



Categorical Exclusion Checklist (CEC)

04-28-2025

Wisconsin Department of Transportation

This template may be used for National Environmental Policy Act (NEPA) documentation and/or Wisconsin Environmental Policy Act (WEPA) Categorical Exclusion (CE) documentation. A determination that this project satisfies the criteria for a Federal Highway Administration (FHWA) 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) and (d) listed (as appropriate) 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.

Project Information			
Project Design ID 1100-22-02 & 2300-22-00	Project Construction ID 1100-22-72 & 2300-22-70	Project Route or Facility STH 167	County Washington
Project Title MILWAUKEE-FOND DU LAC & V RICHFIELD, HOLY HILL ROAD	Project Termini (Limit) HOLY HILL I/C & STH 175 TO IH 41	City, Village, Town Village of Richfield & Village of Germantown	Funding Sources <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/> Other
Environmental Process Start Date 04/23/2024	Preparer Name Clare Dejewski, Steven Ring & Clayton Smith		Preparer Agency/Firm WisDOT
23 CFR 771.117(c) or (d) -or- Trans 400 WI Admin Code Project Type Number and Text: 23 CFR 771.117(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 paragraph (e) of this section.			

Signatures - All level of reviews must be complete prior to document signatures.		
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.		
Print Name and Affiliation Brenda Ruenger, PG WisDOT SER REC	Signature 	Date Enter Date September 4, 2025
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.		
Print – Name and Affiliation Clayton Smith, PE – Project Manager	Signature 	Date Enter Date 09/04/2025
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 project. 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.		
Print – Name and Affiliation Enter Name	Signature	Date Enter Date

Project Summary	
Section / Township / Range T-9-N, R-19-E, Section 12 & 13 T-9-N, R-20-E, Section 7 & 18	Facilities Repeatedly Requiring Repair and Reconstruction (F4R) Is any part of the project termini within a 23 CFR 667 F4R site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Right of Way Acquisition Fee: 0.114 acres Permanent Limited Easement (PLE): 0.004 acres Temporary Limited Easement (TLE): 0.497 acres Highway Easement (HE): 0.192 acres Number of Residential Relocations: 0 Number of Business Relocations: 0 Number of Other Relocations: 0	Estimated Project Cost <i>estimated in year of expenditure (YOE)</i> <u>ID 1100-22-02/72:</u> Total Project Cost*: \$7,351,000 in 2028 dollars Federal Funding: \$5,281,000 in 2028 dollars Real Estate Acquisition: N/A in N/A dollars Utility Relocation: N/A in N/A dollars <u>ID 2300-22-00/20/50/51/70:</u> Total Project Cost*: \$4,370,500 in 2028 dollars Federal Funding: \$2,750,000 in 2028 dollars Real Estate Acquisition: \$108,000 in 2026 dollars Utility Relocation: N/A in N/A dollars <i>*Includes all phases (design, real estate, railroad, construction) with delivery in YOE dollars</i> State Transportation Improvement Program Funding Range <u>STIP</u> ID 1100-22-72: \$5,000,000 - \$5,999,999 ID 2300-22-70: \$3,000,000 - \$3,999,999 <u>TIP</u> ID 1100-22-02: \$750,000 <u>ID 1100-22-72: \$6,210,000</u> TOTAL: \$6,960,000 ID 2300-22-00: \$750,000 ID 2300-22-20: \$120,000 ID 2300-22-50/51: \$580,000 <u>ID 2300-22-70: \$2,875,000</u> TOTAL: \$4,325,000
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	Federal Structure Number(s) (if applicable) Existing: B-66-36 – Bridge rehabilitation of STH 167 (Holy Hill Road) over IH-41 Proposed: S-66-247 - Cantilever Sign Structure, S-66-248 - Cantilever Sign Structure, S-66-249 – Full Span Sign Structure
WisDOT Project Improvement Strategy <input type="checkbox"/> Perpetuation <input checked="" type="checkbox"/> Rehabilitation <input type="checkbox"/> Modernization <input type="checkbox"/> Other	Designated Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No - National Highway System (NHS) Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No - Oversized / Overweight (OSOW) Freight Network <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No - State Long Truck Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No - Restricted Truck Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No - Connecting Highway
WisDOT Project Improvement Type <input type="checkbox"/> Preservation/Restoration <input checked="" type="checkbox"/> Resurfacing <input type="checkbox"/> Pavement Replacement <input type="checkbox"/> Reconstruction <input type="checkbox"/> Expansion <input type="checkbox"/> Bridge Preventative <input checked="" type="checkbox"/> Bridge Rehabilitation <input type="checkbox"/> Bridge Replacement <input checked="" type="checkbox"/> Miscellaneous	Functional Classification of Existing Route (FDM 4-1-10 & 4-1-15) <input type="checkbox"/> Rural <input type="checkbox"/> Urban - Principal Arterial Interstate <input type="checkbox"/> Rural <input type="checkbox"/> Urban - Principal Arterial Freeway and Expressway <input type="checkbox"/> Rural <input checked="" type="checkbox"/> Urban - Principal Arterial Other <input type="checkbox"/> Rural <input type="checkbox"/> Urban - Minor Arterial <input type="checkbox"/> Rural <input type="checkbox"/> Urban - Major Collector <input type="checkbox"/> Rural <input type="checkbox"/> Urban - Minor Collector <input type="checkbox"/> Rural <input type="checkbox"/> Urban - Local Road <input type="checkbox"/> Rural <input type="checkbox"/> Urban - Other

I. Project is a Complete Action

The project action evaluated under NEPA with this CEC must ensure meaningful evaluation of alternatives and 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. For additional help for if a project is a complete FHWA action see the [WisDOT guidance language for the ER and EA Template](#).

- ☒ (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

II. Categorical Exclusion Definition

CEs are actions based on FHWA's past experience with similar actions, normally 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 have any significant environmental impacts

III. Unusual Circumstances

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. See the FHWA/WisDOT Programmatic Agreement for details on unusual circumstances: <https://wisconsindot.gov/Documents/doing-bus/eng-consultants/cnslt-rsrcs/environment/CEprogrammaticagreement.pdf>

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:

The auxiliary lanes are one half-mile in length connecting STH 175 to I-41 and are necessary to maintain acceptable levels of service based off the operational analysis. The additional travel lanes also match the roadway section directly adjacent to the east terminus of the project.

Due to the operational improvements with the auxiliary lanes, the project is classified as Type 1 requiring a noise analysis. A noise analysis was completed as part of the NEPA process.

On August 14, 2025, FHWA agreed with the use of the CEC and that the (c)(26) action is appropriate.

IV. 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 the project is being processed as any other CE category skip to question V.

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 environmental document approval by FHWA is required prior to WisDOT's request to proceed with final design, right-of-way acquisition, or construction. Consult the REC to determine an 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) and (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

V. Fiscal Constraint

Projects using federal funds must demonstrate fiscal constraint before an environmental document may be signed. Fiscal constraint is demonstrated with a listing of the project ID in the [WisDOT Statewide Transportation Improvement Program \(STIP\)](#). 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 construction or a Project ID for meaningful right-of-way acquisition) is included in the most recent version, or a previous version of the STIP, included as a STIP amendment, or listed in the STIP with a Backlog Advanceable Pilot Program (BAPP) STIP label.

Is the proposed project federally funded with FHWA or FTA funds per 23 CFR 450.218(g) or regionally significant per 23 CFR 450.104 and 23 CFR 450.218(h)?

Yes. 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.

If yes, STIP title, date, page number, and attachment: STIP Title: 2025-2028 STIP, 1100-22-72, MILWAUKEE - FOND DU LAC, HOLY HILL I/C, Page 183, See Attachment 1

STIP Title: 2025-2028 STIP, 2300-22-70, V RICHFIELD, HOLY HILL ROAD, Page 188, See Attachment 1

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

Is the proposed project within an MPO TIP?
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Yes, within the Southeastern Wisconsin MPO.

If yes, TIP title, date, page number, and attachment:

TIP Title: 014-23-621: RESURFACING OF STH 167 WITH INTERSECTION IMPROVEMENTS AND THE ADDITION OF AUXILIARY LANES FROM STH 175 TO IH 41 IN THE VILLAGES OF GERMANTOWN AND RICHFIELD (0.42 MI), Date: 11/16/2023 Major Amendment and 12/04/2024 Adoption, Page 47

TIP Title: 014-23-622: BRIDGE REHABILITATION WITH RESTRIPIING OF THE HOLY HILL RD BRIDGE OVER IH 41 IN THE VILLAGES OF GERMANTOWN AND RICHFIELD (0.2 MI), Date: 11/16/2023 Major Amendment and 12/04/2024 Adoption, Page 47,

See Attachment 1

VI. Purpose and Need, Alternatives Considered and Preferred Alternative

Provide the project background, purpose and need, alternatives considered (as needed) and a concise project description below. Attach a project location map and other appropriate attachments that are referred to in this document. The description must be consistent with the CE action type listed on the cover page. This section describes the alternatives evaluated and identifies a preferred alternative.

Project Background

The Wisconsin Department of Transportation (WisDOT) is evaluating alternatives to address bridge and roadway deficiencies at the I-41 and WIS 167 (Holy Hill Rd) interchange, as well as the WIS 175 and WIS 167 roundabout, located in the Villages of Richfield and Germantown, in Washington County. The project consists of two tied projects, 1100-22-02/72 and 2300-22-00/20/70. The environmental document encompasses both projects. The 2300-22-00/20/70 limits begin at the STH 167 & STH 175 roundabout at the west end and stop approximately 200 feet west of the I-41 southbound (SB) ramp terminal. The 1100-22-02/72 limits begin approximately 200 feet west of the I-41 SB ramp terminal and terminate at the Gateway Xing/48th St intersection 700 feet east of the I-41 northbound (NB) ramp terminal. The total length of the combined projects is 0.67 miles. See Attachment 2 for Project Location Map.

The corridor consists of two existing sections: a three-lane section with a two-way left turn lane (TWLTL) from the STH 167 & STH 175 roundabout to the I-41 southbound (SB) ramp terminal and a two-lane, divided section with raised median across the I-41 bridge (B-66-36). The lane widths are 12 feet with variable width paved shoulder throughout the corridor. There is a mix of urban and rural cross sections. No marked or designated bike and pedestrian facilities exist along the corridor. The posted speed limit is 45 MPH. The Richfield Parkway (Pkwy) intersection is signalized. The I-41 SB ramp terminal is two-way stop controlled and the I-41 NB ramp terminal is all-way stop controlled. Within the project limits, there is an at-grade Wisconsin Southern Railroad (WSOR) crossing. In 2020, the Richfield Parkway intersection and a Kwik Trip was constructed in the northwest quadrant of the interchange. The surrounding land use is a mix of residential housing, light industrial, and commercial. The Villages of Richfield and Germantown are actively pursuing light industrial growth and there have been multiple, large-scale industrial developments in the project area in the recent years leading to increased traffic volumes, including semi-truck traffic.

Roadway Improvement Project in Area

- 1969 – The Richfield Interchange was constructed creating the STH 167 overpass over I-41.
- 2016 – The STH 167 & STH 175 roundabout was constructed. STH 167 was widened to a three-lane section from the roundabout to the railroad tracks east of Wolf Rd.
- 2020 – The section from Wolf Rd to I-41 was widened and modified to a divided section as a permit project for the Kwik Trip. The Richfield Pkwy intersection was created and signalized.
- 2022 – WIS 167 was resurfaced from the WIS 164 roundabout to the WIS 175 roundabout.
- 2023 – The Village of Germantown reconstructed the Holy Hill Rd section abutting the east end of the project as a four-lane, divided facility.

Purpose

The purpose of this project is to address increased traffic volumes, safety concerns, and deteriorating pavement and bridge conditions.

Need

The needs of this project are related to increased traffic volumes resulting in anticipated poor level of service, safety concerns at the I-41 SB ramp terminal, and deteriorating bridge elements.

Traffic

The 2040 no-build traffic operation Level of Service (LOS) analysis showed a LOS F at the STH 167 & STH 175 roundabout, the STH 167 & Richfield Parkway intersection, the STH 167 & I-41 SB ramp terminal, and the STH 167 & I-41 NB ramp terminal. Due to the close intersection spacing on this corridor, the analysis showed queue lengths that would backup through adjacent intersections in the two-lane configuration.

Westbound WIS 167

- Queues at Richfield Pkwy impact the I-41 SB ramp terminal
- WIS 167 & WIS 175 roundabout operates at LOS F

Eastbound WIS 167

- Queues at Richfield Pkwy contribute to LOS F
- Queues at I-41 SB ramp terminals contribute to LOS F
- Queues at I-41 NB ramp terminal impact I-41 SB ramp terminal

Safety

The Interactive Highway Safety Design Model (IHSDM) safety report flagged the I-41 SB exit ramp and indicates a crash trend of rear end crashes. This may be attributed to poor sight lines and inability to properly see westbound (WB) traffic due to the approach angle.

Intersection Operations

The intersection of STH 167 & Richfield Pkwy is currently signalized. The I-41 SB ramp terminal is two-way stop controlled and the I-41 NB ramp terminal is all-way stop controlled. The I-41 ramp terminal intersection operations are projected to operate at a LOS F in 2040 based on the existing configuration.

The I-41 ramp terminals were evaluated for signal warrants based on Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD) criteria to determine if signals are appropriate for these locations. The data shows that both ramp terminals meet signal installation threshold based on the observed number of vehicles travelling through the intersections over the requisite timeframes.

The I-41 NB ramp terminal met the following warrants:

- Warrant 1: Eight-hour vehicular volume
 - o Condition A: Minimum Vehicular Volume
 - o Condition B: Interruption of Continuous Traffic
 - o Condition C: Combination: 80% of A and B
- Warrant 2: Four-hour volume
- Warrant 3: Peak hour volume

The I-41 SB ramp terminal met the following warrants:

- Warrant 1: Eight-hour vehicular volume
 - o Condition B: Interruption of Continuous Traffic
- Warrant 2: Four-hour volume

Bridge Condition

The STH 167 bridge over I-41, B-66-36, was built in 1969 and has only received minor maintenance activities in the past 55 years. The bridge was evaluated using the National Bridge Inventory (NBI) rating system to determine component conditions. NBI ratings are based upon conditions set forth in the Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges. The ratings are on a scale from 0 to 9 (see **Table 1** for rating descriptions).

Table 1

National Bridge Index Ratings	
Rating	Descriptor
7-9	Good-Excellent
5-6	Fair-Satisfactory
4	Poor
0-3	Failed-Serious

Below in **Table 2** are the NBI rating for the components of the bridge, B-66-36. The following information is from the 09/19/2023 bridge inspection report for structure B-66-36.

Table 2

NBI Ratings	
	B-66-36
Deck	4
Superstructure	5
Substructure	5

These ratings reflect a need to provide maintenance, especially on the bridge deck.

Pavement

The existing pavement has a surface age ranging between five and nine years. WisDOT uses the Pavement Conditions Index (PCI) method to rate pavement condition based on visual signs of pavement distress. PCI is a numerical rating that ranges from 0 to 100, where 100 represents pavement in excellent condition. According to the Program Management Manual, Document No. 03-05-05, a pavement treatment should be applied to maximize serviceability when a PCI rating falls below 75.

In 2022 the pavement conditions along the corridor were tested and rated using the PCI system and calculated to be 84 using a weighted average method. By 2030, the weighted average PCI rating along the corridor is calculated to drop to 62, this value sits below the SHP Pavement Performance Threshold of 75, indicating the need for treatment to maximize serviceability.

Alternatives Analysis

No-Build Alternative

The no-build alternative maintains the existing infrastructure and two lane with two-way left turn lane configuration. This configuration does not provide the operational improvements necessary due to the increased traffic volumes. It does not address the safety concerns at the I-41 SB ramp terminal. The pavement and bridge will continue to deteriorate. This alternative does not meet the purpose and need of the proposed project; however, it is included as a baseline to compare to the other build alternatives.

Alternative 1

Roadway Improvements

- 2" mill and overlay existing pavement to address deteriorating pavement condition.
- Widen the roadway from the WIS 175 roundabout to the I-41 SB ramp terminal to construct auxiliary lanes. Auxiliary lanes add a travel lane to a roadway between consecutive intersections or interchanges, but do not add vehicle capacity to the roadway corridor by adding travel lanes through intersections, interchanges, or roundabouts. The auxiliary lanes will improve corridor traffic operations due to increased traffic.
- Add a westbound to northbound bypass lane at the WIS 175 roundabout.
- Adds either a 10' asphalt shared use path or 5' concrete sidewalk between WIS 175 and the eastern project limits.

Bridge and Ramp Improvements

- Concrete deck overlay and various concrete surface repairs to address deteriorating bridge deck condition.
- Remove the raised bridge deck median and connect the existing deck. This will allow for left-turn lanes and four travel lanes across the bridge necessary for the increased traffic volume.
- Paint the bridge girders.
- Add traffic signals at the I-41 NB and SB ramp terminals.
- Add vehicle storage capacity at the I-41 NB and SB exit ramps by widening the ramps.
- Add a new receiving lane on the I-41 NB entrance ramp for the two eastbound (EB) left turn lanes.

Alternative 2 – Preferred Alternative

Roadway Improvements

- 2" mill and overlay existing pavement to address deteriorating pavement condition.
- Widen the roadway from the WIS 175 roundabout to the I-41 SB ramp terminal to construct auxiliary lanes. The auxiliary lanes will improve corridor traffic operations due to increased traffic.
- Add a westbound to northbound bypass lane at the WIS 175 roundabout. The existing pedestrian facilities will be relocated to accommodate the new lane.
- Relocate the bicycle slip lane in the southeast quadrant of the roundabout to allow safer entry for bicyclists onto the roadway.
- Perpetuate the existing paved shoulder width for bicycle traffic.

Bridge and Ramp Improvements

- Concrete deck overlay and various concrete surface repairs to address deteriorating bridge deck condition.
- Remove the raised bridge deck median and connect the existing deck. This will allow for left-turn lanes and four travel lanes across the bridge necessary for the increased traffic volume.
- Paint the bridge girders.
- Add traffic signals at the I-41 NB and SB ramp terminals.
- Add vehicle storage capacity at the I-41 NB and SB exit ramps by widening the ramps.
- Add a new receiving lane on the I-41 NB entrance ramp for the two eastbound (EB) left turn lanes.

Alternative 1, with either the shared used path or the sidewalk, was presented to the local municipalities as viable options for the rehabilitation project. The bike and pedestrian benefit-cost analysis (BCA) yielded benefit cost ratios below the .35 threshold required for state funding participation. The Villages of Richfield and Germantown elected to not locally fund any bike or pedestrian facilities, so the department modified Alternative 1 to remove any off-street bike or pedestrian facilities creating Alternative 2. The local municipalities agreed to Alternative 2.

Description of the Preferred Alternative

The preferred alternative consists of the following scope items:

ID 1100-22-02

Bridge

- Removal of the raised bridge median
- Connect the bridge deck to allow for four lanes of traffic
- Concrete deck overlay
- Bridge girder painting
- Concrete surface repair

Signals

- Construct traffic signals at the I-41 NB and SB ramp terminals
- Interconnect the signals to the Village of Germantown signal at Gateway Xing east of the project

Roadway

- Reconstruct the I-41 NB entrance ramp to accommodate an additional lane
- Widen the intersection functional areas of the I-41 NB exit ramp and I-41 SB exit ramp to accommodate additional vehicle storage
- Resurface the I-41 SB entrance ramp
- Resurface STH 167 within the project limits

Signing

- Add a full-span overhead sign structure S-66-249 between bridge B-66-36 and the I-41 NB ramp terminal

ID 2300-22-00

Roadway

- Construct eastbound (EB) and westbound (WB) auxiliary lanes on WIS 167 between WIS 175 and I-41
- Resurface existing pavement and maintain the existing TWLTL
- Add a right turn only, west to north bypass lane at the STH 167 and STH 175 roundabout
- Replace impacted curb ramps at the roundabout and add new curb ramps for the bypass lane
- Relocate bicycle slip lane in the southeast quadrant of the roundabout
- Add beamguard on the north side of WIS 167 west of Wolf Rd to shield the proposed sign structure S-66-247

Drainage

- Lengthen storm sewer pipes and culverts to accommodate auxiliary lanes
- Implement drainage best practices throughout corridor

Signals

- Relocate the Richfield Pkwy signals
- Interconnect to the I-41 ramp signals

Lighting

- Relocate impacted lights at the roundabout

Signing

- Add sign structure S-66-248 between I-41 SB exit ramp and Kwik Trip driveway to sign Right Turn Only at Richfield Parkway.
- Add sign structure S-66-247 between Wolf Rd and WIS 175 on WIS 167 WB to sign "Right Turn Only to WIS 175 NB" for auxiliary lane traffic.

Railroad

- New railroad crossing equipment
- Railroad bungalow will be relocated

See Attachment 3 for Preliminary Plans.

Describe the proposed traffic management strategy associated with the Preferred Alternative:

The project's proposed traffic control will require multiple stages along the STH 167 corridor, at the I-41 interchange and on mainline I-41 for structure maintenance work. Additionally, coordination will be necessary with the mainline I-41 resurfacing project, 1100-05-02/72, if the projects are scheduled for construction during the same year. Construction staging may include lane or shoulder closures, restricted turning movements and/or partial roundabout closures, traffic shifts, temporary signals or signage, detours, overnight closures, and temporary barrier wall. Overnight bridge and I-41 closures will be necessary for structure work. A two-week full closure at the Wisconsin Southern Railroad (WSOR) tracks west of Richfield Pkwy will be required to install the new crossing signal equipment. Detour routes are under evaluation. Temporary pedestrian accommodations will be necessary at the STH 175 roundabout during construction including but not limited to pedestrian detours.

VII. Public Involvement

Provide a summary of public involvement efforts, including when the efforts took place. Describe feedback or comments received as well as responses provided. Differentiate the comments from the responses. Include how any unresolved issues will be resolved.

Public Involvement Efforts

Public outreach has included a project website, and a public information (PI) letter has been sent to local residents. The PI letter included descriptions of the proposed project improvements, anticipated construction year, a link to the project website, and contact information for the WisDOT communications manager and the project manager. During a field review, the design team spoke with employees of Millis Transfer, located on the south side of WIS 167 across from Wolf Rd, about highway drainage near the driveway and obtained the contact information for the shop supervisor. The project will continue outreach meetings with local officials and continue public information efforts as necessary for project impacts.

- Project Website – 6/18/2024
- Public Information Mailer #1 - 7/16/2024
- Public Comment – 08/11/2024
- Field Review Conversation with Millis Transfer – 10/09/2024

Resolved Comments and Responses

Comment: Roundabout versus Signals Design Comment

- Response: After viewing the project website, Steven Twining sent an email to the project manager, Clayton Smith, recommending the use of roundabouts instead of signals at the ramp terminals and Richfield Parkway. Clayton replied via email that roundabouts were evaluated at the suggested locations and determined not feasible due to traffic volumes, drivability, and safety.

Unresolved Comments and Responses

Comment: Millis Transfer Employee Drainage Comments

- Response: During a field review of the project and at the Millis Transfer driveway culvert, the design team approached employees with questions about the historical drainage in the area. The employees noted that the about 50 feet of the parking lot near the roadway floods. Design team obtained the business card of the business foreman if further communication is necessary. Design team will ensure the proposed storm sewer, culverts and ditches can handle drainage from the project.

Private-use Airports

Is the project located within 2 miles of a private use airport? No.

If yes, describe coordination:

VIII. Local Units of Government and Elected Officials Coordination

Provide a summary of coordination with local unit(s) of government and elected officials, including when coordination efforts took place. Describe feedback or comments received as well as responses provided. Differentiate the comments from the responses. Include how any unresolved issues will be resolved.

From the start of the project, WisDOT and the design team has coordinated with the Villages of Germantown and Richfield on project scope, explored an alternative that included a multi-use path with Washington County, and held several local official meetings. The project will continue outreach meetings with local officials and continue public information efforts as necessary for project impacts.

- Coordination with the Villages of Germantown and Richfield from project start
- Villages of Germantown and Richfield Rehabilitation v. Reconstruct project decision point - 10/02/2023
- Coordination with the Village of Richfield on Multi-use Path funding options and grants – 05/16/2024
- Village of Richfield Multi-use Path Decision - 5/28/2024
- Local Official Meeting - 6/6/2024

- Coordination with Washington County on Multi-use Path Alternative – 6/25/2024
- Washington County Multi-use Path Decision – 11/25/2024

Resolved Comments and Responses

Comment: Rehabilitation v. Reconstruct Decision with the Villages of Germantown and Richfield

- Response: Both village boards of Germantown and Richfield chose and agreed to the scheduled rehabilitation scope at the I-41 and STH 167 (Holy Hill Rd) interchange. WisDOT proceeded with the rehabilitation design as the build alternative.

Comment: Multi-use Path Alternatives with the Village of Richfield and Washington County

- Response: Both the Village of Richfield and Washington County wished to pursue a multi-use path in coordination with the project. WisDOT's internal process determined the path did not meet the benefit-cost analysis (BCA) to be funded by the department. Both local governments were interested in WisDOT funding programs that would assist in the construction of the multi-use path. After coordination on numerous design alternatives, modeling and estimates with both local governments, the decision was made to no longer include a multi-use path in the project's design.

Unresolved Comments and Responses

Comment: None

- Response: N/A

IX. Tribal Government

Provide a summary of tribal government and Tribal Historic Preservation Officer (THPO) coordination. Describe feedback or comments received as well as responses provided. Include how any unresolved issues will be resolved.

THPO Notifications Sent: 4/23/2024 – See Attachment 4

Responses Received: N/A

Is the project located partially or entirely on tribal lands in trust, allotted, or reservation status? No

Describe Additional Coordination: N/A

X. Agency Coordination

List all agencies that were contacted as part of the environmental documentation process. List the date(s) agency coordination was initiated and the date a response was received. Indicate if no responses were received. All projects must include, at a minimum, coordination with the State Historic Preservation Office (SHPO), Wisconsin Department of Natural Resources (WDNR), US Fish and Wildlife Service (USFWS), and Federal Aviation Administration (FAA). Coordination conducted with other agencies should also be included, as appropriate.

Agency	Coordination
Federal Aviation Administration (FAA)	Federal Aviation Administration (FAA) Notice Criteria Tool: 07/08/2024 – The project does not need to file a notice of proposed construction with FAA. The notice criteria tool will be resubmitted prior to construction.
Natural Resource Conservation Service (NRCS)	N/A. No agricultural properties will be acquired.
U.S. Fish and Wildlife Service (USFWS)	Official Species List: 06/23/2025 USFWS determination key(s): Evaluating <i>FHWA, FRA, FTA Programmatic Consultation for Transportation Projects affecting IBAT, NLEB, or TCB</i> yielded a determination of “not likely to adversely affect” (NLAA). <i>Evaluating Minnesota-Wisconsin Federal Endangered Species Determination Key</i> yielding a determination of “no effect”. See Attachment 5. Describe additional USFWS consultation: N/A
Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP)	Agricultural: DATCP confirmed on 6/6/2025 that the small real estate acquisition on the west side of Richfield Pkwy is non-significant and the project is not required to prepare an Agricultural Impact Statement. See Attachment 6. Drainage District: N/A
Wisconsin Department of Natural Resources (WDNR)	Transportation Liaison: Initial review letter (IRL) by original WDNR liaison, Benton Stelzel: 05/20/2024 Additional coordination: Updated NHI on 7/10/2025 Remediation and Redevelopment Program: From the DNR Review of Bureau for Remediation and Redevelopment Tracking System (BRRS) on May 20, 2024, there are several closed Remediation & Redevelopment Sites within proximity of the project limits: Goetz Garage, Richfield Truckstop (currently Kwik Trip #1013) and Richfield Service. WisDOT will coordinate with the Remediation & Redevelopment Liaison if there are any impacts to these sites. See Attachment 7.
WisDOT Bureau of Aeronautics (BOA)	The project does not require coordination with BOA because none of the below criteria is applicable: <input type="checkbox"/> FAA notes an impact to aviation facilities in a determination letter issued. <input type="checkbox"/> Within TRANS 57 airport approach area <input type="checkbox"/> Changes to stormwater facilities (retention or detention pond) within 5 miles of a public-use airport <input type="checkbox"/> Land acquisition, temporary and permanent easements from a public-use airport

WisDOT Railroads	<p>On 02/25/2025 a meeting was held to discuss railroad coordination. There is a railroad present within the project limits and traffic control extends to the RR, haul road includes a RR crossing, RR real estate needed. The railroad project IDs are 2300-22-50 and 2300-22-51. The equipment for the railroad crossing will be replaced. Project limits include at-grade railroad crossing DOT#386994L. Surface replaced in 2019. Signals replaced in 2015 and additional signal equipment installed in 2019. A railroad submittal package will be needed 27 months ahead of earliest PSE. In addition, if the project limits change, project detour includes RR, traffic control extends to the RR, haul road includes a RR crossing, RR RE needed, or if a Rails to Trails corridor is affected then RR coordination will need to be readdressed. If this occurs PDS contact RRC to readdress RR coordination.</p>
Wisconsin State Historic Preservation Office (SHPO)	<p>Archaeology: SHPO concurrence - 05/22/2025 Architecture/history: SHPO concurrence - 05/22/2025 Additional coordination: In December 2024, the Wisconsin Historical Society – Museum Archaeology Program conducted an archaeological survey along a 0.71 mile stretch of STH 167 between STH 175 and IH 41 in Washington County. The APE extended beyond the right of way. The land was a mix of wetlands, drainage, and developed areas. A Phase I survey of shovel testing, probing, and a walk over survey was conducted. No additional investigations are recommended. Commonwealth Heritage Group, LLC conducted an architecture/history survey of the APE in December 2024 to identify any other properties with buildings and/or structures that are at least 45 years of age, retain integrity, and have architectural and/or historical interest within any context. No such properties were found. Washington County will have no adverse effects on above-ground historic properties under Section 106. See Attachment 8.</p>

XI. Environmental Factors

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. Factor sheets should be attached in the order shown below.

Factors	Attachment #	Effects
Aesthetics	N/A	Aesthetic Impact Considerations: Landscaping elements in the northeast quadrant of the roundabout were installed with the previous project as a CSS (Community Sensitive Solutions) item. The construction of the west to north roundabout bypass lane will permanently impact the landscaping in that quadrant. In coordination with the Village of Richfield, the landscaping at this quadrant will not be replaced and instead the project will restore the area to grass. With the landscaping removed, WisDOT and the Village of Richfield will NOT have an agreement requiring the Village to maintain the area, including mowing. See Attachment 9 for coordination and Village of Richfield board meeting minutes.
Community	N/A	<p>How will access to community facilities, services, or residences within the project area be maintained through construction for all modes of transportation? Local access will be maintained during construction.</p> <p>Multimodal Transportation Coordination and Impacts: There are currently no bike and pedestrian accommodations except the bike/ped crossing around the roundabout at STH 167 and STH 175. In coordination with Washington County, the design team explored an alternative of adding a 10-foot-wide multi-use path set 5-feet back from the back of curb along the south side of STH 167 to accommodate both bicyclists and pedestrians. The alternative was determined not feasible due to project scope, schedule, and funding. No on-road bicycle accommodations will be signed along the roadway, but the on-road 4-foot shoulder will be perpetuated. A new porkchop refuge island at STH 167 and STH 175 roundabout bypass lane perpetuates the existing pedestrian crossing and will include ADA compliant curb ramps.</p> <p>Has coordination with emergency services been completed? No, coordination is ongoing. See environmental commitments.</p> <p>Has coordination with community facilities and services been completed? Yes, coordination has occurred and will continue throughout the life of the project.</p>
Business and Economics	N/A	<p>Has coordination with local businesses occurred? Yes, coordination with local businesses has occurred and will continue throughout the life of the project.</p> <p>How will access to businesses within the project area be maintained through construction for all modes of transportation? Local access will be maintained during construction.</p> <p>Are long term impacts to businesses and economics anticipated? No</p>
Relocations	N/A	Are relocations anticipated as a result of the proposed project? No.
Demographics	N/A	<p>Demographic groups in the project area: In February 2024, WisDOT completed a Demographic Review of a ½ mile around the project. The results showed there is not a disadvantaged community in the project area.</p> <p>Have issues been identified concerning effects on specific demographic group(s) related to the alternative? No.</p>

Cultural Resources	8	<p>Archaeology Determination: No historic properties (archaeological) in the area of potential effects.</p> <p>Architecture/History Determination: No historic properties (historical) in the area of potential effects.</p> <p>THPO Determination: N/A – Tribal notification email or letters were sent on 4/23/2024 with no responses from THPO to date.</p> <p>Is an archaeological monitor required during construction? No</p> <p>Are avoidance, minimization, or mitigation measures included in the project? No</p>
Burial Sites	N/A	Does this project require a Wis. Stat. 157.70 burial authorization? No
Section 4(f)	N/A	<p>Is US DOT funding or approval involved in the project? Yes.</p> <p>Are there any Section 4(f) properties abutting the project? No.</p> <p>Does this project have a Section 4(f) property use or exception? N/A</p>
Section 6(f) or Other Unique Properties	N/A	<p>Select the Section 6(f) or unique properties that abut the project:</p> <p><input checked="" type="checkbox"/> No known properties with special funds abut the project.</p> <p><input type="checkbox"/> Land and Water Conservation Fund (LWCF) (WDNR and National Park Service)</p> <p><input type="checkbox"/> Dingell-Johnson Act funds (WDNR and USFWS)</p> <p><input type="checkbox"/> Pittman-Robertson Wildlife Restoration Act funds (WDNR and USFWS)</p> <p><input type="checkbox"/> Knowles-Nelson State Stewardship Fund (WDNR)</p> <p><input type="checkbox"/> Natural Resource Conservation Service easements or reserve programs – Identify</p> <p><input type="checkbox"/> Other – Identify</p> <p>Will there be impacts to the Section 6(f) or unique property(s)? No. The project will not temporarily or permanently impact any properties with unique funding</p>
Agriculture	6	<p>Will the proposed project acquire real estate or change access (temporary or permanent) from a farm operation?</p> <p>Yes. The project will acquire real estate only. See factor sheet.</p>

Air Quality	N/A	<p><i>Projects must be consistent with the State Implementation Plan (SIP) for transportation related pollutants. Projects in air quality nonattainment and maintenance areas must have been determined to conform with the SIP.</i></p> <p>The project is in an area designated as nonattainment or maintenance for one or more transportation-related criteria air pollutants and is exempt from a conformity determination per 40 CFR 93.126, 40 CFR 93.127, or 40 CFR 93.128. Explain which exemption applies: Pavement resurfacing and/or rehabilitation</p> <p><i>Projects in fine particulate matter (PM_{2.5}) nonattainment and maintenance areas are also subject to PM_{2.5} project hot spot analysis considerations. A PM_{2.5} hot spot analysis is required to support a project level conformity determination for projects of local air quality concern. A determination of local air quality concern is made by the Wisconsin Transportation Conformity Working Group (WTCWG).</i></p> <p>The project is not a project type which must complete a hot-spot analysis per 40 CFR 93.123(b)(1). No further analysis is required.</p>
Traffic Noise	N/A	<p>Is this a Type I project for noise? Yes. Traffic noise impacts are identified. A detailed noise analysis has been completed. See Factor Sheet.</p>
Construction Sound	N/A	<p>Quantify and describe the noise sensitive areas (receptors) near the proposed project that will be in use during construction: There are 14 noise sensitive areas near the proposed project. There are six residential receivers (Land Use Category B). There are two recreational outdoor use receivers (Land Use Category C); Loggers Park (baseball field) and Richfield Middle School (playground). There are six commercial use receivers (Land Use Category E); Sawmill Inn Restaurant & Pub (picnic tables), Studio B Salon Suites (outdoor table), Straight Arrow Financial Group (picnic table), BP Gas Station (picnic tables), Kwik Trip Gas Station (picnic table), and Shell Gas Station (picnic table).</p> <p>Construction Noise Intensity: Noise would be generated by construction equipment used to reconstruct IH 41 and portions of local roadways within the corridor study. Typical construction equipment includes dump trucks, graders, cranes, bulldozers, pile-driving equipment, and pavement construction equipment. The noise generated by the construction equipment will vary greatly depending on the equipment type and model, mode and duration of operation, and specific type of work effort; however, typical noise levels may occur in the 75 to 95 dBA range at a distance of 50 feet. The construction sound is a temporary impact.</p> <p>Is there a noise sensitive area that requires a construction stage noise abatement measure? WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.</p>
State Threatened, Endangered, and Protected Resource	7	<p>Natural Heritage Inventory (NHI) Date: 07/10/2025</p> <p>Are state threatened, endangered, or special concern species or protected resources potentially present in the project area? Yes. See attached NHI public portal report.</p> <p>Species Presence Consideration: A species of beetle was identified by DNR as having the potential to be present in the project area; however, this species status is listed a Special Concern, so WisDOT is under no legal obligation to address.</p> <p>Mitigation and Take Authorization: N/A</p> <p>Are commitments included in the project? No</p>

Federal Threatened, Endangered, and Protected Resource	5	List all species and critical habitats from USFWS IPAC official species list.			
		Common Name or Critical Habitat*	Federal Status	Effect Determination	Justification
		Northern Long-eared Bat (NLEB)	Endangered	Not likely to adversely affect	Minimal tree clearing and will be done during inactive season.
		Monarch Butterfly	Proposed Threatened	No effect	Disturbances occurring in already maintained areas.
		*Critical habitat requires a separate effect determination and justification.			
Wetlands	N/A	<p>Species Presence/Absence: A NLEB bridge survey was completed on 06/23/2025 and no evidence of bats were found. The monarch butterfly determination key was completed and a “no effect” determination was made.</p> <p>Critical Habitat (Designated or Proposed): There are no designated critical habitats within the project area.</p> <p>Are mitigation measures included in the project to reduce or offset impacts? Yes, see commitments section.</p> <p><u>Migratory Birds</u> Will there be structure work that could impact migratory bird nesting? Yes</p> <p>Have migratory bird nests been observed on the structure? No Date of Field Review: 06/23/2025</p> <p>Migratory Bird Nesting Avoidance Measures: No avoidance measures needed.</p> <p>Beneficial Impacts: N/A</p> <p><u>Bald and Golden Eagles</u> Is an Eagle Incidental Take permit required? No</p> <p>Are bald and/or golden eagle mitigation measures included in the project? No</p>			
		<p>Wetland delineation Date: 08/07/2024</p> <p>Describe Impacts: Ditching and fill</p> <p>Temporary Impacts: Anticipated.</p> <p>Permanent Impacts: Anticipated. Mitigation will be consistent with amendments to the Cooperative Agreement between DNR and WisDOT on compensatory mitigation for unavoidable losses (July 2012) and WisDOT Wetland Mitigation Banking Technical Guideline (March 2002).</p> <p>Avoidance and Minimization Measures: There are three (3) locations along the NB Entrance Ramp that minorly impact the wetlands. Switching the slope from a 4:1 to a 3:1 on the west side and a 3.5:1 on the east side would mitigate any wetland impacts in these station ranges. At the east end of the project in front of the Shell Gas Station the slope was brought in to a 2:1 slope after the clear zone to lessen impacts.</p> <p>Compensatory Mitigation: Section 404(b)(1) of the Clean Water Act - wetland compensatory mitigation procedures and sequencing will conform to the USACE and EPA joint rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 & 332; 40 CFR Part 230; 4/10/08).</p> <p>FHWA Wetland Policy: There is no practicable alternative to the proposed construction in wetlands. The proposed action includes all practicable measures to minimize harm to wetlands (per FHWA Technical Advisory T6640.8A and Executive Order 11990).</p>			

Surface Water Resources	N/A	<p>Surface Water: N/A</p> <p>Temporary Impacts: None anticipated. No surface water resources within the project area.</p> <p>Permanent Impacts: None anticipated. No surface water resources within the project area.</p> <p>Avoidance and Minimization Measures: N/A</p> <p>Describe Impacts: N/A</p> <p>Compensatory Mitigation: N/A</p> <p><u>Waterway Considerations</u></p> <ul style="list-style-type: none"> • Aquatic Connectivity (ACONN) – N/A • Navigational Clearance – N/A • Waterway Marker Permit – N/A • In-stream Disturbance Restrictions – N/A • Bridge Demolition Specification / Construction Methods – N/A • National Wild and Scenic River System – N/A • Coastal Zone – N/A • Section 9 of the Rivers and Harbors Act Permit – N/A • Section 10 of the Rivers and Harbors Act Permit - N/A • Section 408 Program – N/A • Other – N/A
Floodplains	N/A	<p>Does this project have fill, excavation, or impacts within the regulated (100-year) floodplain? No. No fill will be placed within the regulated floodplain.</p> <p>Describe results of the floodplain impact evaluation: N/A</p> <p>Does the floodplain analysis indicate the project will result in a backwater elevation rise? N/A</p> <p>Floodplain Zoning Authority Notification: Not required. No work will occur within the regulated floodplain</p>
Groundwater, Wells, and Springs	N/A	<p>Does the proposed project have the potential to impact groundwater, wells, or springs? No</p> <p>Wellhead Protection Area: N/A</p>

Hazardous Materials	N/A	Asbestos Bridge asbestos survey results: Asbestos surveys were completed and asbestos containing materials were identified.			
		Bridge structures asbestos-containing material (ACM) were identified or assumed present on.			
		Bridge Number	Asbestos Results	Proposed Work	Special Provision
		B-66-36	Positive; 3%	Partial deck replacement, concrete overlay, girder painting, concrete surface repairs.	STSP 203-005
		Are any buildings proposed to be acquired and demolished or relocated? No buildings will be impacted. No asbestos survey required.			
		Utility transite conduit or piping to be impacted (linear feet) and protected (linear feet): N/A			
		Who will conduct the utility abatement during construction? N/A			
		Hazardous Substances and Contamination Phase 1 hazardous materials assessment: Hazardous materials were identified, and further action is required. See factor sheet and environmental commitments.			
		Is any component of the project proposing to transition from a rural to an urban cross section? Yes - see factor sheet			
		Post-Construction Stormwater Quality	N/A	Are there circumstances that would require total suspended solids (TSS) performance standards for this project? Yes - see factor sheet	
Describe new stormwater control practices (SCPs): Maintaining existing riprap ditch and grass ditch between storm sewer outfall and wetland.					
Will existing SCPs be impacted by the proposed project? Yes - see factor sheet					
Erosion Control	N/A	Is it anticipated that the project result in 1 or more acres of land disturbance? Yes, 1 or more acres of ground disturbance is anticipated and coverage under the WPDES TCGP is required.			
		Are erosion control management techniques beyond typical best management practices anticipated to be required? No			
Other	N/A	N/A			

XII. Supporting Documentation

Attach referenced supporting documentation in the order they are referred to in the document.

Factor Sheet

- Agriculture
- Traffic Noise
- Construction Sound
- Hazardous Materials
- Post-Construction Stormwater Quality

Attachments

Attachment 1: Transportation Improvement Program Listing

Attachment 2: Project Location Map

Attachment 3: Preliminary Plans

Attachment 4: Tribal Notification

Attachment 5: US Fish and Wildlife Service Coordination

Attachment 6: DATCP Coordination

Attachment 7: WI Department of Natural Resources Coordination

Attachment 8: Section 106 Documentation

Attachment 9: Community Sensitive Design Coordination

XIII. Environmental Commitments

Identify environmental commitments including commitments resulting from agency coordination. Indicate when the commitment should be implemented and who in WisDOT is responsible for fulfilling each commitment (Project Manager, Region Environmental Coordinator, etc.). 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 (DSR) 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 no commitment add N/A)	Who is responsible?
Tribal Lands	N/A	N/A
Aesthetics	TBD. Coordination ongoing.	WisDOT Design PM
Community	Coordination will local officials and emergency responders will continue throughout design and construction.	WisDOT Design and Construction PMs
Business and Economics	Access to local businesses will be maintained at all times during construction.	WisDOT Construction PM
Relocations	N/A	N/A
Demographics	N/A	N/A
Cultural Resources	N/A	N/A
Burial Sites	N/A	N/A
Section 4(f)	N/A	N/A
Section 6(f) or Other Specially Funded Lands	N/A	N/A
Agriculture	N/A	N/A
Air Quality	N/A	N/A
Traffic Noise	N/A	N/A
Construction Sound	N/A	N/A
State Threatened, Endangered and Protected Resources	N/A	N/A
Federal Threatened, Endangered and Protected Resources	Tree trimming and clearing will be done during the inactive season (November 1 to April 14).	WisDOT Construction PM
Wetlands	Unavoidable wetland impacts will be mitigated in accordance with WisDOT/DNR Technical Guidelines.	WisDOT Design and Construction PM
Surface Water Resources	N/A	N/A

Floodplains	N/A	N/A
Groundwater, Wells and Springs	N/A	N/A
Hazardous Materials	STSP 203-005 will be included in the special provisions. Phase 2 Hazmat including soil borings to be coordinated at three locations.	WisDOT Design PM
Post-Construction Stormwater Quality	TBD. TSS reduction strategies under review.	WisDOT Design PM
Erosion Control	Biodegradable non-netted erosion control mat will be used. Materials will be stockpiled in upland areas. The project will be covered under the WPDES Transportation Construction General Permit (TCGP).	WisDOT Design and Construction PM
Other	N/A	N/A

Factor	Permit	Responsible
Tribal	N/A	
Surface Water	N/A – N/A	
Wetlands	Section 401 Water Quality Certification (WDNR) – Project will disturb more than one acre of ground for removals, grading, and roadway construction. USACE Individual Permit – 404 permit for wetland impacts	WisDOT Design PM
Federal Threatened and Endangered	N/A – N/A	
State Threatened and Endangered	N/A – N/A	
Erosion Control	Transportation Construction General Permit (WDNR) – Project will disturb more than one acre of ground for removals, grading, and roadway construction.	WisDOT Design PM
Other		

AGRICULTURE Factor Sheet

08-10-2023

Wisconsin Department of Transportation

Alternative: 2	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1100-22-02/72 & 2300-22-00/20/70
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1. Total acquisition interest, by type of agricultural land use:

Type of Land Acquired from Farm Operations	Type of Acquisition (acres)			Total Area (acres)
	Fee	PLE	TLE	
Cropland	0.030	0.00	0.020	0.050
Pasture				
Idle or Fallow Fields				
Specialty Farmland				
Other Agricultural Land				
Totals	0.030	0.00	0.020	0.050

Note: Acquisition acreage numbers reduced from original DATCP coordination due to design refinement

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

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

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

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

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

- ☒ Yes (all must be checked) – Report to DATCP using brief format
- ☒ Less than 1 acre in size per farm operation
 - ☒ Does not result in removal of farm residence
 - ☒ Does not result in removal of a farm operation building
 - ☒ Does not result in loss of access to an aspect of a farm operation
 - ☒ Does not result in loss of livestock related infrastructure
 - Examples include manure storage, grain/feed storage areas or feedlots
- ☐ No
- ☐ Acquisition 1 to 5 acres per farm operation – Submit Summary Format AIN to DATCP
 - ☐ Acquisition over 5 acres per farm operation – Submit Formal AIN to DATCP
 - ☐ Through coordination, DATCP has determined an AIN is not required

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

- ☒ No, documentation is attached here: <https://wisdot.box.com/s/538kh3s1imzbsmqourk0m0kw1i8cuqbx>
☐ Yes, documentation is attached here:

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

- ☒ Does not apply.
☐ Applies, discuss:

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

- ☒ Does not apply.
☐ Applies, discuss:

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

- ☒ Does not apply.
☐ Applies, discuss:

9. Identify any impacted agricultural properties operated by someone other than the property owner.

- ☐ Unknown
☒ Does not apply
☐ Applies, discuss:

10. Identify and describe impacts generated by the acquisition or relocation of farm operation buildings, structures or improvements (e.g., barns, silos, stock watering ponds, irrigation wells, etc.). Address the location, type, condition and importance to the farm operation as appropriate.

