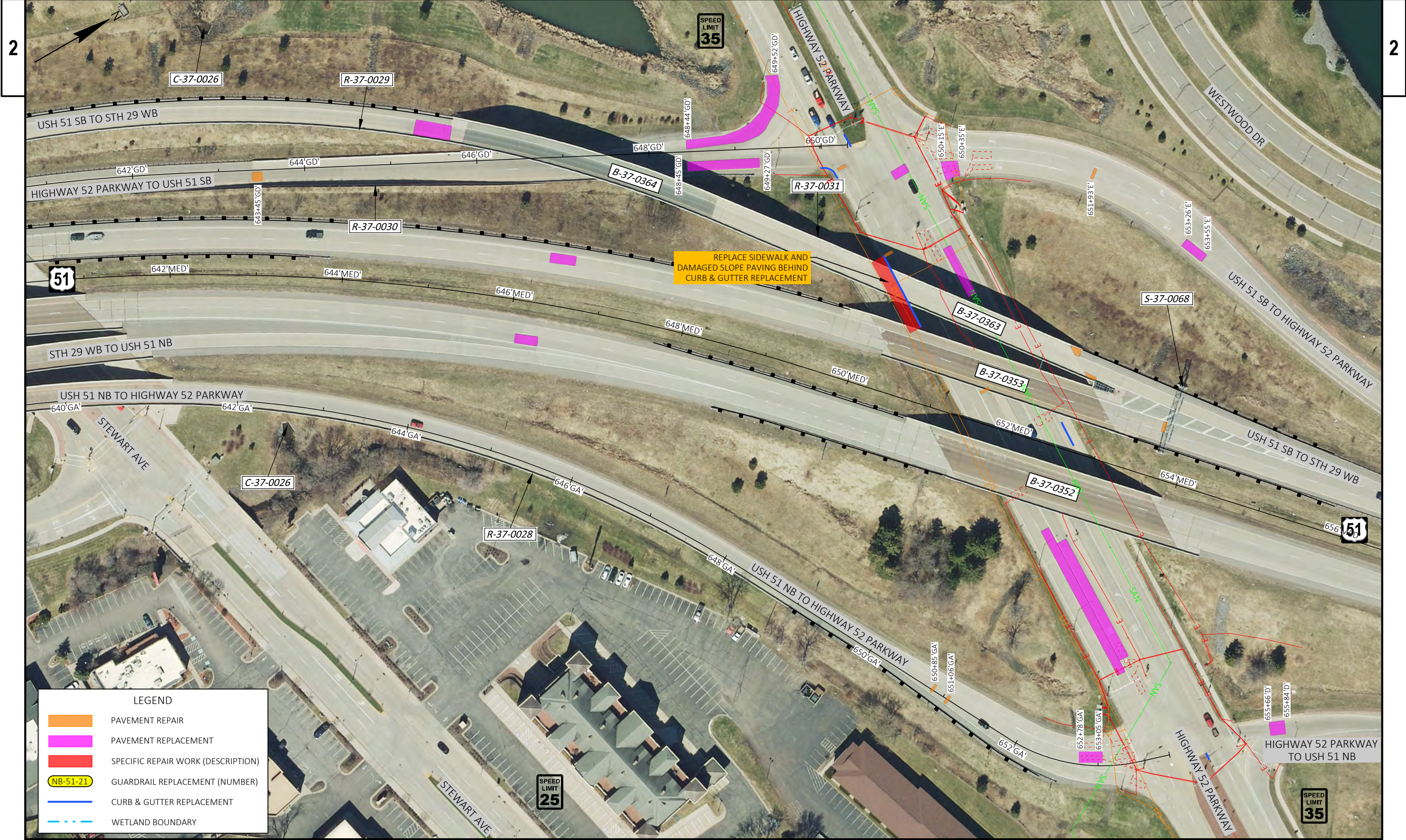


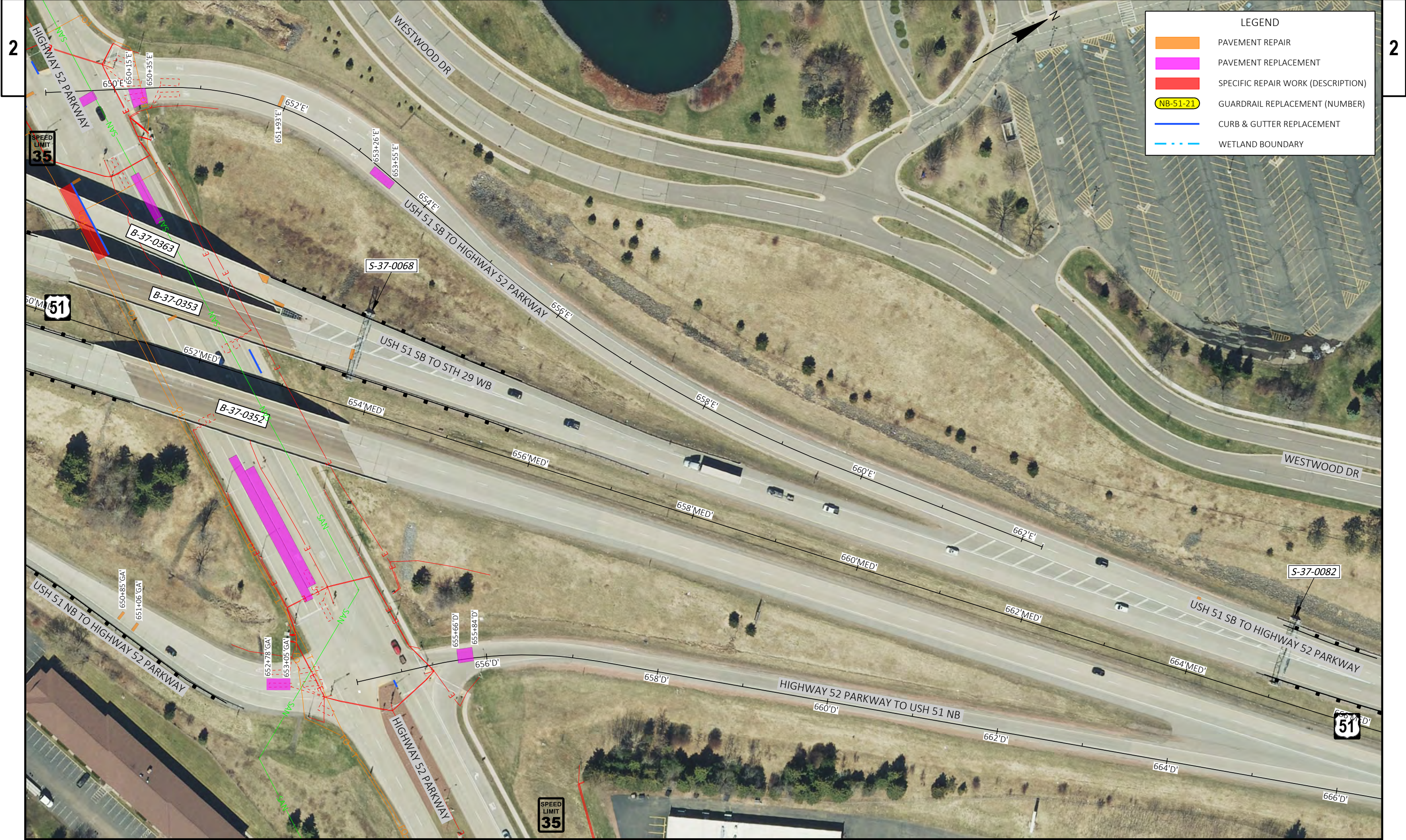


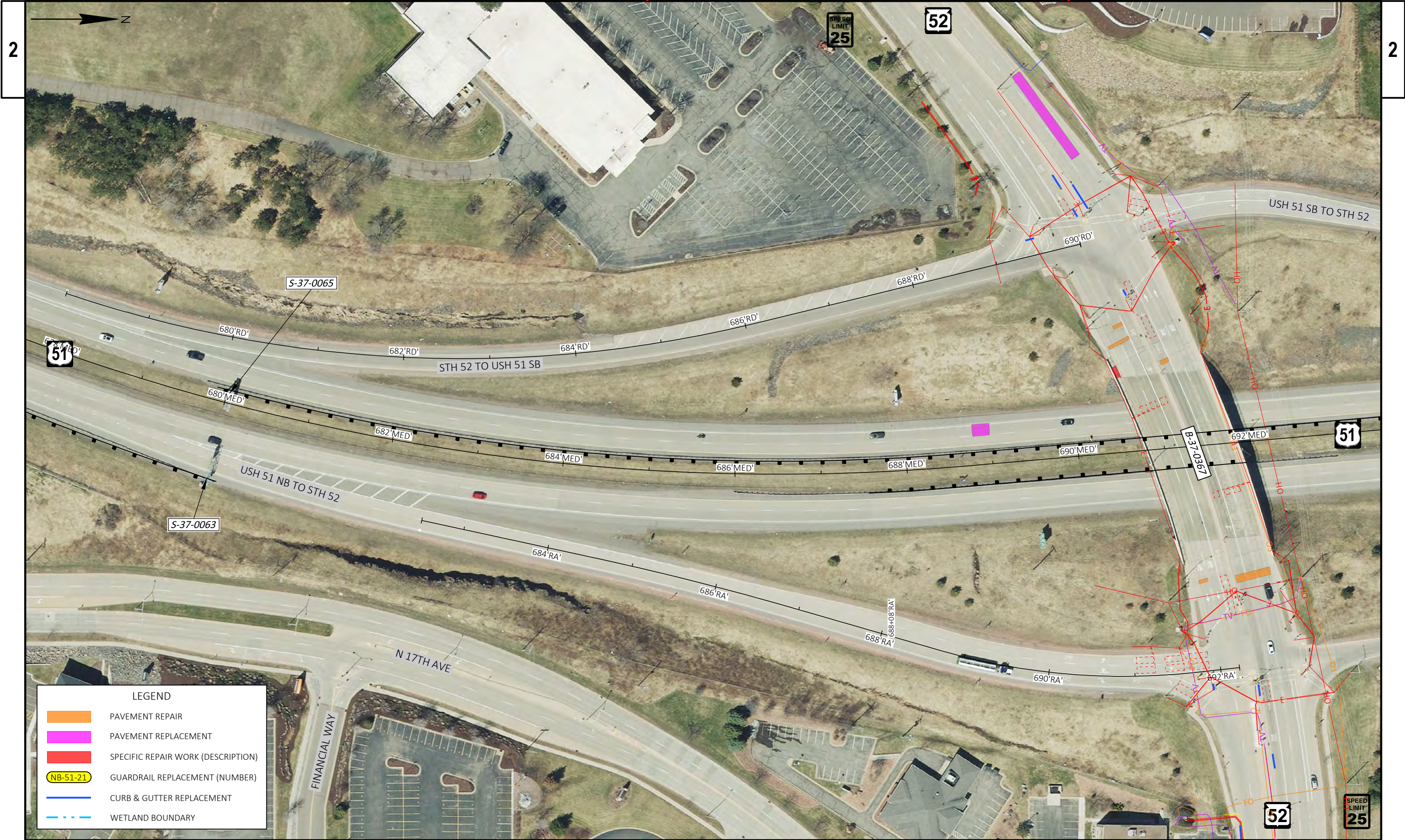




JUNE 2024 PRELIMINARY PLANS (NOT FOR USE IN PREPARING RFP RESPONSE)







LEGEND

PAVEMENT REPAIR

PAVEMENT REPLACEMENT

SPECIFIC REPAIR WORK (DESCRIPTION)

NB-51-21

GUARDRAIL REPLACEMENT (NUMBER)

CURB & GUTTER REPLACEMENT

WETLAND BOUNDARY





LEGEND

PAVEMENT REPAIR

PAVEMENT REPLACEMENT

SPECIFIC REPAIR WORK (DESCRIPTION)

NB-51-21

GUARDRAIL REPLACEMENT (NUMBER)

CURB & GUTTER REPLACEMENT

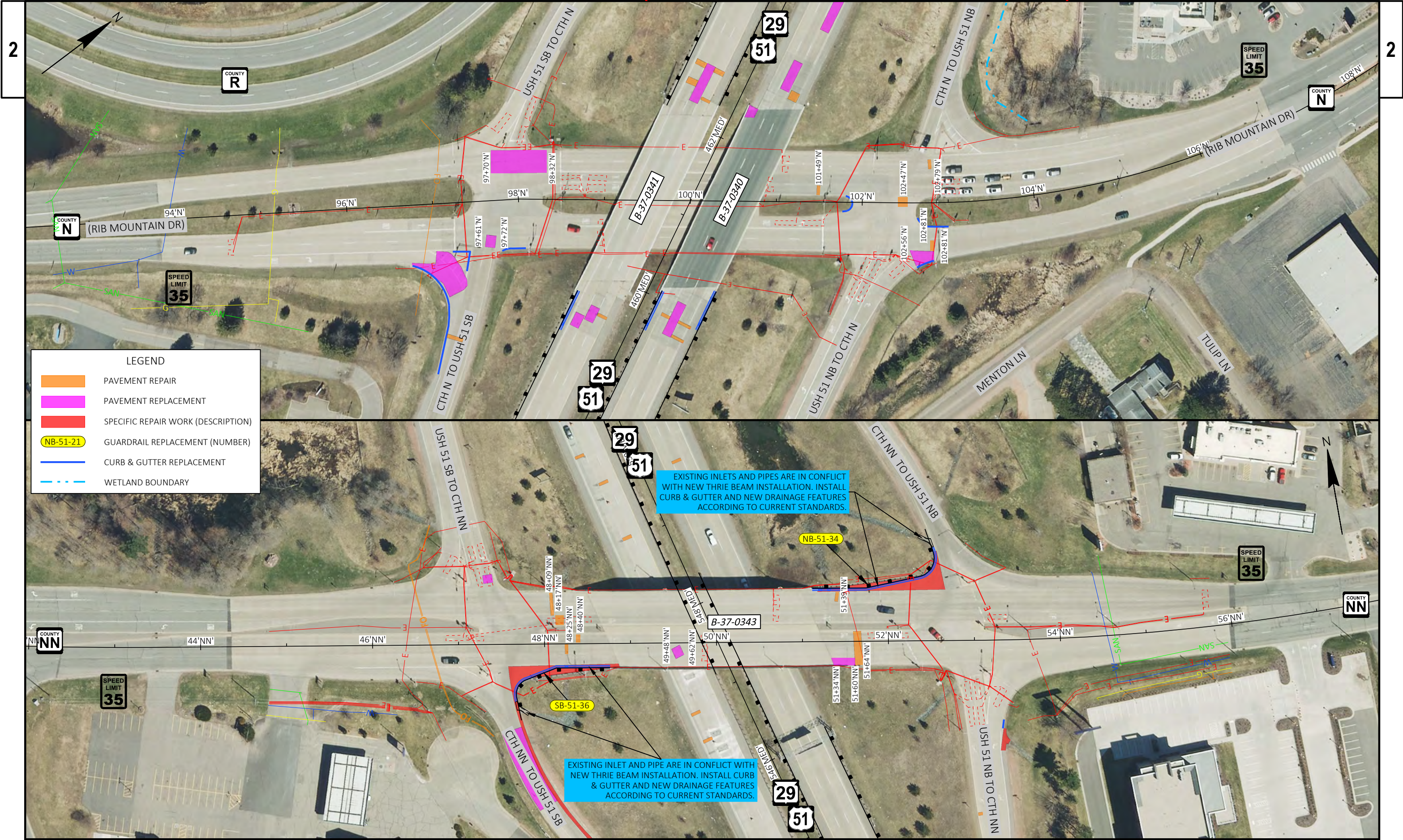
LEGEND

- PAVEMENT REPAIR
- PAVEMENT REPLACEMENT
- SPECIFIC REPAIR WORK (DESCRIPTION)
- NB-51-21 GUARDRAIL REPLACEMENT (NUMBER)
- CURB & GUTTER REPLACEMENT
- WETLAND BOUNDARY