- ☒ Does not apply
☐ Applies, discuss:

11. Identify and describe any impacts on agricultural property improvements such as windbreaks, fencing, drainage ditches, tiling, irrigation systems or wells.

- ☒ Does not apply
☐ Applies, discuss:

12. Identify and describe any impacts to farm operations that are certified organic producers or that incorporate organic farming practices. Discuss any additional concerns expressed by the farm operator and any mitigation techniques considered or incorporated into the proposed action. (Organic producers or those that exercise organic farms practices would be concerned with any herbicide or pesticide drift that could occur as part of a WisDOT project).

- ☒ Does not apply
☐ Applies, discuss:

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

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

14. Identify and describe any proposed changes in land use or indirect impacts that would or could affect farm operations and are related to the development of this project.

- ☒ Does not apply
☐ Applies, discuss:

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

- ☒ No effects indicated by farm operator or owner
☐ Applies, discuss:

16. Describe measures to minimize adverse effects or enhance benefits to agricultural operations: Slopes will be steepened to the maximum extent feasible to minimize any grading impacts on crop land.

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

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

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

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

TRAFFIC NOISE Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: WIS 167 Rehabilitation Study	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1100-22-02/72
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1. Need for Noise Analysis:

Is the proposed action considered a Type I project? (A Type I project is defined in FDM 23-10-1.1).

- ☐ No, complete the Construction Stage Sound Quality Impact Evaluation Factor Sheet.
- ☒ Yes, complete the Construction Stage Sound Quality Impact Evaluation Factor Sheet and the rest of this sheet.

2. Traffic Data:

Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on The ER and EA Template in Question 18:

- ☒ No
- ☐ Yes – Indicate volumes and explain why they were used:
- Automobiles: Vehicles/hour
- Trucks: Vehicles/hour
- Or Percentage (T):

3. Sound Level Analysis Technique:

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

The FHWA Traffic Noise Model, v 2.5 (TNM[®]2.5) was used to calculate existing (2028) and future (2049) peak hour noise levels at fourteen receivers (R-1 through R-14). In-field noise measurements and concurrent traffic counts were utilized to validate the use of the TNM model. The latest roadway design and terrain contour files were supplied by WisDOT and used to develop the future design model. All noise-sensitive receptors within 500 feet of the outside edge of design pavement were included in the model to determine existing and future noise levels.

A receptor location map is included with this document. (See attached receptor location map as **Attachment A**).

4. Sensitive Receptors:

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

There are six residential receptors (Land Use Category B), two recreational outdoor use receptors (Land Use Category C) including a playground area at Richfield Middle School and a baseball field at Loggers Park and commercial use receptors (Land Use Category E) including the BP Gas Station, the Sawmill Inn Restaurant & Pub, Studio B Salon Suites, Straight Arrow Financial Group, Kwik Trip and the Shell Gas Station. (See attached receptor location map **Attachment A**). No additional planned or permitted noise-sensitive receptors were identified.

5. Noise Impacts:

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

- ☒ No
- ☐ Yes
- ☐ The Noise Level Criteria (NLC) is approached (1 dBA less than the NLC) or exceeded
- ☐ Existing sound levels will increase by 15 dBA or more

6. Abatement:

Will traffic noise abatement measures be implemented?

- ☒ Not applicable, traffic noise impacts will not occur.
- ☐ No, traffic noise abatement is not reasonable or feasible, explain:
In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes.
- ☐ Yes, traffic noise abatement has been determined to be feasible and reasonable, a map of likely abatement locations is included on exhibit . Describe any traffic noise abatement measures which are proposed to be implemented and explain the process by which the implementation, or lack thereof, was determined:

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

A. Receptor Location or Site Identification (See map attached here: Attachment A)	B. Distance from C/L of Near Lane to Receptor in feet (ft.)	C. Number of Families or People Typical of this Receptor Site	Sound Level L_{eq} (dBA) ¹			Impact Evaluation		
			D. Noise Level Criteria ² (NLC) (dBA)	E. Future Sound Level (dBA)	F. Existing Sound Level (dBA)	G. Difference in Future and Existing Sound Levels (E minus F) (dBA)	H. Difference in Future Sound Levels and Noise Level Criteria (E minus D) (dBA)	I. Impact (I) or No Impact ³ (N)
R-1	133	1	67	59	57	2	-7	N
R-2	380	1	67	55	54	1	-11	N
R-3	100	1	67	62	60	3	-4	N
R-4	285	1	72	56	55	1	-15	N
R-5	175	1	72	51	50	1	-20	N
R-6	275	1	72	53	52	1	-19	N
R-7	300	1	67	59	59	0	-8	N
R-8	142	1	72	61	60	1	-10	N
R-9	350	1	67	58	56	2	-9	N
R-10	515	1	67	59	58	2	-7	N
R-11	132	1	67	57	55	1	-10	N
R-12	174	1	67	62	60	3	-4	N
R-13	130	1	72	66	63	3	-5	N
R-14	315	1	72	63	61	2	-9	N

¹ Use whole numbers only.

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

³ An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, **or**, future sound levels approach or exceed the Noise Level Criteria ("approach" is defined as 1 dB less than the Noise Level Criteria, therefore an impact occurs when Column (h) is -1 dB or greater). I = Impact, N = No Impact.

CONSTRUCTION SOUND Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative: 2	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1100-22-02/72 & 2300-22-00/70
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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: 3 single family residences and 1 school may be impacted by construction noise. Estimated 220 persons may be affected by construction noise.
2. Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels: Excavators, milling machines, dump trucks, paving machines and assorted heavy equipment. Noise levels will be highest during the day. Typical noise levels may occur in the 75 to 95 dBA range (at 50 feet). Other distance-typical noise level ranges are shown on Table 1: Construction Noise/Distance Relationships. Adverse effects will vary, but are anticipated to be localized and temporary.
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:

HAZARDOUS SUBSTANCES, CONTAMINATION and ASBESTOS Factor Sheet

06-10-2019

Wisconsin Department of Transportation

Alternative: 2	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1100-22-02/72 & 2300-22-00/20/70
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I. HAZARDOUS SUBSTANCES and CONTAMINATION

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

Site Reference #	Land Use of Concern (Past or Present)	Contaminants of Concern	Phase 1 Recommendations (No further action, or is a phase 2, 2.5 or 3 recommended for this site, and why?)
Bresson A-1 Auto Body	Auto Shop	Fuel and oil	Phase 2
Goetz Garage Inc./Johnson Equipment	Auto Shop	Fuel and oil	Phase 2.5
WSOR railroad crossing	Railroad	Unknown	Phase 2

Additional comments:

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

☒ No

☐ Yes, how many:

Why were parcels not reviewed? Explain:

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

☐ No

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

Goetz Garage Inc./Johnson Equipment - WDNR considers the Goetz Garage site closed with continuing obligations and prohibited activities related to contaminated residual soil and groundwater and the site cap/barrier. The project will coordinate with WDNR partners to obtain a concurrence from WDNR relative to the management of any disturbed residual contamination (soil or groundwater) and if any modification to the existing site cap/barrier is required for the project improvements.

Site Reference #	Soil or Excavation Restrictions	Groundwater Restrictions	Cover Restrictions	Other Restrictions	DNR Notification Required?
Goetz Garage Inc./Johnson Equipment	Site has continuing obligations.	Site has continuing obligations.	Site has continuing obligations.	N/A	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Yes, DNR has been notified. DNR response is attached.
					<input type="checkbox"/> No <input type="checkbox"/> Yes

					<input type="checkbox"/> Yes, DNR has been notified. DNR response is attached.
					<input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> Yes, DNR has been notified. DNR response is attached.

4. Have Phase 2, 2.5 or 3 Assessments been completed? Discuss the results: Phase 2 & 2.5 investigations to be scheduled.

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

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

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

7. Describe the remediation and waste management practices to be included in the design for areas where contamination cannot be avoided (e.g., materials handling plan, remediation of contamination, design changes to minimize disturbances): Applicable STSPs will be added pending Phase 2 & 2.5 results.

8. List any parcels with known contamination which are proposed for acquisition: Bresson A-1 Auto Body and WSOR Railroad crossing

II. ASBESTOS

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

☐ No, explain:

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

Bridge Number	Results of Asbestos Sampling	Proposed Work (brief description)	List the Appropriate Special Provision
B-66-36	Positive, 3%	Partial deck replacement, concrete overlay, girder painting, concrete surface repairs.	STSP 203-005

2. Number of structures (buildings) proposed to be acquired and demolished: 0

3. Number of structures (buildings) proposed to be acquired and relocated: 0

All structures to be acquired and demolished or relocated require asbestos inspections and will be inspected once acquisition has taken place. Asbestos must be removed or abated by a licensed professional prior to relocation or demolition.

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

☒ **No** ☐ **Yes - answer 4.a. and 4.b.**

a. Number of linear feet of conduit expected be impacted:

Who will conduct the abatement during construction?

☐ **Utility** ☐ **Municipality** ☐ **Included in construction contract***

* STSP 203-006 must be included as an environmental commitment.

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

STORMWATER Factor Sheet

06-13-2019

Wisconsin Department of Transportation

Alternative: 2	Preferred: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID: 1100-22-02/72 & 2300-22-00/70
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1. Special consideration should be given to areas that are sensitive to water quality degradation. Indicate whether a sensitive area is present and provide specific recommendations on the level of protection needed.

- ☒ No, special natural resources are not affected by the alternative
☐ Yes, special natural resources exist in the project area
- ☐ DNR designated Outstanding Resource Waters (ORW)
 - ☐ DNR Designated Exceptional Resource Waters (ERW)
 - ☐ Wetland(s)
 - ☐ Lake
 - ☐ Endangered species or critical habitat
 - ☐ Cold water stream
 - ☐ Other waterways
 - ☐ Areas of groundwater recharge
 - ☐ Total Maximum Daily Load (TMDL)
 - ☐ Other, describe:

Describe protection recommendations:

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

- ☐ No, additional or special circumstances are not present.
☒ Yes, additional or special circumstances exist. Indicate all that are present:
- ☐ Areas of groundwater discharge
 - ☒ Rural to urban conversion
 - ☐ Stream relocations
 - ☐ Impaired waterway
 - ☐ Long or steep cut or fill slopes
 - ☐ High velocity flows
 - ☐ Increased backwater
 - ☐ Large quantity flows
 - ☐ Significant increase in impervious surface
 - ☐ Other – Describe any unique, innovative, or atypical stormwater management measures to be used:

3. Describe the overall stormwater management strategy to minimize adverse effects and enhance beneficial effects: Storm water discharge pipes discharge into open swales prior to reaching wetlands.

4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 and the WDNR Transportation Separate Storm Sewer System permit (TS4) requirements: The open swales will assist in settling and filtering out solids.

5. Identify the stormwater management measures to be considered:

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

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

- ☒ No, none identified

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

☐ No, explain why:

☐ Yes, discuss results:

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

☒ No, the project is outside of a MS4 or TS4 stormwater management area

☐ Yes, the project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the WDNR:

☐ A WDNR MS4 storm sewer system (connecting highways or local roads)

☐ A WDNR TS4 storm sewer system for WisDOT highways (outside of connecting highway limits)

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

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

8. Has the effect on downstream properties been considered?

☒ No, explain: No impacts anticipated to downstream properties. No changes to watershed drainage patterns with this alternative.

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

Attachment 1

Transportation Improvement Program Listings

Year	Project	Schd Dt	Pgm	Contract Type	CONCEPT	Net Miles	Route	Project Description WISDOT Program	Estimate Anticipated Funding
2025	4869-03-70	02/11/2025	206	LET	PVRPLA	4.995	CTH D	ADDISON - BARTON	\$3,000,000 - \$3,999,999
								CTH WW TO KETTLE VIEW DR S	
								CONST/PVRPLA	
								STP RURAL	STBG <5K POP - IIJA
2025	2010-07-01	12/25/2025	206	C/E	PVRPLA	0.991	CTH Y	V GERMANTOWN, LANNON RD	\$500,000 - \$749,999
								COUNTY LINE RD TO APPLETON AVE	
								PE/FULL PSEPVRPLA	
								STP URBAN OVER 200,000	STBG-URBANIZED >200K IIJA
2028	1100-05-72	09/12/2028	303	LET	RSRF25	5.197	IH 041	MILWAUKEE - FOND DU LAC	\$30,000,000 - \$34,999,999
								WAUKESHA CO LINE TO USH 45	
								CONST/RESURFACE	
								BACKBONE	NATIONAL HIGHWAY PERF IIJA
2028	1100-22-72	02/08/2028	303	LET	BRRHB	0.047	IH 041	MILWAUKEE - FOND DU LAC	\$5,000,000 - \$5,999,999
								HOLY HILL I/C	
								CONST/BRRHB	
								BACKBONE	NATIONAL HIGHWAY PERF IIJA
2025	2707-05-71	12/09/2025	206	LET	RECSTE	0.310	LOC STR	C WEST BEND, S MAIN ST	\$2,000,000 - \$2,999,999
								HUMAR ST TO PROGRESS DR	
								CONST/RECONSTRUCT	
								STP URBAN 50,000 - 200,000	STBG 50-200K POP IIJA
2025	2707-11-01	02/25/2025	206	C/E	PVRPLA	0.710	LOC STR	C WEST BEND, PARADISE DR	\$100,000 - \$249,999
								S MAIN ST TO INDIANA AVE	
								PE/FULL PS/PVRPLA	
								STP URBAN 50,000 - 200,000	STBG 5K-49,999 POP IIJA
2025	4824-05-70	05/13/2025	206	LET	RSRF15	0.520	LOC STR	V KEWASKUM, WILDLIFE DR	\$500,000 - \$749,999
								OLD FOND DU LAC RD TO REIGLE DR	
								CONST/RSRF15	
								STP URBAN 50,000 - 200,000	STBG 50-200K POP IIJA

Year	Project	Schd Dt	Pgm	Contract Type	CONCEPT	Net Miles	Route	Project Description WISDOT Program	Estimate Anticipated Funding
2027	2475-08-22	01/25/2027	303	R/E	RSRF15	0.666	STH 145	MILWAUKEE - GERMANTOWN	\$0 - \$99,999
								RICHFIELD PARKWAY TO STH 175	
								RE/RSRF15	
								STATE 3R	----
2027	2475-08-73	02/09/2027	303	LET	PSRS20	1.108	STH 145	MILWAUKEE - GERMANTOWN	\$2,000,000 - \$2,999,999
								700' SHADOW LN TO RICHFIELD PKWY	
								CONST/PSRS20	
								STATE 3R	SURFAC TRNSP BLK GRTS-FLX
2026	2748-05-72	11/10/2026	303	LET	RSRF30	1.253	STH 164	WAUKESHA - SLINGER	\$1,000,000 - \$1,999,999
								.5 MI S OF FOND DU LAC DR TO STH 60	
								CONST/RESURFACE	
								STATE 3R	NATIONAL HIGHWAY PERF IJA
2025	2300-22-20	12/25/2025	303	R/E	RSRF15	0.420	STH 167	V RICHFIELD, HOLY HILL ROAD	\$100,000 - \$249,999
								STH 175 TO IH41	
								RE/RSRF15	
								STATE 3R	----
2026	2300-05-21	10/25/2026	303	R/E	RSRF20	2.690	STH 167	V GERMANTOWN, LANNON & MEQUON RD	\$100,000 - \$249,999
								IH41 E ON/OFF RAMPS-S STH 145	
								RE/RSRF20	
								STATE 3R	----
2026	2300-05-25	10/25/2026	303	R/E	RSRF20	1.960	STH 167	V GERMANTOWN, MEQUON RD	\$0 - \$99,999
								STH 145 TO WASAUKEE RD	
								RE/RSRF20	
								STATE 3R	----
2028	2300-22-70	02/08/2028	303	LET	RSRF15	0.420	STH 167	V RICHFIELD, HOLY HILL ROAD	\$3,000,000 - \$3,999,999
								STH 175 TO IH41	
								CONST/RSRF15	
								STATE 3R	NATIONAL HIGHWAY PERF IJA

014-23-622: BRIDGE REHABILITATION WITH RESTRIPIING OF THE HOLY HILL RD BRIDGE OVER IH 41 IN THE VILLAGES OF GERMANTOWN AND RICHFIELD (0.2 MI)

Project Description	No additional detail.
Sponsor Agency	State Of Wisconsin
Project Type	Highway System Preservation
Conformity Exemption	Exempt
County	Washington
Municipality	Germantown (Village), Richfield (Village)
Urbanized Area	Milwaukee
Project Status	Active
State ID	1100-22-02, 1100-22-72



Fund Overview

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	State	\$750,000	-	-	-	-	-	\$750,000
Total Preliminary Engineering		\$750,000	-	-	-	-	-	\$750,000
Construction	National Highway Performance Program (NHPP)	-	-	-	-	\$4,968,000	-	\$4,968,000
Construction	State	-	-	-	-	\$1,242,000	-	\$1,242,000
Total Construction		-	-	-	-	\$6,210,000	-	\$6,210,000
Total Prior Costs		\$750,000	-	-	-	-	-	\$750,000
Total Programmed		\$750,000	-	-	-	\$6,210,000	-	\$6,960,000

Revision History

25-28 TIP - 2025-08

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	State	\$750,000	-	-	-	-	-	\$750,000

Total Preliminary Engineering		\$750,000	-	-	-	-	-	\$750,000
Construction	National Highway Performance Program (NHPP)	-	-	-	-	\$4,968,000	-	\$4,968,000
Construction	State	-	-	-	-	\$1,242,000	-	\$1,242,000
Total Construction		-	-	-	-	\$6,210,000	-	\$6,210,000
Total Prior Costs		\$750,000	-	-	-	-	-	\$750,000
Total Programmed		\$750,000	-	-	-	\$6,210,000	-	\$6,960,000

25-28 TIP - Adoption

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	National Highway Performance Program (NHPP)	\$600,000	-	-	-	-	-	\$600,000
Preliminary Engineering	State	\$150,000	-	-	-	-	-	\$150,000
Total Preliminary Engineering		\$750,000	-	-	-	-	-	\$750,000
Construction	National Highway Performance Program (NHPP)	-	-	-	-	\$4,600,000	-	\$4,600,000
Construction	State	-	-	-	-	\$1,150,000	-	\$1,150,000
Total Construction		-	-	-	-	\$5,750,000	-	\$5,750,000
Total Prior Costs		\$750,000	-	-	-	-	-	\$750,000
Total Programmed		\$750,000	-	-	-	\$5,750,000	-	\$6,500,000

23-26 TIP - 2023-18

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	National Highway Performance Program (NHPP)	-	-	\$600,000	-	-	-	\$600,000
Preliminary Engineering	State	-	-	\$150,000	-	-	-	\$150,000
Total Preliminary Engineering		-	-	\$750,000	-	-	-	\$750,000
Construction	Undefined	-	-	-	-	-	\$5,750,000	\$5,750,000
Total Construction		-	-	-	-	-	\$5,750,000	\$5,750,000
Total Future Costs		-	-	-	-	-	\$5,750,000	\$5,750,000
Total Programmed		-	-	\$750,000	-	-	\$5,750,000	\$6,500,000

Revision History

Plan Cycle	Revision Type	Revision	Total Cost	Commission Approval	WisDOT Approval	USDOT Approval
25-28 TIP	Major Amendment	2025-08	\$6,960,000	07/17/2025	N/A	N/A
25-28 TIP	Adoption	Adoption	\$6,500,000	12/04/2024	12/13/2024	N/A
23-26 TIP	Major Amendment	2023-18	\$6,500,000	11/16/2023	12/18/2023	N/A

014-23-621: RESURFACING OF STH 167 WITH INTERSECTION IMPROVEMENTS AND THE ADDITION OF AUXILIARY LANES FROM STH 175 TO IH 41 IN THE VILLAGES OF GERMANTOWN AND RICHFIELD (0.42 MI)

Project Description	No additional detail.
Sponsor Agency	State Of Wisconsin
Project Type	Highway System Preservation
Conformity Exemption	Exempt
County	Washington
Municipality	Germantown (Village), Richfield (Village)
Urbanized Area	Milwaukee
Project Status	Active
State ID	2300-22-00, 2300-22-20, 2300-22-50, 2300-22-51, 2300-22-70



Fund Overview

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	State	\$750,000	-	-	-	-	-	\$750,000
Total Preliminary Engineering		\$750,000	-	-	-	-	-	\$750,000
Right of Way	State	-	\$120,000	-	-	-	-	\$120,000
Total Right of Way		-	\$120,000	-	-	-	-	\$120,000
Construction	National Highway Performance Program (NHPP)	-	-	-	-	\$2,300,000	-	\$2,300,000
Construction	State	-	-	-	-	\$575,000	-	\$575,000
Total Construction		-	-	-	-	\$2,875,000	-	\$2,875,000
Other	National Highway Performance Program (NHPP)	-	-	-	\$404,000	-	-	\$404,000
Other	State	-	-	-	\$176,000	-	-	\$176,000

Total Other	-	-	-	\$580,000	-	-	\$580,000
Total Prior Costs	\$750,000	-	-	-	-	-	\$750,000
Total Pro-programmed	\$750,000	\$120,000	-	\$580,000	\$2,875,000	-	\$4,325,000

Revision History

23-26 TIP - 2023-18

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	National Highway Performance Program (NHPP)	-	-	\$396,000	-	-	-	\$396,000
Preliminary Engineering	State	-	-	\$99,000	-	-	-	\$99,000
Total Preliminary Engineering		-	-	\$495,000	-	-	-	\$495,000
Right of Way	State	-	-	-	\$120,000	-	-	\$120,000
Total Right of Way		-	-	-	\$120,000	-	-	\$120,000
Construction	Undefined	-	-	-	-	-	\$3,450,000	\$3,450,000
Total Construction		-	-	-	-	-	\$3,450,000	\$3,450,000
Total Future Costs		-	-	-	-	-	\$3,450,000	\$3,450,000
Total Pro-programmed		-	-	\$495,000	\$120,000	-	\$3,450,000	\$4,065,000

25-28 TIP - 2025-08

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	State	\$750,000	-	-	-	-	-	\$750,000
Total Preliminary Engineering		\$750,000	-	-	-	-	-	\$750,000
Right of Way	State	-	\$120,000	-	-	-	-	\$120,000
		-	\$120,000	-	-	-	-	\$120,000

Total Right of Way									
Construction	National Highway Performance Program (NHPP)	-	-	-	-	\$2,300,000	-	-	\$2,300,000
Construction	State	-	-	-	-	\$575,000	-	-	\$575,000
Total Construction		-	-	-	-	\$2,875,000	-	-	\$2,875,000
Other	National Highway Performance Program (NHPP)	-	-	-	\$404,000	-	-	-	\$404,000
Other	State	-	-	-	\$176,000	-	-	-	\$176,000
Total Other		-	-	-	\$580,000	-	-	-	\$580,000
Total Prior Costs		\$750,000	-	-	-	-	-	-	\$750,000
Total Programmed		\$750,000	\$120,000	-	\$580,000	\$2,875,000	-	-	\$4,325,000

25-28 TIP - Adoption

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	National Highway Performance Program (NHPP)	\$396,000	-	-	-	-	-	\$396,000
Preliminary Engineering	State	\$99,000	-	-	-	-	-	\$99,000
Total Preliminary Engineering		\$495,000	-	-	-	-	-	\$495,000
Right of Way	State	-	\$120,000	-	-	-	-	\$120,000
Total Right of Way		-	\$120,000	-	-	-	-	\$120,000
Construction	National Highway Performance Program (NHPP)	-	-	-	-	\$2,760,000	-	\$2,760,000

Construction	State	-	-	-	-	\$690,000	-	\$690,000
Total Construction		-	-	-	-	\$3,450,000	-	\$3,450,000
Total Prior Costs		\$495,000	-	-	-	-	-	\$495,000
Total Programmed		\$495,000	\$120,000	-	-	\$3,450,000	-	\$4,065,000

25-28 TIP - 2025-05

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	National Highway Performance Program (NHPP)	\$396,000	-	-	-	-	-	\$396,000
Preliminary Engineering	State	\$99,000	-	-	-	-	-	\$99,000
Total Preliminary Engineering		\$495,000	-	-	-	-	-	\$495,000
Right of Way	State	-	\$120,000	-	-	-	-	\$120,000
Total Right of Way		-	\$120,000	-	-	-	-	\$120,000
Construction	National Highway Performance Program (NHPP)	-	-	-	-	\$2,760,000	-	\$2,760,000
Construction	State	-	-	-	-	\$690,000	-	\$690,000
Total Construction		-	-	-	-	\$3,450,000	-	\$3,450,000
Other	National Highway Performance Program (NHPP)	-	-	-	\$404,000	-	-	\$404,000
Other	State	-	-	-	\$176,000	-	-	\$176,000
Total Other		-	-	-	\$580,000	-	-	\$580,000
Total Prior Costs		\$495,000	-	-	-	-	-	\$495,000
		\$495,000	\$120,000	-	\$580,000	\$3,450,000	-	\$4,645,000

Total Pro-grammed

Revision History

Plan Cycle	Revision Type	Revision	Total Cost	Commission Ap- proval	WisDOT Approval	USDOT Approval
25-28 TIP	Major Amend- ment	2025-08	\$4,325,000	07/17/2025	N/A	N/A
25-28 TIP	Major Amend- ment	2025-05	\$4,645,000	05/15/2025	06/10/2025	N/A
25-28 TIP	Adoption	Adoption	\$4,065,000	12/04/2024	12/13/2024	N/A
23-26 TIP	Major Amend- ment	2023-18	\$4,065,000	11/16/2023	12/18/2023	N/A

Attachment 2

Project Location Map

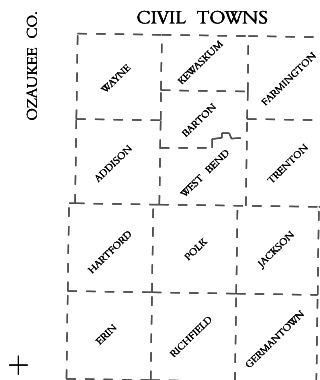
FOND DU LAC CO.

SHEBOYGAN CO.

LEGEND

Freeway	-----
Multilane Divided	-----
U.S. or State Hwy	-----
County Trunk Hwy	-----
Town Road	-----
Firelane	-----
Railroad	-----
State Trail	-----
Interchange	-----
Highway Separation	-----
Interstate Highway No.	-----
U.S. Highway No.	-----
State Highway No.	-----
County Highway Letter	-----
State Boundary	-----
County Boundary	-----
Civil Town Boundary	-----
Section Line	-----
Dam	-----
Hospital	-----
Airport	-----
County Seat	-----
Unincorporated Village	-----
Fish Hatchery	-----
Game Farm	-----
Public Hunt or Fish Grds.	-----
Public Camp & Picnic Grds.	-----
Ranger Station	-----
State Park	-----
County Park	-----
Without Facilities	-----
Rest Area	-----
Wayside	-----
Univ. of Wisconsin	-----
- Washington Co.	-----

For boundaries of public hunting and fishing grounds
please contact the Department of Natural Resources



DODGE CO.

T-12-N
43° 30'

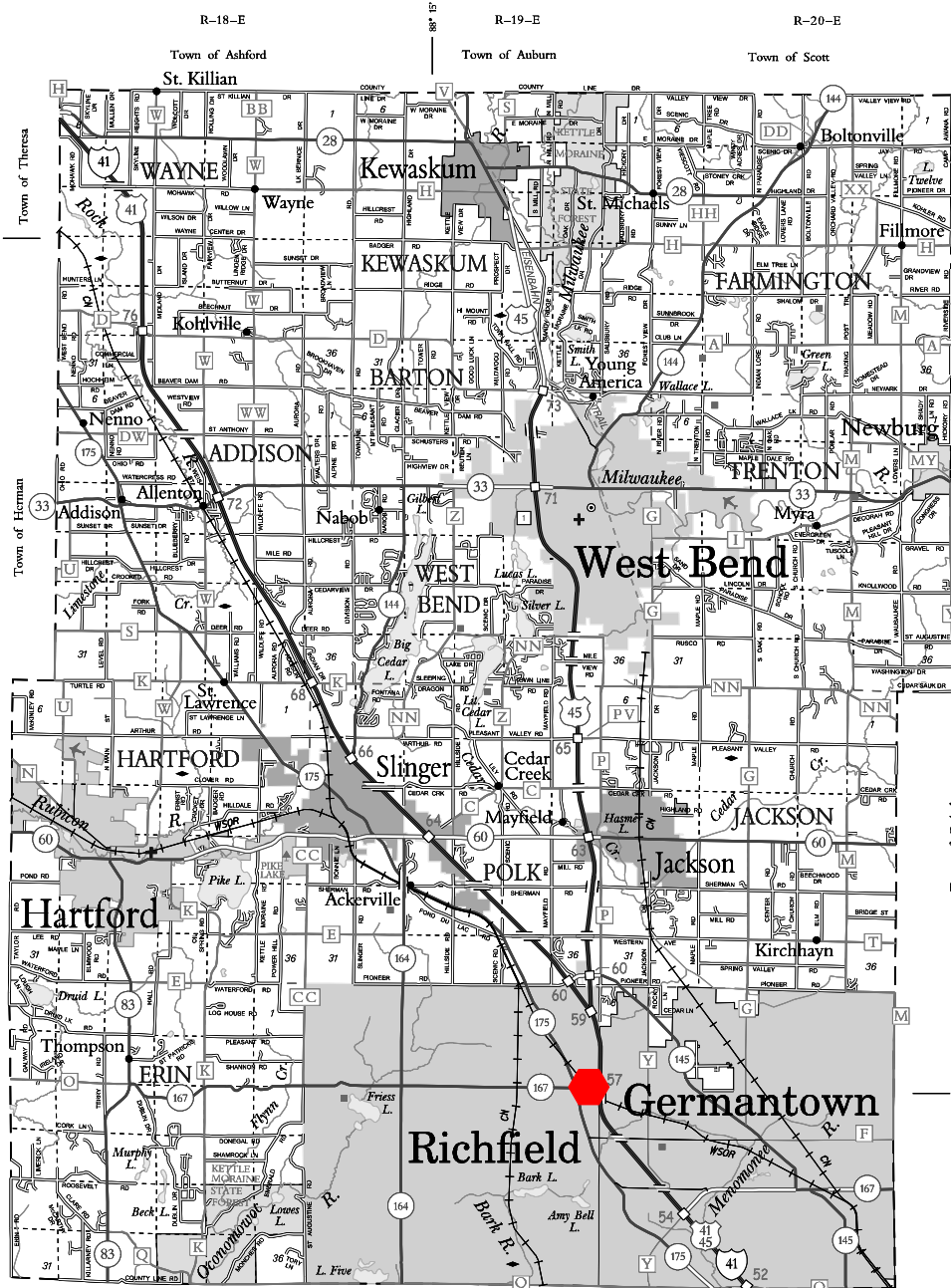
T-11-N



T-10-N

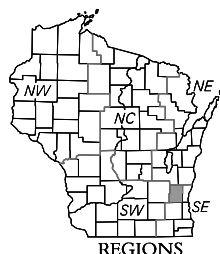
DODGE CO.

43° 15'

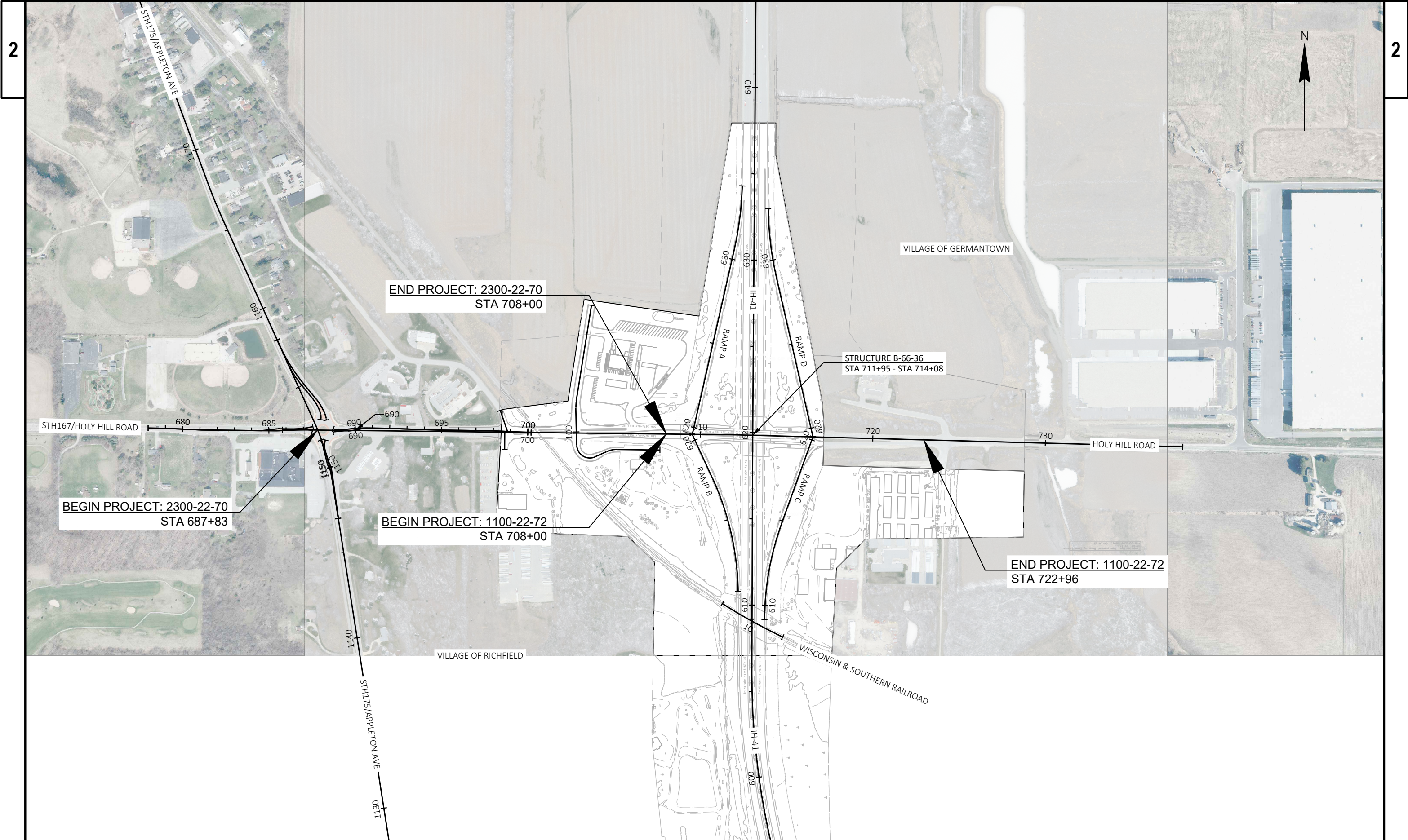


WAUKESHA CO.

WAUKESHA CO.



1100-22-02/72 & 2300-22-02/72:
STH 167, HOLY HILL I/C & STH 175 TO IH-41
WASHINGTON COUNTY
LOCATION MAP



PROJECT NO: 1100-22-72 & 2300-22-70	HWY: STH 167	COUNTY: WASHINGTON	PROJECT OVERVIEW	SHEET	E
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Attachment 3

Preliminary Plans

PROJECT ID: 1100-22-72
WITH: 2300-22-70

COUNTY: WASHINGTON

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS =



DESIGN DESIGNATION STH 167

A.A.D.T.	2028	=	11,450
A.A.D.T.	2048	=	12,060
D.H.V.		=	
D.D.		=	59/41
T.		=	3.86%
DESIGN SPEED		=	50 MPH
ESALS		=	800,000

CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

	ROCK
	LABEL
	95.36
	E
	FO
	G
	SAN
	SS
	T
	W

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

60% DRAFT

MILWAUKEE - FOND DU LAC

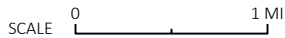
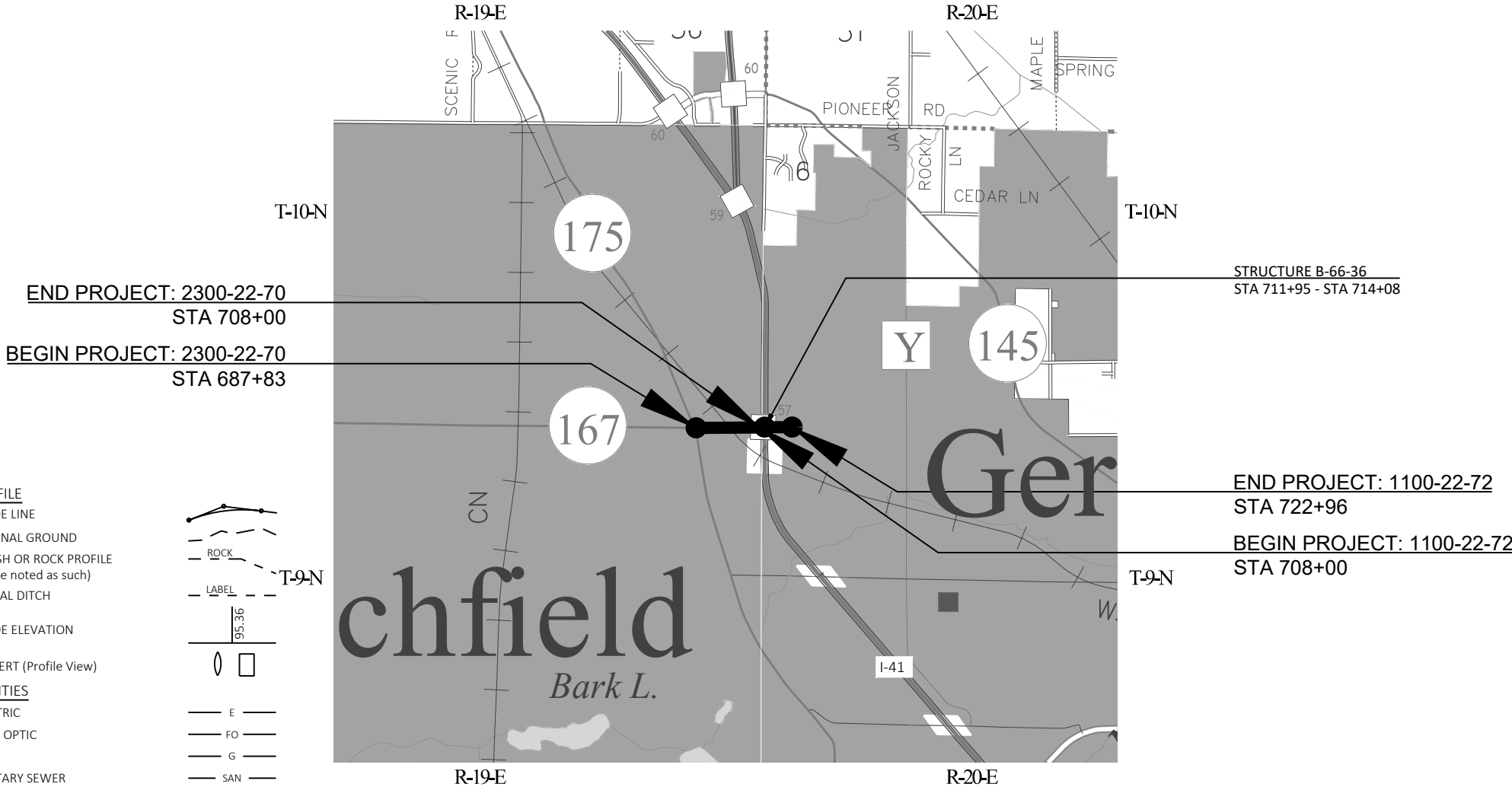
HOLY HILL I/C
STH 167
WASHINGTON

V RICHFIELD, HOLY HILL ROAD

STH 175 TO IH41
STH 167
WASHINGTON

STATE PROJECT NUMBER
1100-22-72

STATE PROJECT NUMBER
2300-22-70



TOTAL NET LENGTH OF CENTERLINE = 0.62

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WASHINGTON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1100-22-72		
2300-22-70		

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	SURVEYOR
Designer	STEVEN RING & CLARE DEJEWSKI
Project Manager	CLAYTON SMITH
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	JOE GALLAMORE
APPROVED FOR THE DEPARTMENT	
DATE:	(Signature)

E

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS, OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON XXX LBS/SY/IN.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

RIGHT OF WAY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE.

CONTACT THE PROJECT ENGINEER AND SCOTT M. SCHMIDT, WASHINGTON COUNTY SURVEYOR, AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

TOPSOIL SHALL BE PLACED 1-INCH BELOW THE TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS.

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE, SUBBASE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT APPROXIMATE LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER. MAINTAIN EROSION CONTROL MEASURES UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

CURVE DATA IS BASED ON THE RADIUS DEFINITION.

PAVEMENT REMOVAL WILL BE TO THE NEAREST JOINT OR A SAWED EDGE WILL BE REQUIRED AS DIRECTED BY THE ENGINEER.

PRIOR TO PLACING THE NEW BASE AGGREGATE DENSE COURSE OR PAVED SHOULDERS EXISTING UNCOMPACTED SHOULDER MATERIAL SHALL BE REMOVED OR DEPOSITED ON THE OUTER PORTION OF THE EXISTING SHOULDER OR AS DIRECTED BY THE ENGINEER.

THE EXACT LOCATION AND WIDTH OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. DRIVEWAYS SHALL BE REPLACED IN KIND. COMMERCIAL DRIVEWAYS SHALL BE A MINIMUM OF 30 FEET WIDE UNLESS SHOWN OTHERWISE IN THE PLANS. ALL RESIDENTIAL DRIVEWAYS SHALL BE A MAXIMUM OF 20 FEET WIDE.

PIPE AND INLET ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS

CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

PIPE ELEVATIONS, LENGTHS AND LOCATIONS AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

THE PROPOSED SHOULDER WIDTH SHOWN IN THE TYPICAL SECTIONS ARE MINIMUM WIDTH. PERPETUATE EXISTING SHOULDERS THAT ARE WIDER THAN WHAT IS SHOWN IN THE TYPICAL SECTIONS.

THE CONTRACTOR'S PAVING OPERATION SHALL BE CONSISTENT WITH THE TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.

SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

PRIOR TO PLACEMENT OF BEAM GUARD THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PAVING OR PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAYS SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER OPERATIONS ARE COMPLETED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

PRIOR TO ORDERING DRAINAGE PIPES, THE CONTRACTOR SHALL FIELD VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

BEARINGS SHOWN ON THE PLAN ARE TRUE BEARINGS.

BEARINGS SHOWN ON THE PLAN ARE GROUND BEARINGS TO THE NEAREST SECOND.

DO NOT DRIVE OR STORE EQUIPMENT, OR STORE CONSTRUCTION MATERIALS IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS OR WATERWAYS.