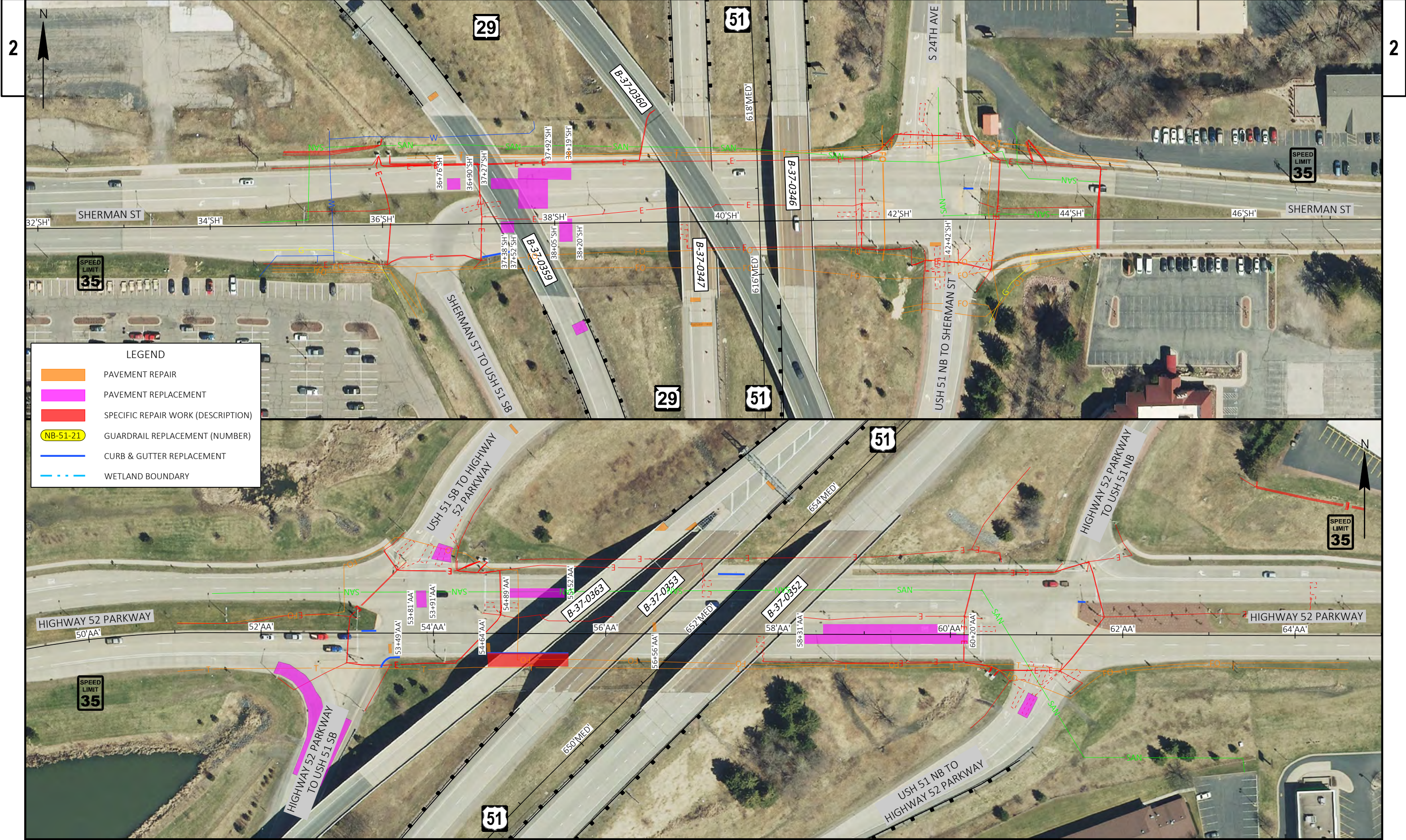
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WISDOT/CADDS SHEET 42

JUNE 2024 PRELIMINARY PLANS (NOT FOR USE IN PREPARING RFP RESPONSE)



JUNE 2024 PRELIMINARY PLANS (NOT FOR USE IN PREPARING RFP RESPONSE)



PROJECT NO: 1166-09-62

HWY: USH 51

COUNTY: MARATHON

PLAN DETAILS - SHERMAN ST & HWY 52 PKWY

ATTACHMENT 3

SHEET

E

FILE NAME : I:\47\470432 USH 51-STH 29 CORRIDOR\C3D\SHEETS\11660932-021206_PD (ROADS).DWG
LAYOUT NAME : - SHERMAN ST & HWY 52 PKWY

PLOT DATE : 6/7/2024 10:26 AM

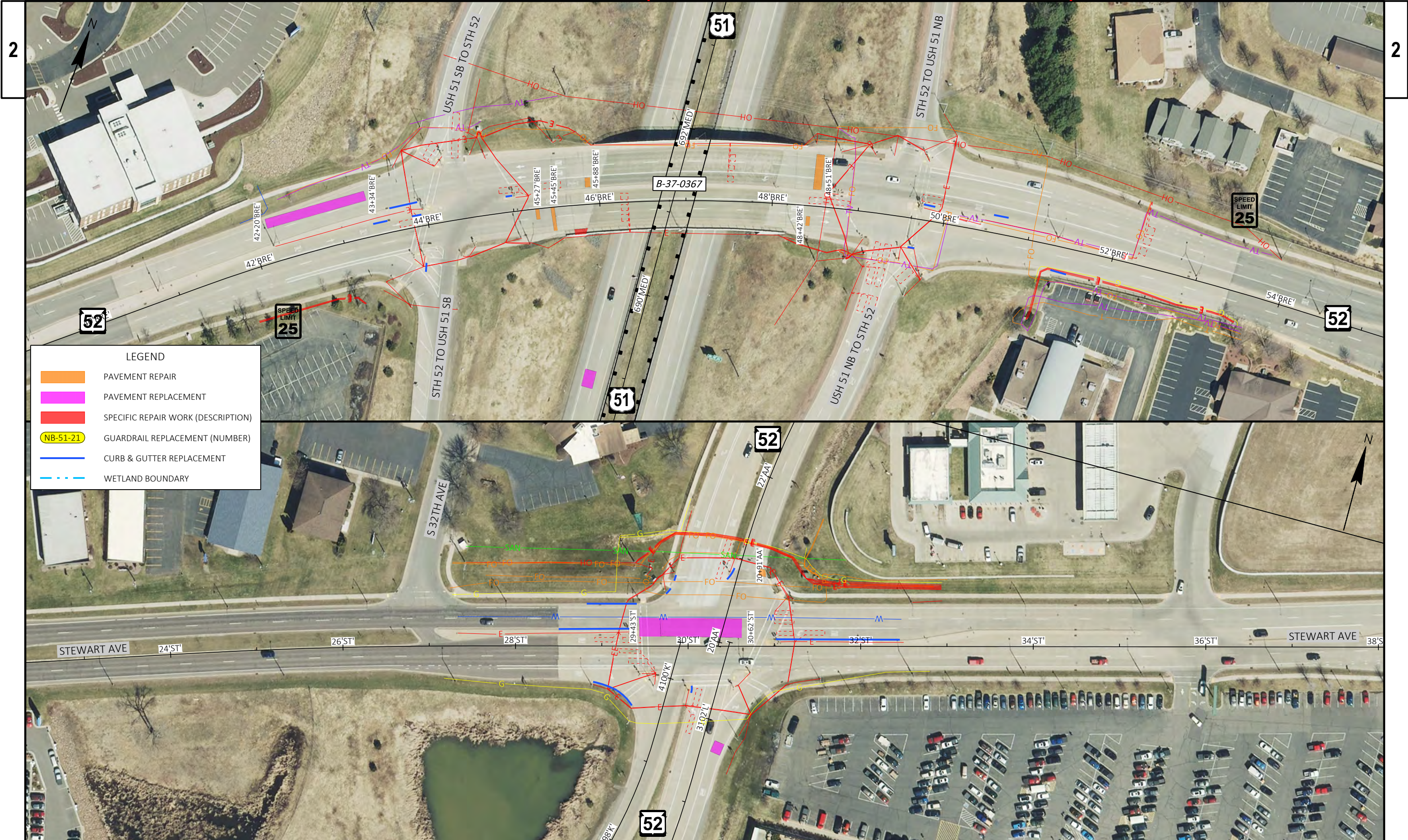
PLOT BY : MUENCH, DOUGLAS

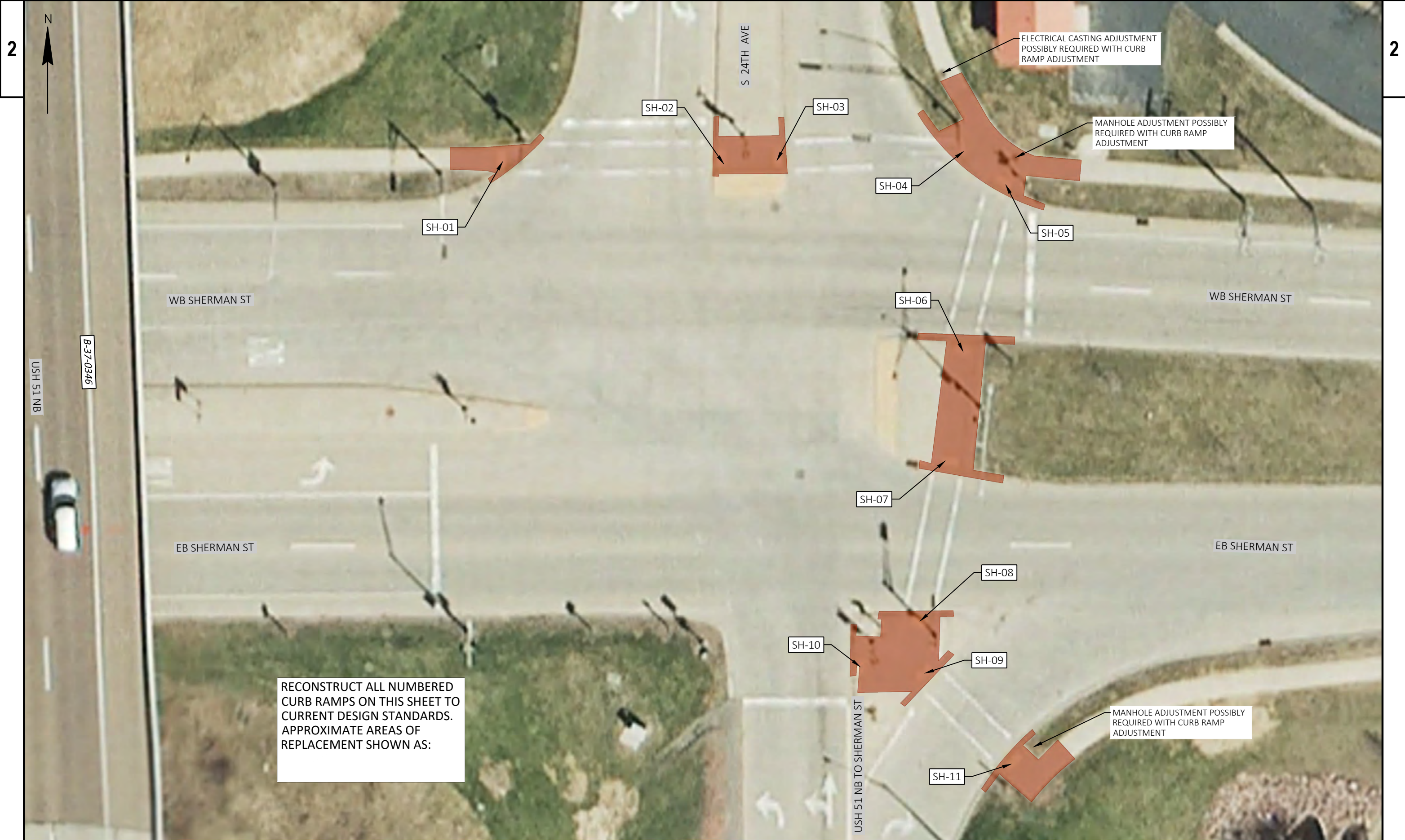
PLOT NAME :

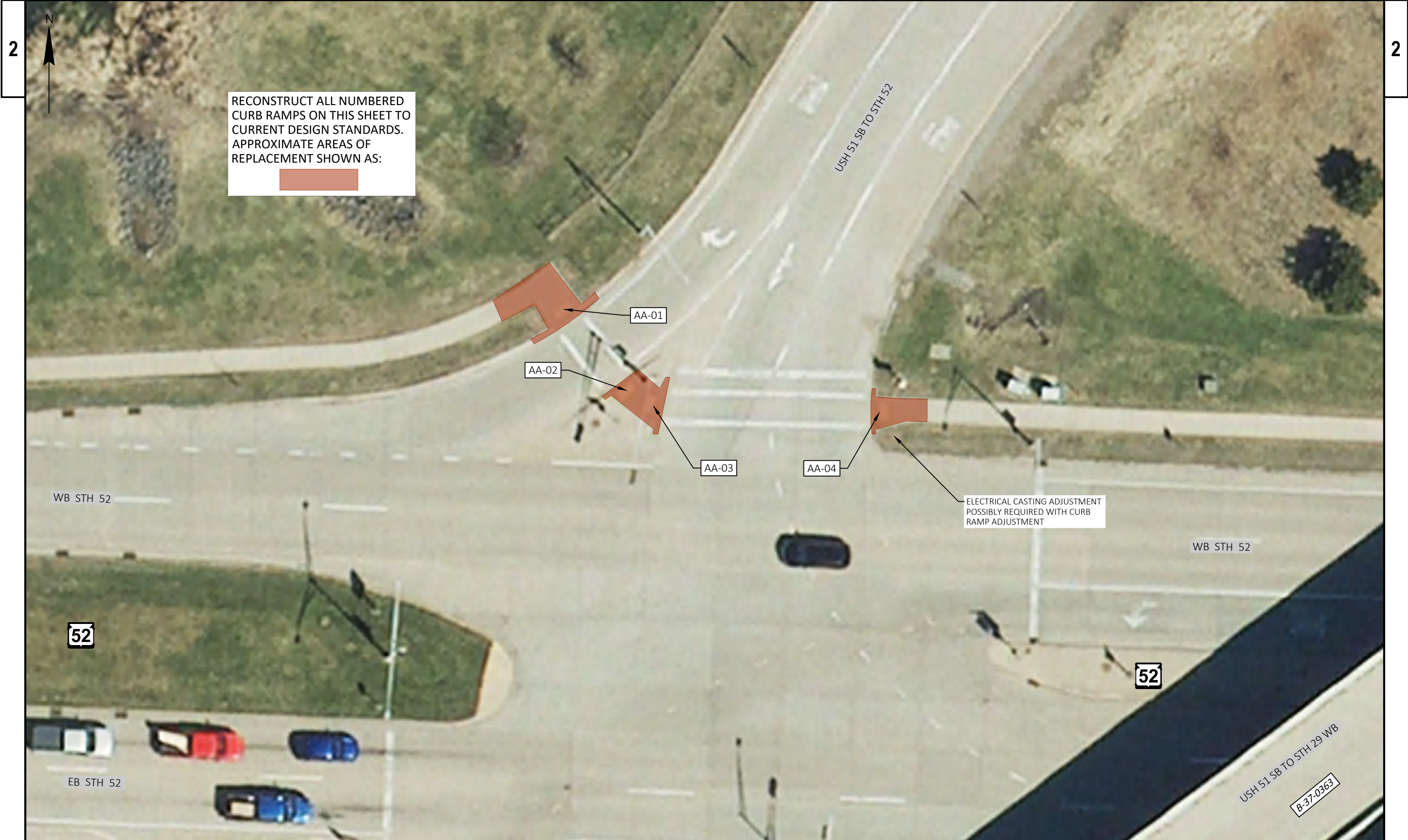
PLOT SCALE : #####

WISDOT/CADDs SHEET 44

JUNE 2024 PRELIMINARY PLANS (NOT FOR USE IN PREPARING RFP RESPONSE)