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	LT	LEFT
AC	ACRE	LHF	LEFT HAND FORWARD
AGG	AGGREGATE	L	LENGTH OF CURVE
AH	AHEAD	LF	LINEAR FOOT
∠	ANGLE	LC	LONG CHORD OF CURVE
AADT	ANNUAL AVERAGE DAILY TRAFFIC	LS	LUMP SUM
AEW	APRON ENDWALL	MGAL	ONE THOUSAND GALLONS
ASPH	ASPHALTIC	MH	MANHOLE
BK	BACK	ML OR M/L	MATCH LINE
BC	BACK OF CURB	NOM	NOMINAL
BAD	BASE AGGREGATE DENSE	NC	NORMAL CROWN
BL OR B/L	BASE LINE	NB	NORTHBOUND
BM	BENCH MARK	NO	NUMBER
CB	CATCH BASIN	OD	OUTSIDE DIAMETER
CL OR C/L	CENTER LINE	PAVT	PAVEMENT
Δ	CENTRAL ANGLE OR DELTA	PLE	PERMANENT LIMITED EASEMENT
CE	COMMERCIAL ENTRANCE	PC	POINT OF CURVATURE
CONC	CONCRETE	PI	POINT OF INTERSECTION
CSW	CONCRETE SIDEWALK	PT	POINT OF TANGENCY
CONST	CONSTRUCTION	PCC	PORTLAND CEMENT CONCRETE
CP	CONTROL POINT	LB	POUND
CO	COUNTY	PSI	POUNDS PER SQUARE INCH
CTH	COUNTY TRUCK HIGHWAY	PE	PRIVATE ENTRANCE
CY	CUBIC YARD	PROJ	PROJECT
CP	CULVERT PIPE	PL	PROPERTY LINE
CPCA	CULVERT PIPE CORRUGATED ALUMINUM	PRW	PROPOSED RIGHT OF WAY
CPCPE	CULVERT PIPE CORRUGATED POLYETHYLENE	R	RADIUS
CPCPP	CULVERT PIPE CORRUGATED POLYPROPYLENE	RL OR R/L	REFERENCE LINE
CPCS	CULVERT PIPE CORRUGATED STEEL	REQD	REQUIRED
CPCSAC	CULVERT PIPE CORRUGATED STEEL ALUMINUM COATED	RT	RIGHT
CPCSPC	CULVERT PIPE CORRUGATED STEEL POLYMER COATED	RHF	RIGHT HAND FORWARD
CPRC	CULVERT PIPE REINFORCED CONCRETE	R/W	RIGHT OF WAY
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	RD	ROAD
CPS	CULVERT PIPE SALVAGED	RDWY	ROADWAY
CPT	CULVERT PIPE TEMPORARY	SHLDR	SHOULDER
C & G	CURB AND GUTTER	SW	SIDEWALK
D	DEGREE OF CURVE	SB	SOUTHBOUND
DHV	DESIGN HOUR VOLUME	SPECS	SPECIFICATIONS
DIA	DIAMETER	SF	SQUARE FEET
DD	DIRECTIONAL DISTRIBUTION	SY	SQUARE YARD
DE	DRAINAGE EASEMENT	SDD	STANDARD DETAIL DRAWINGS
DWY	DRIVEWAY	STH	STATE TRUNK HIGHWAY
EA	EACH	STA	STATION
EB	EASTBOUND	SSPC	STORM SEWER PIPE COMPOSITE
EL OR ELEV	ELEVATION	SSCPE	STORM SEWER PIPE CORRUGATED POLYETHYLENE
EMB	EMBANKMENT	SSCPP	STORM SEWER PIPE CORRUGATED POLYPROPYLENE
EW	ENDWALL	SSPNRC	STORM SEWER PIPE NON-REINFORCED CONCRETE
EAT	ENERGY ABSORBING TERMINAL	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
ESALS	EQUIVALENT SINGLE AXLE LOADS	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
EXC	EXCAVATION	SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
EBS	EXCAVATION BELOW SUBGRADE	SE	SUPERELEVATION
EXIST	EXISTING	SL OR S/L	SURVEY LINE
FERT	FERTILIZER	TEMP	TEMPORARY
FE	FIELD ENTRANCE	TI	TEMPORARY INTEREST
FL OR F/L	FLOW LINE	TLE	TEMPORARY LIMITED EASEMENT
FT	FOOT	TC	TOP OF CURB
FTMS	FREE TRAFFIC MANAGEMENT SYSTEM	TL OR T/L	TRANSIT LINE
HES	HIGH EARLY STRENGTH	T	TRUCKS (PERCENT OF)
HE	HIGHWAY EASEMENT	TYP	TYPICAL
CWT	HUNDRED WEIGHT	USH	UNITED STATES HIGHWAY
IN DIA	INCH DIAMETER	VAR	VARIABLE
INL	INLET	VC	VERTICAL CURVE
ID	INSIDE DIAMETER	VPC	VERTICAL POINT OF CURVATURE
INTERS	INTERSECTION	VPI	VERTICAL POINT OF INTERSECTION
IH	INTERSTATE HIGHWAY	VPT	VERTICAL POINT OF TANGENCY
INV	INVERT	W	WEST
JT	JOINT	WB	WESTBOUND

UTILITIES CONTACTS

AT&T WISCONSIN COMMUNICATION LINE STEVE BURTCH 220 WISCONSIN AVENUE WAUKESHA, WI 53188 PHONE: (262) 506-2849 EMAIL: SB7561@ATT.COM	EVERSTREAM COMMUNICATION LINE EVERSTREAM UTILITY COORDINATION 324 E WISCONSIN AVE, SUITE 730 MILWAUKEE, WI 53202 PHONE: (414) 409-1709 EMAIL: WI-RELOCATIONS@EVERSTREAM.COM	VILLAGE OF GERMANTOWN SEWER SCOTT ANDERSON N112 W17001 MEQUON RD P.O. BOX 337 GERMANTOWN, WI 53022 PHONE: (262) 253-8253 EMAIL: SANDERSON@GERMANTOWNWI.GOV
VILLAGE OF GERMANTOWN STREET LIGHTING SCOTT ANDERSON N112 W17001 MEQUON RD P.O. BOX 337 GERMANTOWN, WI 53022 PHONE: (262) 253-8253 EMAIL: SANDERSON@GERMANTOWNWI.GOV	VILLAGE OF GERMANTOWN WATER SCOTT ANDERSON N112 W17001 MEQUON RD P.O. BOX 337 GERMANTOWN, WI 53022 PHONE: (262) 253-8253 EMAIL: SANDERSON@GERMANTOWNWI.GOV	SPECTRUM COMMUNICATION LINE GENERAL MAILBOX SPECTURM 12405 POWERSCOURT DRIVE ST. LOUIS, MO 63131 PHONE: EMAIL: CHTR_WI_CONST@CHARTER.COM
WE ENERGIES ELECTRICITY WE ENERGIES UTILITY COORDINATOR 500 S 116TH STREET WEST ALLIS, WI 53214 PHONE: (414) 944-5738 EMAIL: WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM	WE ENERGIES GAS/PETROLEUM WE ENERGIES UTILITY COORDINATOR 500 S 116TH STREET WEST ALLIS, WI 53214 PHONE: (414) 944-5738 EMAIL: WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM	WIN TECHNOLOGY COMMUNICATION LINE JOHN LOUIS 4955 BULLIS FARM ROAD EAU CLAIRE, WI 53701 PHONE: (715) 838-4012 EMAIL: JOHN.LOUIS@WINTECHNOLOGY.COM
WISCONSIN DEPARTMENT OF TRANSPORTATION STREET LIGHTING ERIC PEREA 141 NW BARSTOW STREET WAUKESHA, WI 53188 PHONE: (262) 574-5422 EMAIL: ERIC.PEREA@DOT.WI.GOV	WISCONSIN DEPARTMENT OF TRANSPORTATION WISCONSIN SIGNAL JARRETT GATES 141 NW BARSTOW STREET P.O. BOX 798 WAUKESHA, WI 53188-0798 PHONE: (262) 548-5894 EMAIL: JARRETT.GATES@DOT.WI.GOV	

OTHER CONTACTS

WISCONSIN DNR LIAISON DESIGN PROJECT MANAGER

RYAN PAPPAS WISCONSIN DNR - SOUTHEAST REGION 1027 W PAUL AVENUE MILWAUKEE, WI 53233 PHONE: (414) 750-7495 EMAIL: RYAN.PAPPAS@WISCONSIN.GOV	CLAYTON SMITH WISCONSIN DEPARTMENT OF TRANSPORTATION - SOUTHEAST REGION 141 NW BARSTOW STREET WAUKESHA, WI 53187-0798 PHONE: (262) 548-6428 EMAIL: CLAYTON.SMITH@DOT.WI.GOV
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COUNTY HIGHWAY COMMISSIONER DESIGN PROJECT LEADER

SCOTT M. SCHMIDT, PE, PLS WASHINGTON COUNTY 900 LANG STREET WEST BEND, WI 53090 PHONE: (262) 335-6881 EMAIL: SCOTT.SCHMIDT@CO.WASHINGTON.WI.US	STEVEN RING WISCONSIN DEPARTMENT OF TRANSPORTATION - SOUTHEAST REGION 141 NW BARSTOW STREET WAUKESHA, WI 53187-0798 PHONE: (262) 548-6898 EMAIL: STEVEN.RING@DOT.WI.GOV
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GERMANTOWN DPW DIRECTOR REGION ENVIROMENTAL COORDINATOR

MATTHEW MORTWEDT VILLAGE OF GERMANTOWN PUBLIC WORKS N112 W17001 MEQUON ROAD GERMANTOWN, WI 53022 PHONE: (262) 250-4725 EMAIL: MMORTWEDT@GERMANTOWNWI.GOV	BRENDA RUENGER, PG WISCONSIN DEPARTMENT OF TRANSPORTATION - SOUTHEAST REGION 141 NW BARSTOW STREET WAUKESHA, WI 53187-0798 PHONE: (262) 548-6709 EMAIL: BRENDA.RUENGER@DOT.WI.GOV
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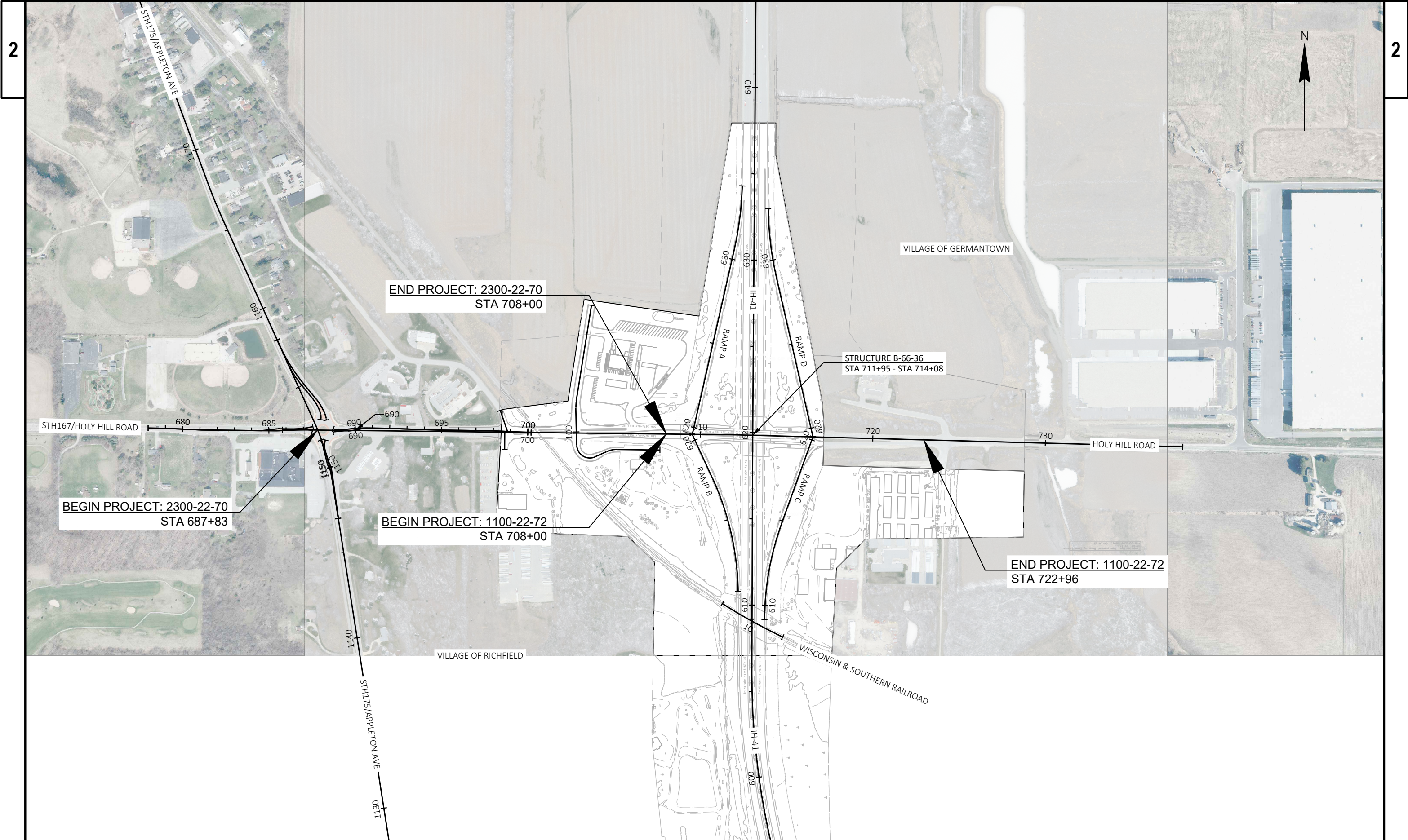
RICHFIELD DPW SUPERVISOR REGION SURVEY COORDINATOR

BRETT THICKE VILLAGE OF RICHFIELD PUBLIC WORKS 4128 HUBERTUS ROAD HUBERTUS, WI 53033 PHONE: (262) 628-2260 EXT. 118 EMAIL: DPW@RICHFIELDWI.GOV	THOMAS LIPSKY, PLS WISCONSIN DEPARTMENT OF TRANSPORTATION - SOUTHEAST REGION 141 NW BARSTOW STREET WAUKESHA, WI 53187-0798 PHONE: (262) 548-6737 EMAIL: THOMAS.LIPSKY@DOT.WI.GOV
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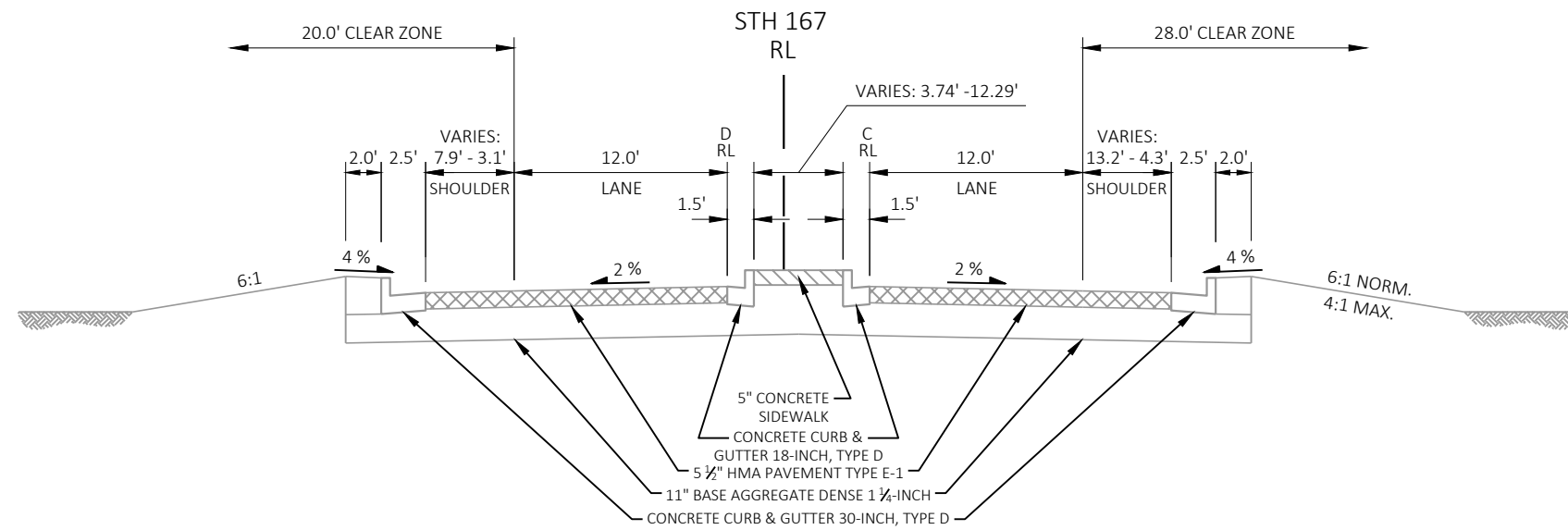
DIGGERSHOTLINE

Dial 811 or (800)242-8511

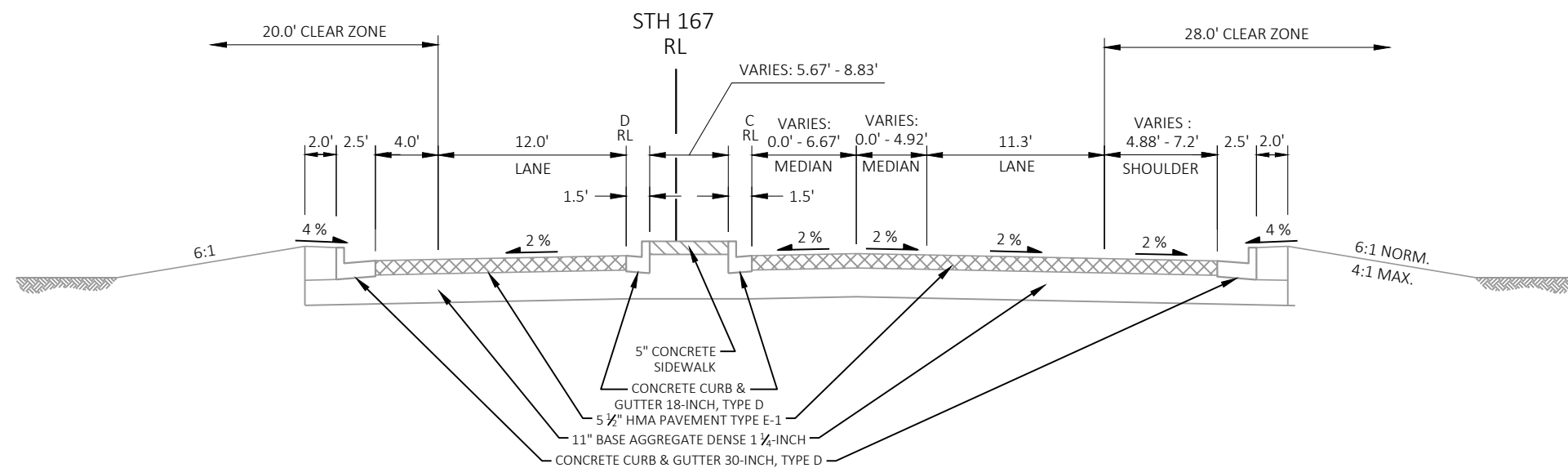
www.DiggersHotline.com



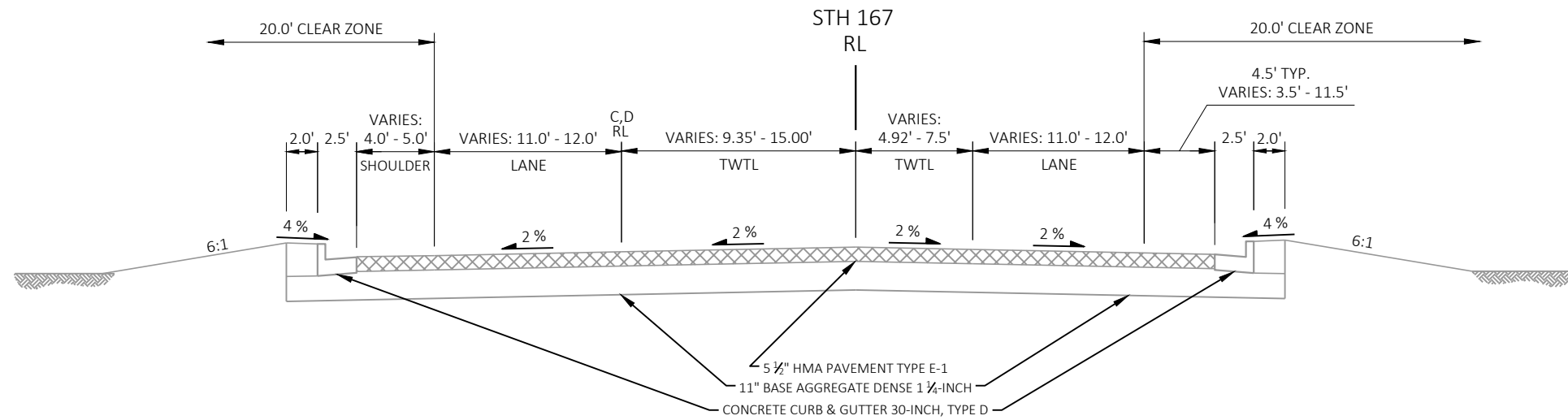
PROJECT NO: 1100-22-72 & 2300-22-70	HWY: STH 167	COUNTY: WASHINGTON	PROJECT OVERVIEW	SHEET	E
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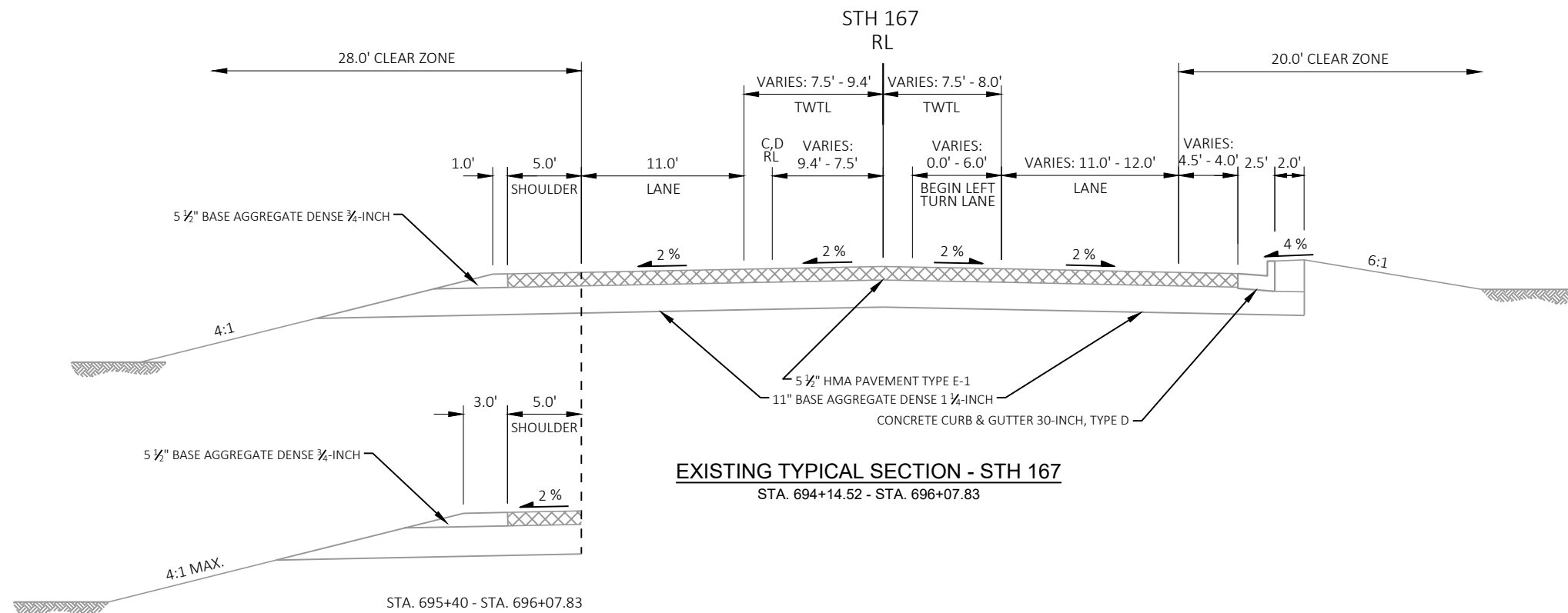
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STA 688+69.45"C" - STA. 689+82.79"C"



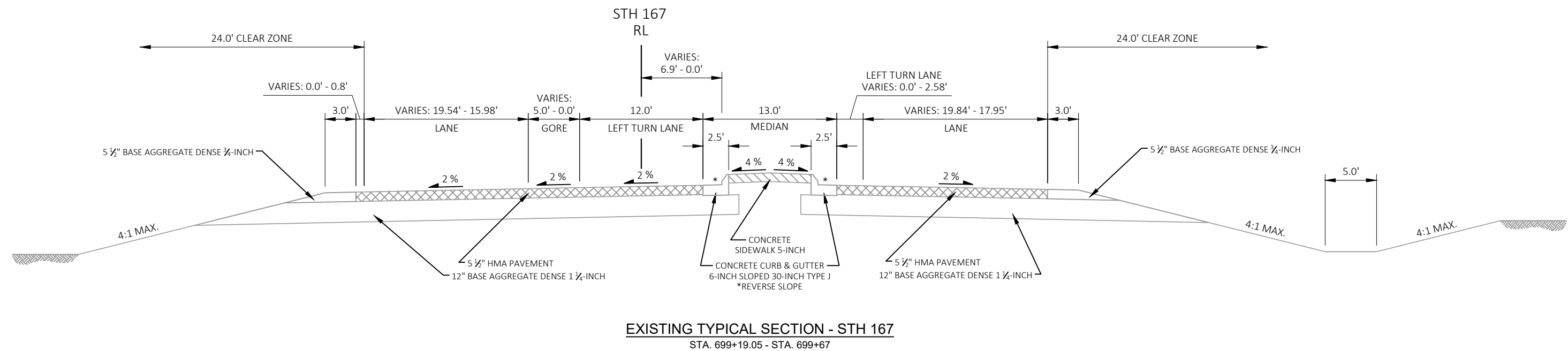
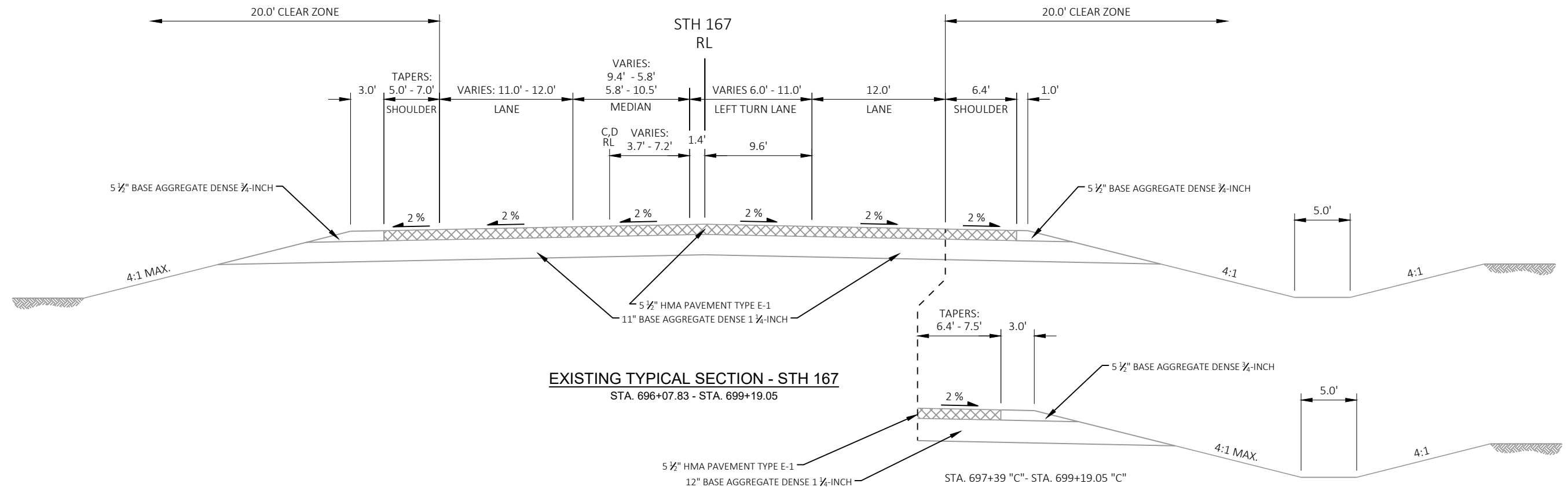
EXISTING TYPICAL SECTION - STH 167 - C LINE SPLITTER ISLAND
STA 689+82.79"C" - STA. 690+18.46"C"

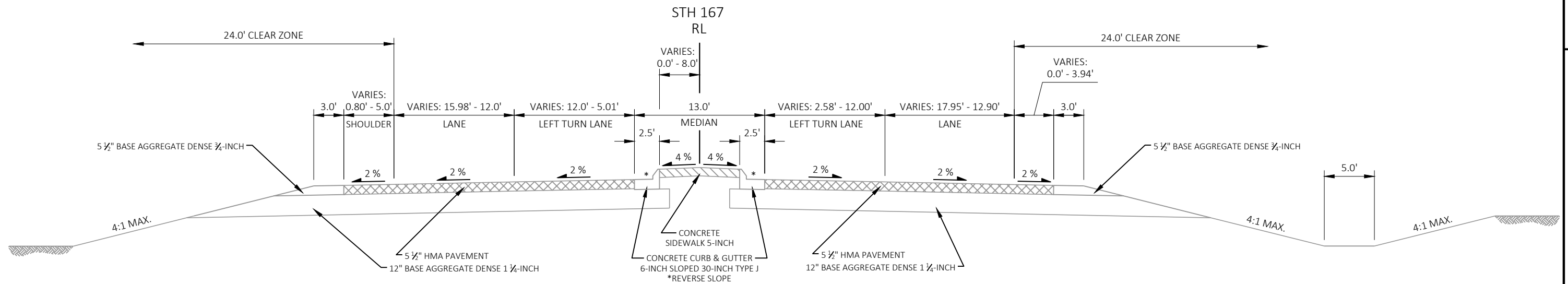


EXISTING TYPICAL SECTION - STH 167
STA 690+18.46 - STA. 694+14.52

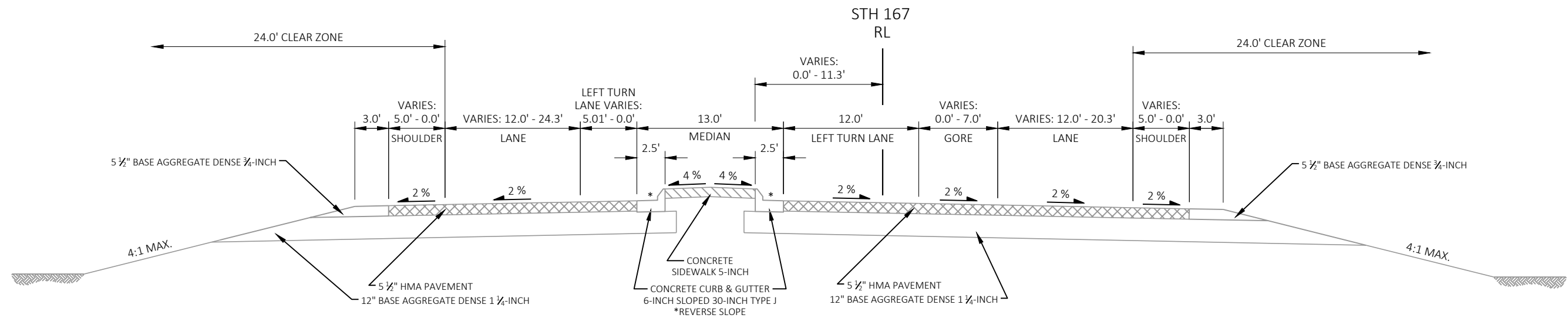


EXISTING TYPICAL SECTION - STH 167
STA. 694+14.52 - STA. 696+07.83

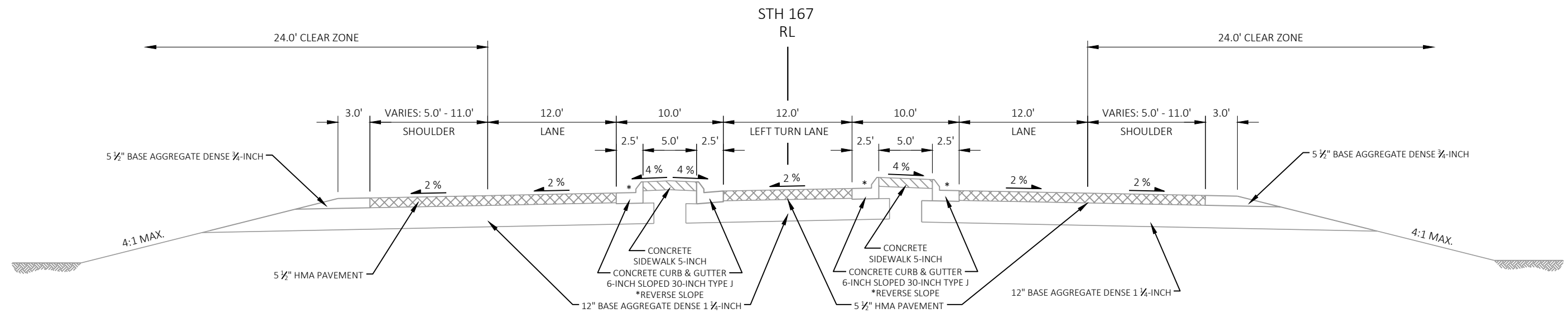




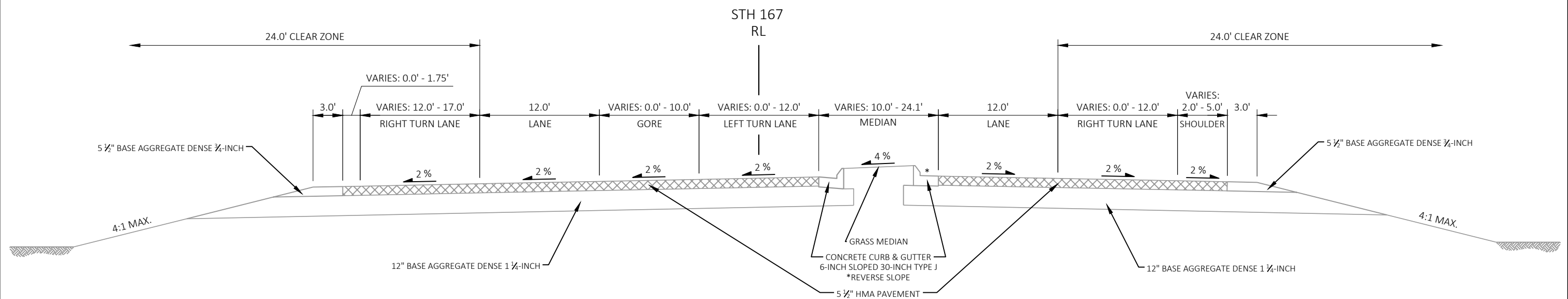
EXISTING TYPICAL SECTION - STH 167
STA. 699+67 - STA. 700+31.65



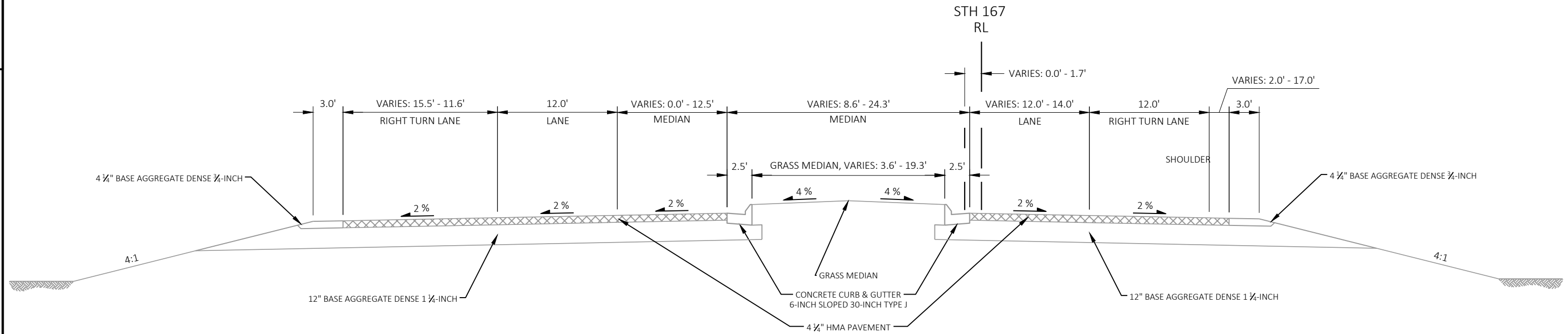
EXISTING TYPICAL SECTION - STH 167
STA. 700+31.65 - STA. 702+82



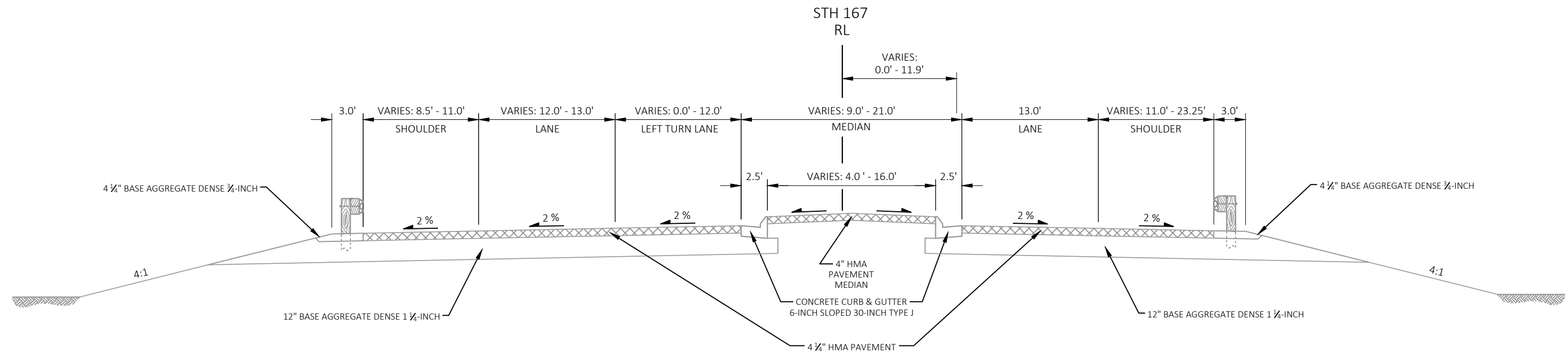
EXISTING TYPICAL SECTION - STH 167
STA. 702+82 - STA. 705+65



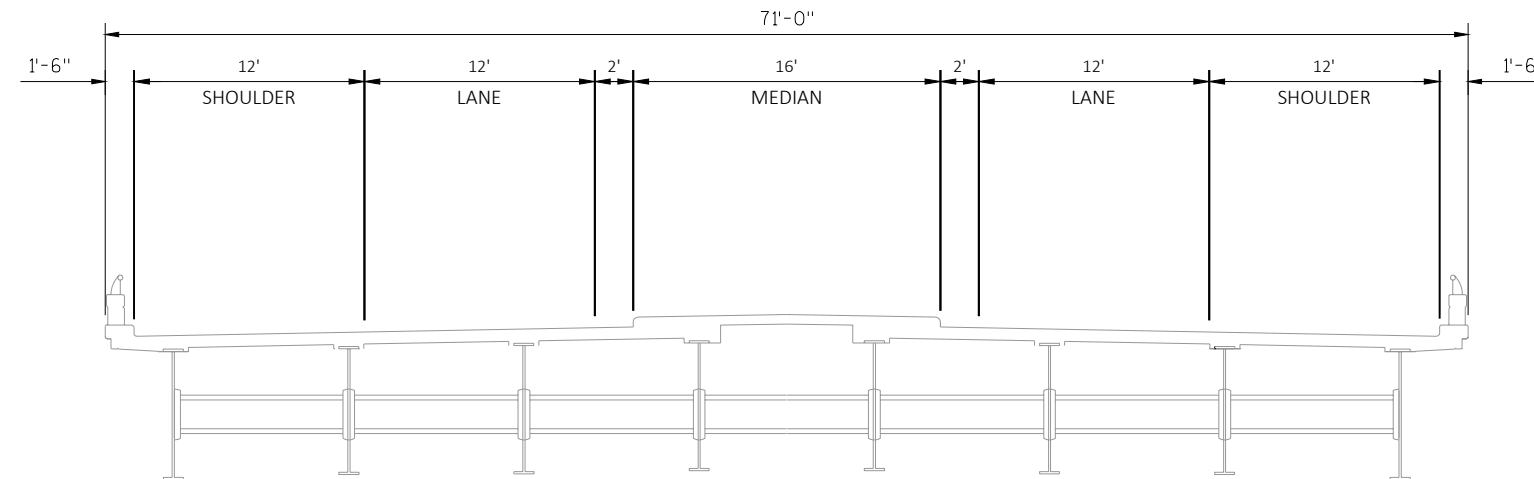
EXISTING TYPICAL SECTION - STH 167
STA. 705+65 - STA. 707+76



EXISTING TYPICAL SECTION - STH 167
STA. 707+76 - STA. 709+55

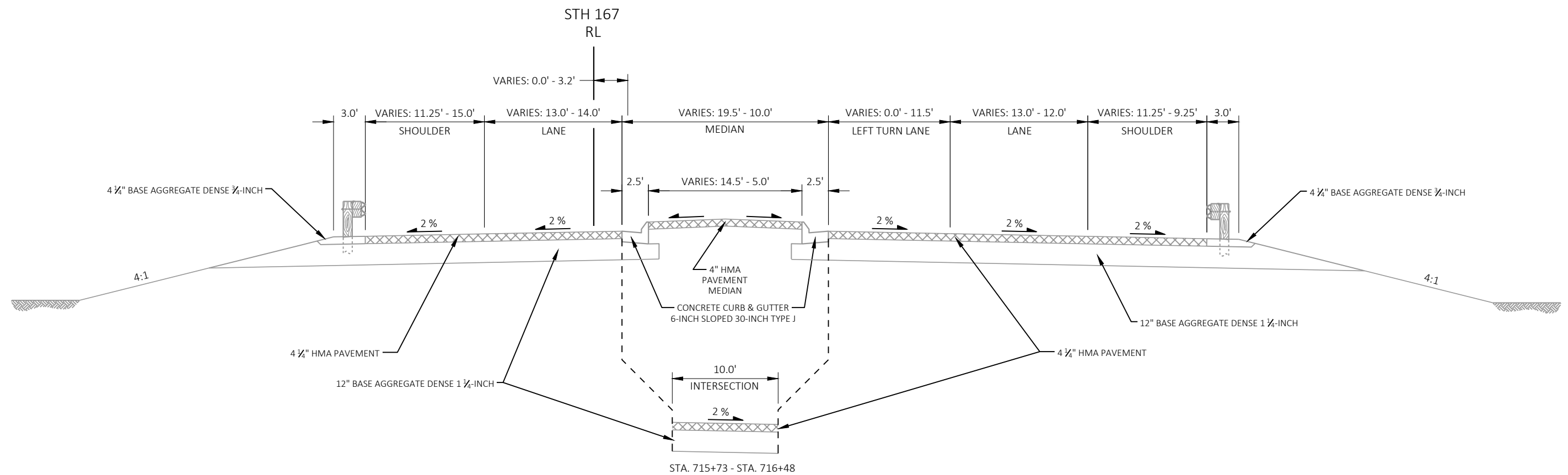


EXISTING TYPICAL SECTION - STH 167
STA. 709+55 - STA. 711+94.82



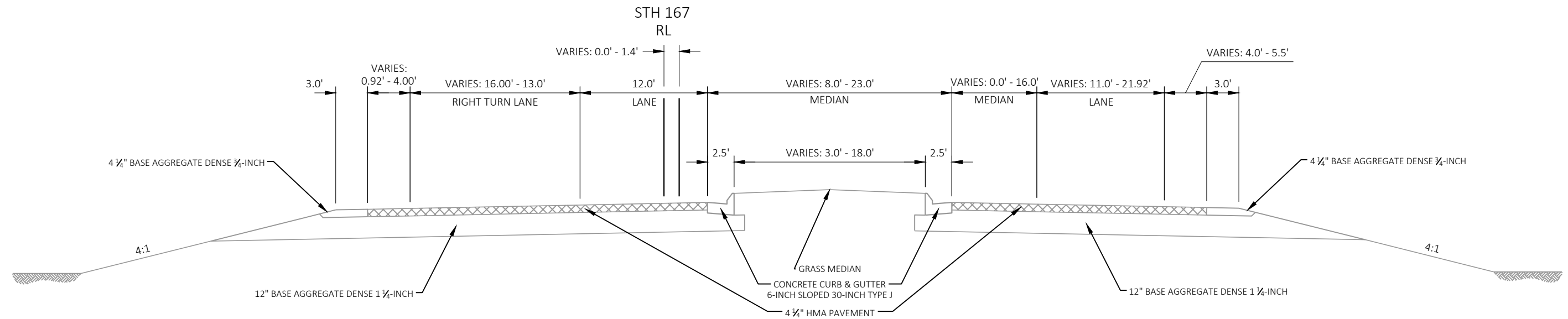
HOLY HILL ROAD STRUCTURE B-66-36 EXISTING TYPICAL SECTION