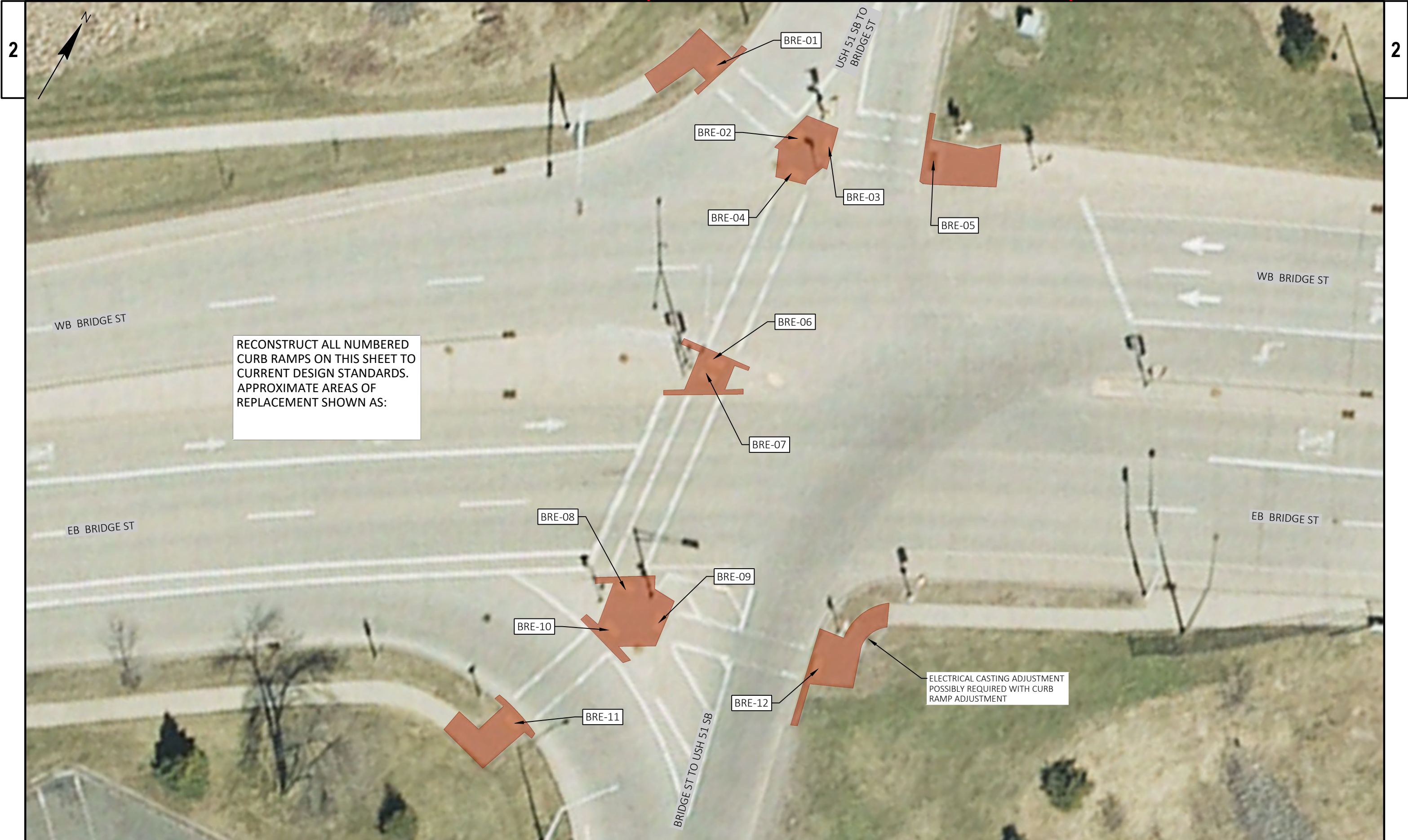


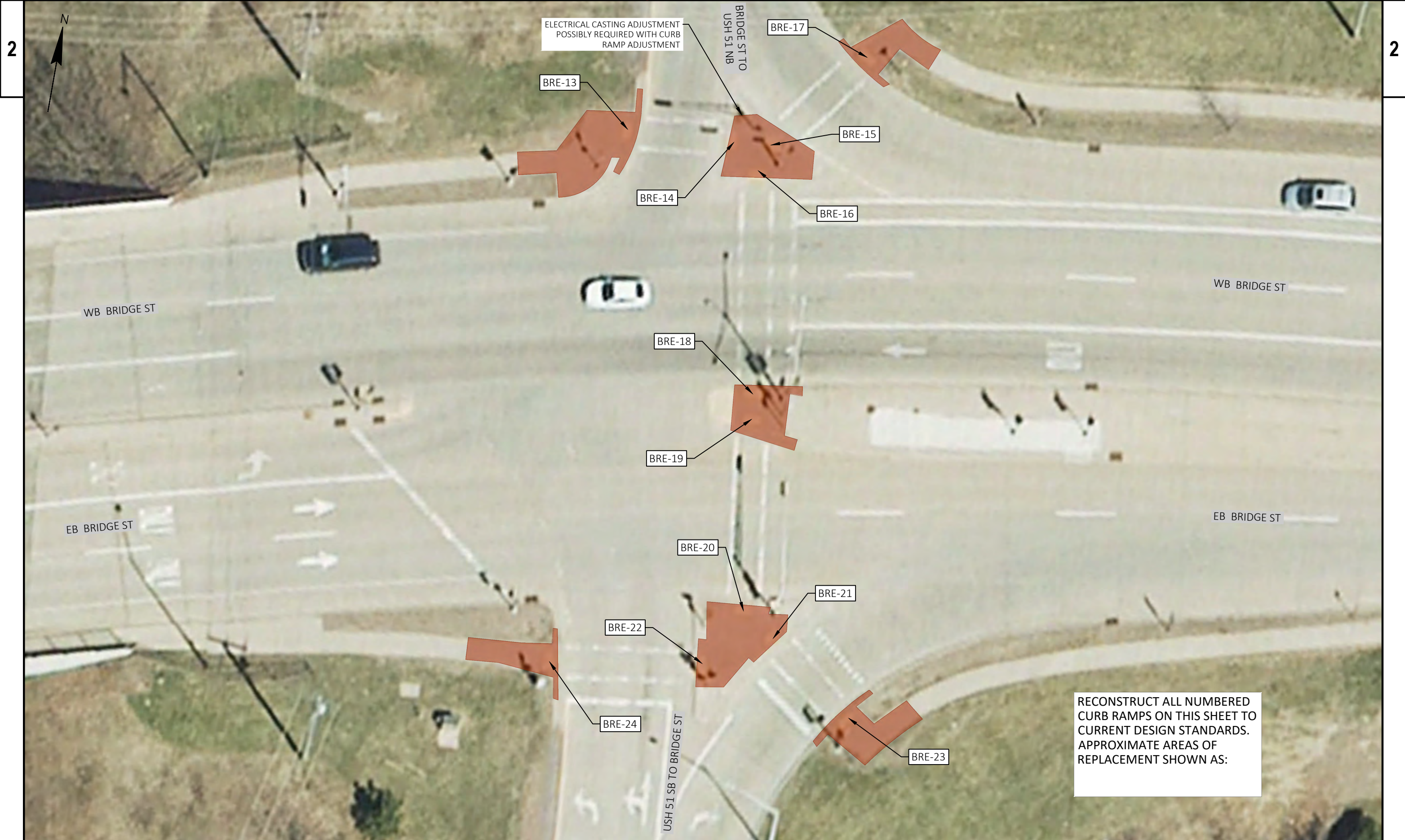


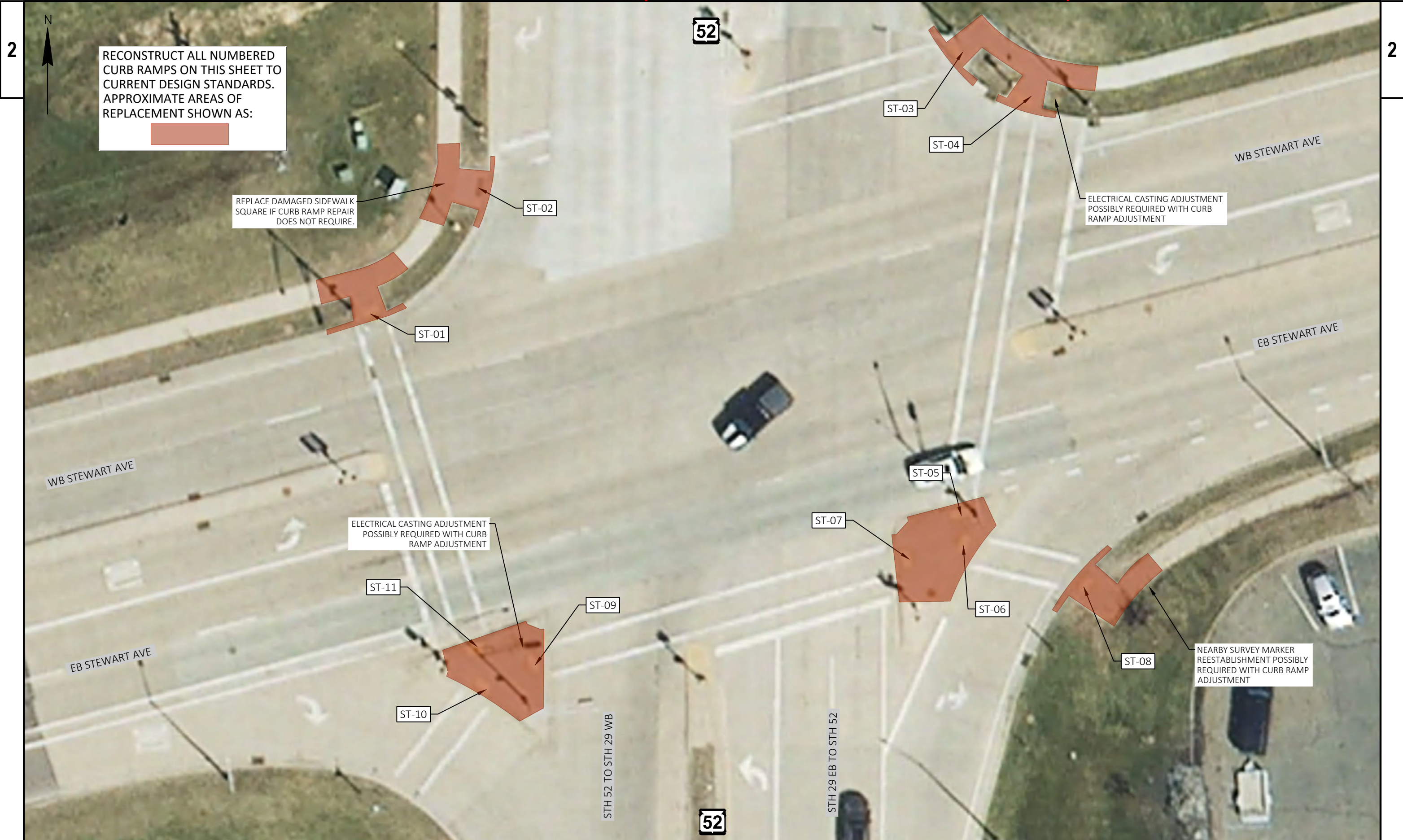




PROJECT NO: 1166-09-32	HWY: USH 51	COUNTY: MARATHON	CURB RAMP DETAILS - STH 52 AND USH 51 NB	ATTACHMENT 3	SHEET	E
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TRIBAL COORDINATION

From: Laska, Todd M - DOT <todd.laska@dot.wi.gov>
Sent: Wednesday, March 20, 2024 3:38 PM
To: DOT DL THPOs
Cc: FCPGrantsChairman@fcp-nsn.gov; Greendeer, Jon - DNR; Louis Taylor; Johnson, J; Chairman-MITW; Shannon Holsey; Hill, Tehassi - DNR; Boyd, Nicole - DNR; Fowler, Thomas - DNR; VanZile, Robert - DNR; Lysne, Nichole - DOT; Gruling, Zachary - DOT; Samz, Mindy S - DOT; Graves, Emma - DOT; kuhlowk; Stephanie Christensen; brtsecretary@badriver-nsn.gov
Subject: WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (Project ID 1166-09-32, 1170-01-36/37)
Attachments: US 51 Corridor Project Location Map.pdf

WisDOT Project: 1166-09-32, 1170-01-36/37

Highway/Termini: US 51/WIS 29 Corridor - Wausau

County: Marathon

Township, Range, Section: T28N, R7E, Sec 23, 24, 14, 15, 10, 3; T29N, R7E Sec 34 ,33, 27, 22, 15

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration (FHWA), is considering an undertaking located along the US 51/WIS 29 corridor from Foxglove Road to Bridge Street. The project is located in the city of Wausau, villages of Rothschild and Rib Mountain and town of Stettin. The proposed preservation undertaking will consist of the following:

- Concrete joint repairs and concrete slab replacements.
- Mill and overlay of existing asphalt shoulders.
- Replacement of the high friction surface treatment along the ramp from westbound WIS 29 to northbound US 51 to maintain safe conditions.
- Replacement of all guardrails to current standards.
- Repair of deteriorated curb and gutter and inlets at interchanges.
- Upgrade of curb ramps to meet ADA standards at the interchanges.
- Placement of polymer overlays on 16 bridges to preserve the bridge decks.
- Replacement of all pavement marking.

Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding the determination of the APE or potential impacts to historic properties and/or burials in this undertaking. Additionally, you may use this opportunity to request consultation pursuant to 36 CFR 800.3. WisDOT understands that your tribe is a sovereign nation and as such has the discretion to consult government to government with the FHWA directly. Also, other environmental studies may be conducted to include endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Results of these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources. If WisDOT identifies the potential for historic properties to be affected, you will be provided more information.

To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please reply to this email or contact:

WisDOT Project Manager: Zachary Gruling

Phone: (715) 365-5764

Address: 1681 Second Avenue South, Wisconsin Rapids, WI 54495

EC: Regional Tribal Liaison
Tribal Leader

CC: Johnathan Buffalo, NAGPRA Rep. – Sac and Fox Tribe of the Mississippi in Iowa
Cultural Preservation Office - Iowa Tribe of Oklahoma

Attachment: Project Location Map

Pursuant to 36 CFR 800.3 (a)(1) WisDOT (Cultural Resources) has determined the proposed actions for these undertakings (projects) will have no potential to cause effects to historic properties. No further section 106 obligations are required. However, if the proposed actions for an undertaking (project) should change in any way that would involve ground disturbing activities, additional section 106 coordination is required for that undertaking (project).

<i>County</i>	<i>Main ID</i>	<i>Notification Date</i>	<i>Project Put on Screening List for</i>	<i>Route</i>	<i>Title</i>	<i>Bridge ID</i>
Lincoln	9431-00-00	05/25/2021	Both Archaeology and History	CTH X	Little Oxbo Creek Bridge	P35-0046
Lincoln	9487-00-00	10/25/2019	Both Archaeology and History	CTH YY	STH 86-Lost Ave North Fork Spirit River	B-35-0005
Lincoln	9854-00-00	11/08/2023	Both Archaeology and History	Woodford Road	Noisy Creek Bridge	P-35-0023
Marathon	1009-88-02	05/04/2021	Both Archaeology and History	CTH WW (Second St)	WCL-ValleySubdivision-Crossing 392 85	
Marathon	1053-00-01	10/03/2021	Both Archaeology and History	STH 107/STH 29	Bridge Overlays	B37-0116
Marathon	1053-00-01	10/03/2021	Both Archaeology and History	STH 107/STH 29	Bridge Overlays	B37-0287
Marathon	1053-02-13	11/20/2022	History Only	STH 29	Abbotsford-Wausau CTH H to Pruple Ma	
Marathon	1053-04-14	11/20/2022	Both Archaeology and History	STH 29	Abbotsford-Wausau Purple Martin Ln-Litt	
Marathon	1053-07-07	01/03/2024	Both Archaeology and History	STH 29	Abbotsford-Wausau Clark Co Line to CT	
Marathon	1053-07-15	11/20/2022	Both Archaeology and History	STH 29	Abbotsford-Wausau CTH E S to Purple	
Marathon	1053-07-30	12/12/2023	Both Archaeology and History	STH 29	CTH D to CTH OO	
Marathon	1053-07-31	12/19/2023	Both Archaeology and History	STH 29	CTH Q to Bass Lake Rd, WB	
Marathon	1166-01-14	04/11/2021	Both Archaeology and History	IH 39	Business 51 to Foxglove Road	
Marathon	1166-05-11	01/18/2022	Both Archaeology and History	IH 39	Stevens Point-Wausau/ Bull Junior Cree	
Marathon	1166-05-15	04/11/2021	Both Archaeology and History	IH 39	STH 34 to Bull Junior Creek SB (Stvns P	
Marathon	1166-09-32	01/23/2024	Both Archaeology and History	USH 51 / STH 29	Foxglove Road to Bridge Street	
Marathon	1170-01-06	02/14/2023	Both Archaeology and History	USH 51	Wausau-Merrill, Decator Dr-Lincoln Co.	C37-0055
Marathon	1170-01-06	02/14/2024	Both Archaeology and History	USH 51	Wausau-Merrill, Decator Dr-Lincoln Co.	
Marathon	1170-01-35	04/08/2019	Both Archaeology and History	USH 51	Wausau-Merrill, US 51 Bridge Polymer	B-37-0363
Marathon	1170-01-35	04/08/2019	Both Archaeology and History	USH 51	Wausau-Merrill, US 51 Bridge Polymer	B-37-0350
Marathon	1170-01-35	04/08/2019	Both Archaeology and History	USH 51	Wausau-Merrill, US 51 Bridge Polymer	B-37-0367
Marathon	1170-01-35	04/08/2019	Both Archaeology and History	USH 51	Wausau-Merrill, US 51 Bridge Polymer	B-37-0345
Marathon	1170-01-35	04/08/2019	Both Archaeology and History	USH 51	Wausau-Merrill, US 51 Bridge Polymer	B-37-0156
Marathon	1170-01-35	04/08/2019	Both Archaeology and History	USH 51	Wausau-Merrill, US 51 Bridge Polymer	B-37-0372
Marathon	1170-01-35	04/08/2019	Both Archaeology and History	USH 51	Wausau-Merrill, US 51 Bridge Polymer	B-37-0344
Marathon	1170-01-36	01/23/2024	Both Archaeology and History	USH 51	Wausau - Merrill	
Marathon	1170-01-37	01/23/2024	Both Archaeology and History	USH 51	Wausau - Merrill	
Marathon	1620-03-03	08/13/2019	Both Archaeology and History	STH 13	C of Abbotsford; Linden St to Pine St	
Marathon	6270-00-05	10/14/2019	Both Archaeology and History	STH 49	Northland-STH 29 Little Wolf River Br B-	B-37-428
Marathon	6360-05-00	06/05/2019	Both Archaeology and History	STH 107	V. Marathon City, Main St, North St-Mar	
Marathon	6360-05-00	06/05/2019	Both Archaeology and History	STH 107	V. Marathon City, Main St, North St-Mar	B-37-0239
Marathon	6360-05-00	06/05/2019	Both Archaeology and History	STH 107	V. Marathon City, Main St, North St-Mar	B-37-0240
Marathon	6360-05-05	05/23/2022	Archaeology Only	STH 107	V Marathon City, Main St CTH B to Nort	
Marathon	6360-06-00	04/09/2019	Both Archaeology and History	STH 107	Halder-Marathon City; STH 153 to CTH	
Marathon	6370-00-02	06/04/2108	Both Archaeology and History	STh 153	Stratford-Mosinee; STH 107 to Rangelin	
Marathon	6370-00-33	11/03/2023	History Only	STH 153	Stainless Ave to STH 107	
Marathon	6370-01-07	12/07/2021	Both Archaeology and History	STH 153	STH 13 - Stainless Ave	
Marathon	6380-00-32	09/16/2021	Both Archaeology and History	STH 97	Marshfield-Stratford; Northridge St. to So	B-37-0104
Marathon	6610-04-00	05/10/2019	History Only	STH 34	Rudolph-Knowlton, STH 43 & CTHDB/OI	
Marathon	6652-01-00	09/07/2023	Both Archaeology and History	CTH P	Big Eau Pleine River Bridge	B37-0044
Marathon	6652-03-00	11/08/2023	Both Archaeology and History	CTH P	Fenwood Creek Bridge	B-37-0049
Marathon	6653-00-01	11/17/2021	Both Archaeology and History	CTH C	CTH J - STH 49; CTH J to CTH I	
Marathon	6653-00-02	02/01/2023	Both Archaeology and History	CTH C	Plover River Bridge	B37-0016



March 27, 2024

Via Email

Emma Graves
Wis DOT
1681 2nd Ave. South
Wisconsin Rapids, WI 54494

Subject: Department of Natural Resources Initial Project Review

Project Design ID: 1166-09-32
Project Construction ID: 1166-09-62
US 51 Foxglove Rd. – Bridge Street
Preservation/Restoration
Marathon County

Project Design ID: 1170-01-36/37
Project Construction ID: 1170-01-66/67
US 51 Foxglove Rd. – Bridge Street
Replace Existing Polymer Overlays
Marathon County

Dear Ms. Graves,

The Wisconsin Department of Natural Resources (department) has received the information you provided for the project referenced above. According to your proposal, the project is located along approximately 7-miles of the US 51 corridor from Foxglove Road to Bridge Street. The project area also includes approximately 1-mile of WIS 29 east and west of US 51 including the WIS 29 system interchanges and the service interchanges at County N, County NN, Sherman Street, WIS 52, and Bridge Street. The bridges over Bus 51/County K are also included in the project area. The project is in the city of Wausau, villages of Rothschild and Rib Mountain, and town of Stettin.

The existing concrete pavement is currently exhibiting signs of deterioration with transverse and joint cracking.

There are other needs that have been identified throughout the project area:

- Cracking and sinking of pavement on the asphaltic shoulders.
- Deteriorating and outdated guardrails do not meet current design standards.
- Cracking of spot curb and gutter and deterioration of drainage inlets at interchanges.
- Curb ramps do not meet Americans with Disabilities Act (ADA) standards at the interchanges.
- Bridge decks are showing signs of deterioration including spalling (breaking away) of existing polymer overlays which are in place to provide long-term preservation of bridge decks.

The proposed improvements would maximize the life of the existing facilities by addressing ongoing deterioration. Improvements include:

- Concrete joint repairs and concrete slab replacements.
- Mill and overlay (2-inches) of the existing asphaltic shoulders, gores, and median turnarounds.
- Replace asphaltic shoulders with concrete adjacent to concrete barrier along the County N exit ramps and the County NN southbound entrance ramp.
- Replace the high friction surface treatment along the ramp from westbound WIS 29 to northbound US 51 to maintain safe conditions.
- Replace all guardrails (approximately 120 locations).
- Complete spot curb and gutter replacements and repair inlets at the interchanges.
- Upgrade curb ramps to meet ADA standards at the Sherman Street, WIS 52, and Bridge Street interchanges, where feasible.
- Replace all pavement marking.
- Complete polymer overlays 16 bridges within the WIS 29 west, Sherman Street, WIS 52, and Bus 51/County K interchanges to preserve the bridge decks.

Project ID 1170-01-36 includes removal of the existing thin polymer overlay and overlay existing decks with new thin polymer on structures B-37-346, 347, 349, 352, 353, 364, and 370.

Project ID 1170-01-37 includes removal of the existing thin polymer overlay and overlay existing decks with new thin polymer on structures B-37-153, 154, 348, 354, 365, 366, 371 362-0001, and 362-0002.

Preliminary information has been reviewed by department staff for the projects under the DOT/DNR Cooperative Agreement. Additional information can be found by following the hyperlinks throughout the electronic version of this document. Initial comments on the project as proposed are included below and assume that additional information will be provided (as necessary) that addresses all resource concerns identified. When requesting Final Concurrence/Water Quality Certification, please send the most up-to-date plan set (including the erosion control plan sheets), contract special provisions, Wetland Impact Tracking Form (for projects with wetland impacts), Notice of Intent for the Transportation Construction General Permit (TCGP) (for projects exceeding 0.8 acres of ground disturbance), and any additional pertinent information to ensure environmental commitments have been met.

A. Project-Specific Resource Considerations

State Lands:

No state lands will be impacted because of the project.

Wetlands:

A joint desktop wetland determination was completed by department and WisDOT staff on March 14, 2024, using available mapping resources including but not limited to wetland

indicator maps, LiDAR imagery, and aerial photography. Several wetland areas were identified within the project limits, however, impacts to them will depend on the final grading limits for beam guard installation. Temporary wetland impacts from installation of beam guard will not be subject to mitigation.

Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline. Please provide the wetland community type and quantity of unavoidable wetland impacts, and mitigation information for this project using the Wetland Impact Tracking Form.

Fisheries/Stream Work:

No waterways will be impacted because of this project. Installation and maintenance of erosion control practices according to the manufacturer's recommendations should be adequate to protect any waterways near the active work area.

Floodplains:

A review of the Surface Water Data Viewer indicates that there is a FERC project area that intersects the project at several locations. Under the current scope, no impacts to the FERC area are anticipated.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Invasive Species and Viral Hemorrhagic Septicemia (VHS):

All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices (<https://dnr.wi.gov/topic/Invasives/bmp.html>) to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For further information, please refer to the following: <https://dnr.wi.gov/topic/invasives/classification.html>

Asbestos:

At this time, no asbestos containing materials are anticipated to be found during the project. If asbestos is encountered during construction, a Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447

Wis. Adm. Code) may be required. Please refer to DOT FDM 21-5-1 (November 2019) and the DNR's notification requirements web page: <http://dnr.wi.gov/topic/Demo/Asbestos.html> for further guidance on asbestos inspections and notifications. Contact Mark Chamberlain, Air Management Specialist (920) 424-7898, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects, regardless of asbestos quantities. Please refer to WisDOT procedures on asbestos inspection and abatement for supplemental information.

B. Storm Water Management & Erosion Control

- For projects disturbing an acre or more of land, erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. WisDOT should apply for permit coverage by submitting a Notice of Intent prior to, or when requesting Final Concurrence. Permit coverage will be issued by the department with the Final Concurrence letter after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the "Transportation" tab: <https://dnr.wi.gov/topic/Sectors/Transportation.html>
- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP to receive "permit-coverage" from the department.
- Once the project contract has been awarded, the contractor will be required to outline their construction methods in the ECIP. An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.

C. Other Considerations

There are several known Bureau of Remediation and Redevelopment Tracking System sites located along the project with the greatest concentration located at the STH 29/US 51 interchange. While many of the sites are listed as 'closed', there may still be remnant contamination present. There are also several sites that are described as having "continuing obligations (that) apply". The few sites described as "open" are beyond the project's footprint. Please keep in mind during your project planning that any remaining contamination must be properly handled and disposed of if disturbed. Additional information is available at the

Ms. Graves
RE: 1166-09-32
1170-01-36/37
US 51: Foxglove Rd – Bridge St.
Initial Review Letter
March 27, 2024
Page 6 of 6

department's Remediation and Redevelopment Sites web mapping application <http://dnr.wi.gov/topic/brownfields/rism.html>. If there will be impacts beyond the existing roadway footprint in these areas, be sure to notify this office.

The above comments represent the department's initial comments for the proposed project and do not constitute final concurrence. Final concurrence will be granted after review of plans and further consultation if necessary. If you have any questions regarding the review of the project or the contents of this letter, please contact me at 920-360-3784 or by email at jeremiah.schiefelbein@wi.gov.

Sincerely,

A handwritten signature in cursive script, reading "Jay Schiefelbein".

Jay Schiefelbein
Environmental Analysis & Review Specialist

ec: Z. Gruling, T. Laska – WisDOT
S. Christensen – EMCS Inc.
File



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
Phone: (952) 858-0793



In Reply Refer To:

06/13/2024 15:29:23 UTC

Project Code: 2024-0064641

Project Name: ID 1166-09-32, ID 1170-01-36, ID 1170-01-367 - US 51/WIS 29 Corridor-Wausau, US 51, Marathon County

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

This response has been generated by the Information, Planning, and Conservation (IPaC) system to provide information on natural resources that could be affected by your project. The U.S. Fish and Wildlife Service (Service) provides this response under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Fish and Wildlife Coordination Act (16 U.S.C. 661 *et seq.*).

Threatened and Endangered Species

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirement for obtaining a Technical Assistance Letter from the U.S. Fish and Wildlife Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

Consultation Technical Assistance

Please refer to our [Section 7 website](#) for guidance and technical assistance, including [step-by-step instructions](#) for making effects determinations for each species that might be present and for specific guidance on the following types of projects: projects in developed areas, HUD, CDBG, EDA, USDA Rural Development projects, pipelines, buried utilities, telecommunications, and requests for a Conditional Letter of Map Revision (CLOMR) from FEMA.

ATTACHMENT 7

We recommend running the project (if it qualifies) through our **Minnesota-Wisconsin Federal Endangered Species Determination Key (Minnesota-Wisconsin ("D-key"))**. A [demonstration video](#) showing how-to access and use the determination key is available. Please note that the Minnesota-Wisconsin D-key is the third option of 3 available d-keys. D-keys are tools to help Federal agencies and other project proponents determine if their proposed action has the potential to adversely affect federally listed species and designated critical habitat. The Minnesota-Wisconsin D-key includes a structured set of questions that assists a project proponent in determining whether a proposed project qualifies for a certain predetermined consultation outcome for all federally listed species found in Minnesota and Wisconsin (except for the northern long-eared bat- see below), which includes determinations of “no effect” or “may affect, not likely to adversely affect.” In each case, the Service has compiled and analyzed the best available information on the species’ biology and the impacts of certain activities to support these determinations.

If your completed d-key output letter shows a "No Effect" (NE) determination for all listed species, print your IPaC output letter for your files to document your compliance with the Endangered Species Act.

For Federal projects with a “Not Likely to Adversely Affect” (NLAA) determination, our concurrence becomes valid if you do not hear otherwise from us after a 30-day review period, as indicated in your letter.

If your d-key output letter indicates additional coordination with the Minnesota-Wisconsin Ecological Services Field Office is necessary (i.e., you get a “May Affect” determination), you will be provided additional guidance on contacting the Service to continue ESA coordination outside of the key; ESA compliance cannot be concluded using the key for “May Affect” determinations unless otherwise indicated in your output letter.

Note: Once you obtain your official species list, you are not required to continue in IPaC with d-keys, although in most cases these tools should expedite your review. If you choose to make an effects determination on your own, you may do so. If the project is a Federal Action, you may want to review our section 7 step-by-step instructions before making your determinations.

Using the IPaC Official Species List to Make No Effect and May Affect Determinations for Listed Species

1. If IPaC returns a result of “There are no listed species found within the vicinity of the project,” then project proponents can conclude the proposed activities will have **no effect** on any federally listed species under Service jurisdiction. Concurrence from the Service is not required for **no effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.
2. If IPaC returns one or more federally listed, proposed, or candidate species as potentially present in the action area of the proposed project – other than bats (see below) – then project proponents must determine if proposed activities will have **no effect** on or **may affect** those species. For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, you can obtain [Life History Information for Listed and Candidate Species](#) on our office website. If no impacts will occur to a species on the IPaC species list (e.g., there is no habitat present in the project area), the appropriate determination is **no effect**. No

further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.

3. Should you determine that project activities **may affect** any federally listed, please contact our office for further coordination. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header. Electronic submission is preferred.

Northern Long-Eared Bats

Northern long-eared bats occur throughout Minnesota and Wisconsin and the information below may help in determining if your project may affect these species.

This species hibernates in caves or mines only during the winter. In Minnesota and Wisconsin, the hibernation season is considered to be November 15 to March 31. During the active season (April 1 to November 14) they roost in forest and woodland habitats. Suitable summer habitat for northern long-eared bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥ 3 inches dbh for northern long-eared bat that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of forested/wooded habitat. Northern long-eared bats have also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses; therefore, these structures should also be considered potential summer habitat and evaluated for use by bats. If your project will impact caves or mines or will involve clearing forest or woodland habitat containing suitable roosting habitat, northern long-eared bats could be affected.

Examples of unsuitable habitat include:

- Individual trees that are greater than 1,000 feet from forested or wooded areas,
- Trees found in highly developed urban areas (e.g., street trees, downtown areas),
- A pure stand of less than 3-inch dbh trees that are not mixed with larger trees, and
- A monoculture stand of shrubby vegetation with no potential roost trees.

If IPaC returns a result that northern long-eared bats are potentially present in the action area of the proposed project, project proponents can conclude the proposed activities **may affect** this species **IF** one or more of the following activities are proposed:

- Clearing or disturbing suitable roosting habitat, as defined above, at any time of year,
- Any activity in or near the entrance to a cave or mine,
- Mining, deep excavation, or underground work within 0.25 miles of a cave or mine,
- Construction of one or more wind turbines, or
- Demolition or reconstruction of human-made structures that are known to be used by bats based on observations of roosting bats, bats emerging at dusk, or guano deposits or stains.

If none of the above activities are proposed, project proponents can conclude the proposed activities will have **no effect** on the northern long-eared bat. Concurrence from the Service is not required for **No Effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.

If any of the above activities are proposed, and the northern long-eared bat appears on the user's species list, the federal project user will be directed to either the range-wide northern long-eared bat D-key or the Federal Highways Administration, Federal Railways Administration, and Federal Transit Administration Indiana bat/ Northern long-eared bat D-key, depending on the type of project and federal agency involvement. Similar to the Minnesota-Wisconsin D-key, these d-keys helps to determine if prohibited take might occur and, if not, will generate an automated verification letter. Additional information about available tools can be found on the Service's [northern long-eared bat website](#).

Whooping Crane

Whooping crane is designated as a non-essential experimental population in Wisconsin and consultation under Section 7(a)(2) of the Endangered Species Act is only required if project activities will occur within a National Wildlife Refuge or National Park. If project activities are proposed on lands outside of a National Wildlife Refuge or National Park, then you are not required to consult. For additional information on this designation and consultation requirements, please review "[Establishment of a Nonessential Experimental Population of Whooping Cranes in the Eastern United States](#)."

Other Trust Resources and Activities

Bald and Golden Eagles - Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. It is the responsibility of the project proponent to survey the area for any migratory bird nests. If there is an eagle nest on-site while work is on-going, eagles may be disturbed. We recommend avoiding and minimizing disturbance to eagles whenever practicable. If you cannot avoid eagle disturbance, you may seek a [permit](#). A [nest take permit](#) is always required for removal, relocation, or obstruction of an eagle nest. For communication and wind energy projects, please refer to additional guidelines below.

Migratory Birds - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of [recommendations that minimize potential impacts to migratory birds](#). Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

Communication Towers - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed [voluntary guidelines for minimizing impacts](#).

Transmission Lines - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly

hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to [guidelines](#) developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.