STA. 711+97.82 - STA. 714+05.10

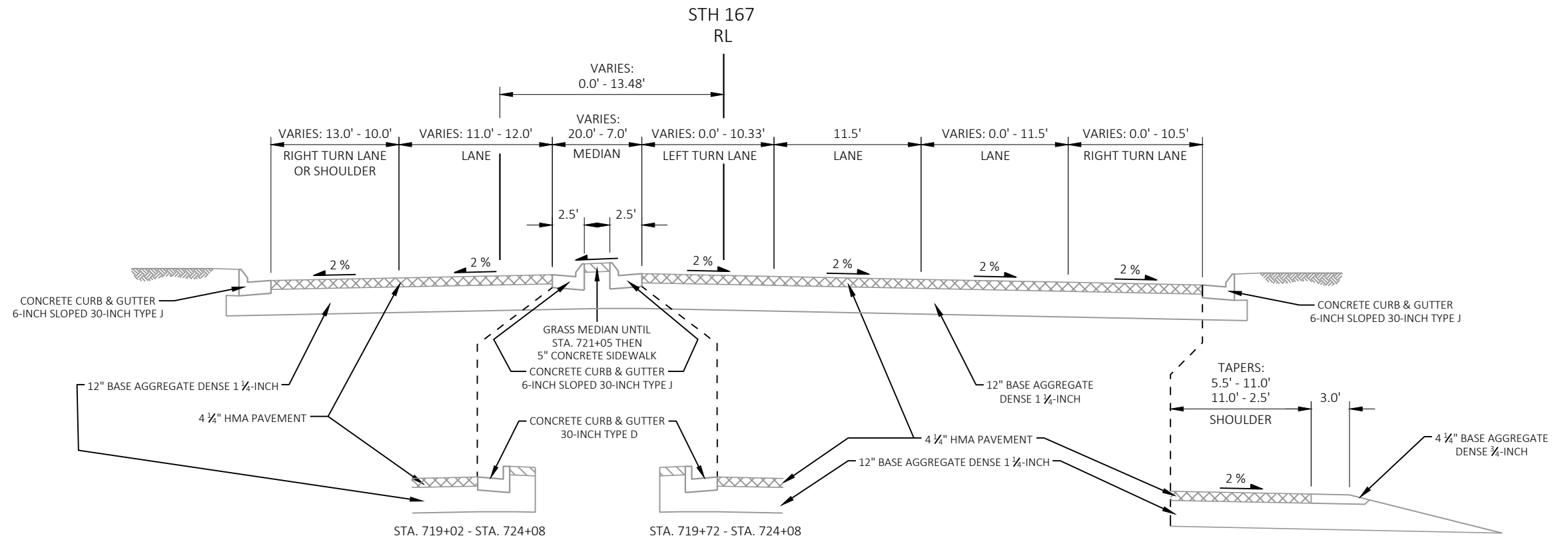


EXISTING TYPICAL SECTION - STH 167

STA. 714+05.10 - STA. 716+48

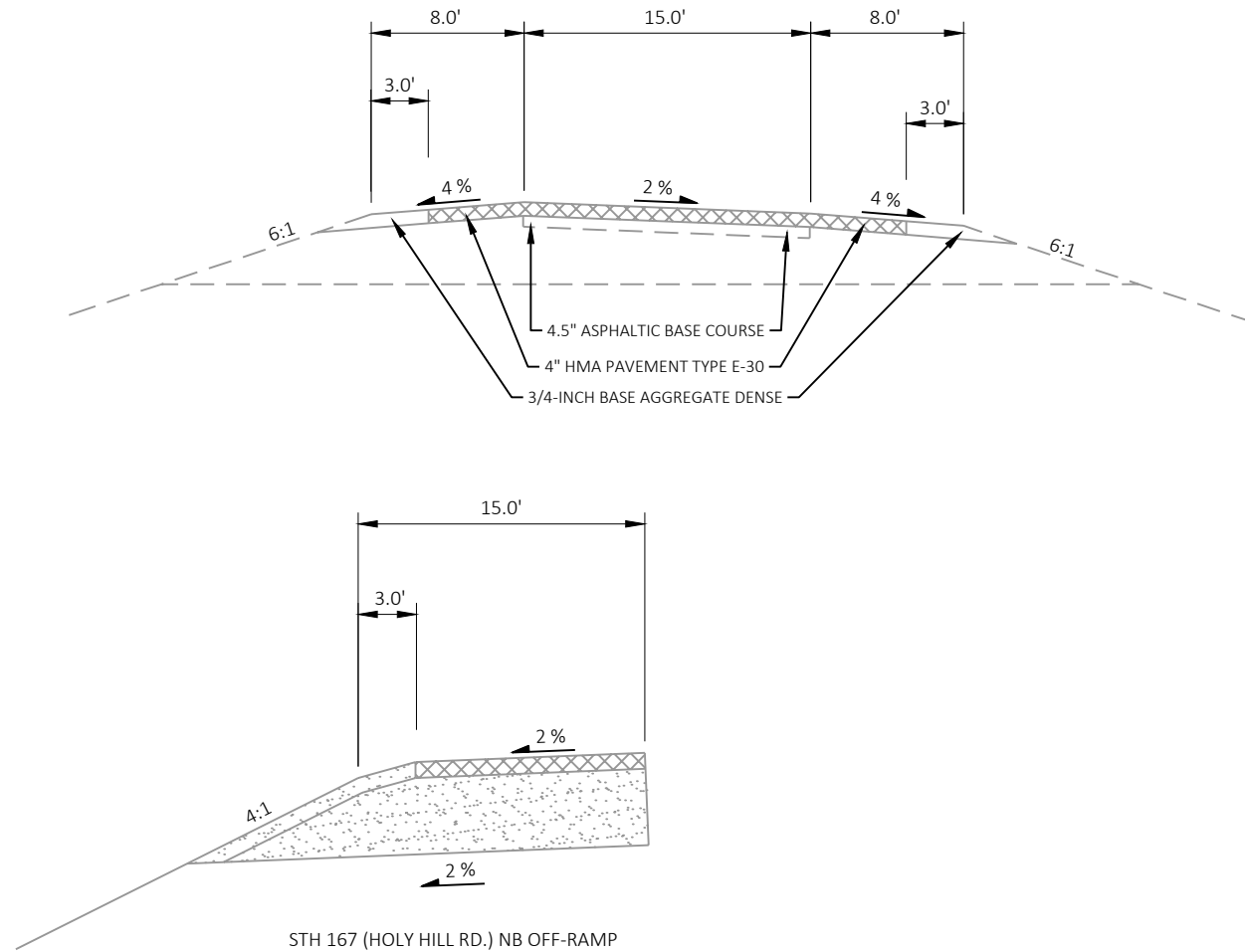
**EXISTING TYPICAL SECTION - HOLY HILL ROAD**

STA. 716+48 - STA. 719+02

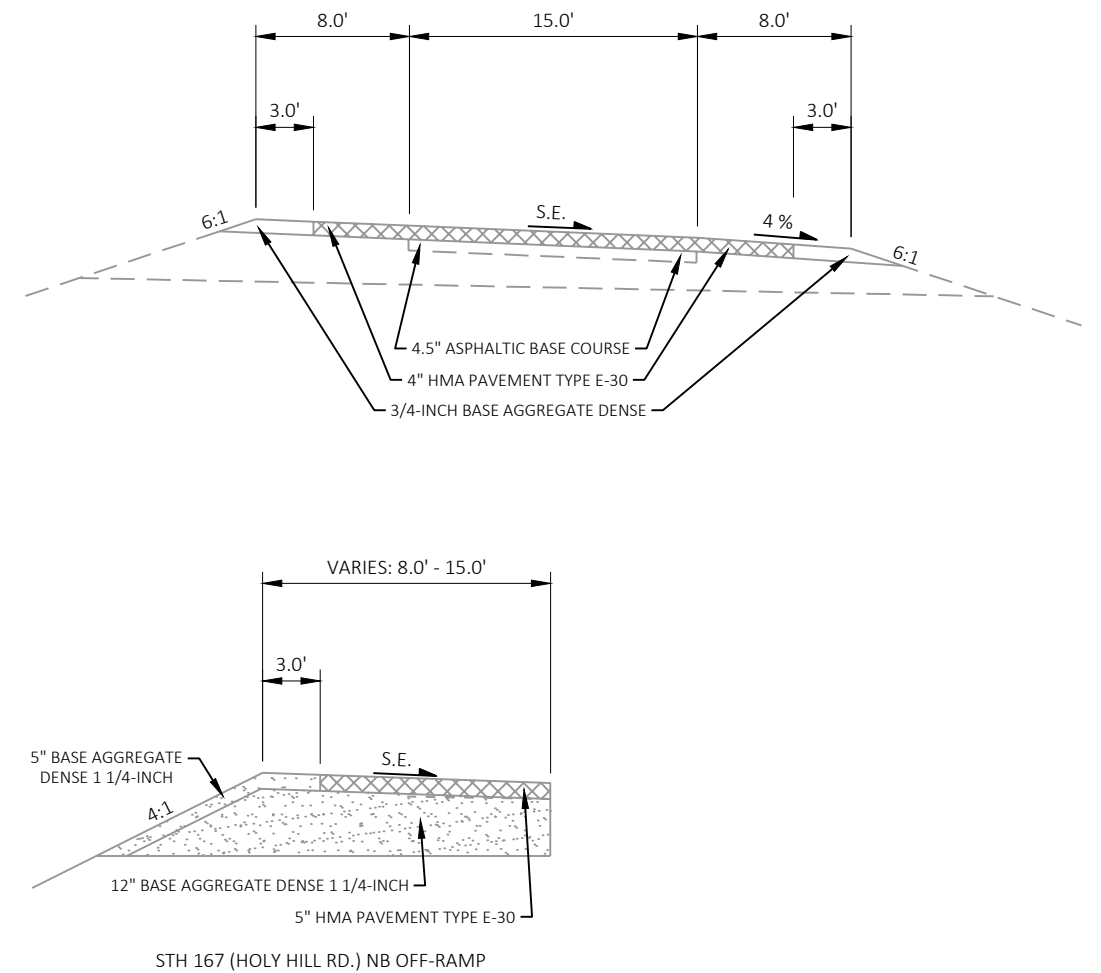
**EXISTING TYPICAL SECTION - HOLY HILL ROAD**

STA. 719+02 - STA. 724+08

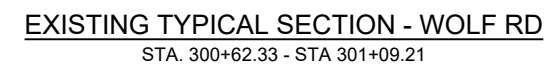
NOTE: TYPICAL SECTION WIDTHS ARE MEASURED VIA OVERLAYED IMAGE
TYPICAL SECTION PAVEMENT AND BASE DEPTHS ARE ASSUMED
TYPICAL SECTION NEEDS TO BE VERIFIED IN AS-BUILTS AND IN THE FIELD

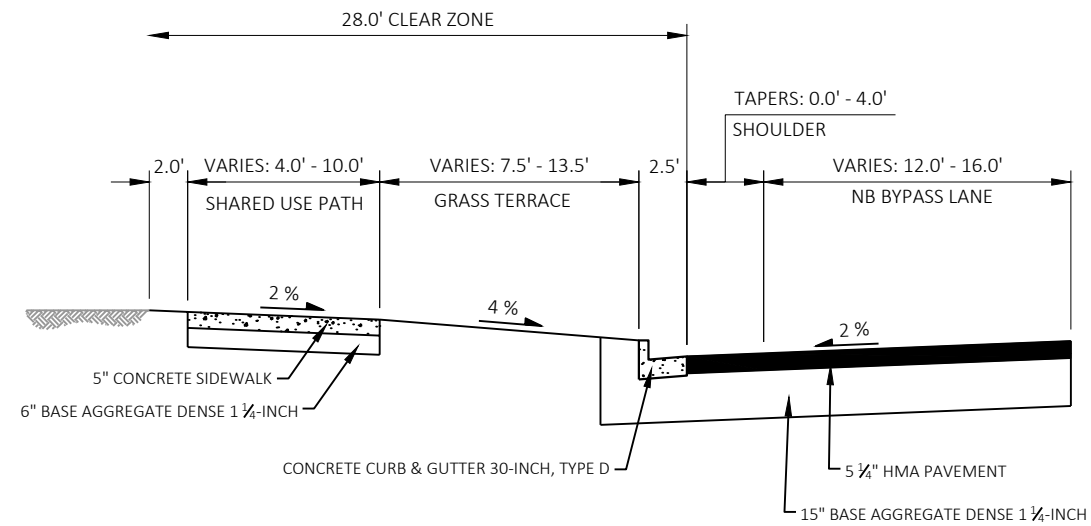


EXISTING TYPICAL RAMP SECTION
HOLY HILL ROAD (ALL RAMPS)

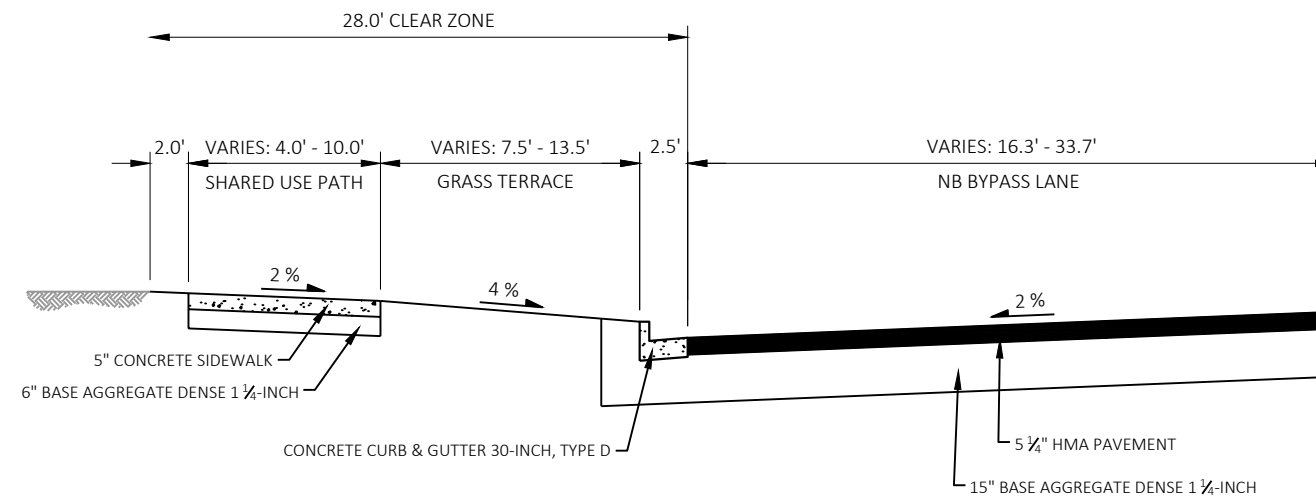


EXISTING TYPICAL SUPERELEVATED RAMP SECTION
HOLY HILL ROAD (ALL RAMPS)

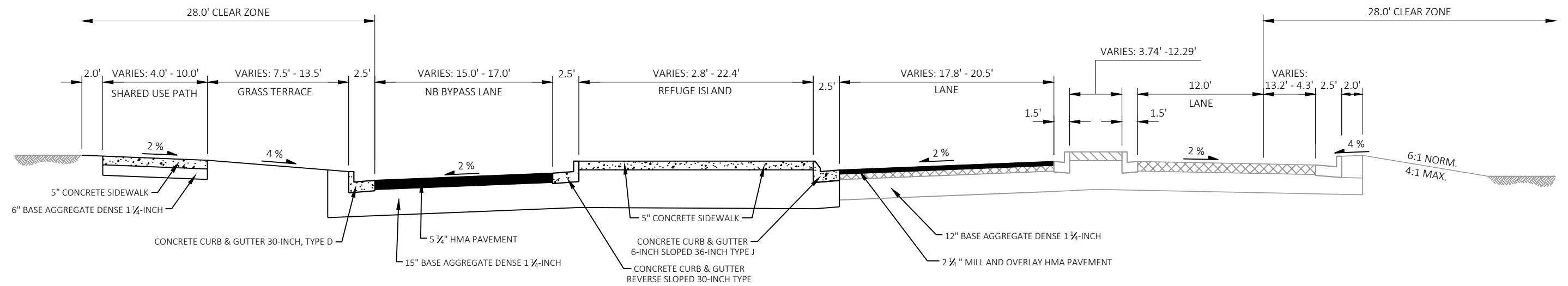




PROPOSED TYPICAL SECTION - HOLY HILL ROAD - C LINE SPLITTER ISLAND
STA. 687+74.46 - STA. 688+23.88

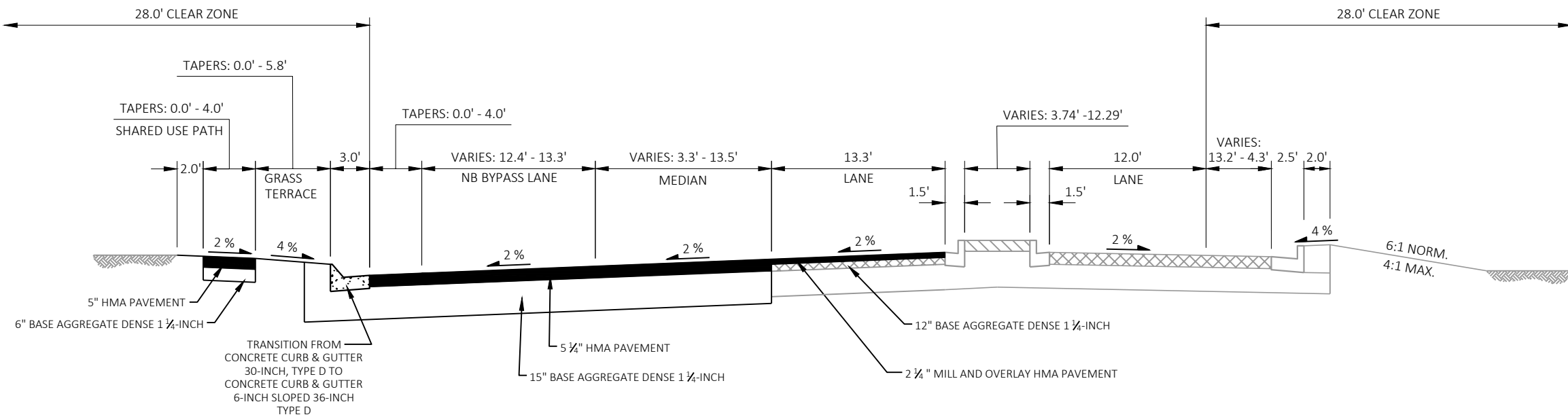


PROPOSED TYPICAL SECTION - HOLY HILL ROAD - C LINE SPLITTER ISLAND
STA. 688+23.88 - STA. 688+59.60



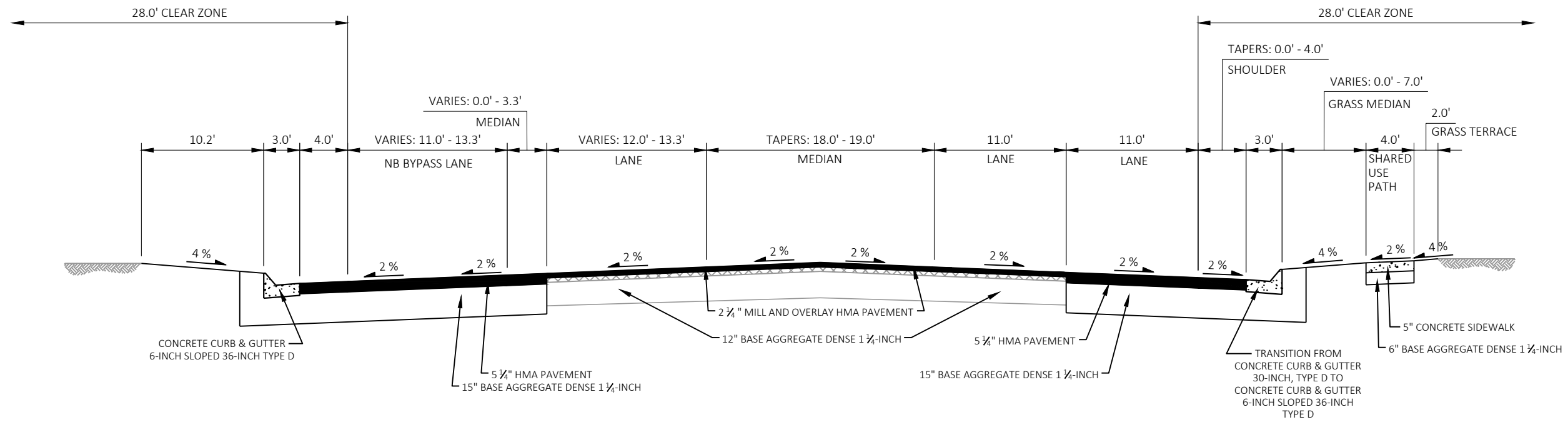
PROPOSED TYPICAL SECTION - HOLY HILL ROAD - C LINE SPLITTER ISLAND

STA. 688+59.60 - STA. 689+66.67

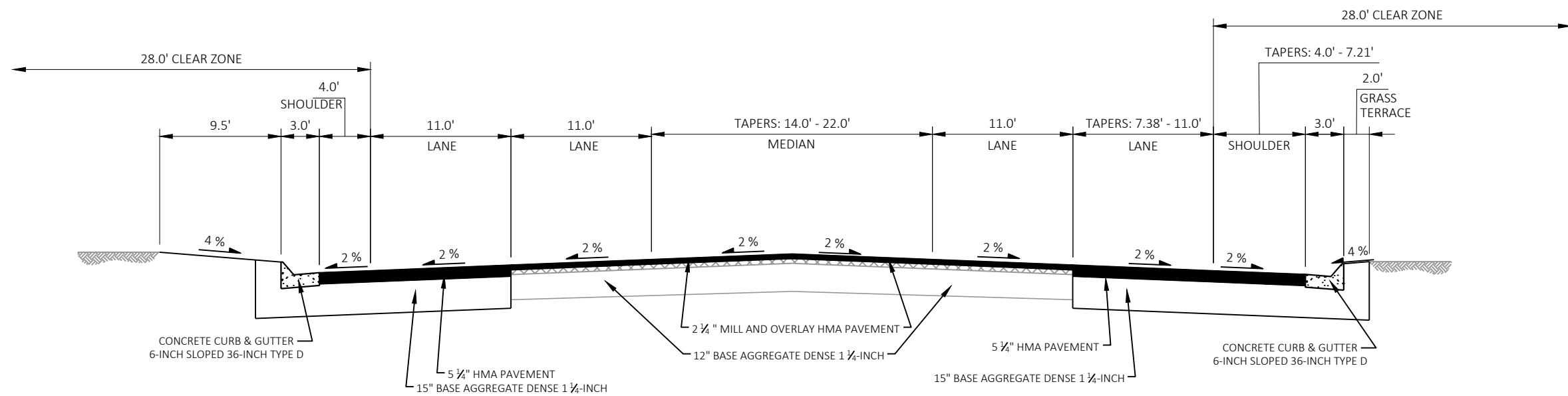


PROPOSED TYPICAL SECTION - HOLY HILL ROAD - C LINE SPLITTER ISLAND

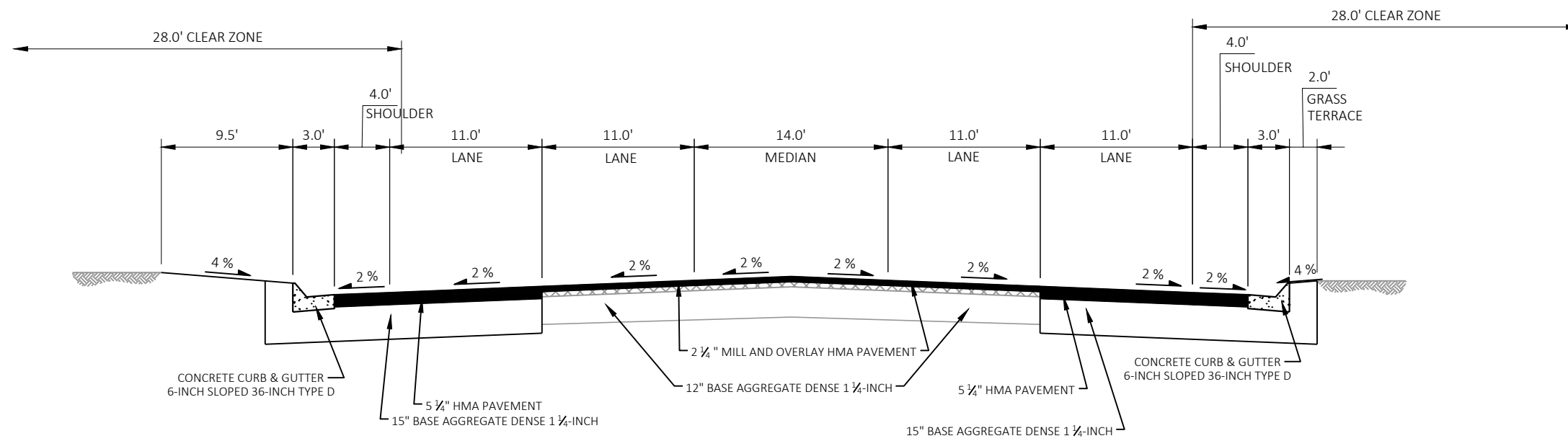
STA. 689+66.67 - STA. 690+29.54



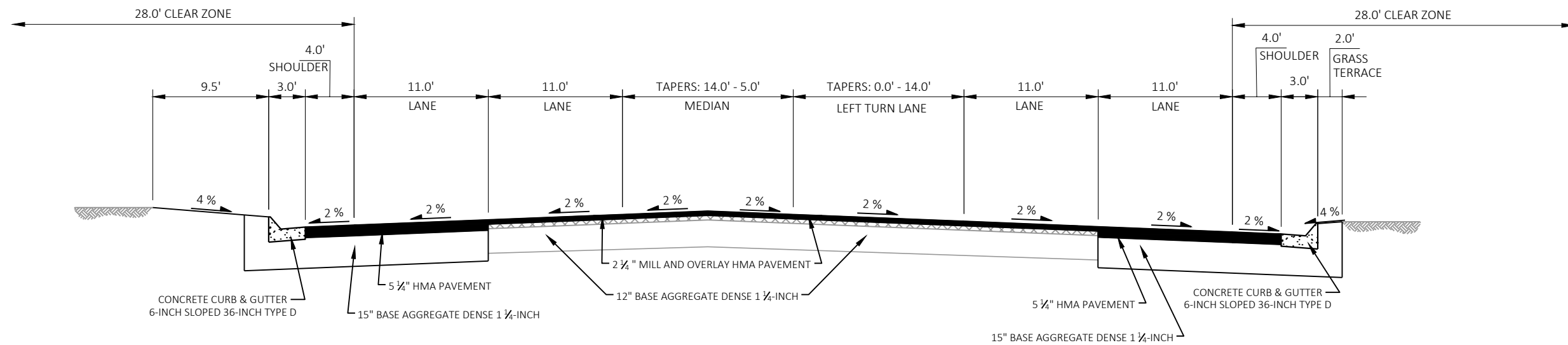
PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 690+29.54 - STA. 690+98.38



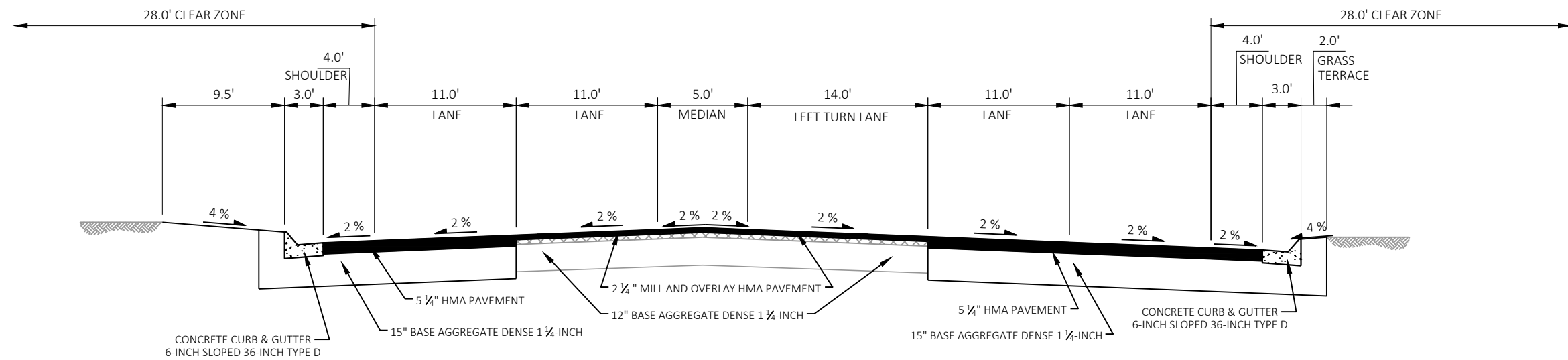
PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 690+98.38 - STA. 692+82



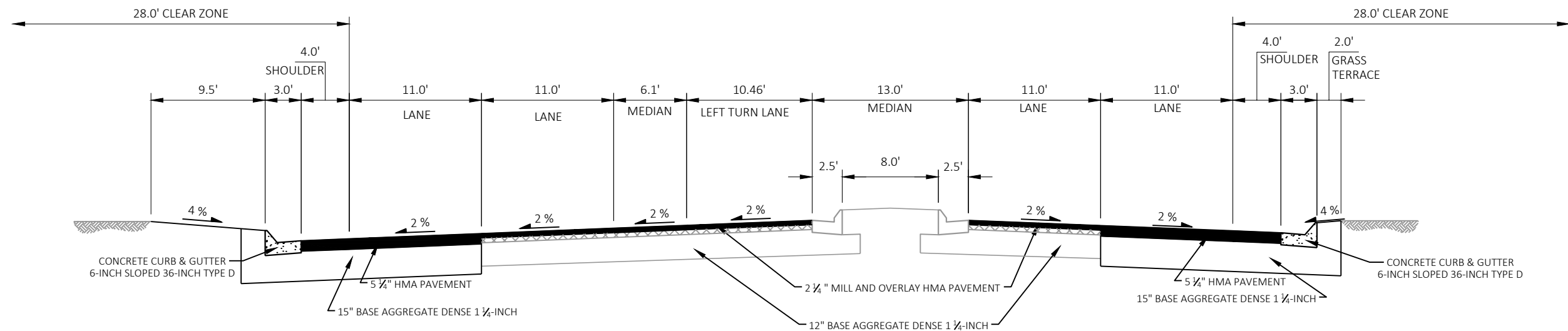
PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 692+82 - STA. 695+35.17



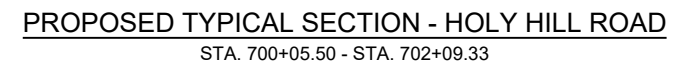
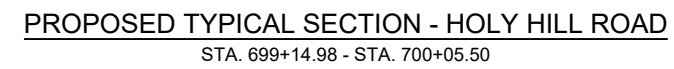
PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 695+35.17 - STA. 697+10.83

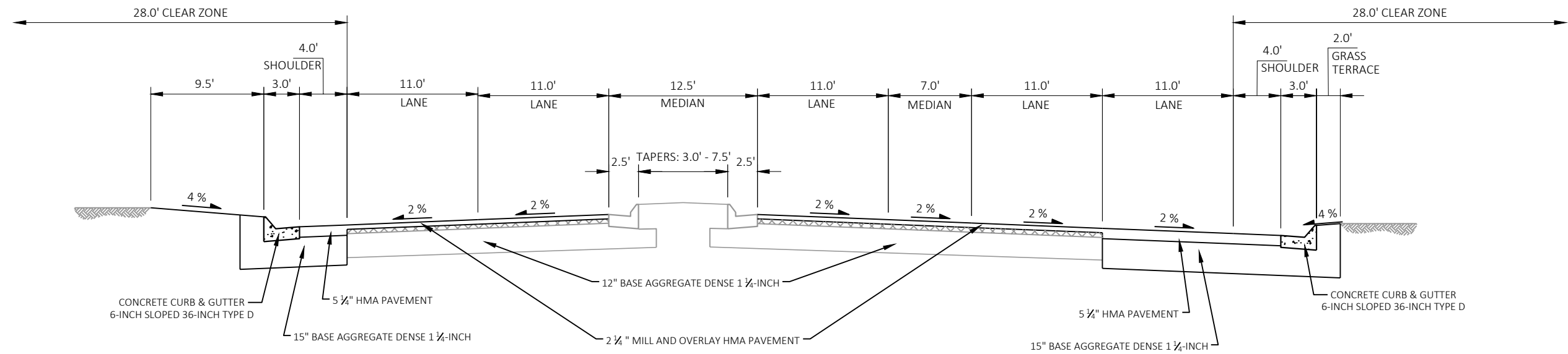


PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 697+10.83 - STA. 698+11.03

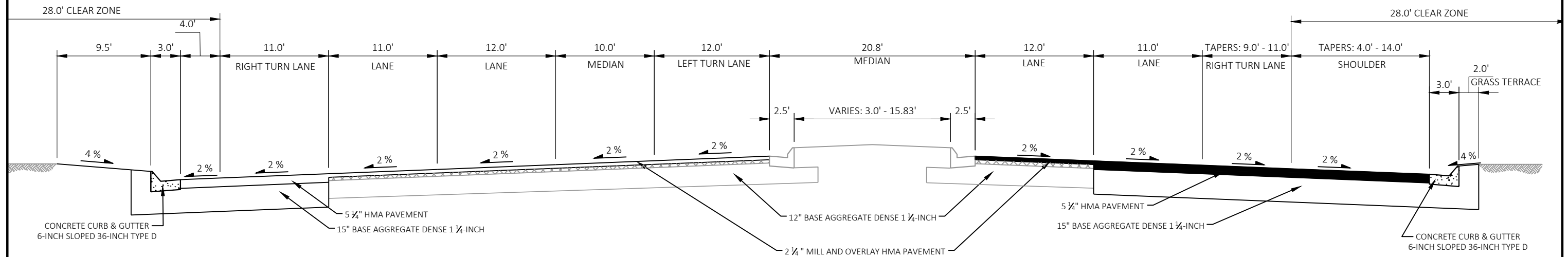


PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 698+11.03 - STA. 699+14.98





PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 702+09.33 - STA. 702+53.42



PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 702+53.42 - STA. 703+07.75

PROJECT NO: 1100-22-72 & 2300-22-70

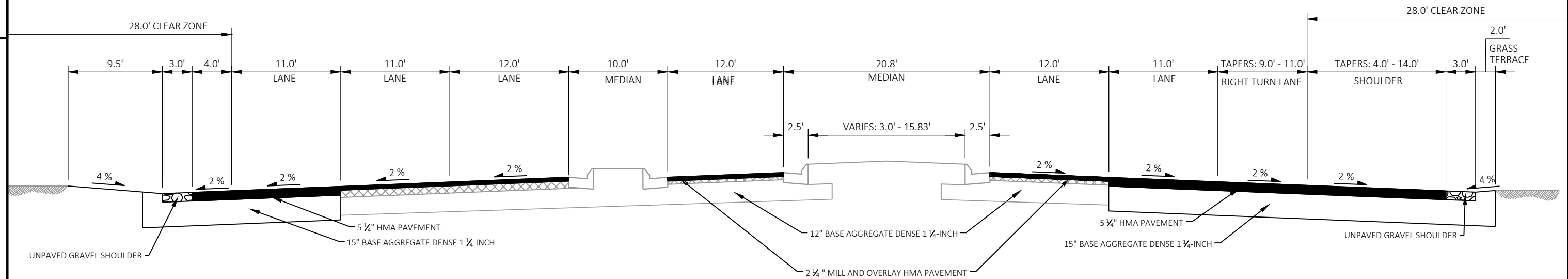
HWY: STH 167

COUNTY: WASHINGTON

PROPOSED TYPICAL SECTIONS

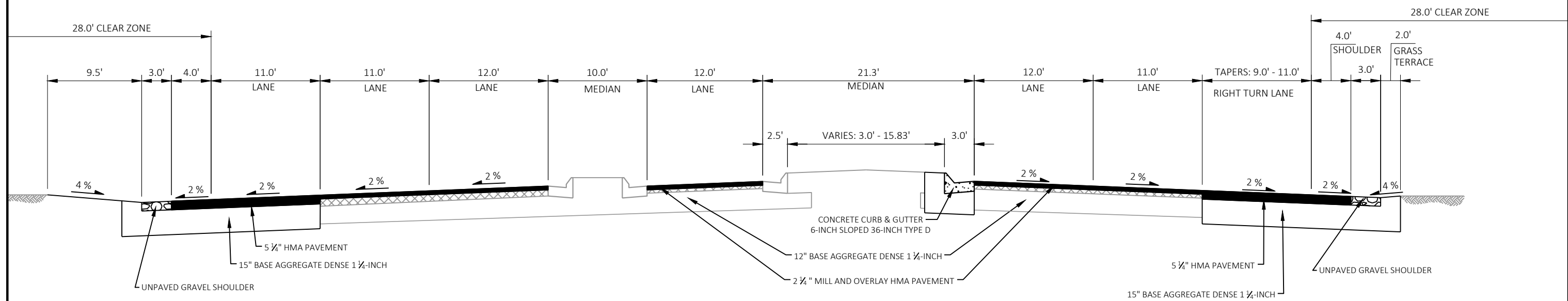
SHEET

E



PROPOSED TYPICAL SECTION - HOLY HILL ROAD

STA. 703+07.75 - STA. 705+75



PROPOSED TYPICAL SECTION - HOLY HILL ROAD

STA. 705+75 - STA. 707+07

PROJECT NO: 1100-22-72 & 2300-22-70

HWY: STH 167

COUNTY: WASHINGTON

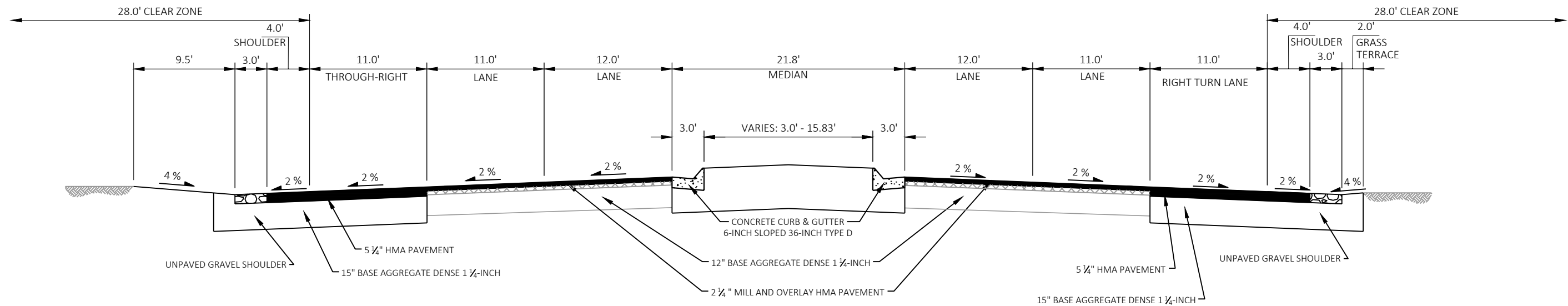
PROPOSED TYPICAL SECTIONS

SHEET

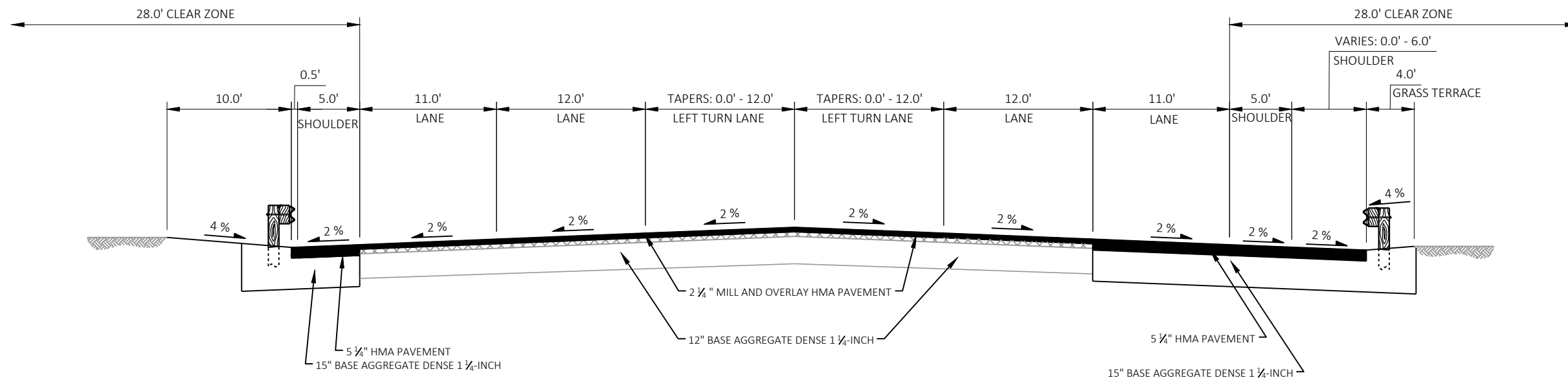
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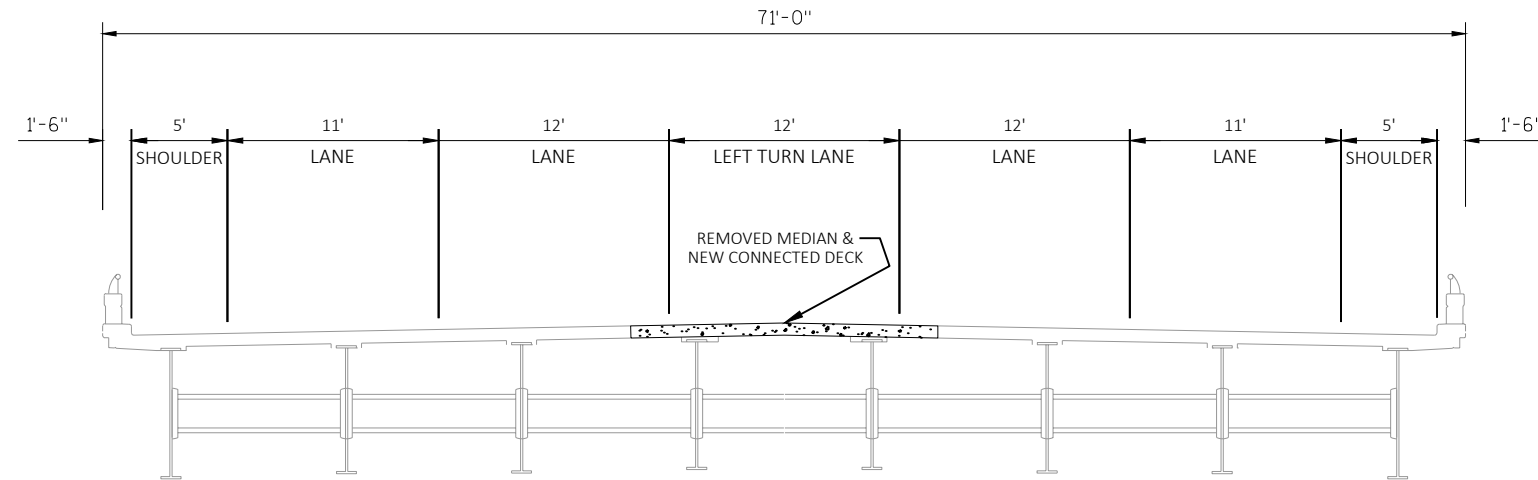
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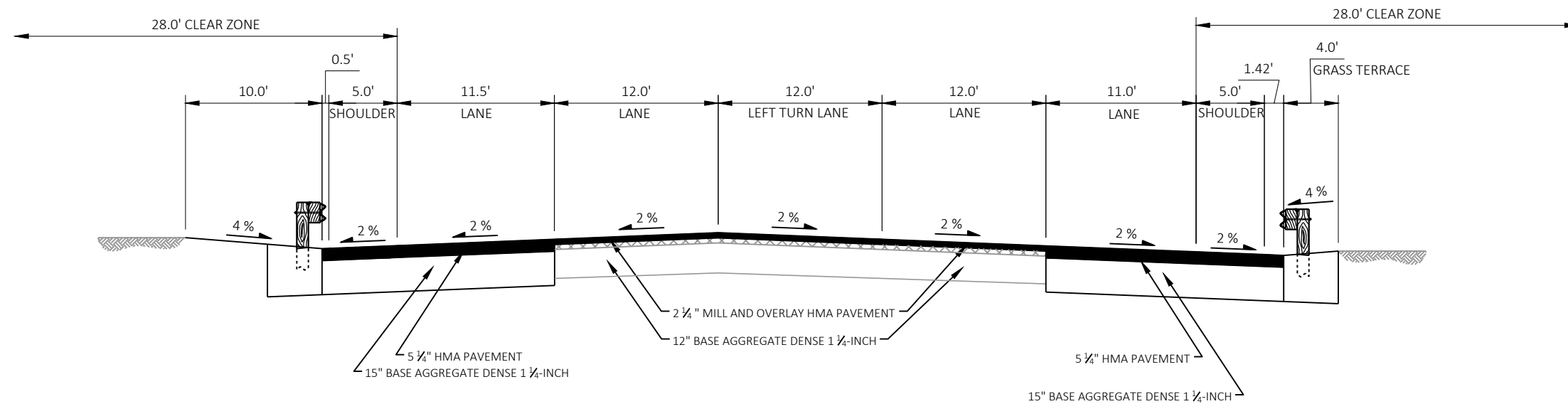
PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 707+07 - STA. 709+47.25