Wind Energy - To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's [Wind Energy Guidelines](#). In addition, please refer to the Service's [Eagle Conservation Plan Guidance](#), which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

State Department of Natural Resources Coordination

While it is not required for your Federal section 7 consultation, please note that additional state endangered or threatened species may also have the potential to be impacted. Please contact the Minnesota or Wisconsin Department of Natural Resources for information on state listed species that may be present in your proposed project area.

Minnesota

[Minnesota Department of Natural Resources - Endangered Resources Review Homepage](#)

Email: Review.NHIS@state.mn.us

Wisconsin

[Wisconsin Department of Natural Resources - Endangered Resources Review Homepage](#)

Email: DNRRERReview@wi.gov

We appreciate your concern for threatened and endangered species. Please feel free to contact our office with questions or for additional information.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
(952) 858-0793

PROJECT SUMMARY

Project Code: 2024-0064641

Project Name: ID 1166-09-32, ID 1170-01-36, ID 1170-01-367 - US 51/WIS 29 Corridor-Wausau, US 51, Marathon County

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The project is located along approximately 7-miles of the US 51 corridor from Foxglove Road to Bridge Street. The project area also includes approximately 1-mile of WIS 29 east and west of US 51 including the WIS 29 system interchanges and the service interchanges at County N, County NN, Sherman Street, WIS 52, and Bridge Street. The bridges over Bus 51/County K are also included in the project area. The project is located in the city of Wausau, villages of Rothschild and Rib Mountain, and town of Stettin.

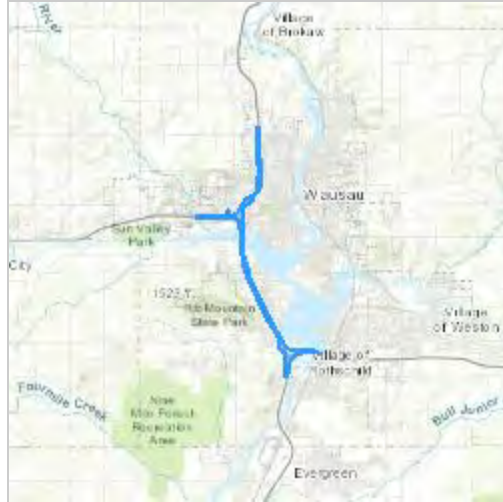
The proposed improvements would maximize the life of the existing facilities by addressing ongoing deterioration. Improvements would include:

- Concrete joint repairs and concrete slab replacements.
- Mill and overlay (2-inches) of the existing asphaltic shoulders, gores, and median turnarounds.
- Replace asphaltic shoulders with concrete adjacent to concrete barrier along the County N exit ramps and the County NN southbound entrance ramp.
- Replace the high friction surface treatment along the ramp from westbound WIS 29 to northbound US 51 to maintain safe conditions.
- Replace all guardrails (approximately 120 locations).
- Complete spot curb and gutter replacements and repair inlets at the interchanges.
- Upgrade curb ramps to meet ADA standards at the Sherman Street, WIS 52, and Bridge Street interchanges, where feasible.
- Complete polymer overlays on up to 16 bridges within the WIS 29 west, Sherman Street, WIS 52, and Bus 51/County K interchanges to preserve the bridge decks.
- Replace all pavement marking.

The project is scheduled for construction in 2025 and 2026.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@44.94402465,-89.66651651252272,14z>



Counties: Marathon County, Wisconsin

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 2 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Gray Wolf <i>Canis lupus</i> Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, IA, IN, IL, KS, KY, LA, MA, MD, ME, MI, MO, MS, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, VA, VT, WI, and WV; and portions of AZ, NM, OR, UT, and WA. Mexico. There is final critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/4488	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none">▪ This species only needs to be considered if the project includes wind turbine operations. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none">▪ This species only needs to be considered if the project includes wind turbine operations. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non- Essential

CLAMS

NAME	STATUS
Salamander Mussel <i>Simpsonaias ambigua</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6208	Proposed Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act¹ and the Migratory Bird Treaty Act².

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats³, should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the ["Supplemental Information on Migratory Birds and Eagles"](#).

-
1. The [Bald and Golden Eagle Protection Act](#) of 1940.
 2. The [Migratory Birds Treaty Act](#) of 1918.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31

NAME	BREEDING SEASON
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

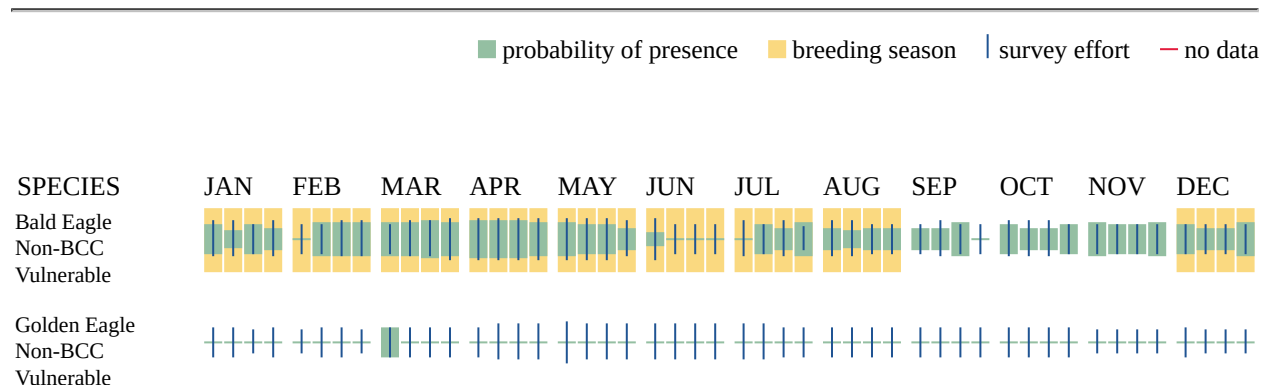
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>

- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "[Supplemental Information on Migratory Birds and Eagles](#)".

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover <i>Pluvialis dominica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10561	Breeds elsewhere
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Black Tern <i>Chlidonias niger surinamenis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20

NAME	BREEDING SEASON
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Canada Warbler <i>Cardellina canadensis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9643	Breeds May 20 to Aug 10
Cerulean Warbler <i>Setophaga cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 22 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678	Breeds May 1 to Aug 20
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere
Golden-winged Warbler <i>Vermivora chrysoptera</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8745	Breeds May 1 to Jul 20
Grasshopper Sparrow <i>Ammodramus savannarum perpallidus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329	Breeds Jun 1 to Aug 20
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere

NAME	BREEDING SEASON
<p>Long-eared Owl <i>asio otus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/3631</p>	Breeds Mar 1 to Jul 15
<p>Marbled Godwit <i>Limosa fedoa</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9481</p>	Breeds May 1 to Jul 31
<p>Pectoral Sandpiper <i>Calidris melanotos</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9561</p>	Breeds elsewhere
<p>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9398</p>	Breeds May 10 to Sep 10
<p>Ruddy Turnstone <i>Arenaria interpres morinella</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p> <p>https://ecos.fws.gov/ecp/species/10633</p>	Breeds elsewhere
<p>Rusty Blackbird <i>Euphagus carolinus</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p> <p>https://ecos.fws.gov/ecp/species/9478</p>	Breeds elsewhere
<p>Semipalmated Sandpiper <i>Calidris pusilla</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p> <p>https://ecos.fws.gov/ecp/species/9603</p>	Breeds elsewhere
<p>Short-billed Dowitcher <i>Limnodromus griseus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9480</p>	Breeds elsewhere
<p>Western Grebe <i>aechmophorus occidentalis</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/6743</p>	Breeds Jun 1 to Aug 31
<p>Wood Thrush <i>Hylocichla mustelina</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9431</p>	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

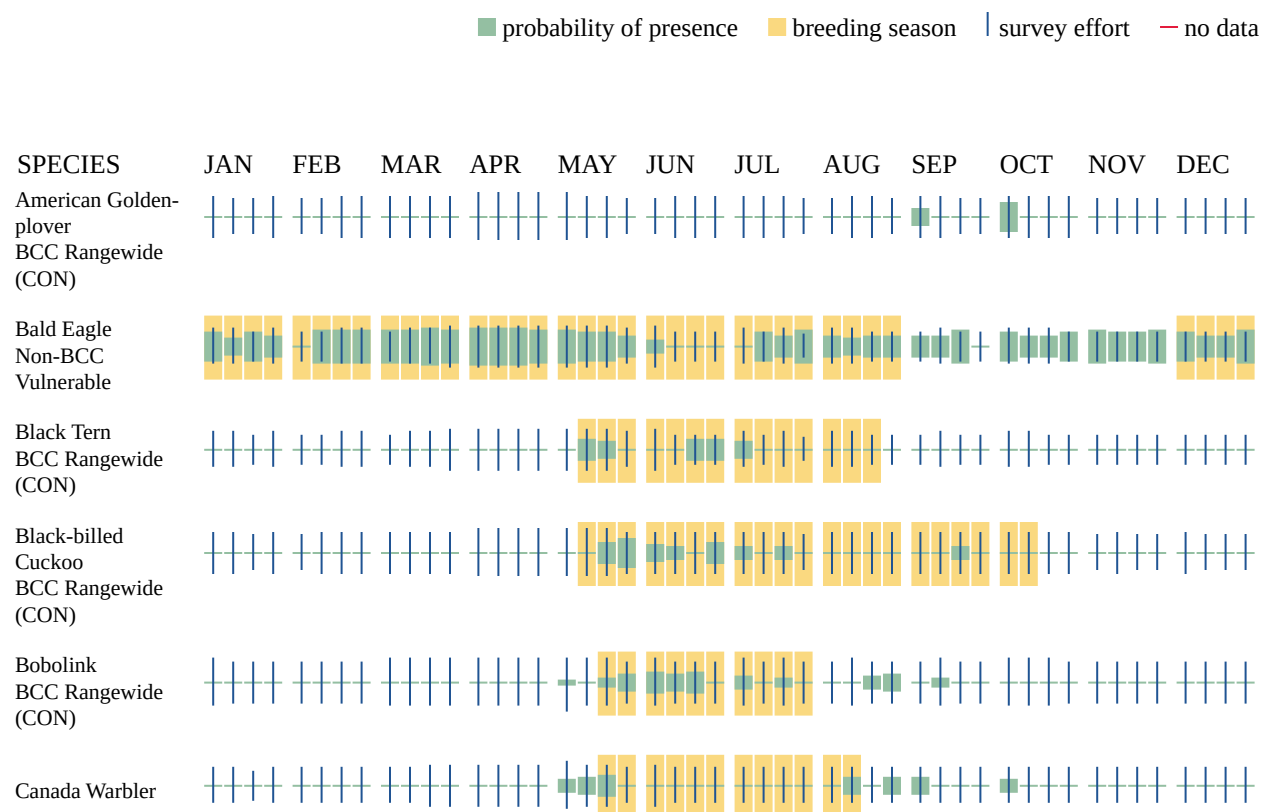
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

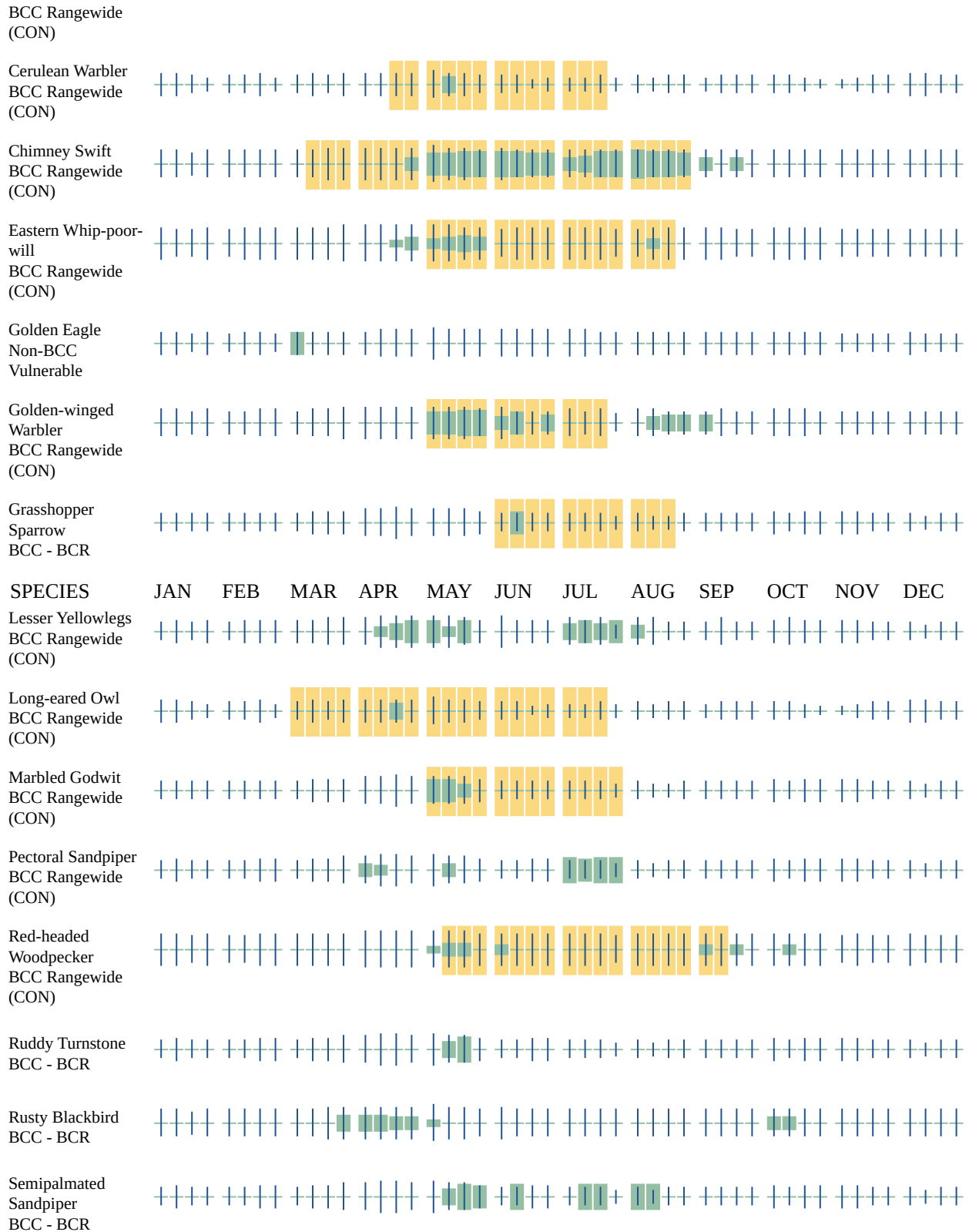
Survey Effort (|)

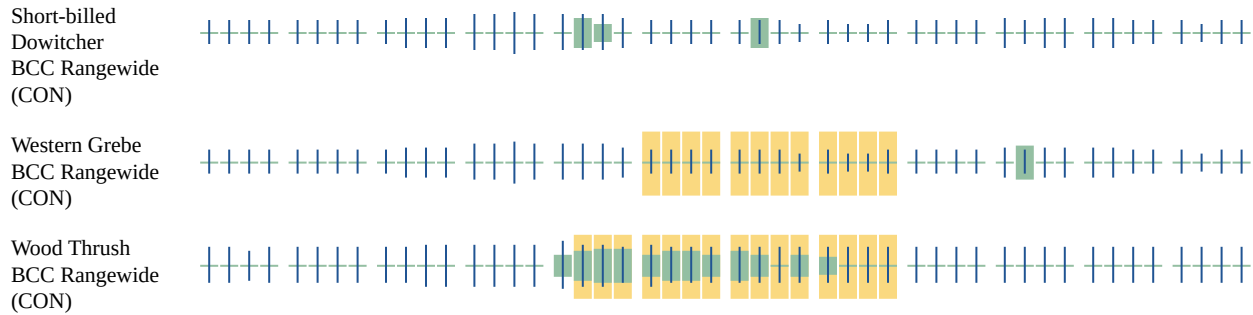
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.







Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1/4A
- PFO1/SS1C
- PFO1C
- PFO1F
- PSS1C

FRESHWATER EMERGENT WETLAND

- PEM1F
- PEM1C

RIVERINE

- R2UBH
- R4SBC

FRESHWATER POND

- PUBHx
- PUBH
- PUBGx

LAKE

- L1UBH

IPAC USER CONTACT INFORMATION

Agency: EMCS, Inc.

Name: Stephanie Christensen

Address: 500 North 17th Avenue

City: Wausau

State: WI

Zip: 54401

Email: schristensen@emcsinc.com

Phone: 7158451081

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Department of Transportation

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
Phone: (952) 858-0793



In Reply Refer To:

04/25/2024 21:34:33 UTC

Project code: 2024-0064641

Project Name: ID 1166-09-32, ID 1170-01-36, ID 1170-01-367 - US 51/WIS 29 Corridor-Wausau, US 51, Marathon County

Subject: Concurrence verification letter for the 'ID 1166-09-32, ID 1170-01-36, ID 1170-01-367 - US 51/WIS 29 Corridor-Wausau, US 51, Marathon County' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated April 25, 2024 to verify that the **ID 1166-09-32, ID 1170-01-36, ID 1170-01-367 - US 51/WIS 29 Corridor-Wausau, US 51, Marathon County** (Proposed Action) may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures. **At least one of the qualification interview questions indicated an activity or portion of your project is consistent with a not likely to adversely affect determination therefore, the overall determination for your project is, may affect, and is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the endangered northern long-eared bat (*Myotis septentrionalis*).** Consultation with the Service pursuant to section 7(a)(2) of ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed

ATTACHMENT 7

Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessment documented signs of bat use or occupancy, or an assessment failed to detect Indiana bats and/or NLEBs, yet are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of any potential take. In these instances, potential incidental take of Indiana bats and/or NLEBs is covered under the Incidental Take Statement in the 2018 FHWA, FRA, FTA PBO (provided that the take is reported to the Service).

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:

If your initial bridge/culvert or structure assessments failed to detect Indiana bats and/or NLEB use or occupancy, yet bats are later detected prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats and/or NLEBs may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Gray Wolf *Canis lupus* Endangered
- Monarch Butterfly *Danaus plexippus* Candidate
- Salamander Mussel *Simpsonaias ambigua* Proposed Endangered
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

The following project name and description was collected in IPaC as part of the endangered species review process.

NAME

ID 1166-09-32, ID 1170-01-36, ID 1170-01-367 - US 51/WIS 29 Corridor-Wausau, US 51, Marathon County

DESCRIPTION

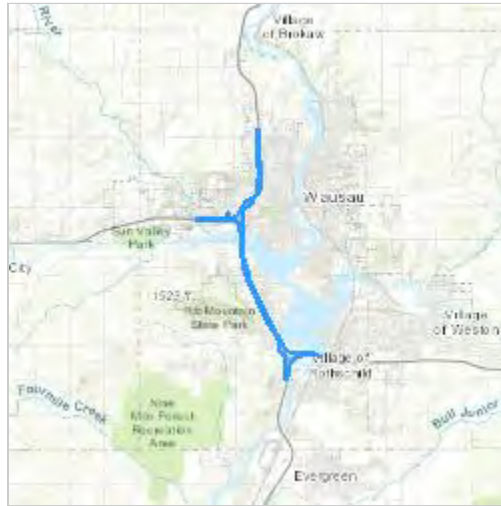
The project is located along approximately 7-miles of the US 51 corridor from Foxglove Road to Bridge Street. The project area also includes approximately 1-mile of WIS 29 east and west of US 51 including the WIS 29 system interchanges and the service interchanges at County N, County NN, Sherman Street, WIS 52, and Bridge Street. The bridges over Bus 51/County K are also included in the project area. The project is located in the city of Wausau, villages of Rothschild and Rib Mountain, and town of Stettin.

The proposed improvements would maximize the life of the existing facilities by addressing ongoing deterioration. Improvements would include:

- Concrete joint repairs and concrete slab replacements.
- Mill and overlay (2-inches) of the existing asphaltic shoulders, gores, and median turnarounds.
- Replace asphaltic shoulders with concrete adjacent to concrete barrier along the County N exit ramps and the County NN southbound entrance ramp.
- Replace the high friction surface treatment along the ramp from westbound WIS 29 to northbound US 51 to maintain safe conditions.
- Replace all guardrails (approximately 120 locations).
- Complete spot curb and gutter replacements and repair inlets at the interchanges.
- Upgrade curb ramps to meet ADA standards at the Sherman Street, WIS 52, and Bridge Street interchanges, where feasible.
- Complete polymer overlays on up to 16 bridges within the WIS 29 west, Sherman Street, WIS 52, and Bus 51/County K interchanges to preserve the bridge decks.
- Replace all pavement marking.

The project is scheduled for construction in 2025 and 2026.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@44.93930815,-89.66634012730235,14z>



DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the endangered northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

QUALIFICATION INTERVIEW

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

No

2. Is the project within the range of the northern long-eared bat^[1]?

[1] See [northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) *Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

12. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

B) During the inactive season

15. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

16. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

17. Are *all* trees that are being removed clearly demarcated?

Yes

18. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

No

19. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

20. Does the project include slash pile burning?

No

21. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

Yes

22. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

23. Has a bridge assessment^[1] been conducted **within** the last 24 months^[2] to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

SUBMITTED DOCUMENTS

- B37345_Structural Bat Survey.pdf <https://ipac.ecosphere.fws.gov/project/HQ2VHZV3OZFVPBN66NS3ID4Q3E/projectDocuments/142266759>

24. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)^[1]?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

25. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

26. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

27. Will the project involve the use of **temporary** lighting *during* the active season?

No

28. Will the project install new or replace existing **permanent** lighting?

No

29. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

Yes

30. Will the activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

Yes

31. Will *any* activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the inactive season^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

Yes

32. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

No

33. Will the project raise the road profile **above the tree canopy**?

No

34. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the active season within undocumented habitat.

35. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

Automatically answered

Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season

36. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

37. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected

38. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

39. **Tree Removal AMM 1**

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

40. **Tree Removal AMM 3**

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

41. **Tree Removal AMM 4**

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

PROJECT QUESTIONNAIRE

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

Yes

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

No

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.1

4. Please describe the proposed bridge work:

Concrete joint repairs and concrete slab replacements.

5. Please state the timing of all proposed bridge work:

The project is scheduled for construction in 2025 and 2026.

6. Please enter the date of the bridge assessment:

04/12/2024

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING NLEB OR INDIANA BAT

This key was last updated in IPaC on October 30, 2023. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the endangered **northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion \(dated March 23, 2023\) for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Wisconsin Department of Transportation

Name: Emma Graves

Address: 1681 2nd Ave South

City: Wisconsin Rapids

State: WI

Zip: 54495

Email: emma.graves1@dot.wi.gov

Phone: 7154993015

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Department of Transportation

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
Phone: (952) 858-0793



In Reply Refer To:

03/21/2024 17:16:51 UTC

Project code: 2024-0064641

Project Name: ID 1166-09-32, ID 1170-01-36, ID 1170-01-367 - US 51/WIS 29 Corridor-Wausau, US 51, Marathon County

Subject: Verification letter for 'ID 1166-09-32, ID 1170-01-36, ID 1170-01-367 - US 51/WIS 29 Corridor-Wausau, US 51, Marathon County' for specified threatened and endangered species that may occur in your proposed project location consistent with the Minnesota-Wisconsin Endangered Species Determination Key (Minnesota-Wisconsin DKey).

Dear Emma Graves:

The U.S. Fish and Wildlife Service (Service) received on **March 21, 2024** your effect determination(s) for the 'ID 1166-09-32, ID 1170-01-36, ID 1170-01-367 - US 51/WIS 29 Corridor-Wausau, US 51, Marathon County' (Action) using the Minnesota-Wisconsin DKey within the Information for Planning and Consultation (IPaC) system. You have submitted this key to satisfy requirements under Section 7(a)(2). The Service developed this system in accordance of with the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 et seq.).

Based on your answers and the assistance of the Service's Minnesota-Wisconsin DKey, you made the following effect determination(s) for the proposed Action:

Species	Listing Status	Determination
Gray Wolf (<i>Canis lupus</i>)	Endangered	NLAA
Monarch Butterfly (<i>Danaus plexippus</i>)	Candidate	No effect
Tricolored Bat (<i>Perimyotis subflavus</i>)	Proposed	NLAA
	Endangered	
Whooping Crane (<i>Grus americana</i>)	Experimental	No effect
	Population, Non-Essential	

Determination Information

The Service will notify you within 30 calendar days if we determine that this proposed Action does not meet the criteria for a “may affect, not likely to adversely affect” (NLAA) determination

ATTACHMENT 7

for Federally listed species in Minnesota and Wisconsin. If we do not notify you within that timeframe, you may proceed with the Action under the terms of the NLAA concurrence provided here. This verification period allows the Minnesota-Wisconsin Ecological Services Field Office to apply local knowledge to evaluation of the Action, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, the Minnesota-Wisconsin Ecological Services Field Office may request additional information to verify the effects determination reached through the Minnesota-Wisconsin DKey.

Additional Information

Sufficient project details: Please provide sufficient project details on your project homepage in IPaC (Define Project, Project Description) to support your conclusions. Failure to disclose important aspects of your project that would influence the outcome of your effects determinations may negate your determinations and invalidate this letter. If you have site-specific information that leads you to believe a different determination is more appropriate for your project than what the Dkey concludes, you can and should proceed based on the best available information.

Future project changes: The Service recommends that you contact the Minnesota-Wisconsin Ecological Services Field Office or re-evaluate the project in IPaC if: 1) the scope or location of the proposed Action is changed; 2) new information reveals that the action may affect listed species or designated critical habitat in a manner or to an extent not previously considered; 3) the Action is modified in a manner that causes effects to listed species or designated critical habitat; or 4) a new species is listed or critical habitat designated. If any of the above conditions occurs, additional consultation with the Service should take place before project changes are final or resources committed.

Species-specific information

Bald and Golden Eagles: Bald eagles, golden eagles, and their nests are protected under the Bald and Golden Eagle Protection Act (54 Stat. 250, as amended, 16 U.S.C. 668a-d) (Eagle Act). The Eagle Act prohibits, except when authorized by an Eagle Act permit, the “taking” of bald and golden eagles and defines “take” as “pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb.” The Eagle Act’s implementing regulations define disturb as “... to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, (1) injury to an eagle, (2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior.”

If you observe a bald eagle nest in the vicinity of your proposed project, you should follow the National Bald Eagle Management Guidelines (May 2007). For more information on eagles and conducting activities in the vicinity of an eagle nest, please visit our regional eagle website or contact Margaret at Margaret_Rheude@fws.gov. **If the Action may affect bald or golden eagles, additional coordination with the Service under the Eagle Act may be required.**

The following species and/or critical habitats may also occur in your project area and **are not** covered by this conclusion:

- Northern Long-eared Bat *Myotis septentrionalis* Endangered

- Salamander Mussel *Simpsonaias ambigua* Proposed Endangered

Coordination with the Service is not complete if additional coordination is advised above for any species.

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

ID 1166-09-32, ID 1170-01-36, ID 1170-01-367 - US 51/WIS 29 Corridor-Wausau, US 51, Marathon County

2. Description

The following description was provided for the project 'ID 1166-09-32, ID 1170-01-36, ID 1170-01-367 - US 51/WIS 29 Corridor-Wausau, US 51, Marathon County':

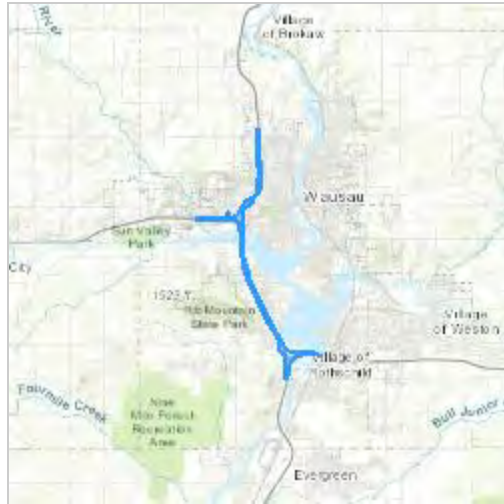
The project is located along approximately 7-miles of the US 51 corridor from Foxglove Road to Bridge Street. The project area also includes approximately 1-mile of WIS 29 east and west of US 51 including the WIS 29 system interchanges and the service interchanges at County N, County NN, Sherman Street, WIS 52, and Bridge Street. The bridges over Bus 51/County K are also included in the project area. The project is located in the city of Wausau, villages of Rothschild and Rib Mountain, and town of Stettin.

The proposed improvements would maximize the life of the existing facilities by addressing ongoing deterioration. Improvements would include:

- Concrete joint repairs and concrete slab replacements.
- Mill and overlay (2-inches) of the existing asphaltic shoulders, gores, and median turnarounds.
- Replace asphaltic shoulders with concrete adjacent to concrete barrier along the County N exit ramps and the County NN southbound entrance ramp.
- Replace the high friction surface treatment along the ramp from westbound WIS 29 to northbound US 51 to maintain safe conditions.
- Replace all guardrails (approximately 120 locations).
- Complete spot curb and gutter replacements and repair inlets at the interchanges.
- Upgrade curb ramps to meet ADA standards at the Sherman Street, WIS 52, and Bridge Street interchanges, where feasible.
- Complete polymer overlays on up to 16 bridges within the WIS 29 west, Sherman Street, WIS 52, and Bus 51/County K interchanges to preserve the bridge decks.
- Replace all pavement marking.

The project is scheduled for construction in 2025 and 2026.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@44.93930815,-89.66634012730235,14z>



QUALIFICATION INTERVIEW

1. This determination key is intended to assist the user in evaluating the effects of their actions on Federally listed species in Minnesota and Wisconsin. It does not cover other prohibited activities under the Endangered Species Act (e.g., for wildlife: import/export, Interstate or foreign commerce, possession of illegally taken wildlife, etc.; for plants: import/export, reduce to possession, malicious destruction on Federal lands, commercial sale, etc.) or other statutes. Additionally, this key DOES NOT cover wind development, purposeful take (e.g., for research or surveys), communication towers that have guy wires or are over 450 feet in height, aerial or other large-scale application of any chemical (such as insecticide or herbicide), and approval of long-term permits or plans (e.g., FERC licenses, HCP's).

Click **YES** to acknowledge that you must consider other prohibitions of the ESA or other statutes outside of this determination key.

Yes

2. Is the action being funded, authorized, or carried out by a Federal agency?

Yes

3. Are you the Federal agency or designated non-federal representative?

Yes

4. Does the action involve the installation or operation of wind turbines?

No

5. Does the action involve purposeful take of a listed animal?

No

6. Does the action involve a new communications tower?

No

7. Does the activity involve aerial or other large-scale application of ANY chemical, including pesticides (insecticide, herbicide, fungicide, rodenticide, etc)?

No

8. Does the action occur near a bald eagle nest?

Note: Contact the Minnesota or Wisconsin Department of Natural Resources for an up-to-date list of known bald eagle nests.

No

9. Will your action permanently affect local hydrology?

No

10. Will your action temporarily affect local hydrology?

No

11. Will your project have any direct impacts to a stream or river (e.g., Horizontal Directional Drilling (HDD), hydrostatic testing, stream/road crossings, new stormwater outfall discharge, dams, other in-stream work, etc.)?

No

12. Does your project have the potential to impact the riparian zone or indirectly impact a stream/river (e.g., cut and fill; horizontal directional drilling; construction; vegetation removal; pesticide or fertilizer application; discharge; runoff of sediment or pollutants; increase in erosion, etc.)?

Note: Consider all potential effects of the action, including those that may happen later in time and outside and downstream of the immediate area involved in the action.

Endangered Species Act regulation defines "effects of the action" to include all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (50 CFR 402.02).

No

13. Will your action disturb the ground or existing vegetation?

Note: This includes any off-road vehicle access, soil compaction (enough to collapse a rodent burrow), digging, seismic survey, directional drilling, heavy equipment, grading, trenching, placement of fill, pesticide application (herbicide, fungicide), vegetation management (including removal or maintenance using equipment or prescribed fire), cultivation, development, etc.

Yes

14. Will your action include spraying insecticides?

No

15. Does your action area occur entirely within an already developed area?

Note: Already developed areas are already paved, covered by existing structures, manicured lawns, industrial sites, or cultivated cropland, AND do not contain trees that could be roosting habitat. Be aware that listed species may occur in areas with natural, or semi-natural, vegetation immediately adjacent to existing utilities (e.g. roadways, railways) or within utility rights-of-way such as overhead transmission line corridors, and can utilize suitable trees, bridges, or culverts for roosting even in urban dominated landscapes (so these are not considered "already developed areas" for the purposes of this question). If unsure, select NO..

No

16. Have you determined that the action will have no effect on individuals within the whooping crane nonessential experimental population (NEP)?

Yes

17. [Hidden Semantic] Does the action area intersect the endangered gray wolf AOI?

Automatically answered

Yes

18. Does the action area intersect with a known gray wolf denning or rendezvous area?

No

19. Is there any potential for the action to harm wolves directly (e.g., mammal trapping, poison bait), or indirectly (e.g., increasing vehicle use that may result in vehicle strikes, exposure to potential human persecution)?

No

20. [Hidden Semantic] Does the action area intersect the endangered gray wolf AOI?

Automatically answered

Yes

21. [Hidden Semantic] Does the action area intersect the monarch butterfly species list area?