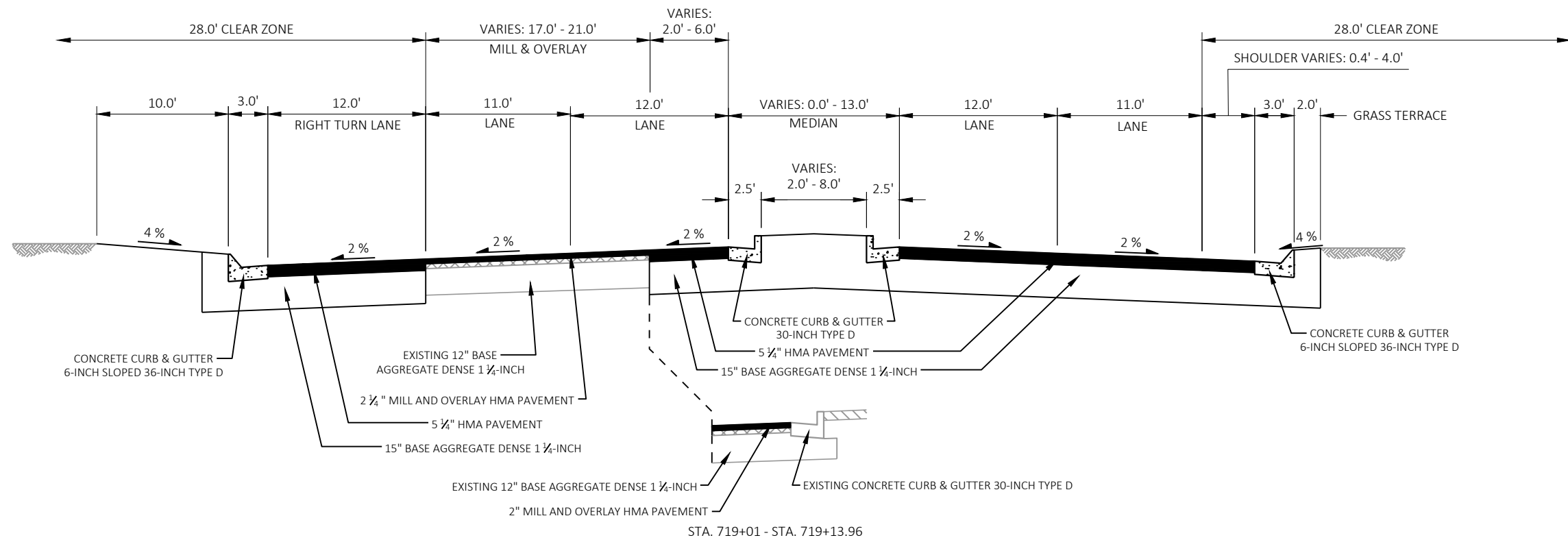
PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 709+47.25 - STA. 711+19.88



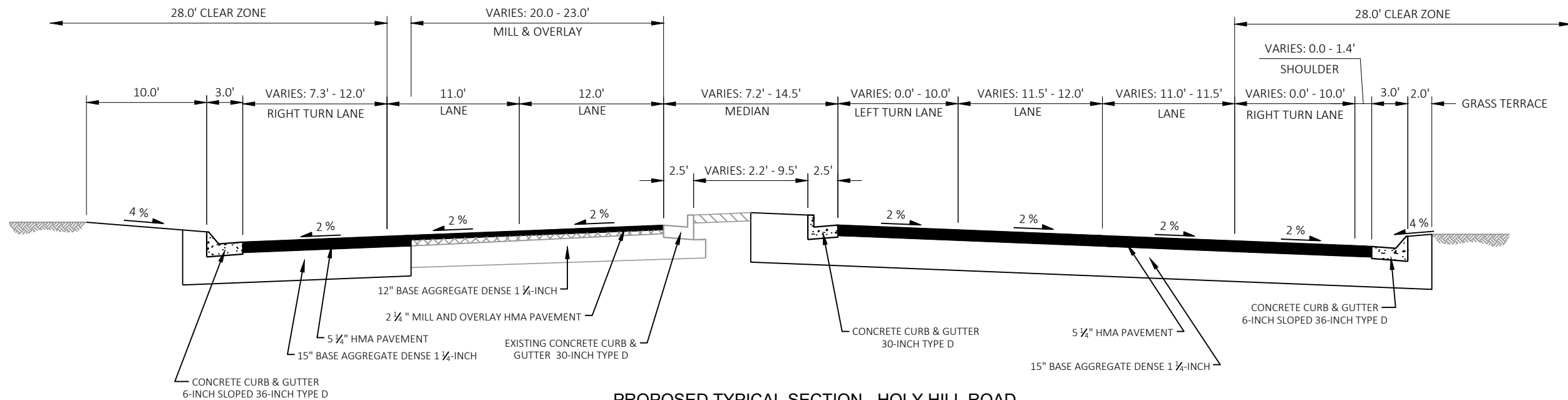
PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 711+19.88 - STA. 714+07.73



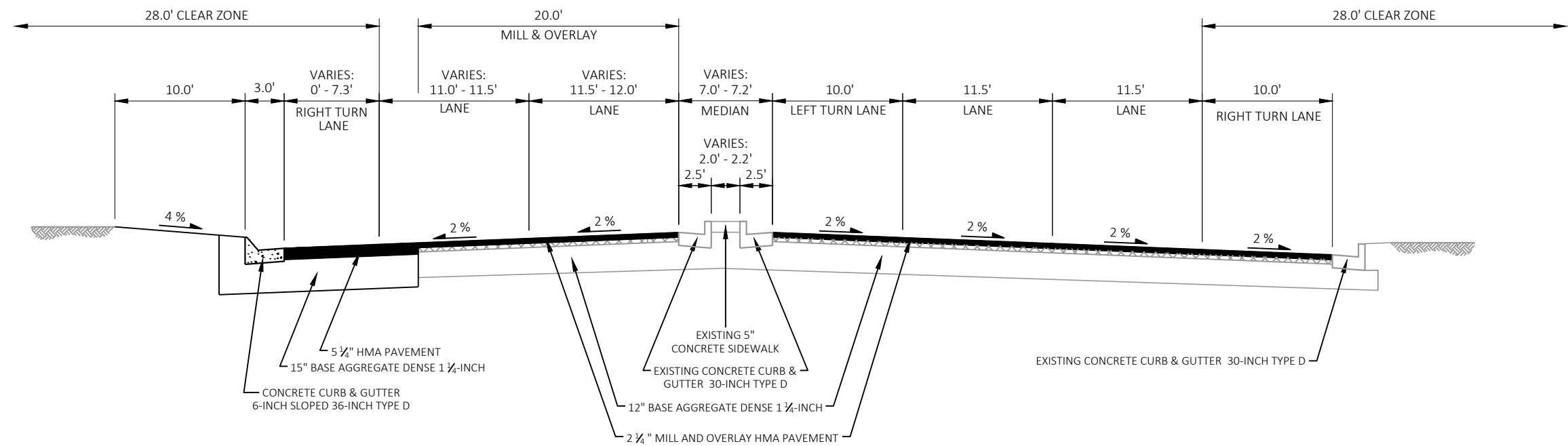
PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 714+07.73 - STA. 716+48



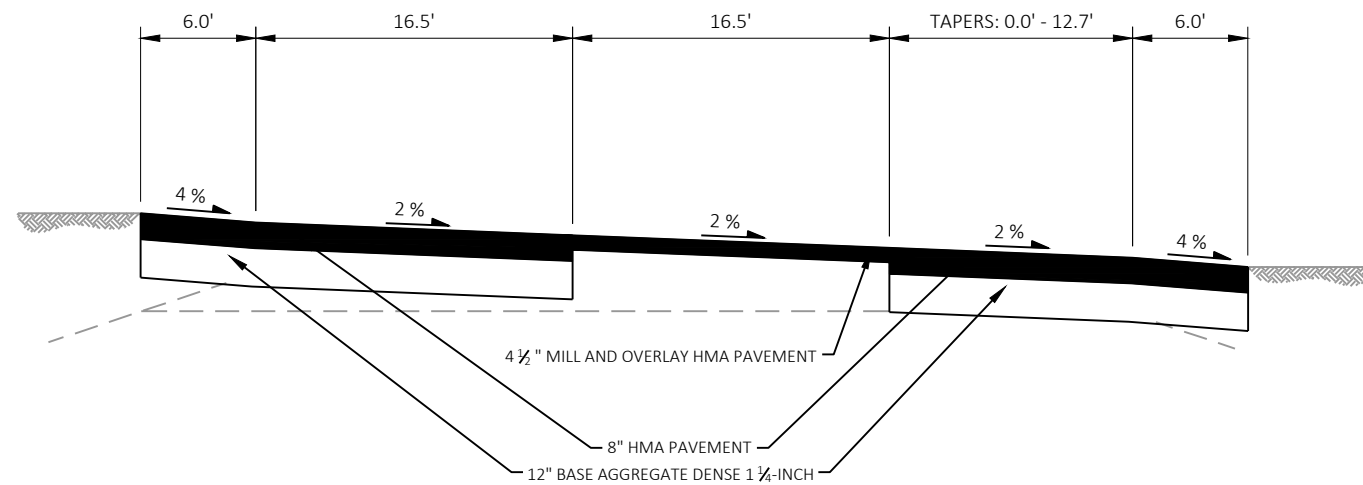
PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 716+48 - STA. 719+13.96



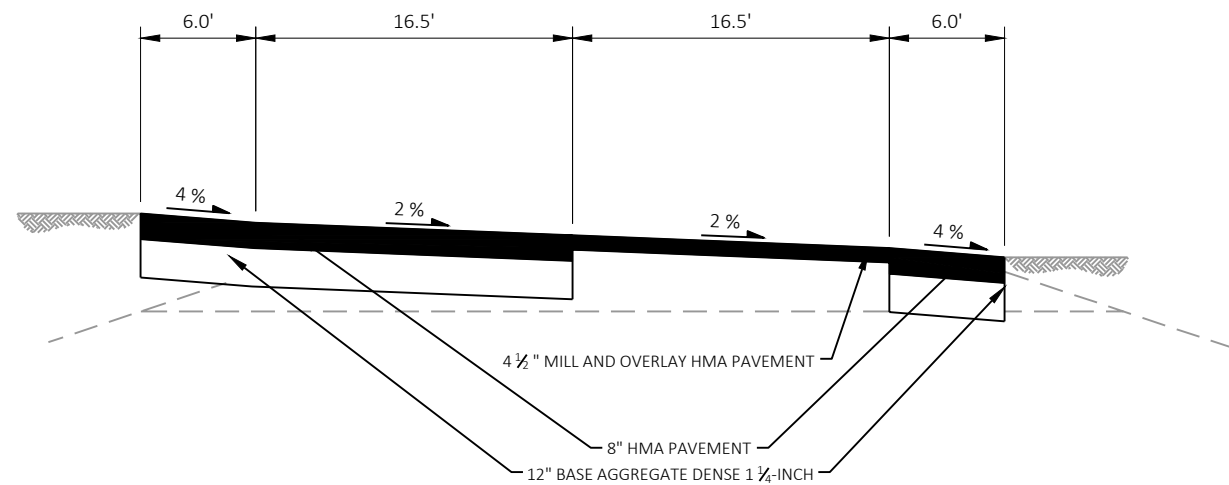
PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 719+13.96 - STA. 721+64



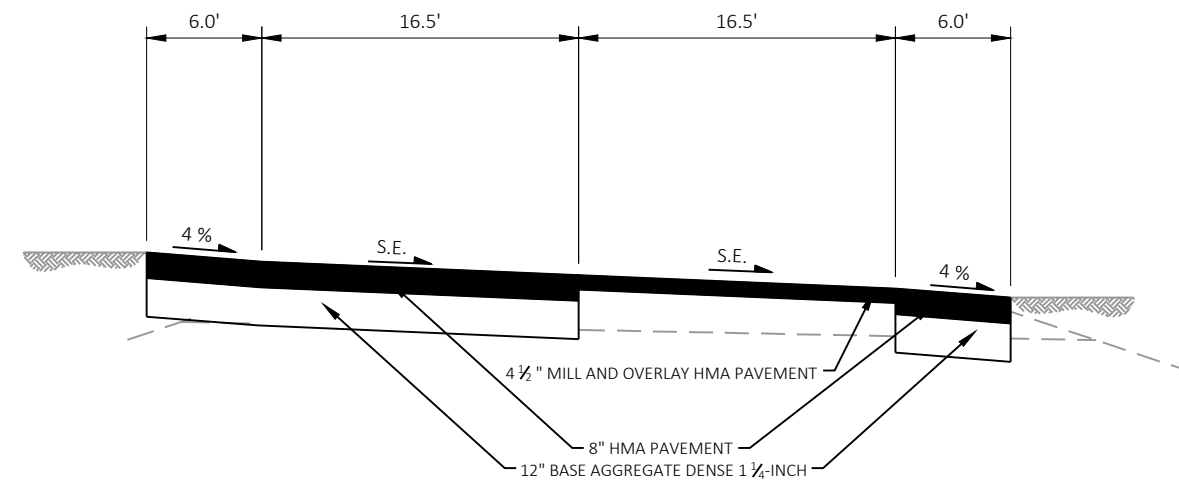
PROPOSED TYPICAL SECTION - HOLY HILL ROAD
STA. 721+64 - STA. 722+96



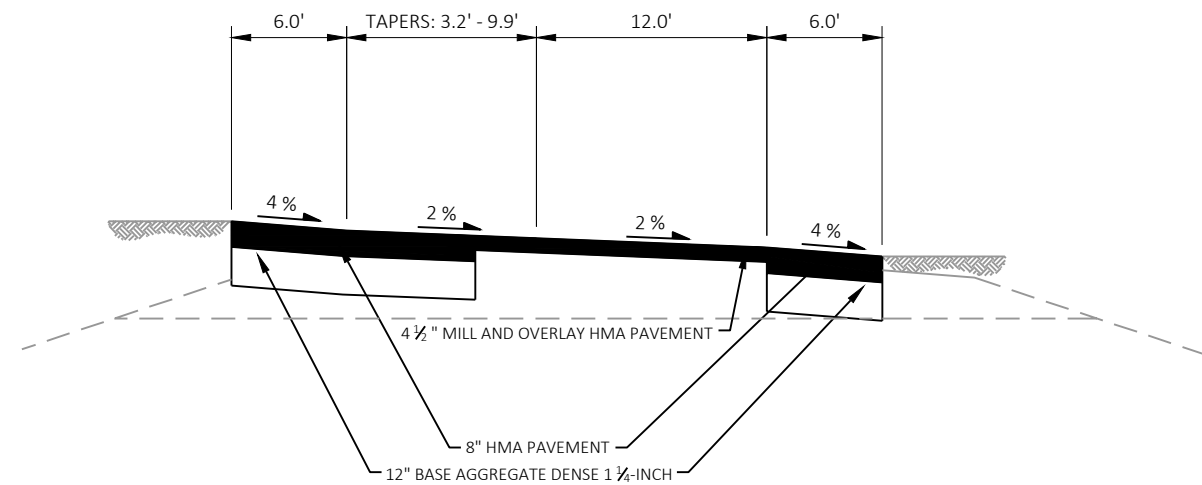
PROPOSED TYPICAL RAMP SECTION - HOLY HILL ROAD
NB ENTRANCE RAMP: STA. 620+16.38 - STA. 621+11.42



PROPOSED TYPICAL RAMP SECTION - HOLY HILL ROAD
NB ENTRANCE RAMP: STA. 620+16.38 - STA. 627+67.63

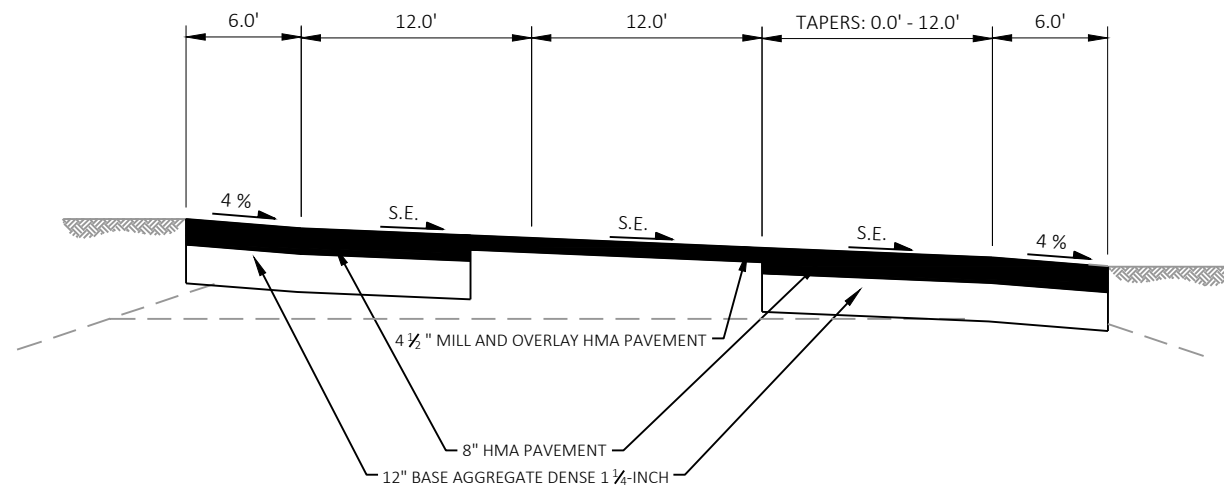


PROPOSED TYPICAL SUPERELEVATED RAMP SECTION - HOLY HILL ROAD
NB ENTRANCE RAMP



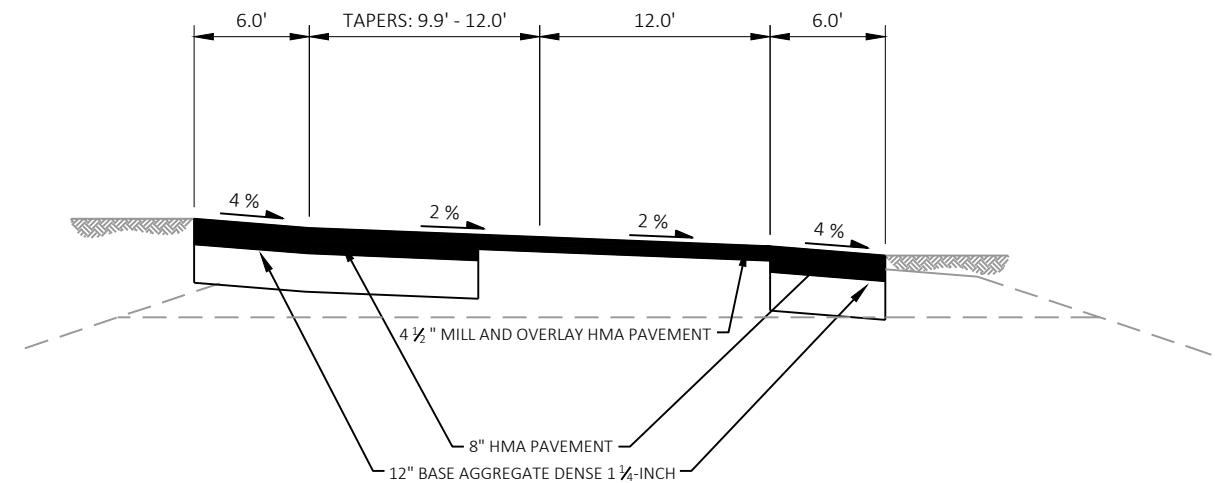
PROPOSED TYPICAL RAMP SECTION - HOLY HILL ROAD

NB EXIT RAMP: STA. 614+56.40 - STA. 615+61.33



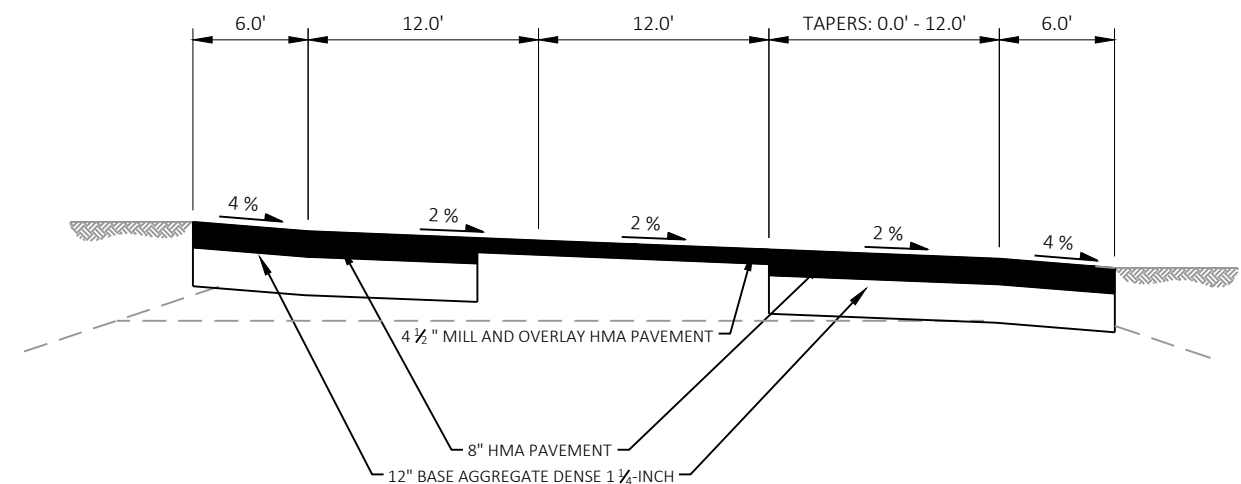
PROPOSED TYPICAL SUPERELEVATED RAMP SECTION - HOLY HILL ROAD

NB EXIT RAMP: STA. 615+86.50 - STA. 617+34



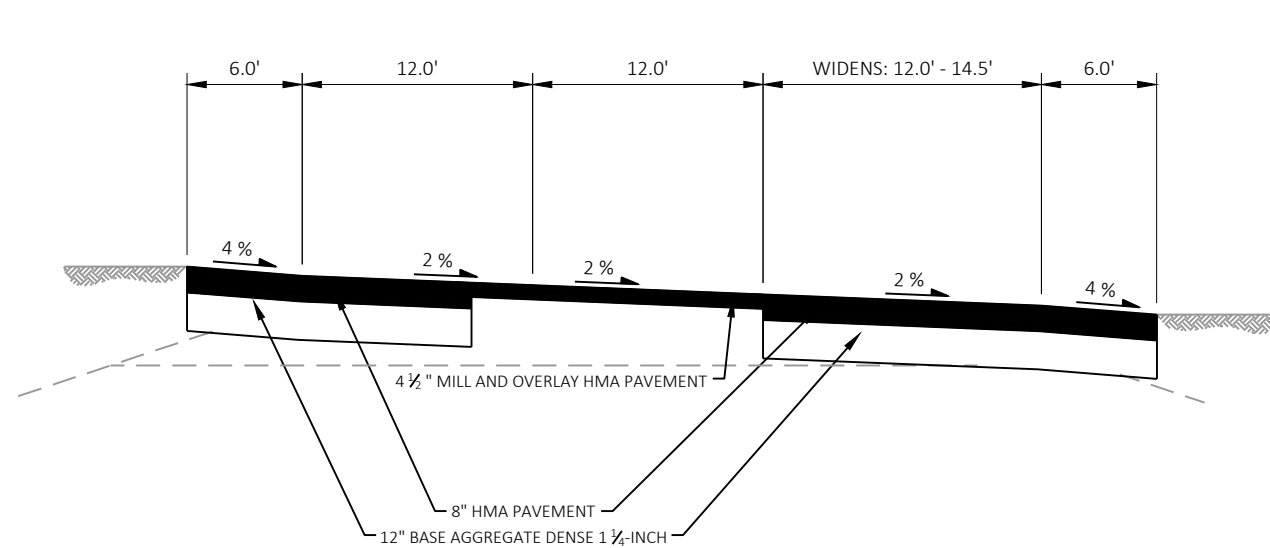
PROPOSED TYPICAL RAMP SECTION - HOLY HILL ROAD

NB EXIT RAMP: STA. 615+61.33 - STA. 615+86.50



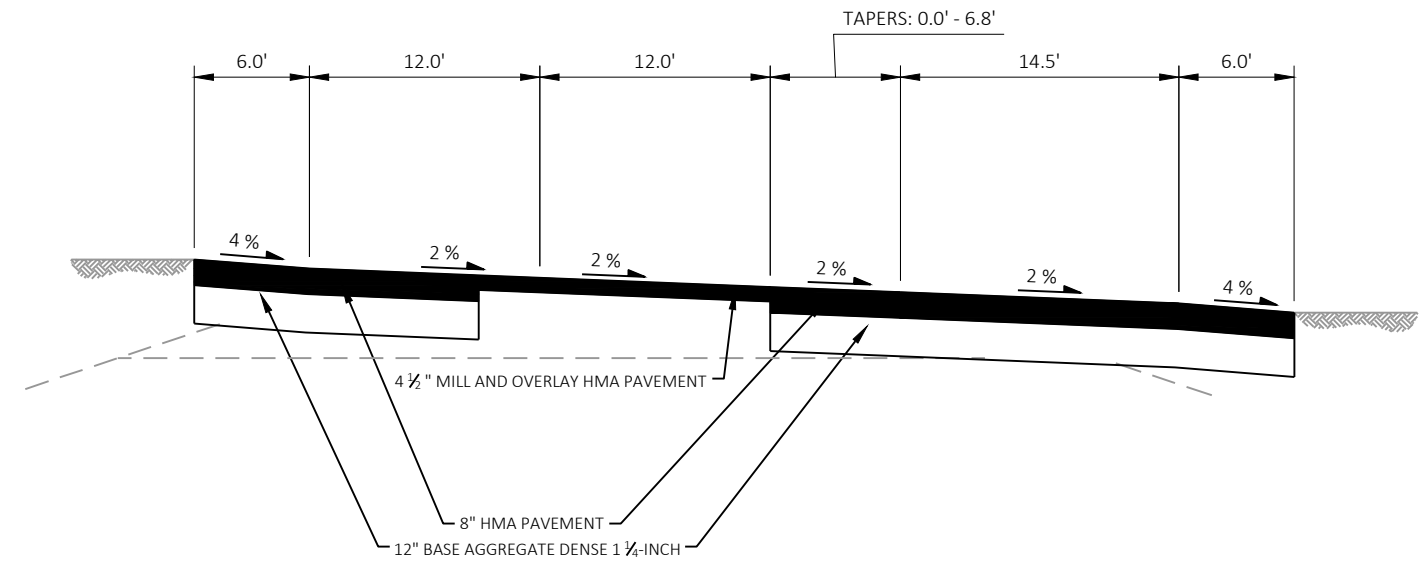
PROPOSED TYPICAL RAMP SECTION - HOLY HILL ROAD

NB EXIT RAMP: STA. 615+86.50 - STA. 617+34



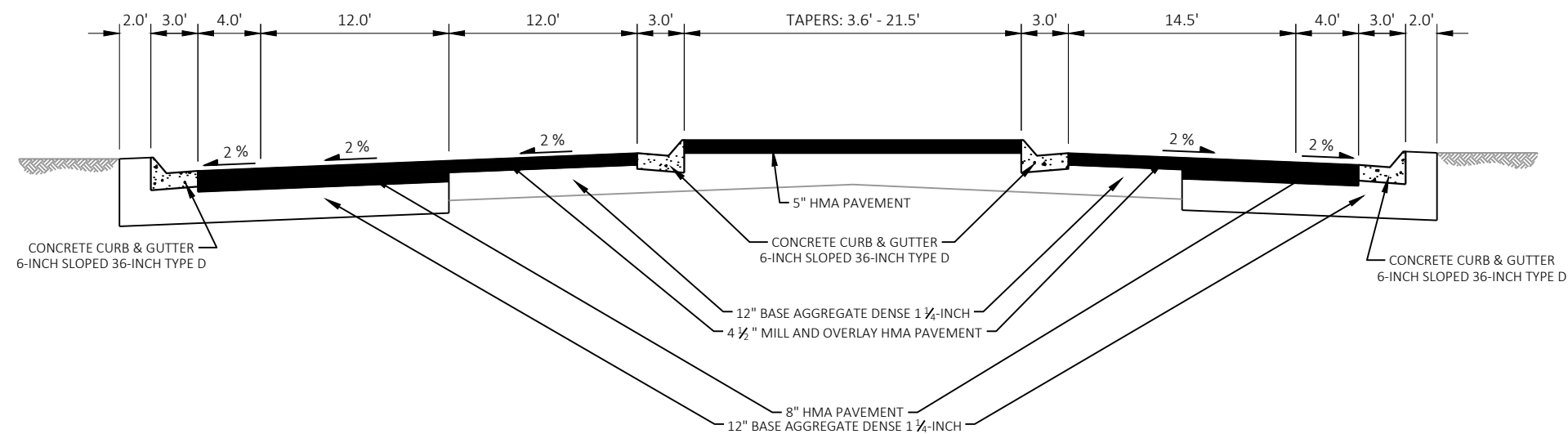
PROPOSED TYPICAL RAMP SECTION - HOLY HILL ROAD

NB EXIT RAMP: STA. 617+34 - STA. 618+89.54



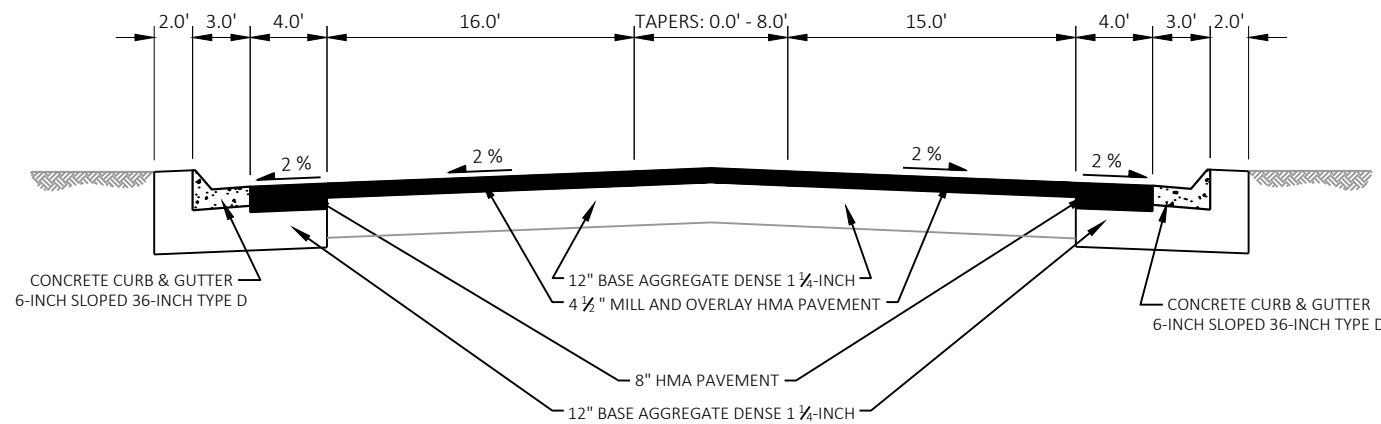
PROPOSED TYPICAL RAMP SECTION - HOLY HILL ROAD

NB EXIT RAMP: STA. 617+34 - STA. 618+89.54

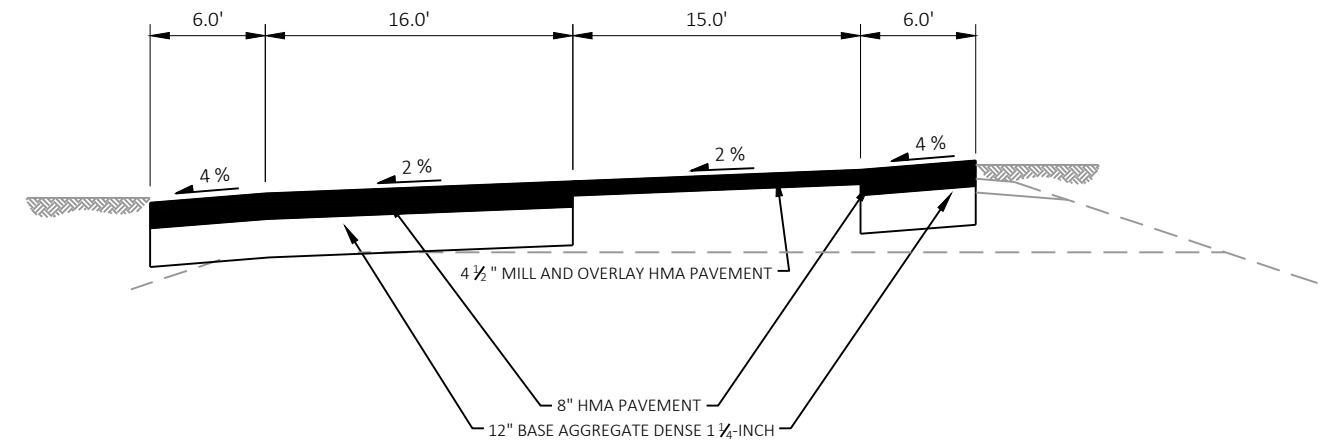


PROPOSED TYPICAL RAMP SECTION - HOLY HILL ROAD

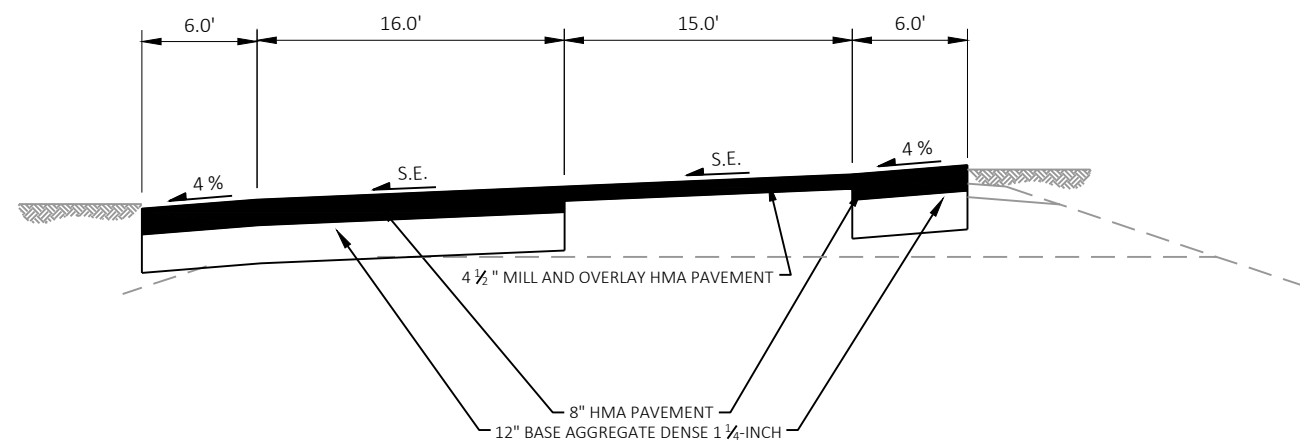
NB EXIT RAMP: STA. 618+89.54 - STA. 619+20



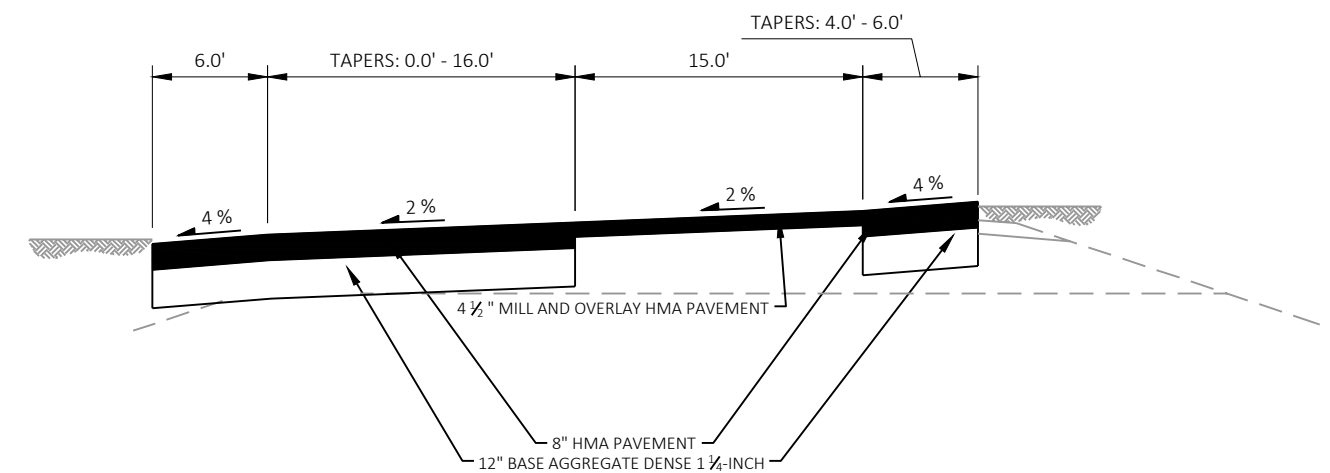
PROPOSED TYPICAL RAMP SECTION - HOLY HILL ROAD
SB EXIT RAMP: STA. 621+34.67 - STA. 621+58.13



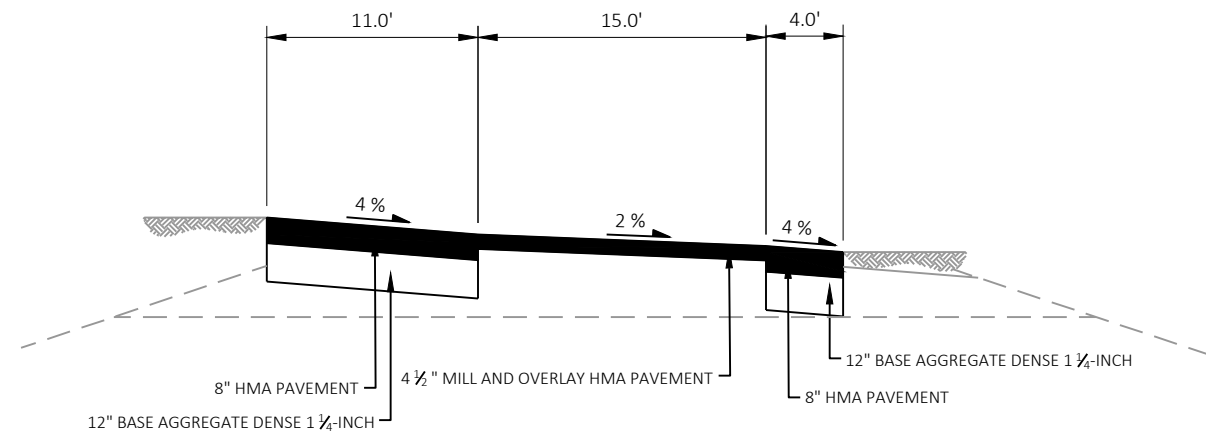
PROPOSED TYPICAL RAMP SECTION - HOLY HILL ROAD
SB EXIT RAMP: STA. 621+58.13 - STA. 622+84.42



PROPOSED TYPICAL SUPERELEVATED RAMP SECTION - HOLY HILL ROAD
SB EXIT RAMP: STA. 621+58.13 - STA. 622+84.42

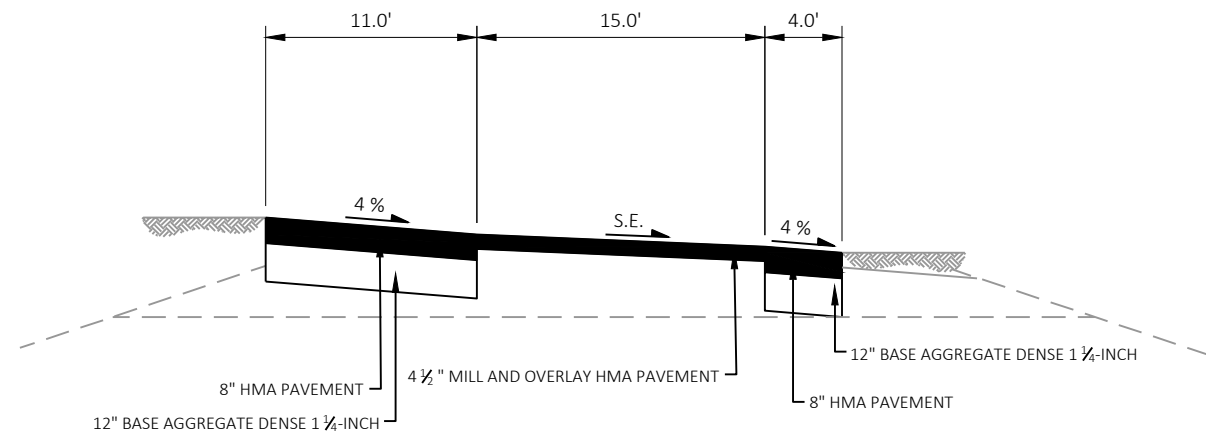


PROPOSED TYPICAL RAMP SECTION - HOLY HILL ROAD
SB EXIT RAMP: STA. 621+58.13 - STA. 622+84.42



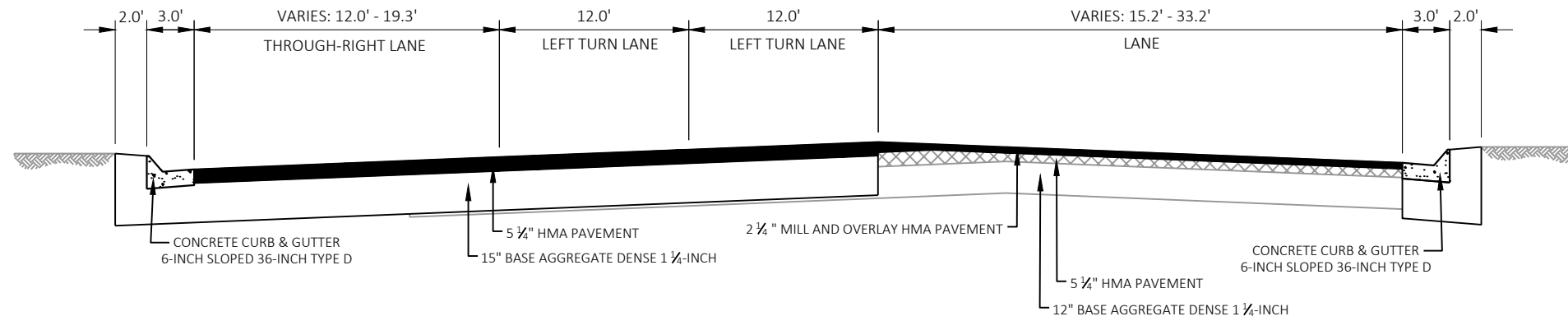
PROPOSED TYPICAL RAMP SECTION - HOLY HILL ROAD

SB ENTRANCE RAMP: STA. 618+42.42 - STA. 619+44

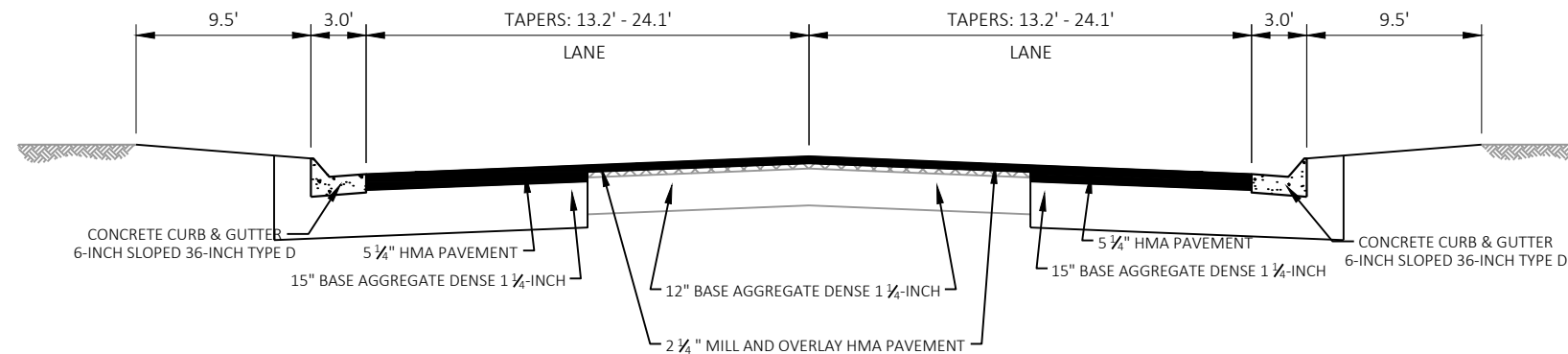


PROPOSED TYPICAL SUPERELEVATED RAMP SECTION - HOLY HILL ROAD

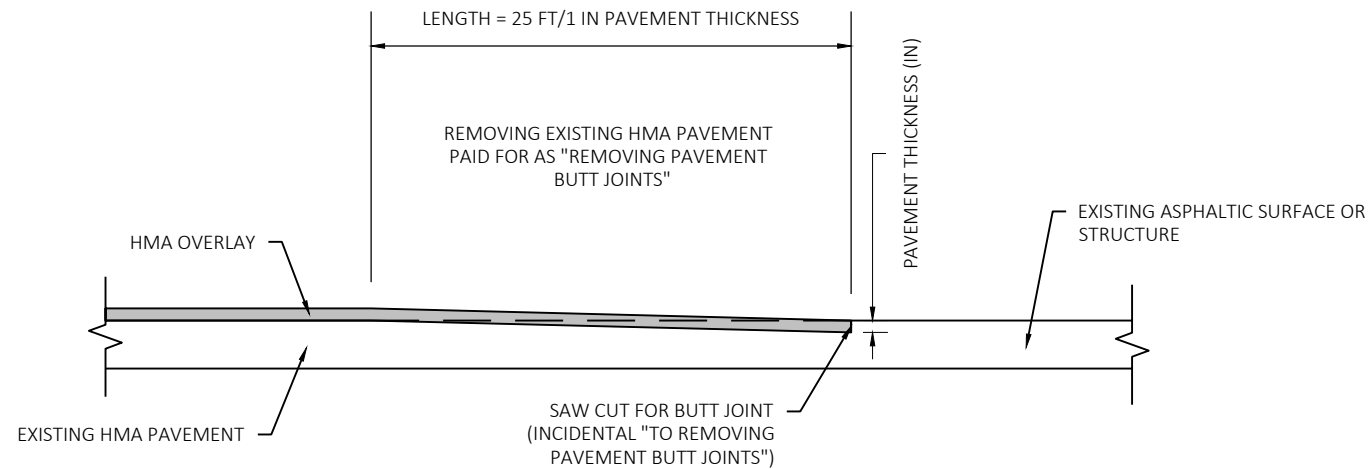
SB ENTRANCE RAMP



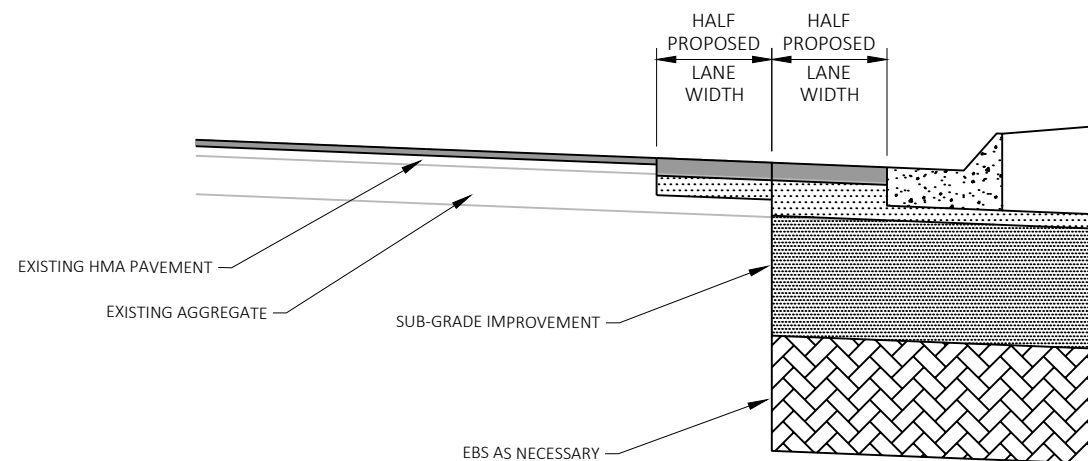
PROPOSED TYPICAL SECTION - RICHFIELD PWKY
STA. 100+75 - STA. 102+00