Automatically answered

Yes

22. Under the ESA, monarchs remain warranted but precluded by listing actions of higher priority. The monarch is a candidate for listing at this time. The Endangered Species Act does not establish protections or consultation requirements for candidate species. Some Federal and State agencies may have policy requirements to consider candidate species in planning. We encourage implementing measures that will remove or reduce threats to these species and possibly make listing unnecessary.

If your project will have no effect on monarch butterflies (for example, if your project won't affect their habitat or individuals), then you can make a "no effect" determination for this project.

Are you making a "no effect" determination for monarch?

Yes

23. [Hidden semantic] Does the action intersect the Tricolored bat species list area?

Automatically answered

Yes

24. The tricolored bat was proposed for listing as endangered on September 13, 2022. During winter, tricolored bats hibernate in caves, abandoned mines, and abandoned tunnels ranging from small to large in size. During spring, summer and fall months, they roost primarily among leaf clusters of live or recently dead deciduous/hardwood trees.

What effect determination do you want to make for the tricolored bat (Only make a "may affect" determination if you think the project is likely to jeopardize the continued existence of the species)?

2. *"May affect – not likely to adversely affect"*

IPAC USER CONTACT INFORMATION

Agency: Wisconsin Department of Transportation

Name: Emma Graves

Address: 1681 2nd Ave South

City: Wisconsin Rapids

State: WI

Zip: 54495

Email: emma.graves1@dot.wi.gov

Phone: 7154993015

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Department of Transportation

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AGL-5214-OE

Issued Date: 06/13/2024

Zachary Gruling
Wisconsin Department of Transportation
1681 Second Avenue South
Wisconsin Rapids, WI 54495

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Mobile Construction Equipment Temporary Construction Equipment Site 5
Location:	Wausau, WI
Latitude:	44-55-59.40N NAD 83
Longitude:	89-39-56.10W
Heights:	1200 feet site elevation (SE) 30 feet above ground level (AGL) 1230 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

ATTACHMENT 8

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If we can be of further assistance, please contact Justin Hetland, at (847) 294-8084, or justin.hetland@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AGL-5214-OE.

Signature Control No: 619156092-624369715

(TMP)

Eric F Johnston

Manager, Obstruction Evaluation Group

Additional Condition(s) or Information for ASN 2024-AGL-5214-OE

Proposal: To construct and/or operate a(n) Mobile Construction Equipment to a height of 30 feet above ground level, 1230 feet above mean sea level.

Location: The structure will be located 1.7 nautical miles west of AUW Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

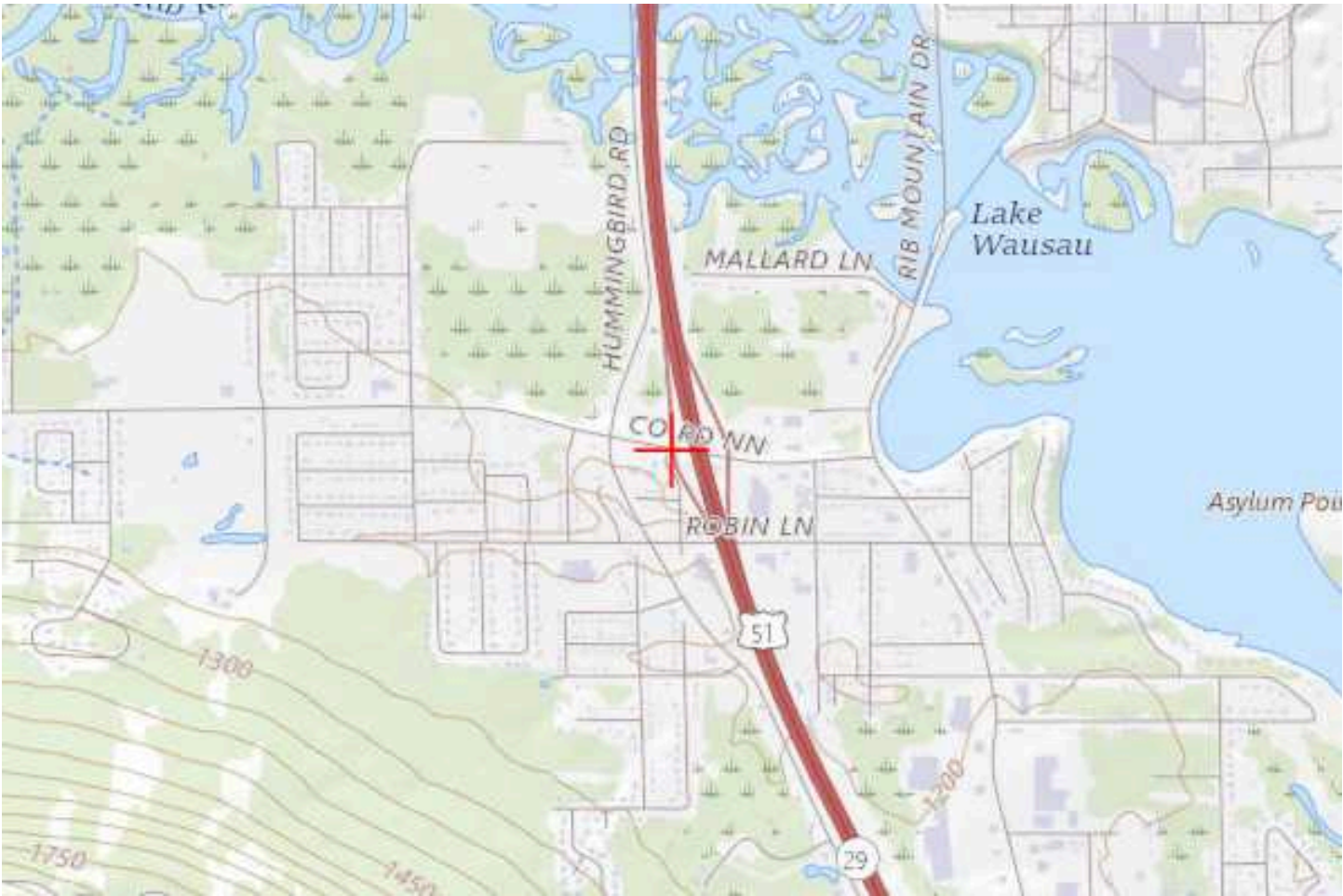
Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

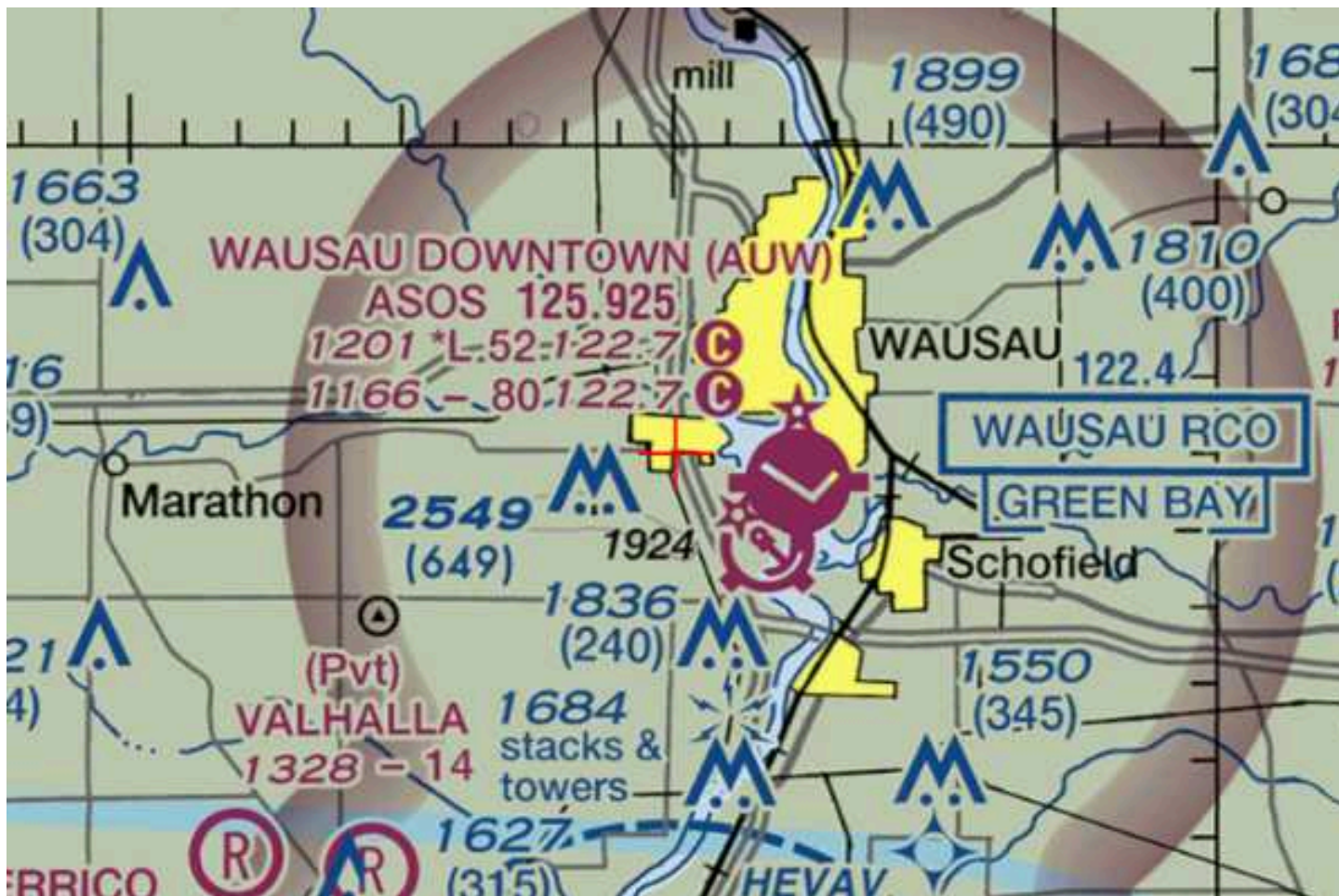
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

It is required that the manager of WAUSAU DOWNTOWN, (715) 845-3400 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 12/13/2025 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AGL-5216-OE

Issued Date: 06/13/2024

Zachary Gruling
Wisconsin Department of Transportation
1681 Second Avenue South
Wisconsin Rapids, WI 54495

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Mobile Construction Equipment Temporary Construction Equipment Site 11
Location:	Wausau, WI
Latitude:	44-57-15.00N NAD 83
Longitude:	89-40-06.00W
Heights:	1177 feet site elevation (SE) 96 feet above ground level (AGL) 1273 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

ATTACHMENT 8

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If we can be of further assistance, please contact Justin Hetland, at (847) 294-8084, or justin.hetland@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AGL-5216-OE.

Signature Control No: 619156094-624369716

(TMP)

Eric F Johnston

Manager, Obstruction Evaluation Group

Additional Condition(s) or Information for ASN 2024-AGL-5216-OE

Proposal: To construct and/or operate a(n) Mobile Construction Equipment to a height of 96 feet above ground level, 1273 feet above mean sea level.

Location: The structure will be located 2.43 nautical miles northwest of AUW Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

It is required that the manager of WAUSAU DOWNTOWN, (715) 845-3400 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 12/13/2025 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AGL-5215-OE

Issued Date: 06/13/2024

Zachary Gruling
Wisconsin Department of Transportation
1681 Second Avenue South
Wisconsin Rapids, WI 54495

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Mobile Construction Equipment Temporary Construction Equipment Site 9
Location:	Wausau, WI
Latitude:	44-58-10.10N NAD 83
Longitude:	89-39-24.90W
Heights:	1308 feet site elevation (SE) 30 feet above ground level (AGL) 1338 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

ATTACHMENT 8

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If we can be of further assistance, please contact Justin Hetland, at (847) 294-8084, or justin.hetland@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AGL-5215-OE.

Signature Control No: 619156093-624369717

(TMP)

Eric F Johnston

Manager, Obstruction Evaluation Group

Additional Condition(s) or Information for ASN 2024-AGL-5215-OE

Proposal: To construct and/or operate a(n) Mobile Construction Equipment to a height of 30 feet above ground level, 1338 feet above mean sea level.

Location: The structure will be located 2.89 nautical miles northwest of AUW Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

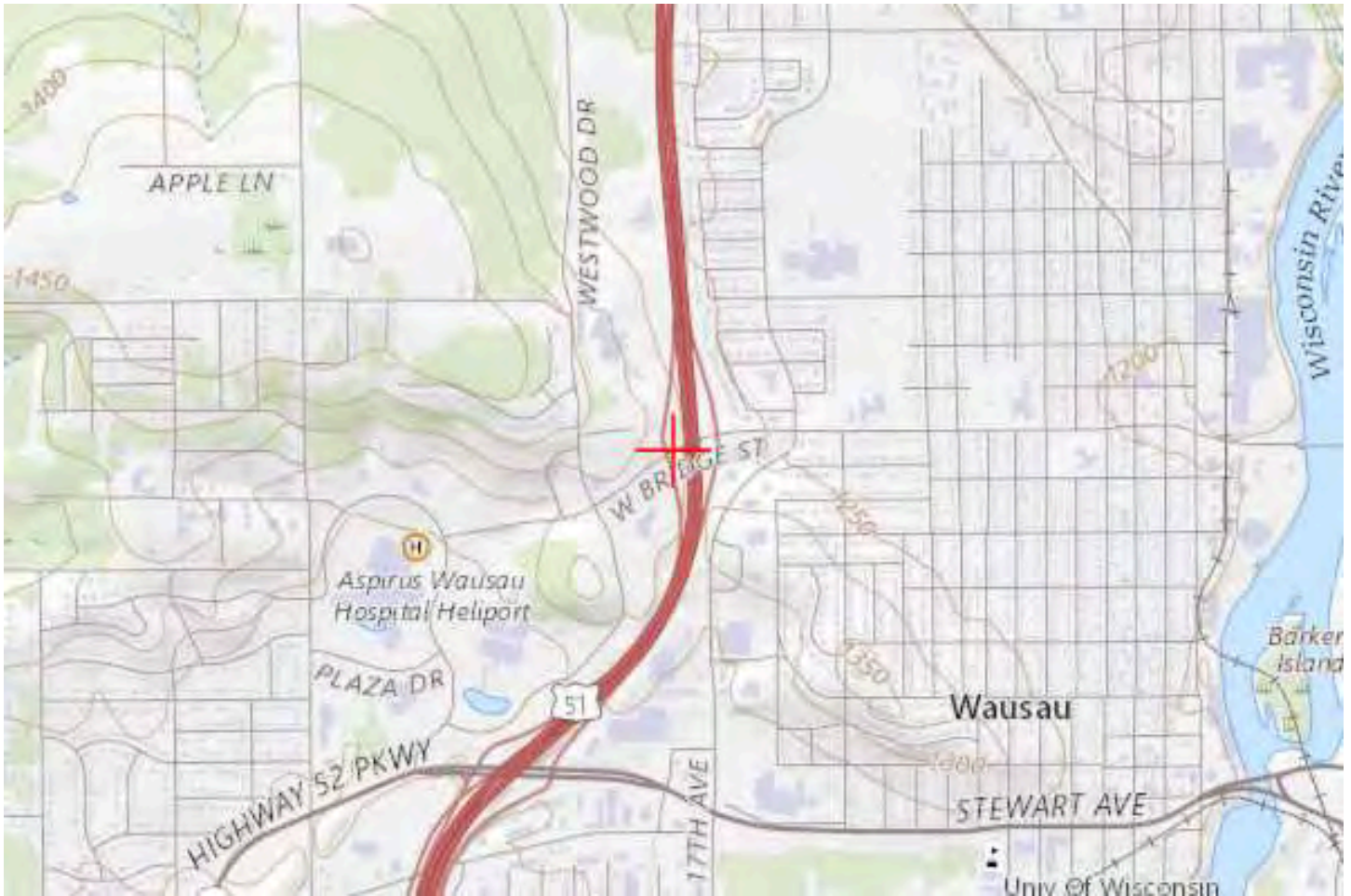
Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

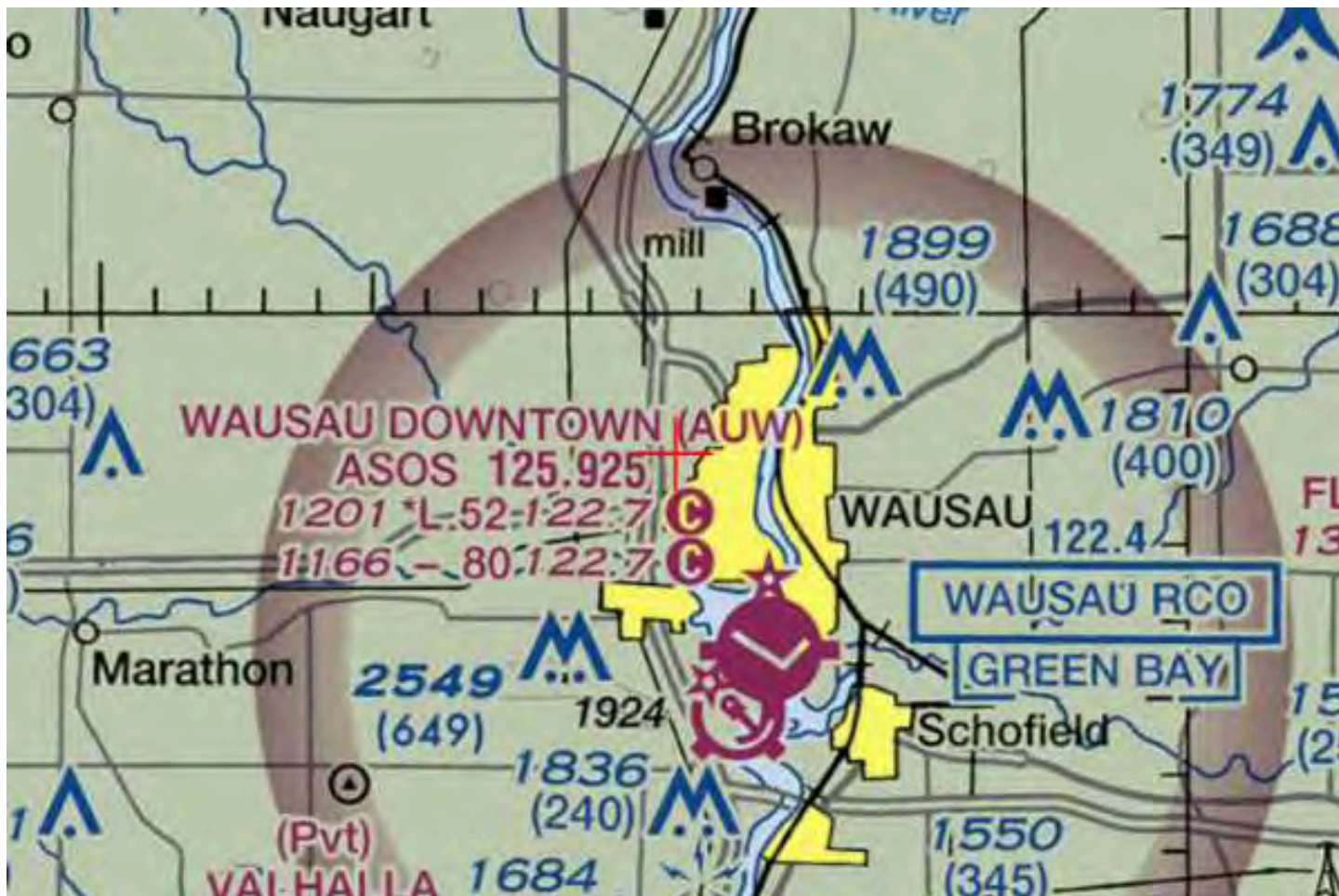
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

It is required that the manager of WAUSAU DOWNTOWN, (715) 845-3400 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 12/13/2025 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AGL-5212-OE

Issued Date: 06/13/2024

Zachary Gruling
Wisconsin Department of Transportation
1681 Second Avenue South
Wisconsin Rapids, WI 54495

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Mobile Construction Equipment Temporary Construction Equipment Site 3
Location:	Wausau, WI
Latitude:	44-54-40.63N NAD 83
Longitude:	89-39-01.64W
Heights:	1216 feet site elevation (SE) 30 feet above ground level (AGL) 1246 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

ATTACHMENT 8

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If we can be of further assistance, please contact Justin Hetland, at (847) 294-8084, or justin.hetland@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AGL-5212-OE.

Signature Control No: 619156090-624369718

(TMP)

Eric F Johnston

Manager, Obstruction Evaluation Group

Additional Condition(s) or Information for ASN 2024-AGL-5212-OE

Proposal: To construct and/or operate a(n) Mobile Construction Equipment to a height of 30 feet above ground level, 1246 feet above mean sea level.

Location: The structure will be located 1.35 nautical miles southwest of AUW Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

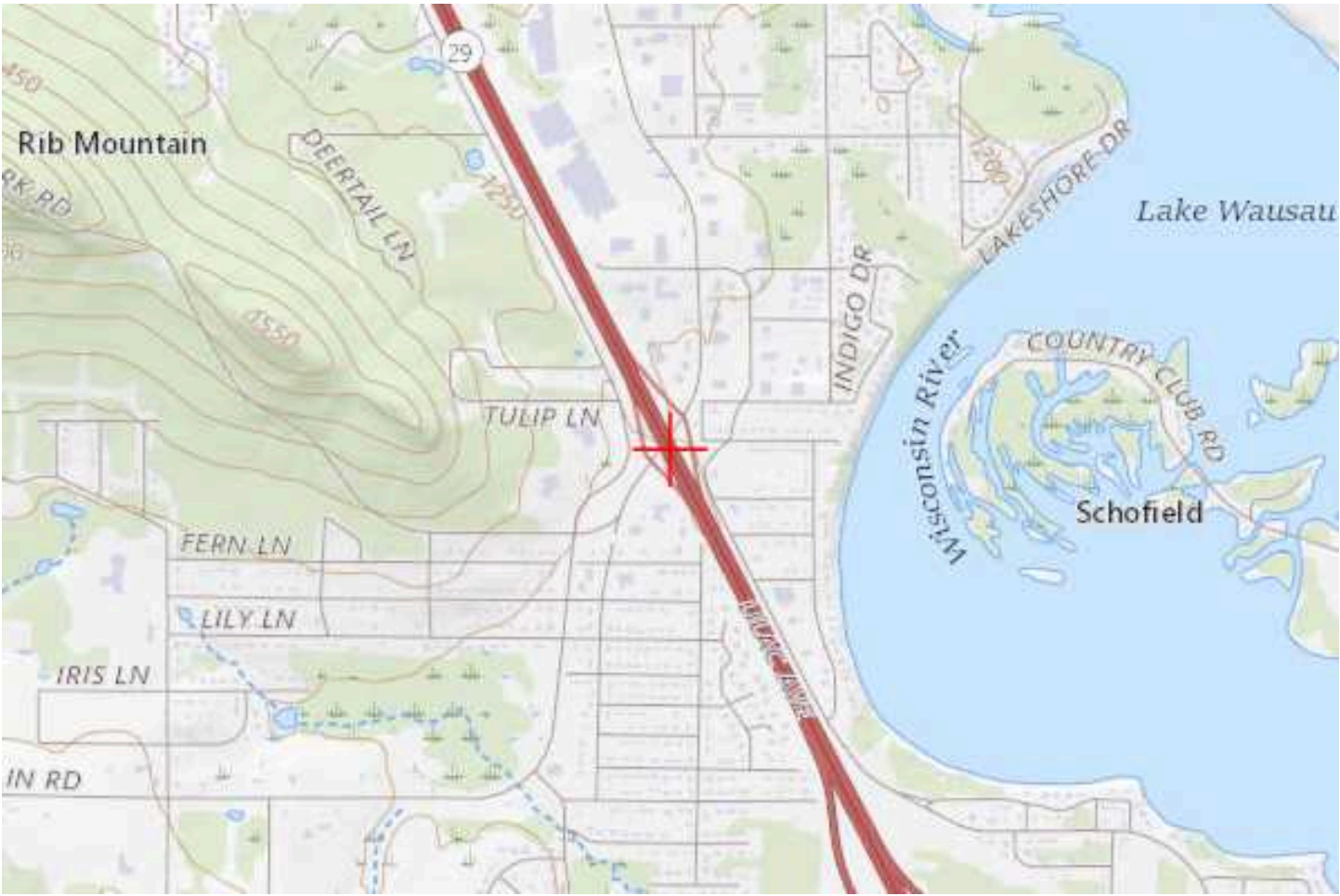
Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

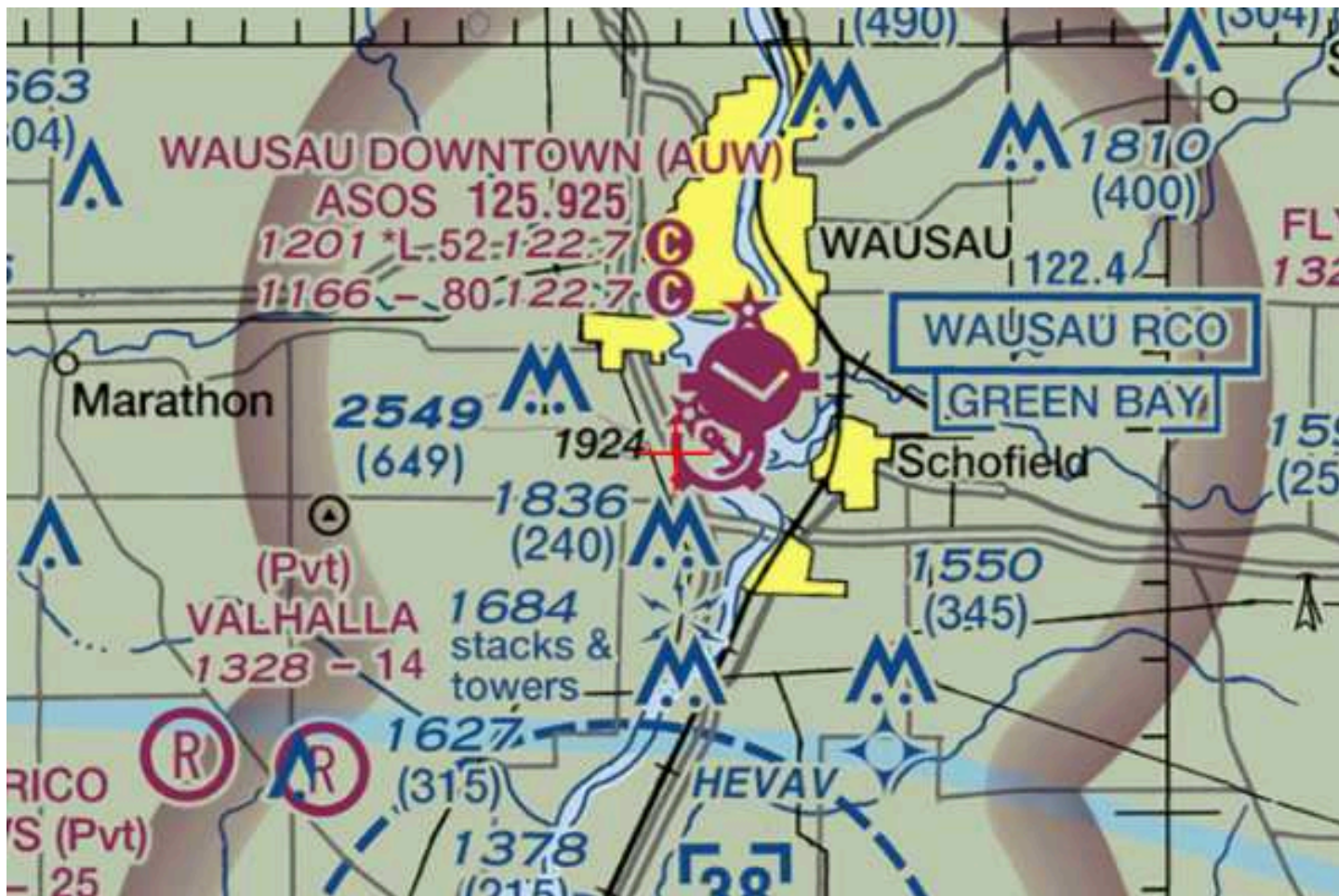
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

It is required that the manager of WAUSAU DOWNTOWN, (715) 845-3400 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 12/13/2025 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AGL-5213-OE

Issued Date: 06/13/2024

Zachary Gruling
Wisconsin Department of Transportation
1681 Second Avenue South
Wisconsin Rapids, WI 54495

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Mobile Construction Equipment Temporary Construction Equipment Site 4
Location:	Wausau, WI
Latitude:	44-55-08.50N NAD 83
Longitude:	89-39-21.50W
Heights:	1240 feet site elevation (SE) 30 feet above ground level (AGL) 1270 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

ATTACHMENT 8

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If we can be of further assistance, please contact Justin Hetland, at (847) 294-8084, or justin.hetland@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AGL-5213-OE.

Signature Control No: 619156091-624369719

(TMP)

Eric F Johnston

Manager, Obstruction Evaluation Group

Additional Condition(s) or Information for ASN 2024-AGL-5213-OE

Proposal: To construct and/or operate a(n) Mobile Construction Equipment to a height of 30 feet above ground level, 1270 feet above mean sea level.

Location: The structure will be located 1.31 nautical miles west of AUW Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

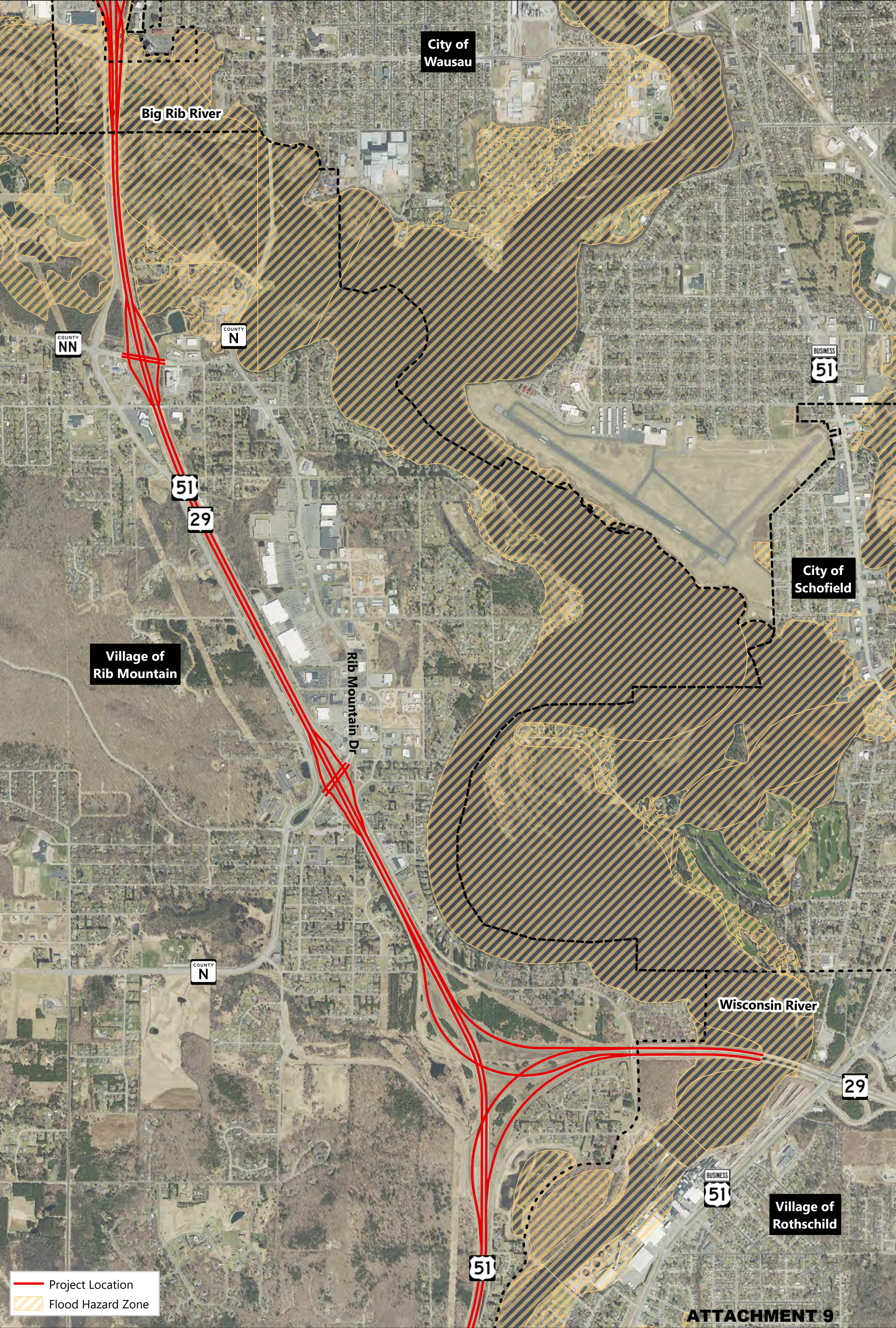
It is required that the manager of WAUSAU DOWNTOWN, (715) 845-3400 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 12/13/2025 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.



Surface Water and
Floodplain Map



Project ID 116-09-32 1170-01-36/37
US 51/WIS 29 Corridor - Wausau
Foxglove Road to Bridge Street
US 51
Marathon County

Hazardous Materials Sites
with Continuing Obligations