PROPOSED TYPICAL SECTION - WOLF RD
STA. 300+62.33 - STA. 301+09.21



BUTT JOINT DETAIL

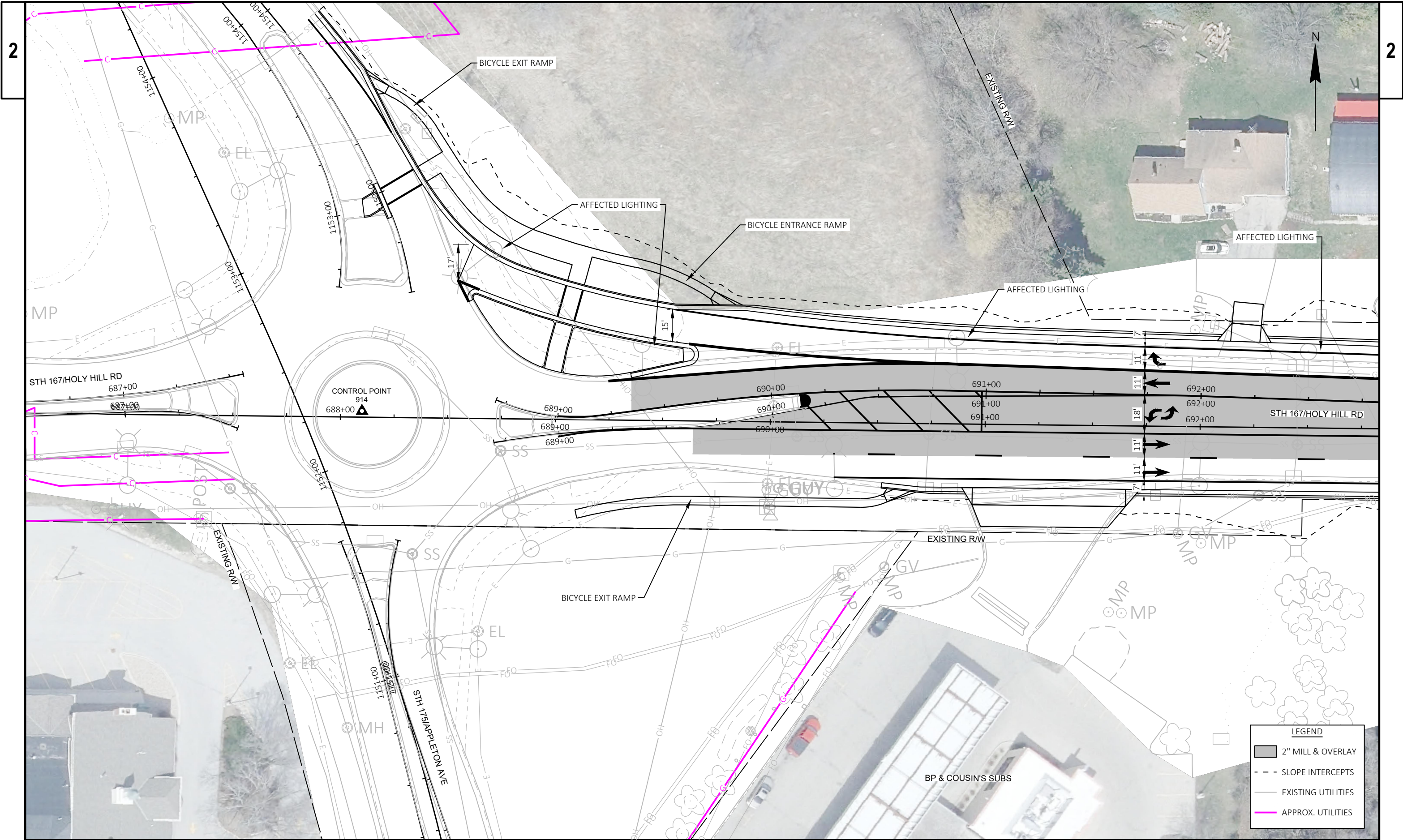


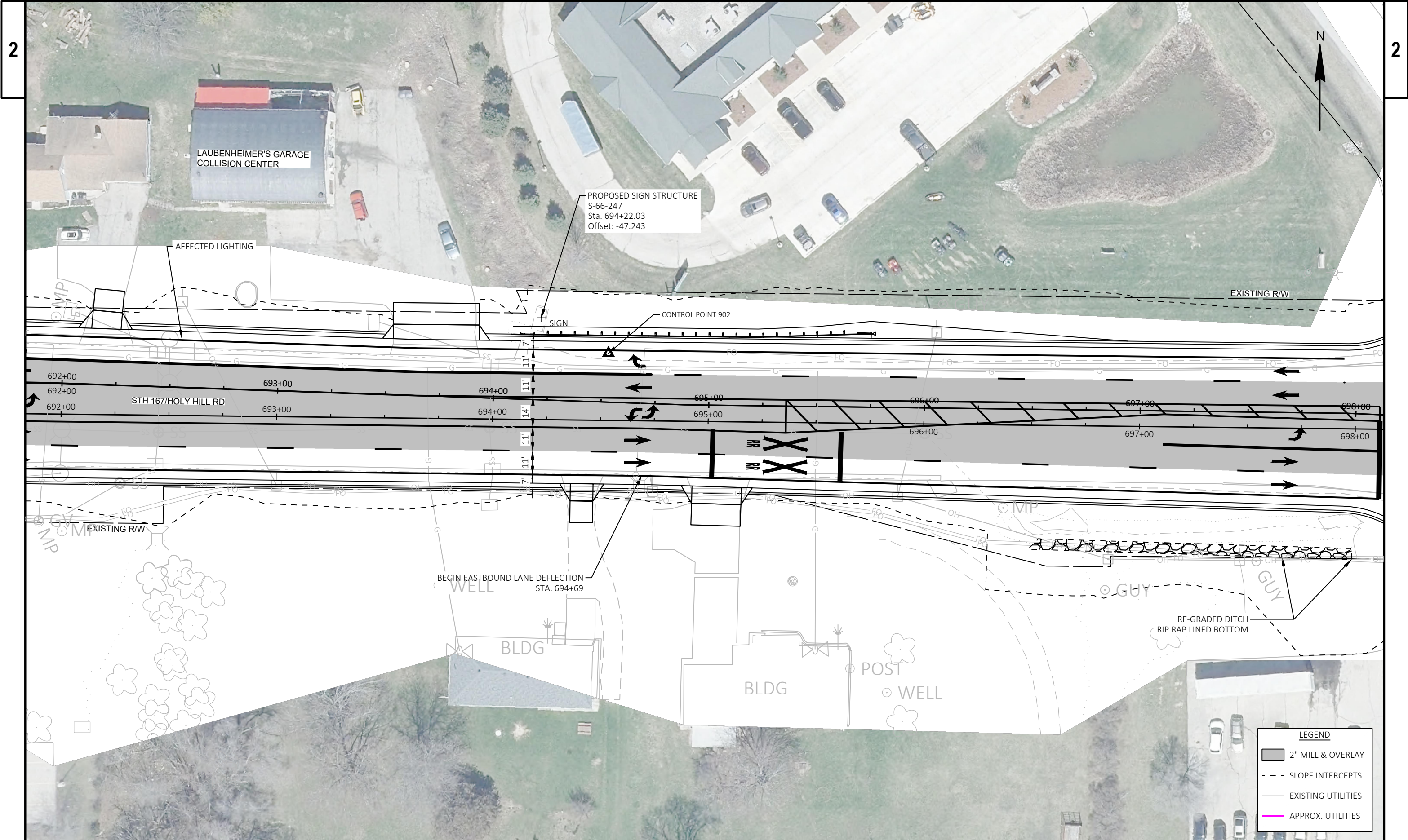
SUBSURFACE EXCAVATIONS ADJACENT TO EXISTING PAVEMENTS DETAIL

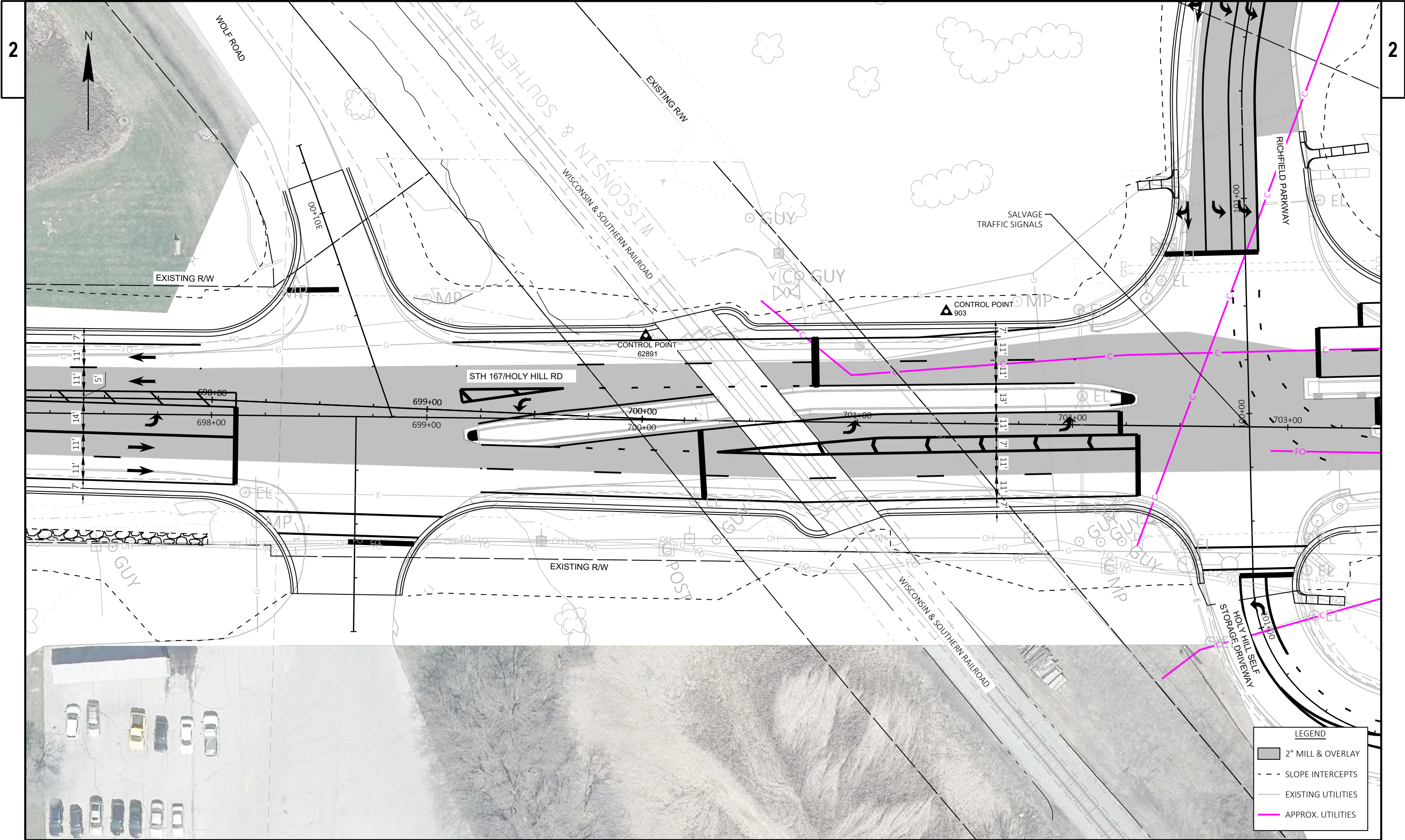
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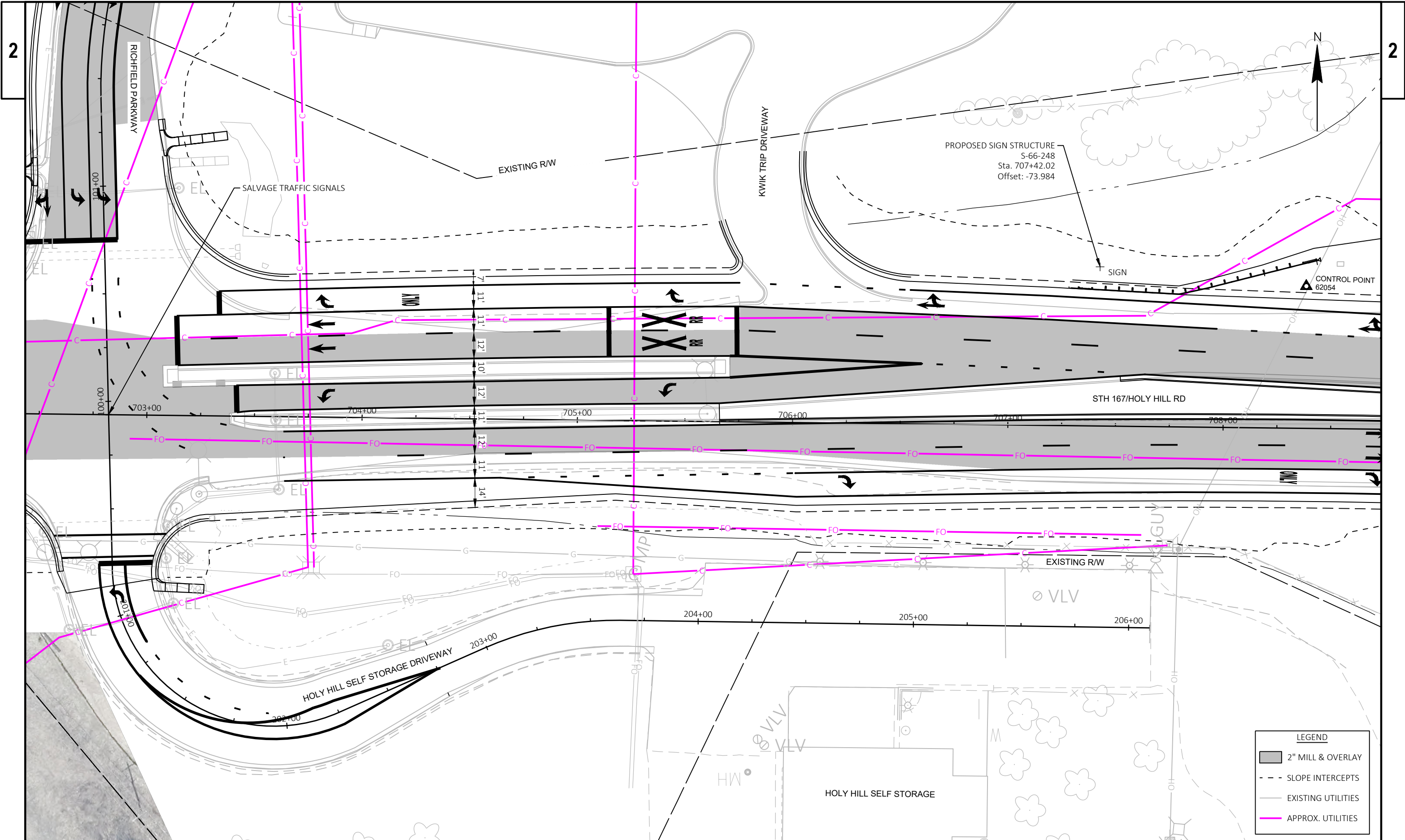
THIS DETAIL APPLIES TO ALL AREAS OF EXCAVATION NEXT TO EXISTING PAVEMENTS, INCLUDING INSIDE AND OUTSIDE SHOULDER RECONSTRUCTION AREAS.

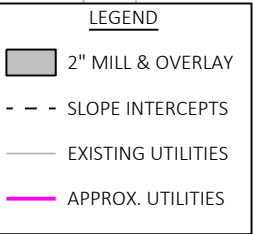
PAVEMENT AND AGGREGATE THICKNESS WILL VARY, REFER TO TYPICAL SECTIONS FOR DEPTHS.

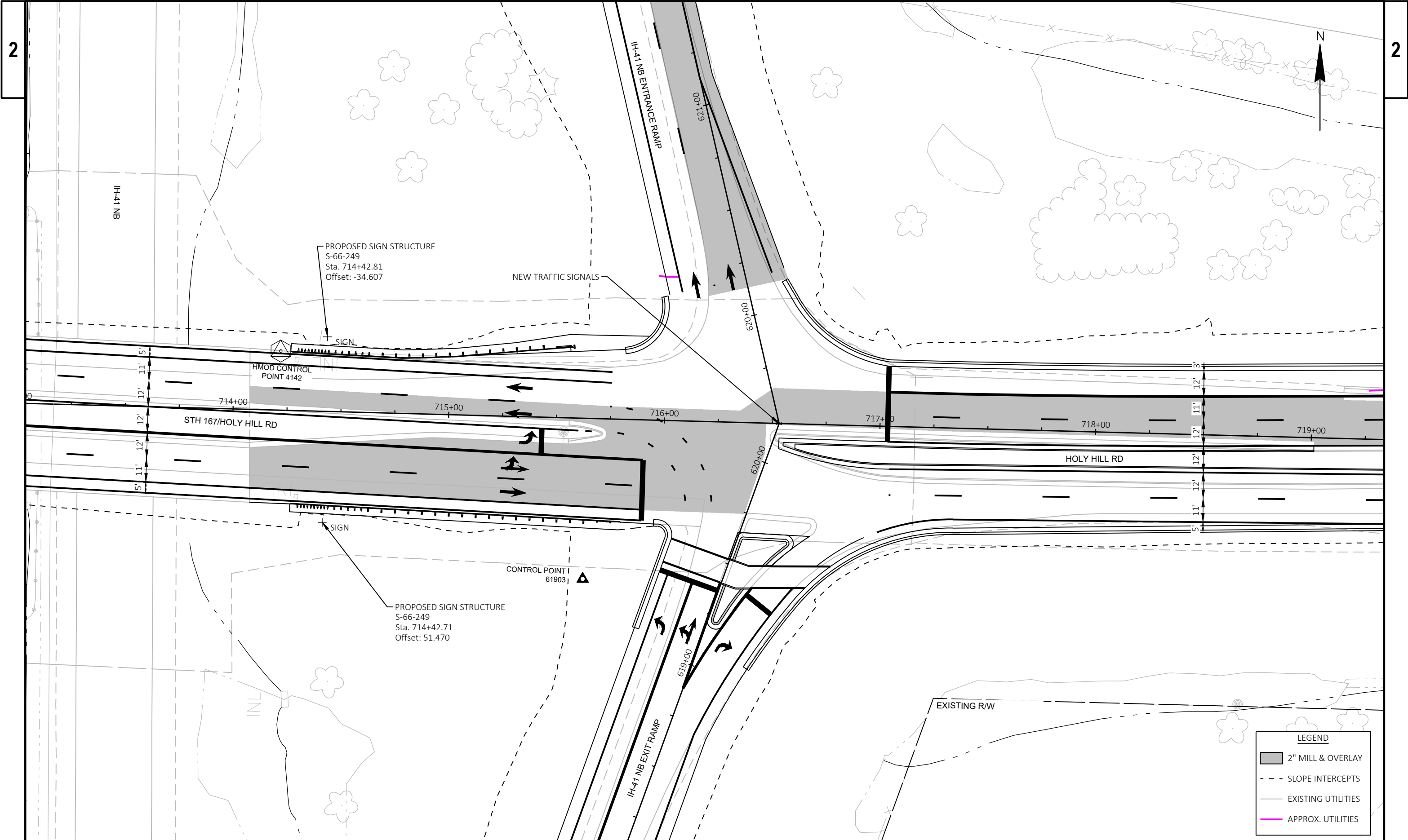


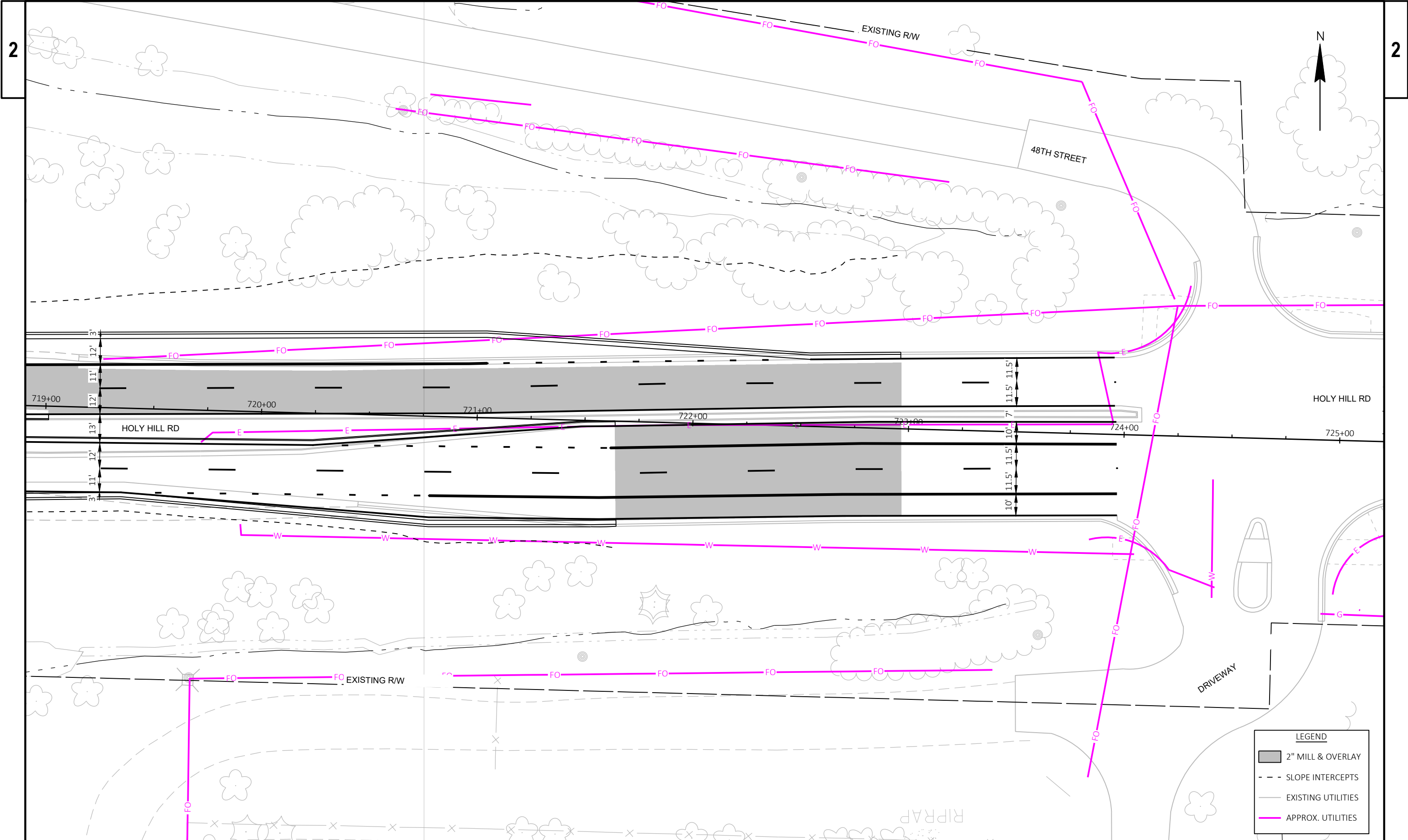


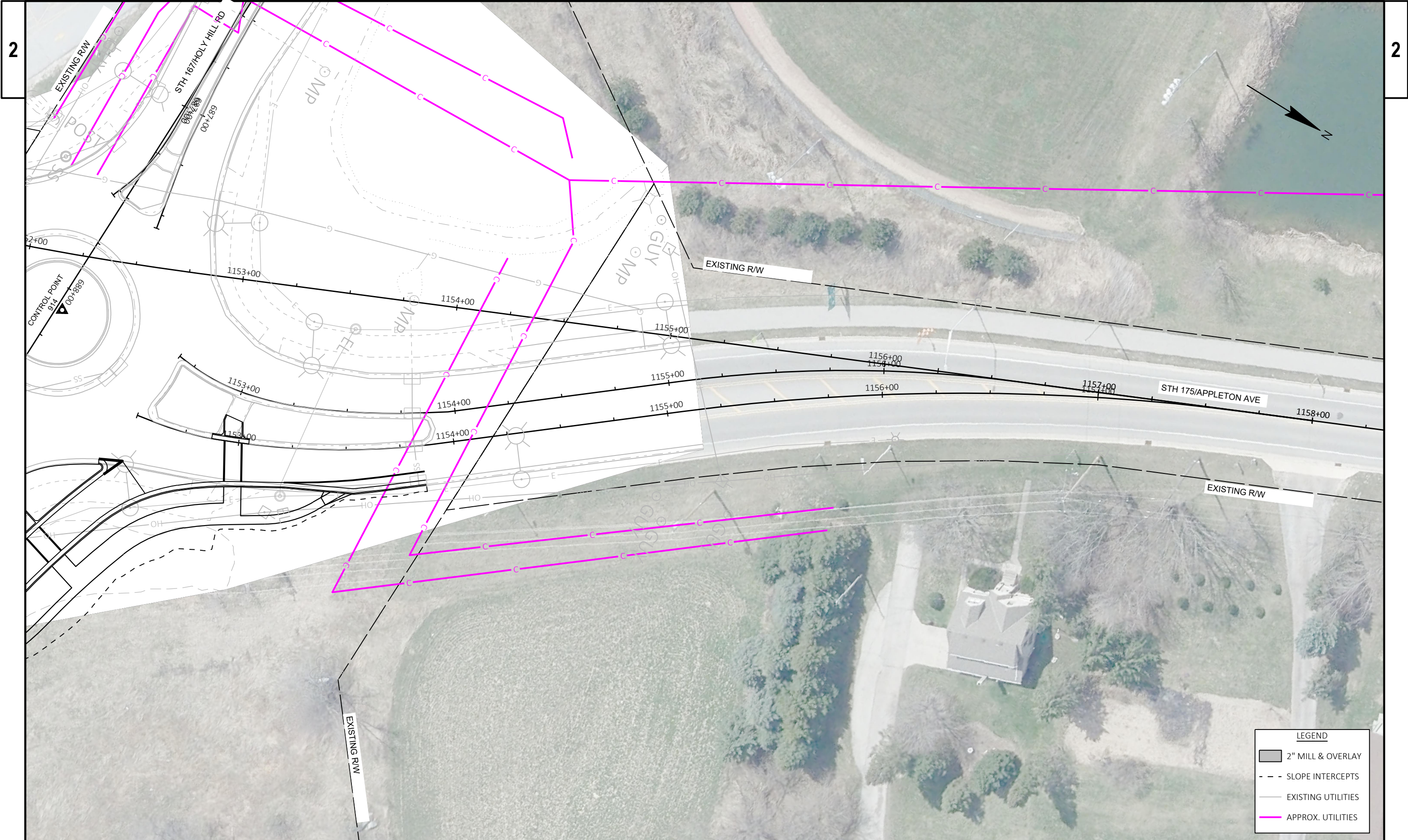












2

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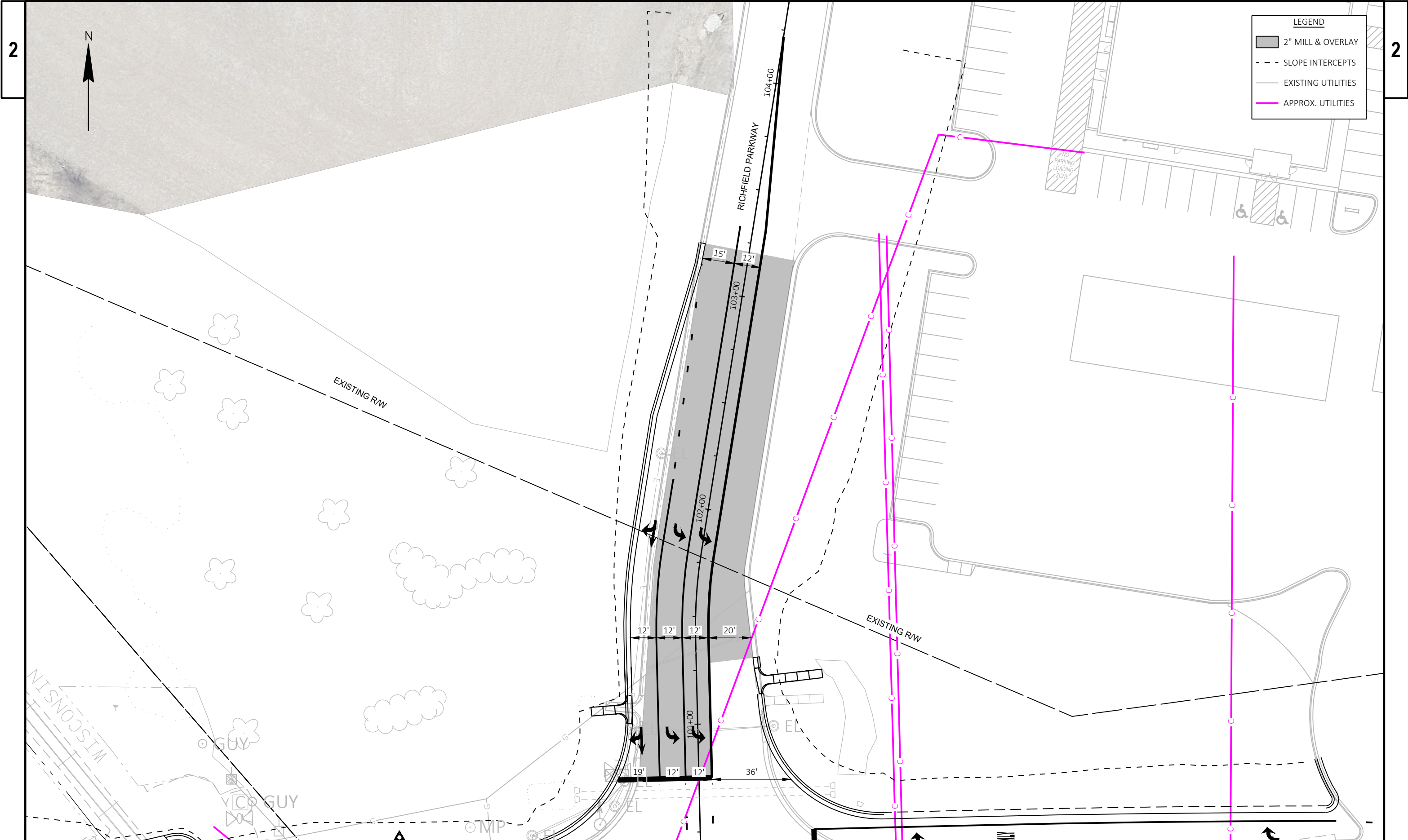
LEGEND

2" MILL & OVERLAY

SLOPE INTERCEPTS

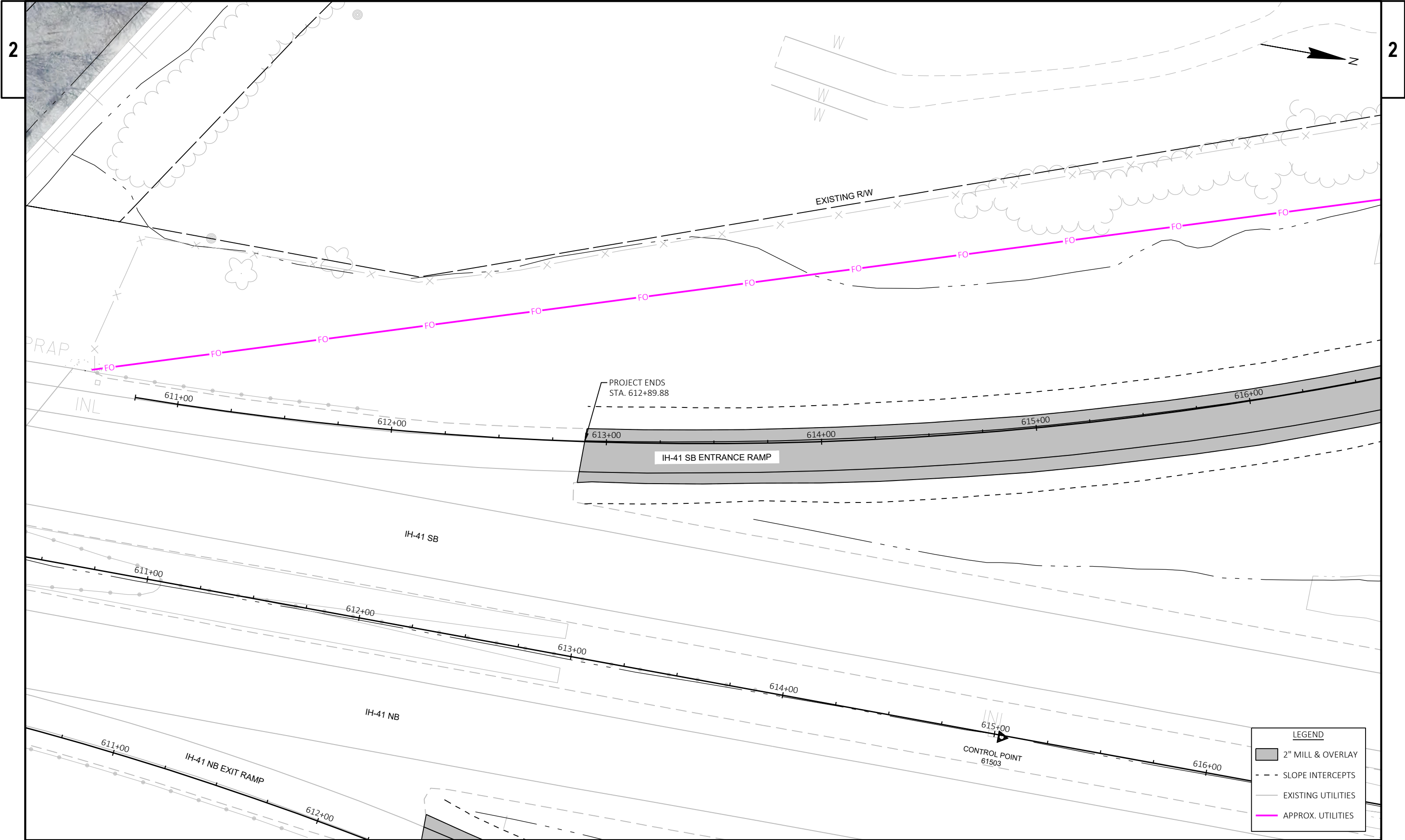
EXISTING UTILITIES

APPROX. UTILITIES



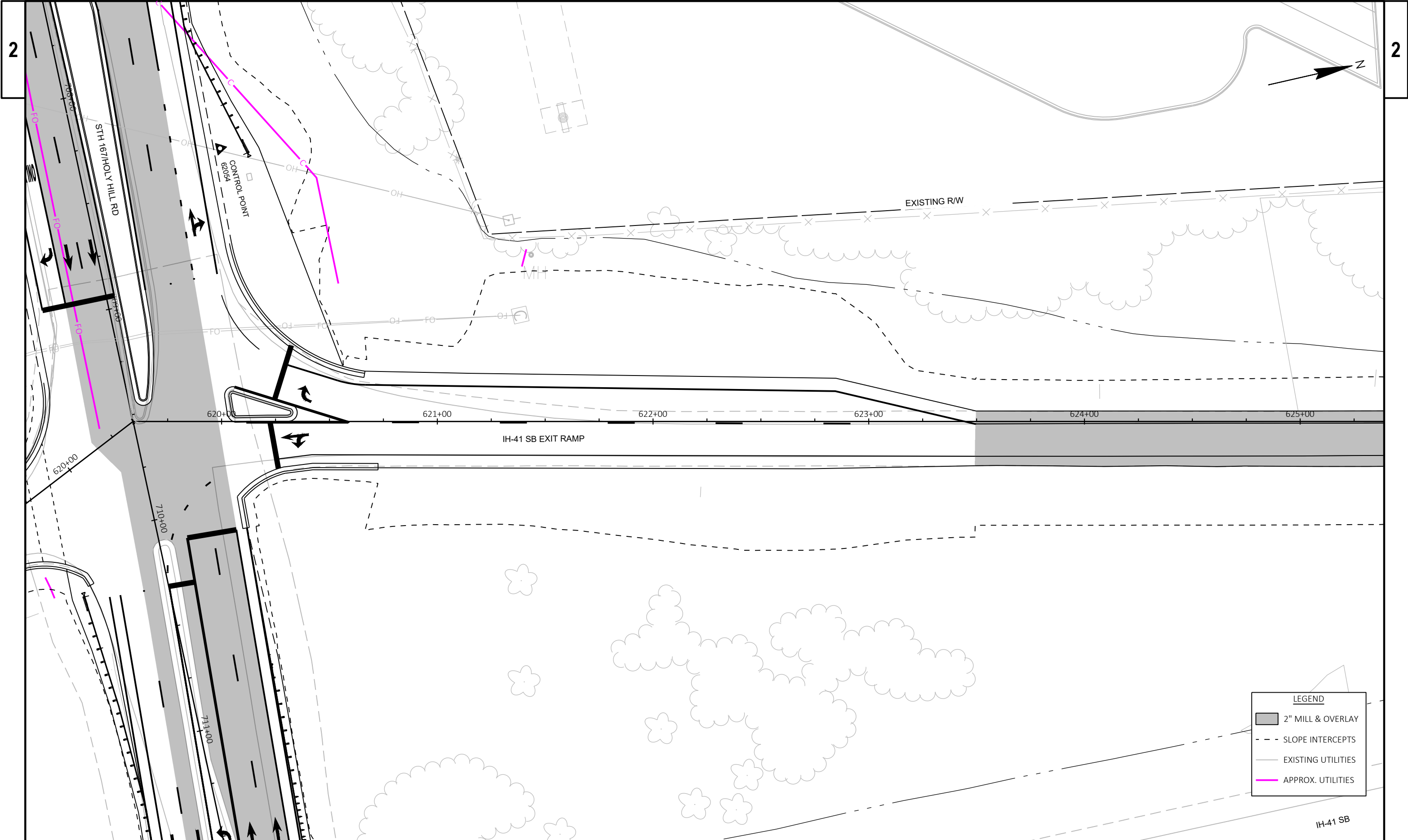
LEGEND

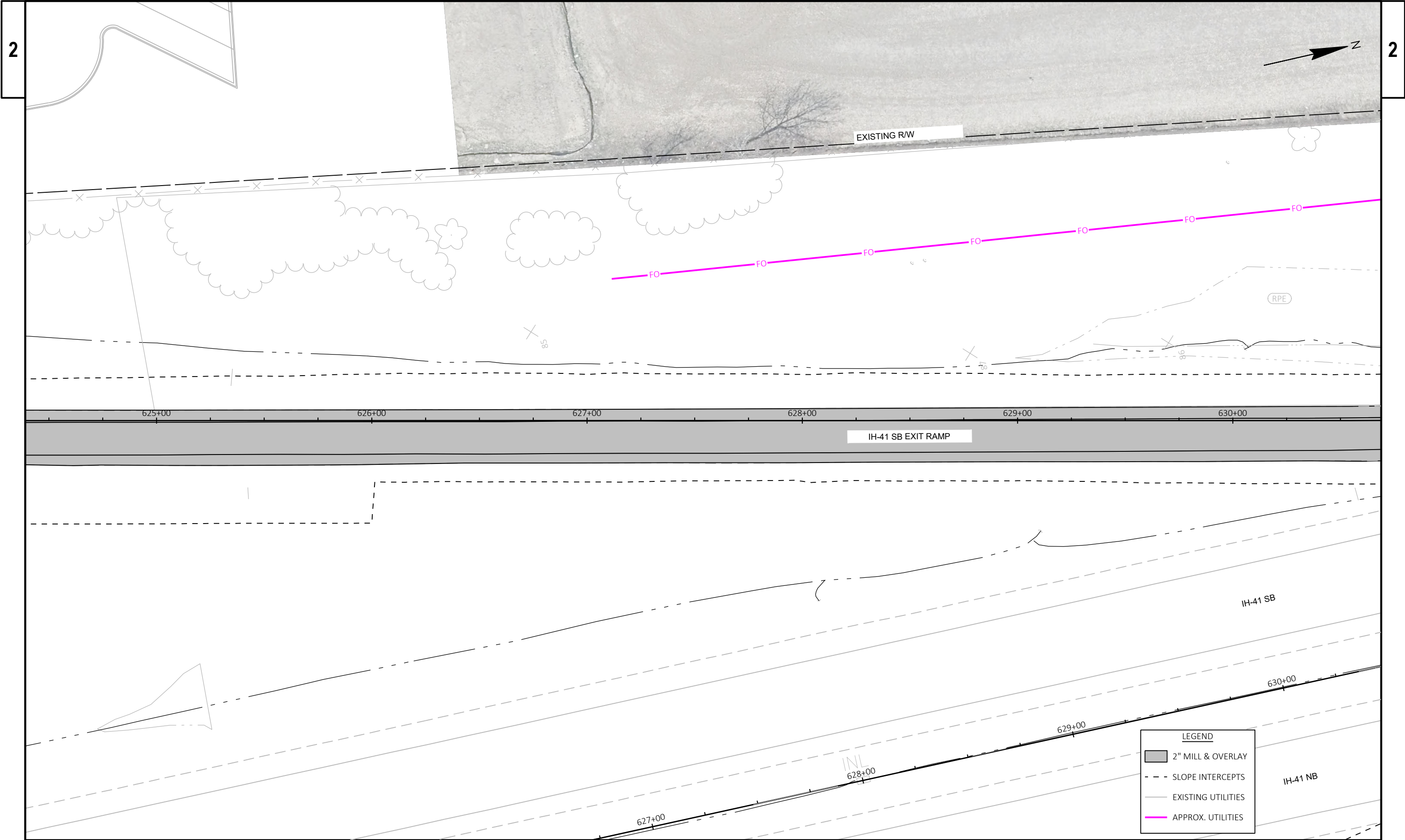
- 2" MILL & OVERLAY
- SLOPE INTERCEPTS
- EXISTING UTILITIES
- APPROX. UTILITIES



PROJECT NO: 1100-22-72 & 2300-22-70	HWY: STH 167	COUNTY: WASHINGTON	PLAN DETAILS	SHEET E
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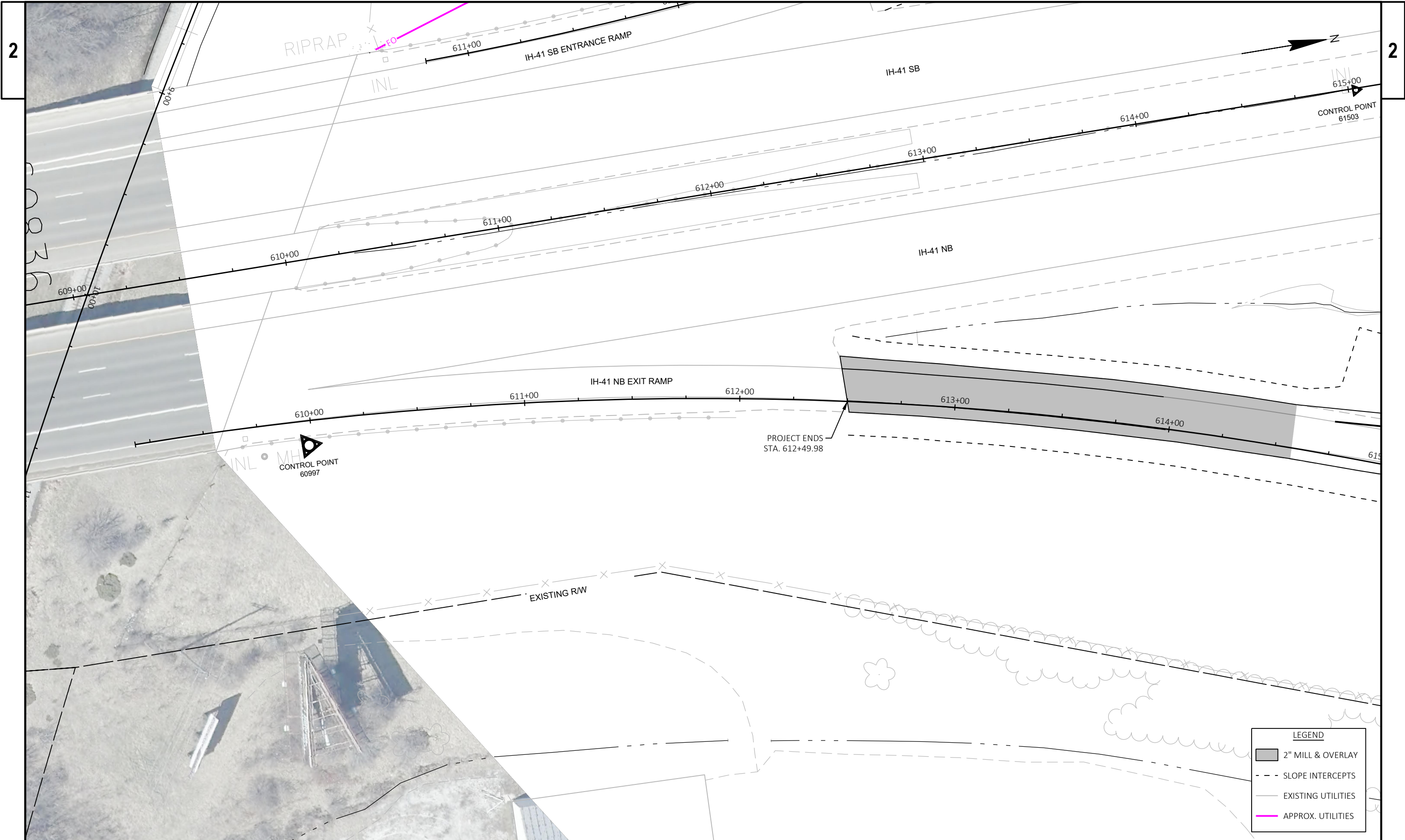


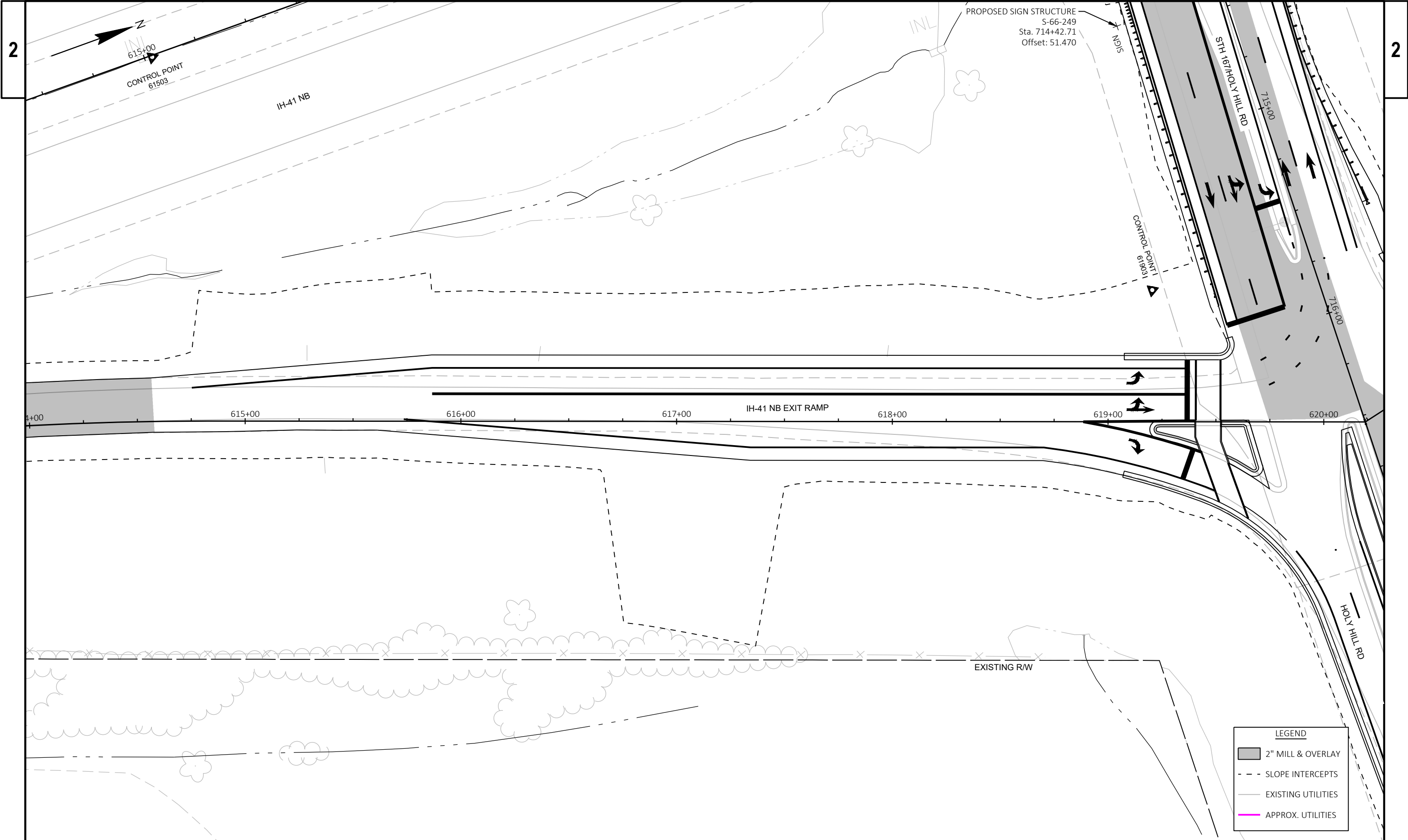


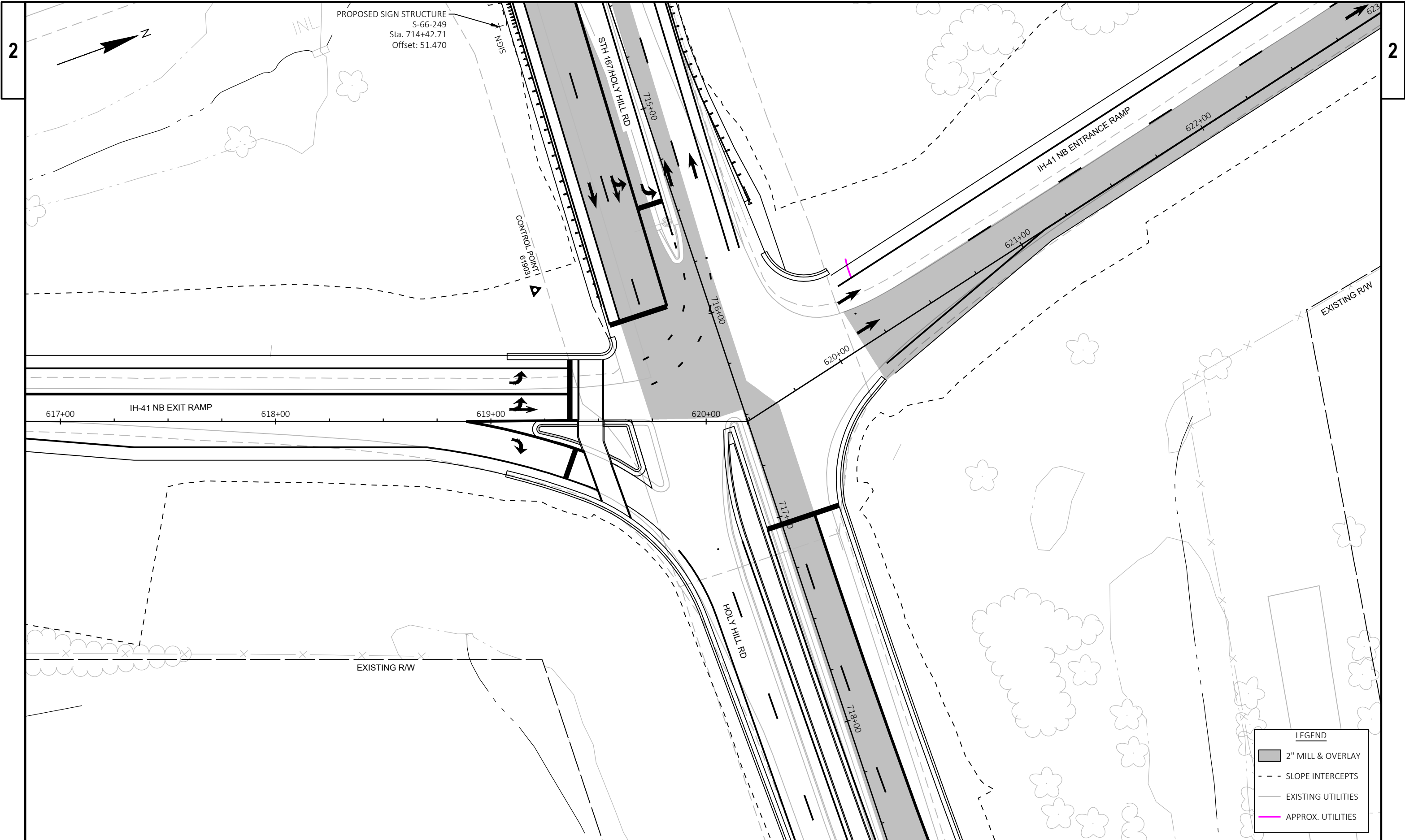




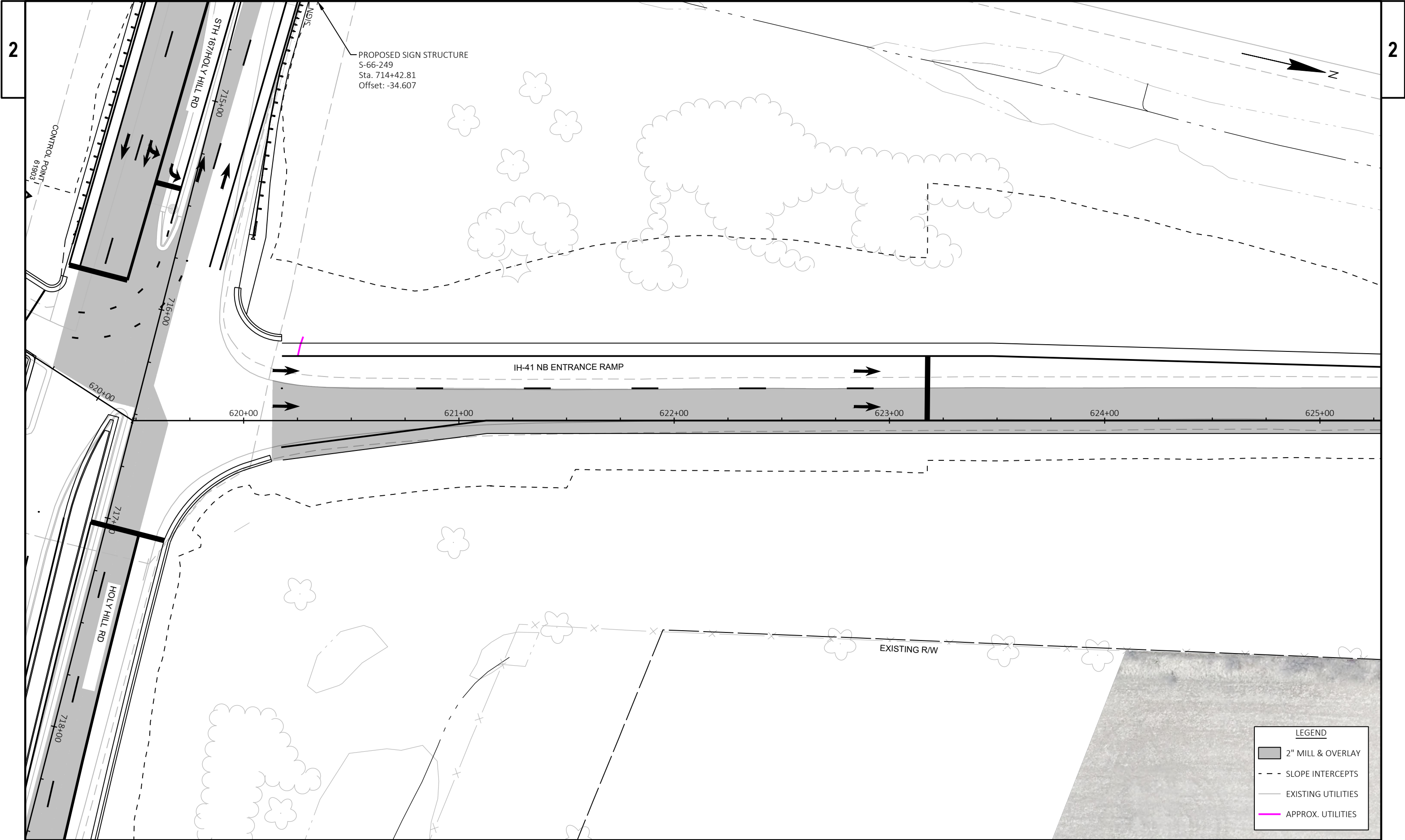
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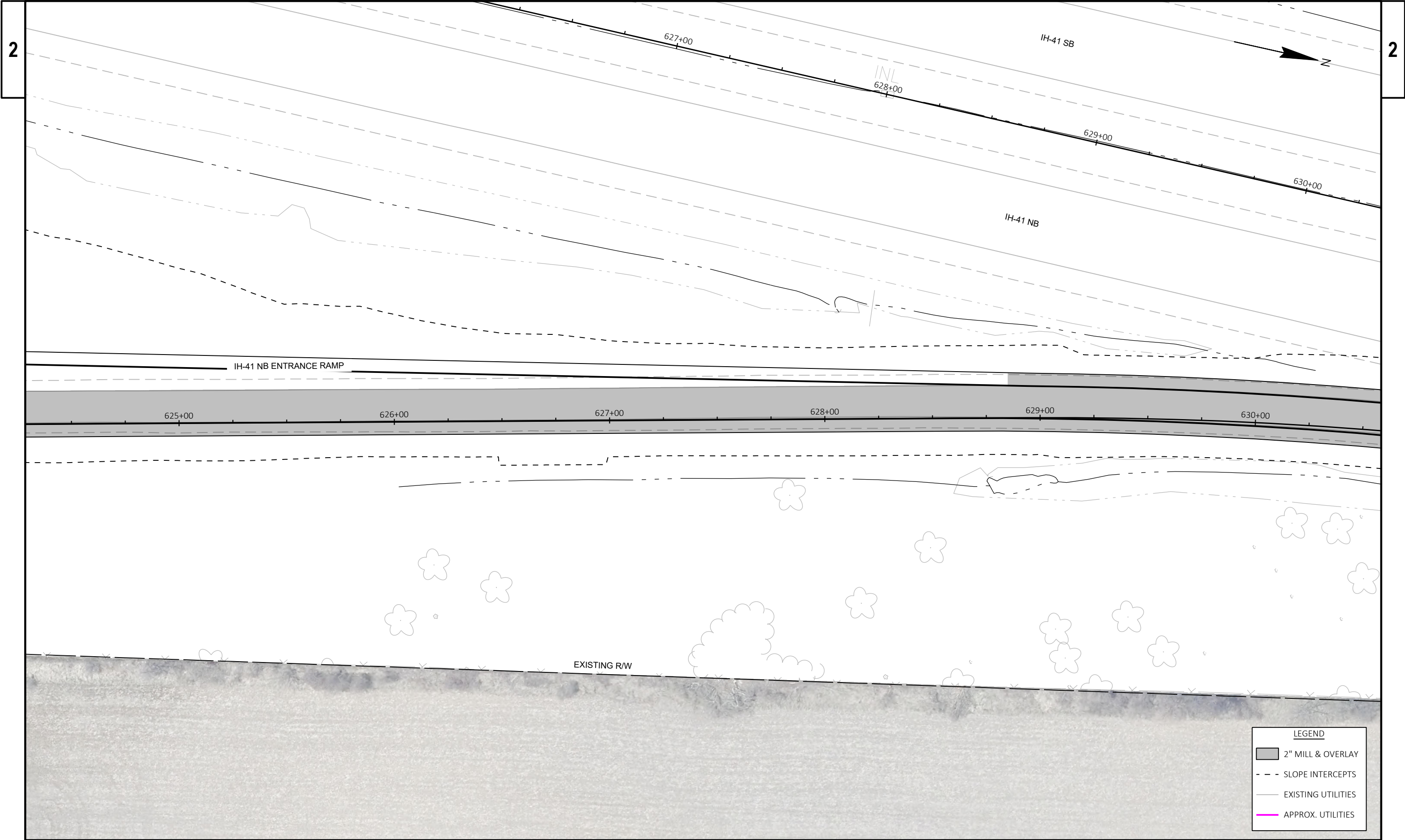




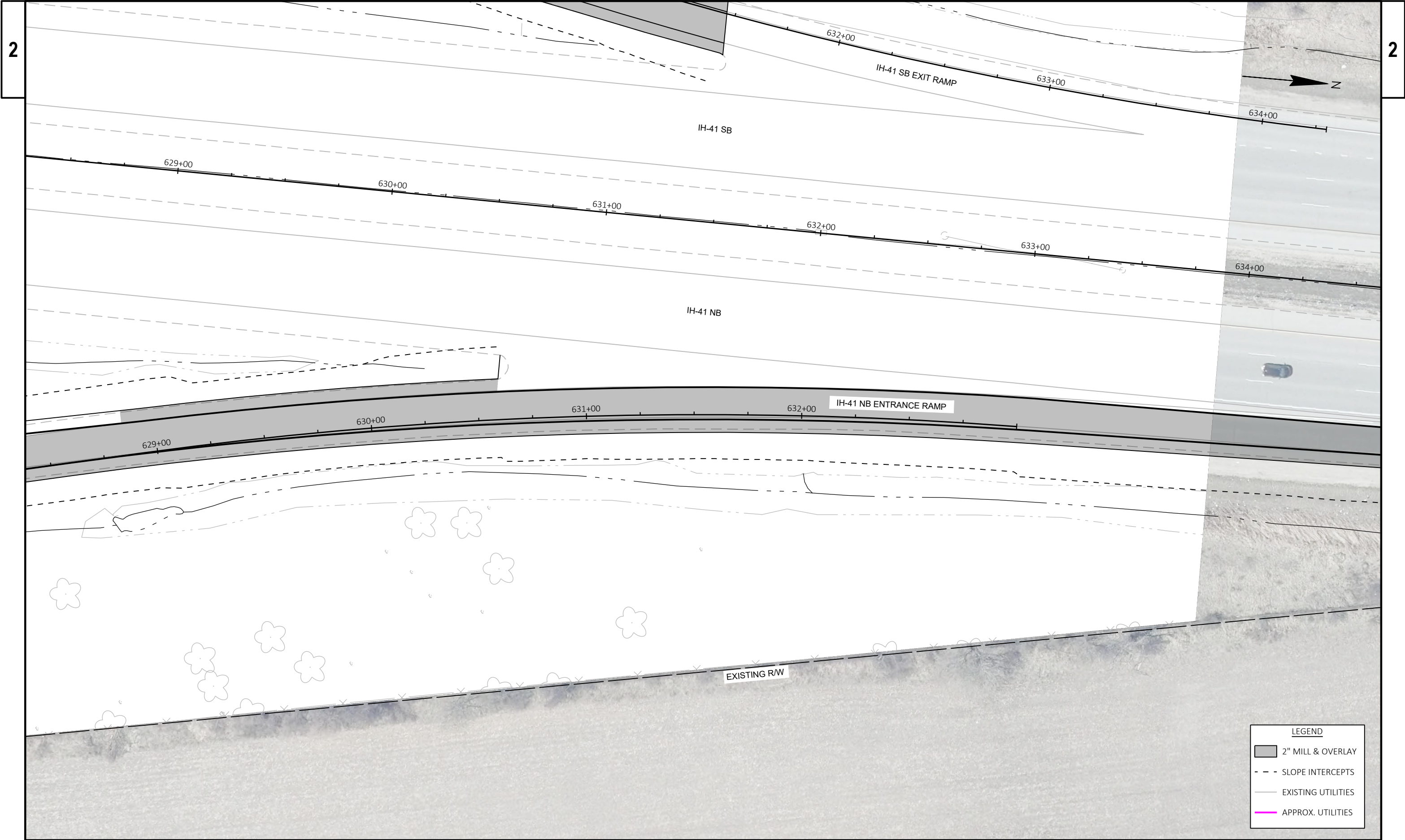


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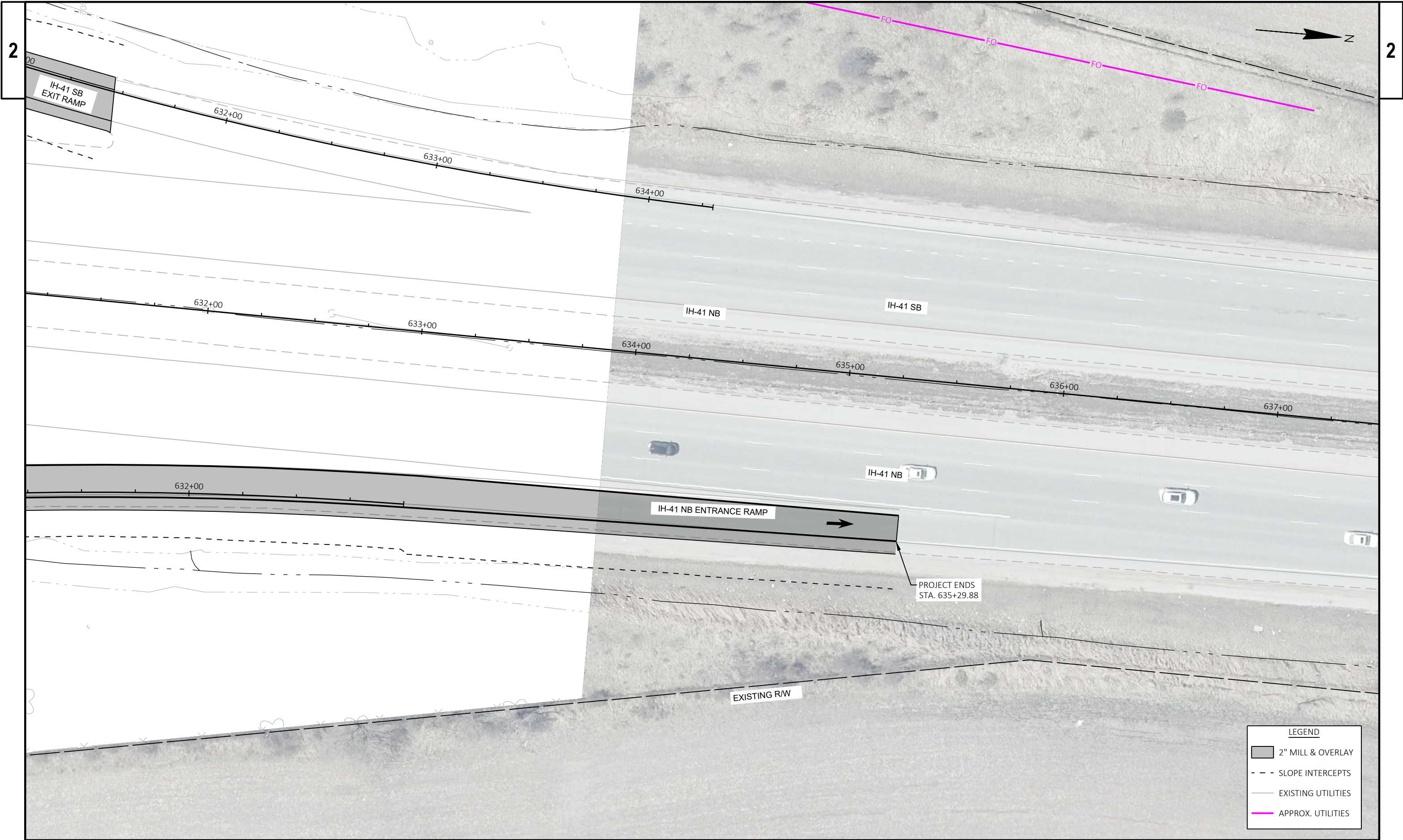




PROJECT NO: 1100-22-72 & 2300-22-70	HWY: STH 167	COUNTY: WASHINGTON	PLAN DETAILS	SHEET	E
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PROJECT NO: 1100-22-72 & 2300-22-70	HWY: STH 167	COUNTY: WASHINGTON	PLAN DETAILS	SHEET	E
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Attachment 4

Tribal Notification

From: Ring, Steven M - DOT
Sent: Tuesday, April 23, 2024 3:04 PM
To: Bad River Deputy THPO; Bad River THPO; Bahr, Gary; Boyd, Chris; Brian Bisonette - DNR; Buffalo-Reyes, Edwina; Defoe, Marvin - DNR; DOT BEES Cultural Resources; Grignon, Dave; Guyah, Timothy; LaRonge, Michael; LDF THPO; McFaggen, Wanda; Mitchell, Tara; Nunway, Olivia; Oneida THPO; Quackenbush, Bill; Schroeder, Evan; Schuman, Sarah; Shively, Alina; THPO, Stockbridge-Munsee; Wahwassuck, Raphael; White, Noah - DNR
Cc: Garcia, Cody - DOT; Ring, Steven M - DOT; Smith, Clayton L - DOT; DOT 11002202-23002200 STH 167 HH IC
Subject: WisDOT request for comment and notification of Federal undertaking under 36 CFR 800 (Project ID: 1100-22-02 & 2300-22-00)
Attachments: [Project Location.pdf](#)

WisDOT Project: 1100-22-02 & 2300-22-00
Highway/Termini: HOLY HILL I/C & STH 175 TO IH41
County: Washington
Township, Range, Section: T9N, R19E, S12 & S13; T9N, R20E, S7 & S18

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration (FHWA), is considering an undertaking located in the Villages of Richfield and Germantown in Washington County on State Trunk Highway (STH) 167 (Holy Hill Road) from STH 175 (Appleton Avenue) TO IH-41 and the STH 167 (Holy Hill Road) interchange at IH-41. The proposed resurfacing and bridge rehabilitation undertakings will consist of the following:

Resurface the inner lanes and median, adding a bypass turn lane on the STH 175 roundabout, and adding an outer lane and shoulders on STH 167 from the STH 175 roundabout to the east side of the I-41 interchange to match into recent Germantown Holy Hill Road expansion. Rehabilitate the I-41 overpass to allow it to carry four lanes of traffic, add signals at the I-41 ramp terminals and modify existing signals to accommodate new traffic pattern.

- **Resurfacing the inner lanes and median consists of removing 2-inches of the existing asphaltic pavement and replacing with 2-inches of new asphaltic pavement**
- **Full depth asphaltic pavement (approximately 5-inches) addition of outer lanes and shoulders including curb and gutter**
- **Remove existing bridge median and replace with a bridge deck that connects eastbound and westbound portions of the structure**
- **Adding a right-turn only bypass lane at the STH 175 roundabout**
- **Intersection and ramp improvements including adding or lengthening turn lanes**
- **Addition of sidewalk and/or shared use paths to connect pedestrian accommodations within the corridor is under review**
- **Update drainage system for added lanes and shoulder**
- **Pavement marking and signing replacement**
- **Traffic signal upgrades**
- **Right-of-way acquisition and utility relocations**

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: Clayton Smith

Phone: (262) 548-6428

Address: 141 NW Barstow Street, Waukesha, WI 53187

EC: Cody Garcia
Southeast 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

Attachments: Project Location Map

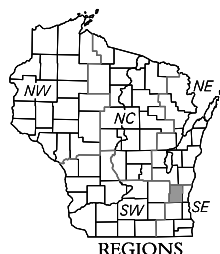
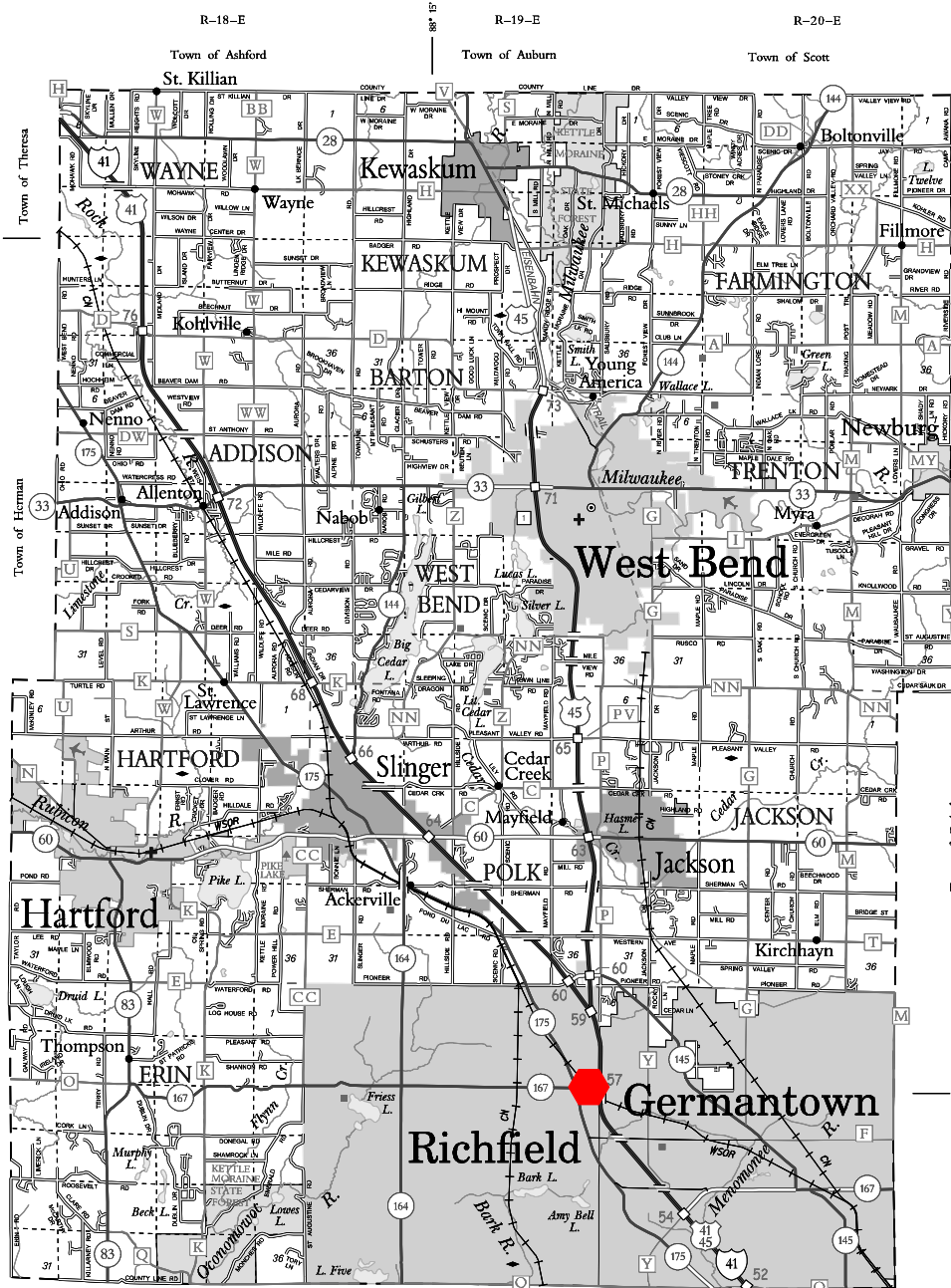
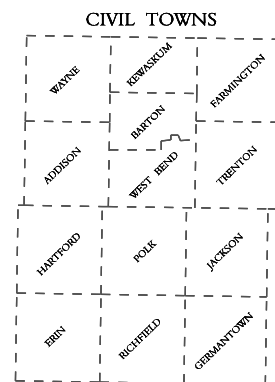
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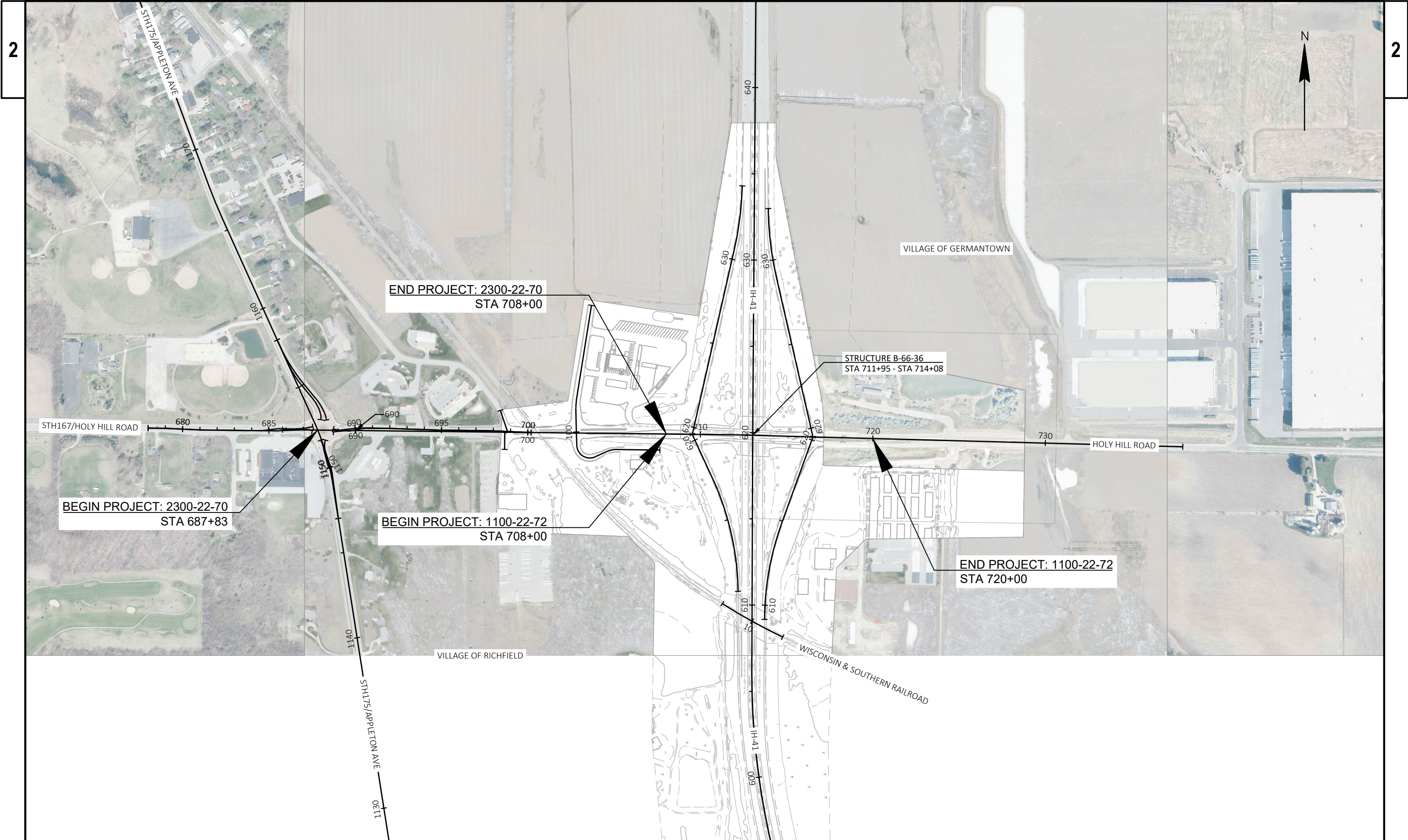
LEGEND

- Freeway -----
- Multilane Divided -----
- U.S. or State Hwy -----
- County Trunk Hwy -----
- Town Road -----
- Firelane -----
- Railroad -----
- State Trail -----
- Interchange -----
- Highway Separation -----
- Interstate Highway No. -----
- U.S. Highway No. -----
- State Highway No. -----
- County Highway Letter -----
- State Boundary -----
- County Boundary -----
- Civil Town Boundary -----
- Section Line -----
- Dam -----
- Hospital -----
- Airport -----
- County Seat -----
- Unincorporated Village -----
- Fish Hatchery -----
- Game Farm -----
- Public Hunt or Fish Grds. -----
- Public Camp & Picnic Grds. -----
- Ranger Station -----
- State Park -----
- County Park -----
- Without Facilities -----
- Rest Area -----
- Modern Facilities -----
- Wayside -----
- Basic Facilities -----
- Univ. of Wisconsin -----
- Washington Co. -----

For boundaries of public hunting and fishing grounds please contact the Department of Natural Resources



1100-22-02/72 & 2300-22-02/72:
 STH 167, HOLY HILL I/C & STH 175 TO IH-41
 WASHINGTON COUNTY
 LOCATION MAP



PROJECT NO: 1100-22-72	HWY: STH 167	COUNTY: WASHINGTON	PROJECT OVERVIEW	SHEET	E
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Attachment 5

US Fish and Wildlife Service Coordination



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:

06/23/2025 21:39:11 UTC

Project Code: 2024-0066151

Project Name: STH 167, 1100-22-72 & 2300-22-70, HOLY HILL I/C & STH 175 TO IH41

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.

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.

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. For bat activity dates, please review Appendix L in the [Range-wide Indiana Bat and Northern Long-Eared Bat Survey Guidelines](#).

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 northern long-eared bat and tricolored bat range-wide 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 help 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: DNRERReview@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
- Bald & Golden Eagles
- Migratory Birds

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: 2024-0066151

Project Name: STH 167, 1100-22-72 & 2300-22-70, HOLY HILL I/C & STH 175 TO IH41

Project Type: Road/Hwy - Maintenance/Modification

Project Description: Resurface and widen STH 167 from the STH 175 roundabout to the east side of the I-41 interchange to match into recent Germantown Holy Hill Road expansion. Rehabilitate the I-41 overpass to allow it to carry four lanes of traffic, add signals at the I-41 ramp terminals and modify existing signals to accommodate new traffic pattern.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@43.2514536,-88.18136698763988,14z>



Counties: Washington County, Wisconsin

ENDANGERED SPECIES ACT SPECIES

There is a total of 2 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA 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
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</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/9743	Proposed Threatened

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.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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 Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles 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

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 (■)

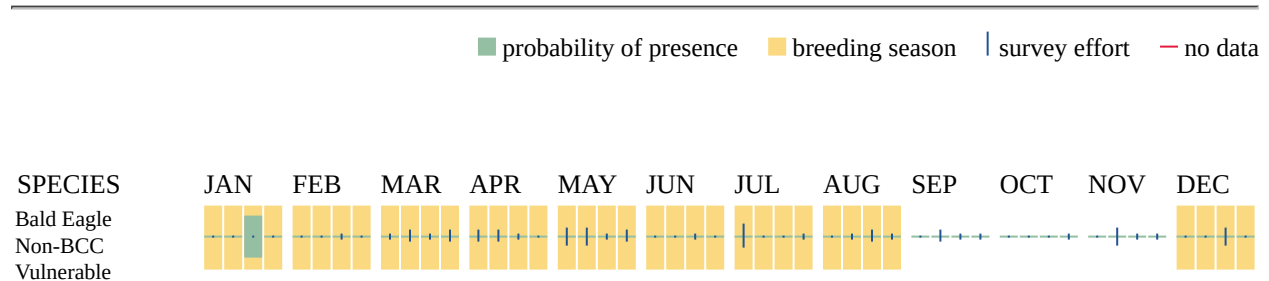
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (l)

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 avoidance and minimization 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

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

-
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
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-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
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
Henslow's Sparrow <i>Centronyx henslowii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31
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
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Rusty Blackbird <i>Euphagus carolinus</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/9478	Breeds elsewhere
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	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.

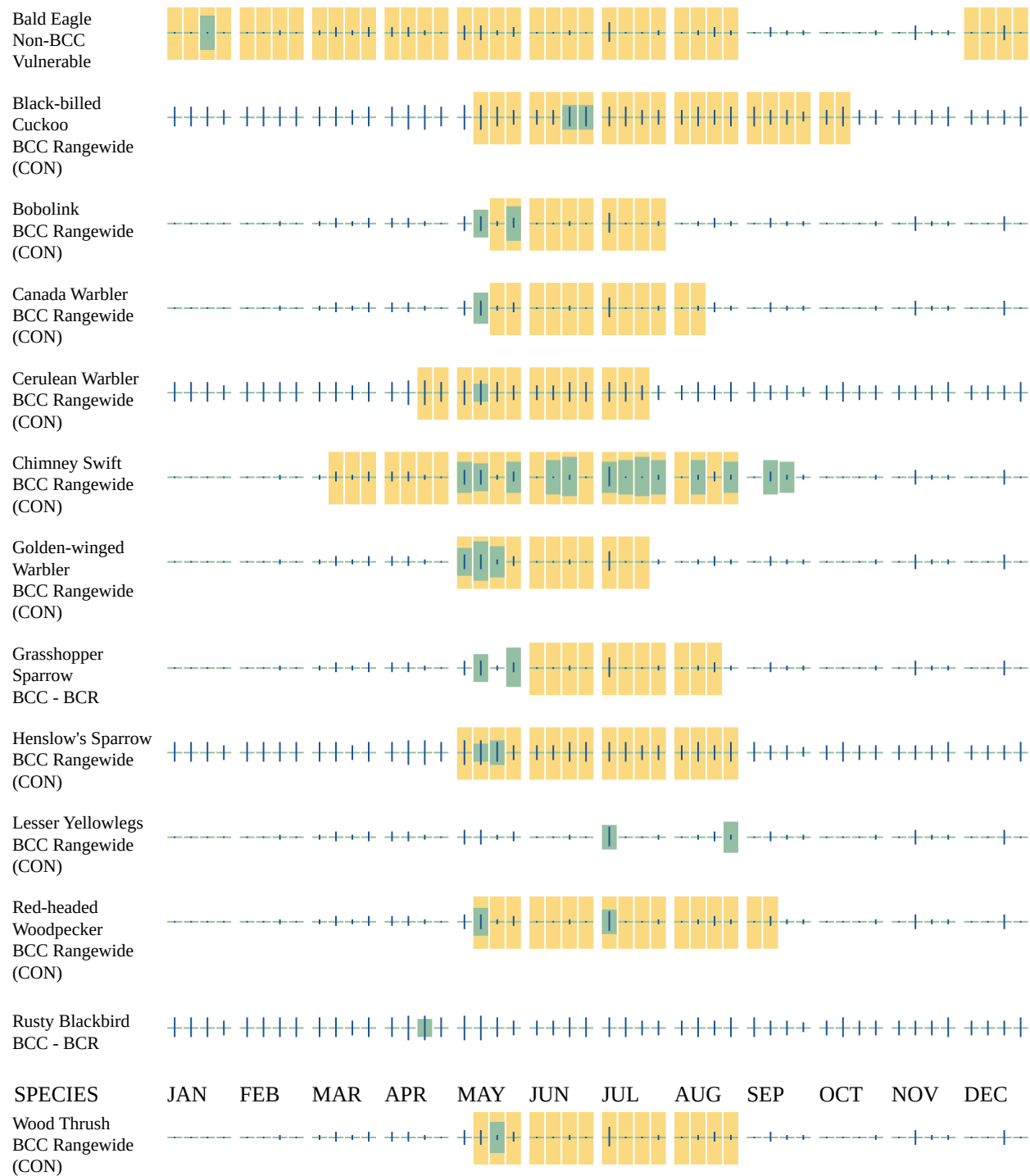
Survey Effort (|)

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.

	■ probability of presence ■ breeding season survey effort — no data											
SPECIES	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC



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 avoidance and minimization measures for birds
- 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>

IPAC USER CONTACT INFORMATION

Agency: Wisconsin Department of Transportation

Name: Clare Dejewski

Address: 141 NW Barstow St

City: Waukesha

State: WI

Zip: 53187

Email: clare.dejewski@dot.wi.gov

Phone: 2625486704



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:

06/25/2025 19:05:21 UTC

Project code: 2024-0066151

Project Name: STH 167, 1100-22-72 & 2300-22-70, HOLY HILL I/C & STH 175 TO IH41

Subject: Technical Assistance letter for 'STH 167, 1100-22-72 & 2300-22-70, HOLY HILL I/C & STH 175 TO IH41' 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 Clare Dejewski:

The U.S. Fish and Wildlife Service (Service) received on **June 25, 2025** your effect determination(s) for the 'STH 167, 1100-22-72 & 2300-22-70, HOLY HILL I/C & STH 175 TO IH41' (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
Monarch Butterfly (<i>Danaus plexippus</i>)	Proposed	No effect
	Threatened	

Determination Information

Thank you for informing the Service of your "No Effect" determination(s). Your agency has met consultation requirements and no further consultation is required for the species you determined will not be affected by the Action.

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.”

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

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

STH 167, 1100-22-72 & 2300-22-70, HOLY HILL I/C & STH 175 TO IH41

2. Description

The following description was provided for the project 'STH 167, 1100-22-72 & 2300-22-70, HOLY HILL I/C & STH 175 TO IH41':

Resurface and widen STH 167 from the STH 175 roundabout to the east side of the I-41 interchange to match into recent Germantown Holy Hill Road expansion. Rehabilitate the I-41 overpass to allow it to carry four lanes of traffic, add signals at the I-41 ramp terminals and modify existing signals to accommodate new traffic pattern.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@43.2514536,-88.18136698763988,14z>



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. Will your action permanently affect local hydrology?

No

9. Will your action temporarily affect local hydrology?

No

10. 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

11. 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

12. 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

13. Will your action include spraying insecticides?

No

14. 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

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

Automatically answered

Yes

16. 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

IPAC USER CONTACT INFORMATION

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
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In Reply Refer To:

07/01/2025 17:17:53 UTC

Project code: 2024-0066151

Project Name: STH 167, 1100-22-72 & 2300-22-70, HOLY HILL I/C & STH 175 TO IH41

Subject: Not Likely to Adversely Affect Concurrence verification letter for the 'STH 167, 1100-22-72 & 2300-22-70, HOLY HILL I/C & STH 175 TO IH41' project under the December 13, 2024, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat.

To whom it may concern:

This letter records the determination of effects to federally listed (or proposed) bat species anticipated to result from the STH 167, 1100-22-72 & 2300-22-70, HOLY HILL I/C & STH 175 TO IH41 (the Project). This determination is based upon information you entered into the assisted determination key (Dkey) associated with the above referenced Programmatic Biological Opinion/Conference Opinion (PBO/PCO) in the U.S. Fish and Wildlife Service's (Service) Information for Planning and Consultation (IPaC) system on the date listed above to verify that the Project may rely on the concurrence provided in the PBO/PCO to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (16 USC 1536), as amended.

Ensuring Accurate Determinations When Using IPaC:

The Service developed the IPaC system and this Dkey in accordance with the ESA and based on the PBO/PCO. All information submitted by the project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in the Dkey invalidates this letter. Answers to certain questions in the Dkey commit the project proponent to implementation of conservation measures that must be followed for the ESA determinations to remain valid. Carefully review this letter, your ESA requirements are NOT yet complete.

Determinations:

Based on the information you provided (Project Description shown below), you have determined that the Project is within the scope and adheres to the criteria of the PBO/PCO, including the adoption of applicable avoidance and minimization measures. Based on your IPaC submission and the PBO/PCO, the Project is consistent with the following effect determinations:

Species	Listing Status	Determination
Northern Long-eared Bat (<i>Myotis septentrionalis</i>)	Endangered	NLAA

The tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can confer under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if the proposed species is listed. Should the tricolored bat be listed, agencies must review projects that are not yet complete, or projects with ongoing effects within the tricolored bat range that previously received a no effect or not likely to adversely affect (NLAA) determination from the key to confirm that the determination is still accurate.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Project does not meet the criteria for a NLAA determination under the PBO/PCO. **If the Service does not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Project under the terms of the NLAA concurrence provided in the PBO/PCO.** 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/PCO.

If the Project is modified, or new information reveals that it may affect the Indiana bat, northern long-eared bat, or tricolored bat in a manner or to an extent not considered in the PBO/PCO, 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 assessment failed to detect Indiana bat, northern long-eared bat, or tricolored bat use or occupancy, yet bats are later detected prior to, or during construction, promptly notify the local Service Field Office within 2 working days of the discovery. In addition, please document whether incidental take occurred, and if so, the type (i.e. kill or harm) and amount (i.e. number of individuals) and submit documentation to the local Service Field Office within 5 working days from the completion of the bridge, culvert, or structure construction (use Appendix E - Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form in the [User's Guide](#)). In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service. In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service.

If the Project may affect any other federally listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Field Office is required for those species/designated critical habitat. If the Project 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 advise the lead Federal action agency to contact this Service Field Office

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

- Monarch Butterfly *Danaus plexippus* Proposed Threatened

PROJECT DESCRIPTION

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

NAME

STH 167, 1100-22-72 & 2300-22-70, HOLY HILL I/C & STH 175 TO IH41

DESCRIPTION

Resurface and widen STH 167 from the STH 175 roundabout to the east side of the I-41 interchange to match into recent Germantown Holy Hill Road expansion. Rehabilitate the I-41 overpass to allow it to carry four lanes of traffic, add signals at the I-41 ramp terminals and modify existing signals to accommodate new traffic pattern.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@43.2514536,-88.18136698763988,14z>



DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the Indiana bat, northern long-eared bat or tricolored 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 Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024.

QUALIFICATION INTERVIEW

1. Which Federal Agency is the lead federal agency the action?

A) Federal Highway Administration (FHWA)

2. Does the Action Area intersect the species list area of the Northern long-eared bat?

Automatically answered

Yes

3. Is any portion of the action area within a 0.5 mile radius of an entrance/opening to any known NLEB or TCB hibernacula?

Automatically answered

No

4. Does your project's activities include raising the road profile above the tree canopy in documented habitat for the Indiana bat, NLEB, or TCB?

Note: For the definition of documented habitat, refer to Appendix A: <https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat>

No

5. Is your project located within a karst area?

No

6. Will the project include bridge, culvert, or structure removal, replacement, and/or alteration activities?

Note: For definitions of bridge, culvert, and structure, refer to Appendix A: <https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat>.

Yes

7. Do your project's activities involve tree removal/trimming, temporary lighting, new/additional permanent lighting, ground disturbance, percussives that involves noise/vibration above existing background levels, vibrations, or slash pile burning?

Yes

8. Is there suitable summer habitat for the Indiana bat, NLEB, or TCB within the project action area?

Note: See the Service's summer survey guidance for current definitions of suitable habitat [<https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html>].

Yes

9. Have P/A surveys for the Indiana bat, NLEB, or TCB been conducted within the suitable summer habitat located within your project action area? This refers to mist-netting or acoustic surveys, not bridge assessments.

Note: See the Service's survey guidance <https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html>

No

10. Will the project involve the removal or trimming of trees within suitable habitat for the Indiana bat, NLEB, or TCB?

Yes

11. Will any tree removal or trimming occur during the bat pup season?

Note: For more information about bat pup seasons please visit https://www.fws.gov/sites/default/files/documents/2024-10/2024_usfws_rangewide_ibat-nleb_survey_guidelines.pdf

No

12. Will the removal or trimming of trees occur **within documented habitat** for the Indiana bat, NLEB, or TCB?

Note: For the definition of documented habitat, refer to Appendix A: <https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat>

No

13. Will all tree removal or trimming occur within 100 feet of the road or rail surface?

Yes

14. Does your project include activities involving the temporary or permanent exclusion of Indiana bats, NLEBs, or TCBs from a bridge/culvert or structure?

Note: exclusion is conducted to deny bats' entry or reentry into a bridge/culvert or structure. To be effective and to avoid harming bats, it should be done according to established standards.

No

15. Does your project involve the use of temporary lighting within Indiana bat, NLEB, or TCB suitable habitat?

Note: For the definition of lighting, refer to Appendix A: <https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat>

Yes

16. Will the use of temporary lighting be conducted during the Indiana bat, NLEB, or TCB active season?

Yes

17. Will temporary lighting be directed away from Indiana bat, NLEB, or TCB suitable habitat)?

Yes

18. Will the project substantially increase baseline light conditions via the use of permanent lighting (replacement or new/additional) in suitable habitat.

No

19. Will your project include percussive activities?

Note: Refer to Stressor #2 Noise/Vibration on page 109 of the PBO/PCO.

Yes

20. Are the percussive activities only related to tree removal/trimming or bridge/culvert structural work?

Yes

21. Will the project include **bridge** removal, replacement, and/or alteration activities?

Yes

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

Yes

23. Has a Bridge Bat Assessment been conducted **within the last 24 months** to determine if the bridge is being used by the Indiana bat, NLEB, or TCB? If yes, upload assessment.

Note: Refer to the Service's current survey guidance for acceptable assessment practices and validity timeframe of bridge/culvert and structure bat assessments: <https://www.fws.gov/library/collections/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines>.

Yes

SUBMITTED DOCUMENTS

- 06-23-2025_bridge-culvert-bat-assessment-form.pdf <https://ipac.ecosphere.fws.gov/project/KGZTYKLHNFBSCAAGHNSWF2QHY/projectDocuments/163916005>

24. Please select one of the following results of the Bridge Bat Assessment:

*c) Indicates the **absence** of Indiana bats, NLEBs, or TCBs roosting in/under the bridge (no bats, guano, etc.)?*

25. Does the project include **culvert** removal, replacement, and/or alteration activities?

Yes

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

Yes

27. Does the culvert equal or exceed 23 feet (7.0 meters) in length?
Yes
28. Are the interior dimensions of the culvert less than 4.5 ft. in diameter/height?
Yes
29. Does the project include **structure** removal, replacement, and/or alteration activities?
No
30. Will the project involve the removal or trimming of more than 20 acres of Indiana bat, NLEB, or TCB suitable habitat per 5-mile section of road/rail?
No
31. Will the removal or trimming of trees occur within 0.5 miles of a known Indiana bat, NLEB, or TCB hibernaculum?
No
32. Will the removal or trimming of these trees occur during the active season?
No
33. Will the removal or trimming of trees occur **beyond 100 feet** of the existing road/rail surfaces?
No
34. Does the Action Area intersect the species list area of the tricolored Bat (TCB)?
Automatically answered
No
35. Does the Action Area intersect the species list area of the northern long-eared bat (NLEB)?
Automatically answered
Yes

PROJECT QUESTIONNAIRE

1. Have you made a No Effect determinations for all other species included 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 list?
No
3. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the inactive season (NLAA)?

Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.35

4. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the active season (**outside the pup season and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas**) (LAA)?

Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

5. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the pup season (**trees must be <9 in DBH, and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas**) (LAA)?

Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

6. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB between 100-300 feet of the existing road/rail surface during the inactive season (LAA)? Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

7. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB between 100-300 feet of the existing road/rail surfaces during the active season (**outside the pup season, and not between Dec 15-Feb 15 in Zone 1 of the NLEB and TCB YR active areas**) (LAA)?

Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

8. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB beyond 300 feet of the existing road/rail surfaces during the inactive season (LAA)?

Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

9. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB beyond 300 feet of the existing road/rail surfaces during the active season (**outside the pup season, and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas**) (LAA)?

Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

10. Please enter the date of the bridge assessment.

06/23/2025

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

GAMM1

Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs.

LAMM1

Direct temporary lighting away from suitable habitat during the active season

TRTAMM1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely.

TRTAMM2

Ensure tree removal/trimming 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 removal/trimming to ensure contractors stay within clearing limits

TRTAMM3

Ensure tree removal/trimming is limited to the inactive season, occurs within 100 ft of the road/rail surface, and is outside of documented habitat for the Indiana bat, NLEB, and TCB

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

This key was last updated in IPaC on June 26, 2025. 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) and may affect the federally listed endangered Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), and/or federally proposed endangered tricolored bat (*Perimyotis subflavus*).

This decision key should only be used to verify project applicability with the Service's Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024. The programmatic consultation limited transportation activities that may affect the covered bat species and addresses situations that are both likely and not likely to adversely affect the covered bat species. This decision key will assist in identifying the effect of a specific project/activity and the applicability of the programmatic consultation. The programmatic consultation is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic consultation, or that may affect ESA-listed species other than the Indiana bat, northern long-eared bat, or tricolored bat, or their designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Wisconsin Department of Transportation

Name: Clare Dejewski

Address: 141 NW Barstow St

City: Waukesha

State: WI

Zip: 53187

Email: clare.dejewski@dot.wi.gov

Phone: 2625486704

APPENDIX D: Bridge/Structure Bat Assessment Form

Bridge/Structure Bat Assessment Form Instructions

- This form will be completed to document bat occupancy or bat use of bridges, culverts, and other structures. This form shall be submitted to the appropriate personnel within the DOT and USFWS for recordkeeping (or uploaded into the Information, Planning, and Consultation (IPaC) Determination Key for use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat) prior to conducting: any activities below the deck surface either from the underside or from above the deck surface that bore down to the underside; any activities that could impact expansion joints; any activities involving deck removal on bridges; or any activities involving structure demolition for bridges, culverts, and/or other structures.
- Assessments must be completed within two (2) years of conducting any work (see the above bullet), regardless of whether assessments have been conducted in the past. Assessments must be completed in appropriate weather conditions, suitable for the assessor to observe common signs of bat use.
- Evidence of bat use may include visual observation (live and/or dead), presence of guano, presence of staining, audible observation, and/or odor observation. Presence of one or more indicators is sufficient evidence that bats may be using the bridge, culvert, and/or other structure.
- If bat use of a bridge, culvert, and/or other structure is noted, additional studies may be undertaken during bat active season to identify the specific bat species utilizing the structure, or protected bat species presence can be assumed, in order to comply with threatened and endangered species regulations. Bat active season dates, typically between April and November, vary regionally and by species, so assessors should consult with their local USFWS Field Office for more specific active season dates.
- For use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat – If the bridge/structure is 1,000 feet or more from suitable bat habitat¹ (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check the appropriate box and fill out the table below. **No further assessment is required.**









Date & Time of Assessment	DOT Project #	Route/Facility Carried	County
Federal Structure ID	Structure Coordinates (latitude and longitude)	<input type="checkbox"/> This bridge/structure is 1,000 feet or more from suitable bat habitat ² Name: _____ Signature: _____	

- Any questions pertaining to assessments or this form should be directed to the local USFWS Field Office.

¹ Refer to the USFWS's summer survey guidance for the definition of suitable habitat (<http://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html>).

² This condition is only for use of the Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat

Bridge/Structure Bat Assessment Form

Date & Time of Assessment		DOT Project Number		Route/Facility Carried		County	
Federal Structure ID		Structure Coordinates (latitude and longitude)		Structure Height (approximate)		Structure Length	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
<input type="checkbox"/> Cast-in-place 		<input type="checkbox"/> Pre-stressed Girder 		<input type="checkbox"/> Metal <input type="checkbox"/> Concrete <input type="checkbox"/> Timber <input type="checkbox"/> Open grid <input type="checkbox"/> Other:		<input type="checkbox"/> None <input type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Timber <input type="checkbox"/> Other:	
<input type="checkbox"/> Flat Slab/Box 		<input type="checkbox"/> Steel I-beam 				<input type="checkbox"/> Concrete <input type="checkbox"/> Timber <input type="checkbox"/> Stone/Masonry <input type="checkbox"/> Other:	
<input type="checkbox"/> Truss 		<input type="checkbox"/> Covered 				Creosote Evidence <input type="checkbox"/> Yes <input type="checkbox"/> No	
<input type="checkbox"/> Parallel Box Beam 		<input type="checkbox"/> Other:		Culvert Material <input type="checkbox"/> Metal <input type="checkbox"/> Concrete <input type="checkbox"/> Plastic <input type="checkbox"/> Stone/Masonry <input type="checkbox"/> Other:		<input type="checkbox"/> Unknown Notes:	
Culvert Type		Other Structure					
<input type="checkbox"/> Box <input type="checkbox"/> Pipe/Round <input type="checkbox"/> Other:							
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
<input type="checkbox"/> Bare ground <input type="checkbox"/> Rip-rap <input type="checkbox"/> Flowing water <input type="checkbox"/> Standing water <input type="checkbox"/> Seasonal water		<input type="checkbox"/> Open vegetation <input type="checkbox"/> Closed vegetation <input type="checkbox"/> Railroad <input type="checkbox"/> Road/trail - Type: <input type="checkbox"/> Other:		<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Residential-urban <input type="checkbox"/> Residential-rural <input type="checkbox"/> Woodland/forested		<input type="checkbox"/> Grassland <input type="checkbox"/> Ranching <input type="checkbox"/> Riparian/wetland <input type="checkbox"/> Mixed use <input type="checkbox"/> Other:	
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
<input type="checkbox"/> All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> Concrete surfaces (open roosting on concrete)		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> Spaces between concrete end walls and the bridge deck		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck <div style="text-align: center;">  </div>		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> Vertical surfaces on concrete I-beams		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> Spaces between walls, ceiling joists		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> All guiderails		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
<input type="checkbox"/> All expansion joints		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining		<input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species	
Name:				Signature:			

Attachment 6

DATCP Coordination

From: DATCP Ag Impact Statements
Sent: Friday, June 06, 2025 8:05 AM
To: Dejewski, Clare - DOT; DATCP Ag Impact Statements
Cc: Smith, Clayton L - DOT; Ring, Steven M - DOT; DOT 11002202-23002200 STH 167 HH IC
Subject: RE: Agricultural Impacts Statement - 1100-22-02 - Holy Hill I/C & STH 175 to IH 41 - Milwaukee-Fond du Lac & V Richfield, Holy Hill Rd - Washington County

Hello Clare,

Thank you for notifying the Agricultural Impact Statement (AIS) program in accordance with Wis. Stat. § 32.035(3) regarding project ID 1100-22-02 in Washington County. As WisDOT attests that this project qualifies for non-significant acquisition status according to the [AIS Program Reference Document](#), DATCP hereby releases this project from the requirement to prepare an Agricultural Impact Statement.

Let me know if you have questions.

Thank you,

Travis Nickel
Agriculture Impact Statement Specialist
Division of Agricultural Resource Management
Wisconsin Department of Agriculture, Trade and Consumer Protection
Cell: (608) 224-4532
Travis.Nickel@Wisconsin.gov
Please fill out our [customer survey](#) to help us improve. Thank you!

From: Dejewski, Clare - DOT <clare.dejewski@dot.wi.gov>
Sent: Thursday, May 29, 2025 9:11 AM
To: DATCP Ag Impact Statements <datcpagimpactstatements@wisconsin.gov>
Cc: Smith, Clayton L - DOT <Clayton.Smith@dot.wi.gov>; Ring, Steven M - DOT <Steven.Ring@dot.wi.gov>; DOT 11002202-23002200 STH 167 HH IC <DOT1100220223002200STH167HHIC@dot.wi.gov>
Subject: Agricultural Impacts Statement - 1100-22-02 - Holy Hill I/C & STH 175 to IH 41 - Milwaukee-Fond du Lac & V Richfield, Holy Hill Rd - Washington County

Good morning,

I am a project designer for the project: 1100-22-02 - Holy Hill I/C & STH 175 to IH 41 - Milwaukee-Fond du Lac & V Richfield, Holy Hill Rd - Washington County.

I am reaching out to request the documentation associated with an Agricultural Impact Statement (AIS). We are anticipating acquiring temporary limited easement and Fee near/on agricultural land. **Non-Significant Acquisitions** are anticipated due to less than 1.0 acre of impact to a single farm operation.

Attached is a report describing the proposed land to be temporarily acquired, the location, and description.

Below is a box link to the report and attachments.

<https://wisdot.box.com/s/rrv38nor7snxgtex28euj89r7ub8p682>

Please let me know if you have any questions!

Thank you,

Clare Dejewski
Wisconsin DOT - SE Freeways
141 NW Barstow Street
Waukesha, WI 53187
262-548-6704

Agricultural Impact Statement (AIS) & Non-Significant Acquisitions

Project Name: Milwaukee – Fond du Lac & V Richfield, Holy Hill

Project Design/Construction ID: 1100-22-02/1100-22-72 & 2300-22-00/2300-22-70

Project Type: Roadway or Highway

Location Address: 2875 Polk St, Richfield, WI 53076

Location County: Washington

Location KMZ: See Attachment *“Proposed FEE and TLE_11002202.kmz”*

Location Plan Sheets: See Attachment *“DATCP_Engineer Proposed RoW.pdf”*

Property Information: See Attachment *“034800Y.pdf”*

Project Statement:

The project seeks to acquire **0.0836 acres** of temporary limited easement (TLE) and **0.1307 acres** of FEE, acquiring the TLE and FEE will be for grading operations and to implement operational improvements along Richfield Pkwy.

Significant Project Impacts	Anticipated Impact
Removal of Farm Residence	None
Removal of Farm Operation Building	None
Loss of Access to an Aspect of a Farm Operation	None
Loss of Livestock Related Infrastructure (e.g. manure storage, grain/feed storage areas or feedlot)	None

Box Link to Attachments:

<https://wisdot.box.com/s/seokvn0b6drp1am3qrfdb3ymnfdil7i3>

Contacts

Project Manager: Clayton Smith, Clayton.smith@dot.wi.gov, 262-548-6428

Project Leader: Steven Ring, Steven.ring@dot.wi.gov, 262-548-6898



PROJECT NO: 1100-22-72 & 2300-22-70	HWY: STH 167	COUNTY: WASHINGTON	ENGINEER PROPOSED ROW	SHEET	E
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PROJECT NO:	1100-22-72 & 2300-22-70	HWY:	STH 167	COUNTY:	WASHINGTON	08-05-2025 REAL ESTATE IMPACTS EXHIBIT	SHEET	E
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Attachment 7

WI Department of Natural Resources Coordination



May 20, 2024

Clayton Smith, Project Manager
Wisconsin Department of Transportation – Southeast Region
141 NW Barstow Street
Waukesha, WI 53188

Subject: DNR Initial Review

Project I.D. 1100-22-02/72 & 2300-02-00/70
Title: STH 167
Limits: Holy Hill Rd. Interchange & STH 175 to IH 41
Washington County
T9N, R19E, S12 & S13; T9N, R20E, S7 & S18

Dear Mr. Clayton:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, the purpose of this project is to improve intersections for safer traffic flow. Proposed improvements include resurfacing the inner lanes and median, adding a bypass turn lane on the STH 175 roundabout, and adding an outer lane and shoulders on STH 167 from the STH 175 roundabout to the east side of the I-41 interchange to match into recent Germantown Holy Hill Road expansion. Rehabilitate the I-41 overpass to allow it to carry four lanes of traffic, add signals at the I-41 ramp terminals and modify existing signals to accommodate new traffic pattern. If the project proposal changes, please reinstate coordination with the DNR.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. 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, Notice of Intent for the Transportation Construction General Permit (TCGP), and any additional pertinent information to demonstrate environmental commitments will be met.

Project-Specific Resource Concerns

Public Lands:

The project, as proposed, may impact publicly held properties. This letter addresses those properties DNR is aware of, however, local jurisdictions may have public properties in the project area DNR is not involved with. Some properties may have state or federal encumbrances that require additional coordination. Below you will find more detailed encumbrance information and coordination requirements for the proposed project.

Please consider design alternatives that completely avoid impacts to public lands. However, if avoidance is not practicable, please allow ample time for coordination and resolution.

Stewardship Funded Lands:

There is a non-DNR property near the project limits that is encumbered with State Knowles-Nelson Stewardship grant dollars. The property is located outside the Eastern limits of the project termini (Exhibit 01) (Exhibit 02) ([LINK](#) Google Maps). The subject property was acquired or developed with financial assistance via the Stewardship program. The Stewardship property in question is owned by Milwaukee Metropolitan Sewage District (MMSD). If DOT believes the project will impact the property, you will need to coordinate with our Grants staff and the landowner to seek resolution of this issue.

Wetlands:

There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the 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.

If erosion control matting is to be used along wetlands, DNR recommends biodegradable non-netted matting (e.g., Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

Natural Heritage Conservation

Based upon a review of the Natural Heritage Inventory (NHI) dated May 20, 2024, the project area is near a known occurrence for the threatened, endangered and/or special concern species (listed below). There is potential for these species to occur if there is suitable habitat within your project limits.

[LINK](#)[LINK](#)[LINK](#)

With this review it has been determined that this project is located outside of any High Potential Zones (HPZ) for the Rusty Patched Bumblebee (RPBB), and therefore should have no impact on this federally endangered species.

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

Migratory Birds:

Based on the information provided there may be evidence of past migratory bird nesting on the existing structure B-66-0036. Under the U.S. Migratory Bird Treaty Act, intentional destruction of swallows and

other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only between September 1st and April 14th (non-nesting season) or utilize measures to prevent nesting (*Reference: Wisconsin DOT Migratory Bird Treaty Act Compliance Guidance, Version 1.1, March 1, 2021*). If avoidance measures are not feasible then USDA Wildlife Services must be contacted to begin the depredation permit application process.

Invasive Species:

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>

- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. While it is legal to freely move ash debris or wood throughout Wisconsin, it is a best management practice to prevent spreading the pest to areas where it is not yet established. A frequently updated map of where EAB is confirmed in WI is available at [Wisconsin's EAB Information website](#). As a rule of thumb, if your project is in the southern half of the state and you are removing many dead or dying ash, they may be infested with EAB. If so, consider these [best management practices to prevent spread of EAB](#).
- **Oak Wilt:** This project involves work that may involve cutting, pruning, or accidental wounding of oak trees. Follow WDOT policy regarding preventing transmission of oak wilt, <https://wisconsindot.gov/rdwy/cmm/cm-03-10.pdf#cm3-10.2>
- **Reed Canary Grass** (*P. arundinacea*; *Phalaroides arundinacea*) – Plant – Restricted [LINK](#) to species guidance

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 (NOI) prior to, or when requesting Final Concurrence. Permit coverage will be issued by DNR 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 in order to receive permit-coverage from the DNR.
- Once the project contract has been awarded, the contractor will be required to outline their implementation of erosion control measures as it relates to the construction project, as well as 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.

Asbestos:

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-5-1 (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 (608) 575-5634, 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.

Remediation & Redevelopment Sites:

Based on a DNR Review of BRRS on May 20, 2024, there are several closed R&R Sites within proximity of the project limits. Please coordinate with your R&R Liaison if there will be any impacts to these Sites (Exhibit 03).

U.S. Army Corps of Engineers Coordination:

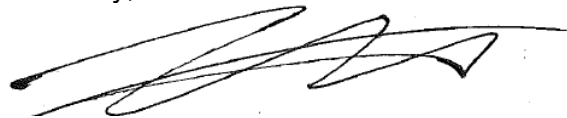
This project may require a permit from the U.S. Army Corps of Engineers (USACE). Please contact USACE for more details.

Other:

All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and does not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, Erosion Control Plan, Wetland Impact Tracking Form, Special Provisions, NOI for the TCGP, and additional coordination if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (262) 623-0194, or email at benton.stelzel@wisconsin.gov.

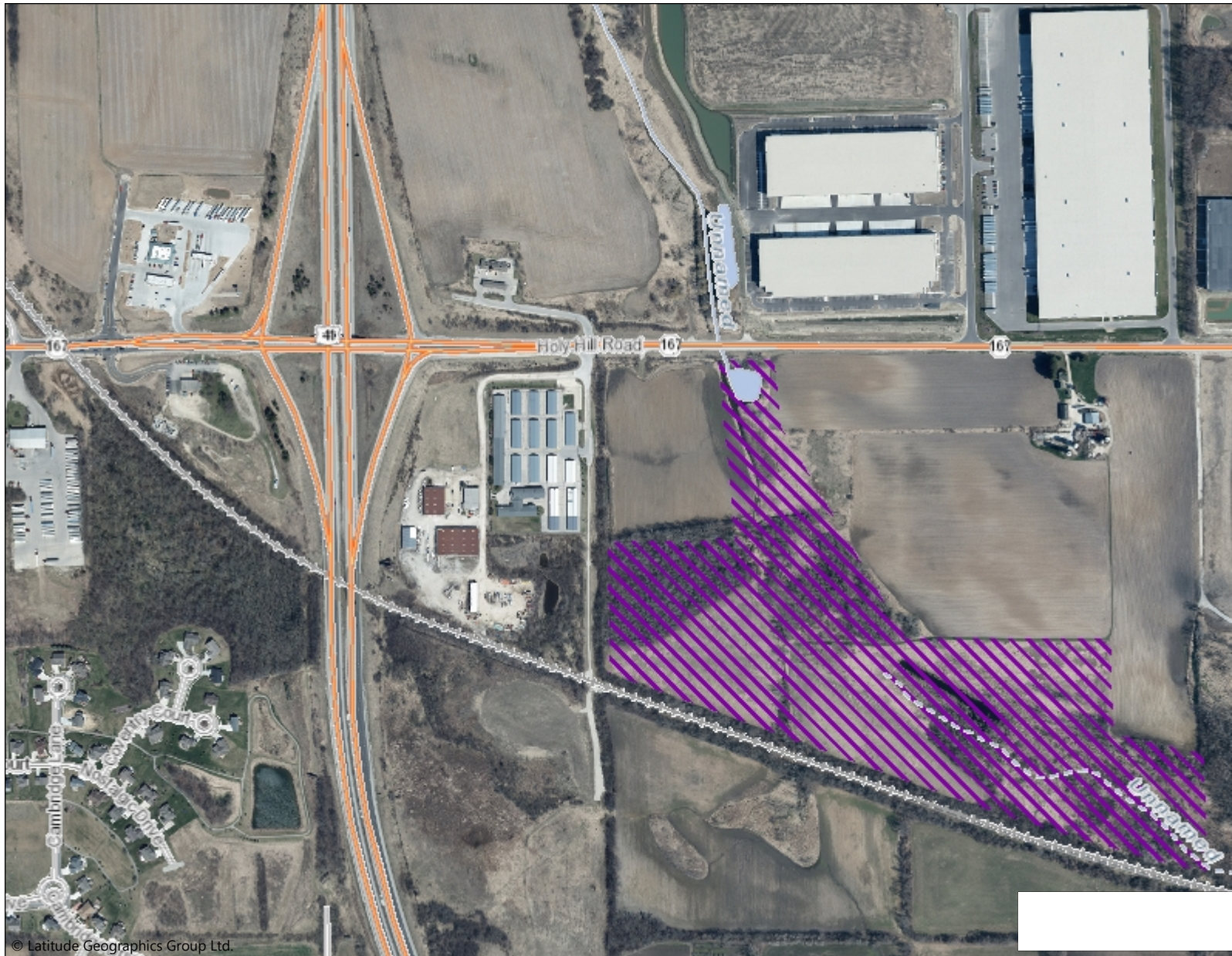
Sincerely,



Benton Stelzel
Environmental Analysis & Review Specialist

Enclosure: Exhibits 01thru 03

cc: Brenda Ruenger, DOT REC/brenda.ruenger@dot.wi.gov
Tracy Pinkowski, DOT SWEC/tracy.pinkowski@dot.wi.gov
U.S. Army Corps of Engineers/usace_requests_wi@usace.army.mil



© Latitude Geographics Group Ltd.



Projection: NAD_1983_HARN_Wisconsin_TM

Map created: 5/20/2024

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

Map Features

- P** DNR Parking Area
- Shore Fishing Site**
- Boat Access Sites**
- CARRY-IN**
- RAMP**
- UNKNOWN**
- Public Shooting Ranges**
- Leased Hunting Land**
- VPA (Hunting, Fishing, Trapping, W)**
- THAP (Spring Turkey Hunting Only)**
- Trout Stream Lines**
- Class 1**
- Class 2**
- Class 3**
- Trout Spring Ponds**
- Class 1**
- Class 2**
- Class 3**
- DNR Temporary Closed Area**
- State Natural Area**
- WI DNR**
- Non-DNR**
- Roads Open for Licensed Street Use**
- Open**
- Open Seasonally**
- Roads Open For ATV/UTV/Snowmobile Use**
- Roads Open For ATV Use**
- Roads Open For Snowmobile Use**
- Closed or Restricted Areas**

Notes

MMSD Property

Exhibit 02

WASHINGTON COUNTY, WISCONSIN Public GIS Viewer Plat Finder

Search by Owner, Address,

Richfield

Property Details


GTNV_182985

Owner	MILWAUKEE METROPOLITAN SEWERAGE DISTRICT
Owner Address	260 W SEEBOTH ST MILWAUKEE, WI 53204-0000
Property Description	PT OF W1/2 NE CSM 6506 LOT 2 DOC 1355790

Assessment Information

Improvement Value	\$0
-------------------	-----

[Zoom to](#)

Washington County GIS 



Smith, Clayton L - DOT

From: Stelzel, Benton C - DNR
Sent: Monday, May 20, 2024 11:37 AM
To: Ring, Steven M - DOT; Smith, Clayton L - DOT
Cc: Ruenger, Brenda H - DOT
Subject: DNR Eagle Nest - WisDOT Projects 1100-22-02 & 2300-22-00 - Washington County

Good Morning,

DNR has determined that the project scope, and the proximity of the project itself, will not affect the eagles nest. Given that the eagles are already nesting in the area despite the commotion from IH 41, the rail road, and local industrial businesses, DNR finds it reasonable that the project work will not impact the eagles. Please coordinate further with U.S. Fish and Wildlife Services on the matter. Please let me know if you have any further questions or concerns. Thanks.

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Benton Stelzel

Environmental Analysis & Review Specialist – Bureau of Environmental Analysis & Sustainability
Wisconsin Department of Natural Resources
141 NW Barstow Street #180
Waukesha, WI 53188
Cell Phone: (262) 623-0194
Email: benton.stelzel@wisconsin.gov



From: Stelzel, Benton C - DNR
Sent: Monday, May 20, 2024 11:30 AM
To: Ring, Steven M - DOT ; Smith, Clayton L - DOT
Cc: Ruenger, Brenda H - DOT ; Pinkowski, Tracy - DOT ; usace_requests_wi@usace.army.mil
Subject: WDNR Initial Review Letter - WisDOT Projects 1100-22-02 & 2300-22-00 - Washington County

Good Morning,

Attached is the DNR Initial Review Letter for the Holy Hill Rd. Interchange, and improvements to STH 167 from STH 175 to IH41. Please let me know if you have any further questions. Thank you.

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Benton Stelzel

Environmental Analysis & Review Specialist – Bureau of Environmental Analysis & Sustainability
Wisconsin Department of Natural Resources
141 NW Barstow Street #180
Waukesha, WI 53188
Cell Phone: (262) 623-0194
Email: benton.stelzel@wisconsin.gov



From: Ring, Steven M - DOT <Steven.Ring@dot.wi.gov>
Sent: Wednesday, April 3, 2024 11:27 AM
To: Stelzel, Benton C - DNR <Benton.Stelzel@wisconsin.gov>
Cc: Smith, Clayton L - DOT <Clayton.Smith@dot.wi.gov>; DOT 11002202-23002200 STH 167 HH IC
<DOT1100220223002200STH167HHIC@dot.wi.gov>
Subject: WDNR Initial Review - WisDOT Projects 1100-22-02 & 2300-22-00

Benton,

Please see the attached documents for WisDOT's initial review request for the tied projects, 1100-22-02 & 2300-22-00. If you have any questions or comments, let us know.

Thank you,

Steven Ring
Wisconsin DOT - SE Freeways
141 NW Barstow Street
Waukesha, WI 53187
262-548-6898





Endangered Resources Review for the Proposed Holy Hill Rd. Interchange - Renewed 07/10/25, Washington County

WI DNR Reviewer Information

Review Date	7/10/2025
Reviewer Name	ryan pappas
Bureau Name	Energy, Transportation & Env. Analysis
Work Station	Waukesha

Section A. Location and brief description of the proposed project

Project Number	1100-22-02/72 & 2300-22-00/70
Project Timing	March 1, 2028
Location	Washington County - T09N R20E S18, T09N R20E S07, T09N R19E S13, T09N R19E S12
Project Description	The purpose of this project is to improve intersections for safer traffic flow. Proposed improvements include resurfacing the inner lanes and median, adding a bypass turn lane on the STH 175 roundabout, and adding an outer lane and shoulders on STH 167 from the STH 175 roundabout to the east side of the I-41 interchange to match into recent Germantown Holy Hill Road expansion. Rehabilitate the I-41 overpass to allow it to carry four lanes of traffic, add signals at the I-41 ramp terminals and modify existing signals to accommodate new traffic pattern.
Current Habitat	Rural setting mixed with industrial businesses, retail businesses, residential housing and a Freeway Interchange. Sporadic wetlands are present, no waterways, mainly mowed and maintained properties.
Impacts to Wetlands or Waterbodies	Wetlands along railroad crossing
Property Type	Public
Federal Nexus	Unknown

Details related to project location, design, and timing of disturbance are important for determining both the endangered resources that may be impacted by the project and any necessary follow-up actions. Please renew the review when the project plans or timing change, new details become available, or more than a year has passed to confirm if results of this ER Review are still valid.

The project follow-up actions are summarized below:

- Required Actions: 0 species
- Recommended Actions: 1 species
- No follow-up Actions: 1 species
- Additional Recommendations: No

Section B. Endangered Resources recorded from within the project area and surrounding area



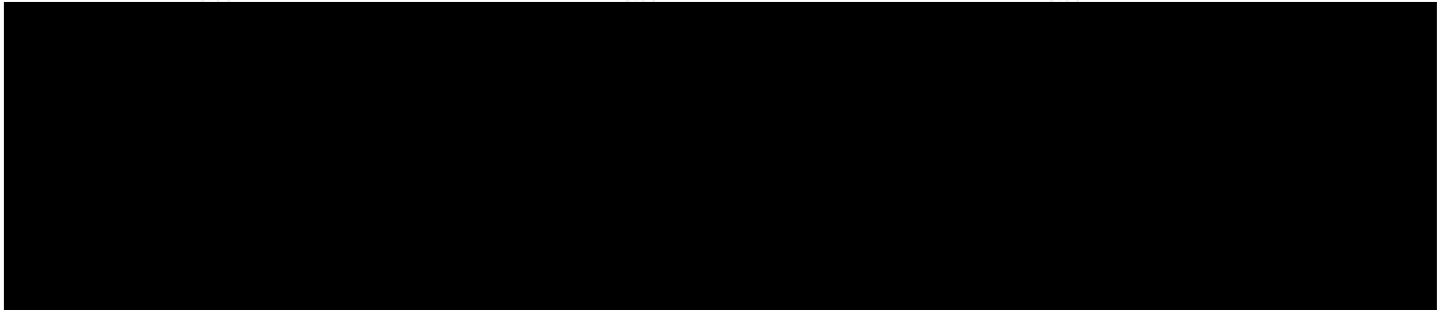
For additional information on the rare species, high-quality natural communities, and other endangered resources listed above, please visit our Biodiversity (<https://dnr.wi.gov/topic/EndangeredResources/biodiversity.html>) page. For further definitions of state and federal statuses (END=Endangered, THR=Threatened, SC=Special Concern), please refer to the Natural Heritage Inventory (NHI) Working List (<https://dnr.wi.gov/topic/NHI/calypso/EORReport.html#SStatus>).

Section C. Follow-up Actions

Actions that need to be taken to comply with state and/or federal endangered species laws:

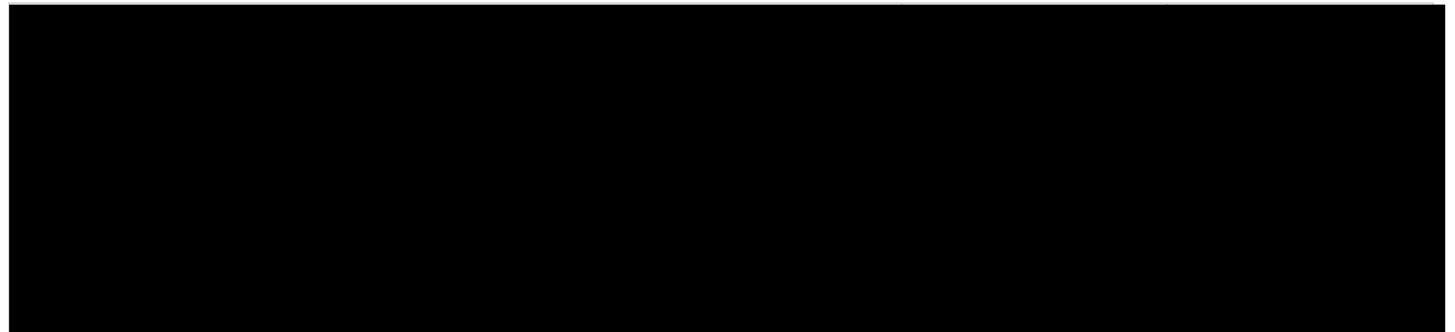
None

Actions recommended to help conserve Wisconsin's Endangered Resources:



Remember that although these actions are not required by state or federal endangered species laws, they may be required by other laws, permits, granting programs, or policies of this or another agency. Examples include the federal Migratory Bird Treaty Act, Bald and Golden Eagle Protection Act, State Natural Areas law, DNR Chapter 30 Wetland and Waterway permits, DNR Stormwater permits, and Forest Certification.

No actions are required or recommended for the following endangered resources:



Disclaimer

This ER Review may contain Natural Heritage Inventory data (<https://dnr.wi.gov/topic/NHI>), including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law. As a result, information contained in this ER Review may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Specific locations of endangered resources may not be released or reproduced in any publicly disseminated documents. Details related to project location, design, and timing of disturbance are important for determining both the endangered resources that may be impacted by the project and any necessary follow-up actions. If the project plans change, new details become available, or more than a year passed, please renew this review.

Attachment 8

Section 106 Documentation



SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 8/2023

25-1027

For instructions, see [FDM Chapter 26](#).

WHS Case #

I. PROJECT INFORMATION

☐ Amended Submittal (include new information only)

Project ID 1100-22-02 & 2300-22-00	Highway – Street STH 167	County Washington
Project Termini HOLY HILL I/C & STH 175 TO IH41		Region – Office Southeast - Waukesha
Regional Project Engineer – Project Manager Clayton Smith		(Area Code) Telephone Number (262) 548-6428
Consultant Project Engineer – Project Manager		(Area Code) Telephone Number
Archaeological Consultant Luther J. Leith		(Area Code) Telephone Number (608) 264-6560
Architecture/History Consultant Kate Stanger		(Area Code) Telephone Number

II. PROJECT DESCRIPTION

Project Length 0.71 miles	Land to be Acquired: Fee Simple 0.37 acres	Land to be Acquired: Easement 0.53 acres & 0.47 RR HE acres
------------------------------	---	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right of Way Width	Varies: 40'-250'	Varies: 33'-260'	Terrace Width N/A		
Shoulder	Varies: 22'-62'	Varies: 30'-65'	Sidewalk Width N/A		
Slope Intercept	Varies	Varies: 33'-150'	Number of Lanes	2	4
Edge of Pavement	Varies: 12'-58'	Varies: 26'-61'	Grade Separated Crossing No changes to existing grade separated crossings		
Back of Curb Line	Varies: 24'-64'	Varies: 33'-68'	Vision Triangle 0 acres		
Realignment	No		Temporary Bypass 0 acres		
Other – List: N/A			Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree Topping and/or Grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Brief Narrative Project Description: Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right of way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

Resurface and widen STH 167 from the STH 175 roundabout to the east side of the I-41 interchange to match into recent Germantown Holy Hill Road expansion. Rehabilitate the I-41 overpass to allow it to carry four lanes of traffic, add signals at the I-41 ramp terminals and modify existing signals to accommodate new traffic pattern. Resurfacing of all ramps and widening of three of the four ramps. The storm sewer will have to be adjusted to accommodate the additional lanes. Overhead signs will have to be added at the northern ramp terminal, the northern bypass at the roundabout, and at the right turn only lane into the Kwik Trip.

☐ Add continuation sheet, if needed.

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION (continued)

Wisconsin Department of Transportation DT1635

III. CONSULTATION: How has notification of the project been provided to:

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Property Owners | <input checked="" type="checkbox"/> Historical Societies/Organizations | <input checked="" type="checkbox"/> Native American Tribes |
| <input type="checkbox"/> Public Involvement Meeting Notice | <input type="checkbox"/> Public Involvement Meeting Notice | <input type="checkbox"/> Public Involvement Meeting Notice |
| <input checked="" type="checkbox"/> Letter - Required for Archaeology | <input type="checkbox"/> Letter | <input checked="" type="checkbox"/> Letter |
| <input type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call |
| <input checked="" type="checkbox"/> Other: Website | <input checked="" type="checkbox"/> Email | <input checked="" type="checkbox"/> Email |

Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS – APE**ARCHAEOLOGY:** Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.**HISTORY:** Describe the area of potential effects for buildings/structures. Please work with your architecture/history consultation to complete this section.

In 12/24 WHS-MAP conducted a Phase I archaeological survey along a 0.71 mile stretch of STH 167 between STH 175 and IH 41 in Washington County. The APE extended beyond the right of way. The land was a mix of wetlands, drainage, and developed areas. A Phase I survey of shovel testing, probing, and a walk over survey was conducted. No additional investigations are recommended.

V. PHASE I – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

- | | |
|---|---|
| ARCHAEOLOGY
<input checked="" type="checkbox"/> Archaeological survey is needed
<input type="checkbox"/> Archaeological survey is not needed
<input type="checkbox"/> Screening list (date)
<input type="checkbox"/> Non-Survey Archaeology Documentation attached | HISTORY
<input checked="" type="checkbox"/> Architecture/History survey is needed
<input type="checkbox"/> Architecture/History survey is not needed
<input type="checkbox"/> Screening list (date)
<input type="checkbox"/> Non-Survey History Documentation attached |
|---|---|

VI. SURVEY COMPLETED

- | | |
|---|---|
| ARCHAEOLOGY
<input checked="" type="checkbox"/> Archaeological Survey Field Report (ASFR) attached
<input type="checkbox"/> Cemetery/burial documentation attached
<input type="checkbox"/> Phase I Report attached
<input type="checkbox"/> No Potentially eligible sites identified
<input type="checkbox"/> Potentially eligible site(s) identified
<input type="checkbox"/> Avoided through redesign or outside APE
<input type="checkbox"/> Phase II conducted | HISTORY
<input checked="" type="checkbox"/> Architecture/History Survey Report (AHSR) attached
<input type="checkbox"/> Potentially eligible buildings/structures identified
<input type="checkbox"/> Avoided through redesign or outside the APE
<input type="checkbox"/> Determination of Eligibility (DOE) completed
<input type="checkbox"/> Previously listed/eligible property identified
<input type="checkbox"/> Avoided through redesign or outside the APE |
|---|---|

VII. FORMAL EVALUATION COMPLETED

- | | |
|---|--|
| <input type="checkbox"/> Phase II Report Attached
<input type="checkbox"/> No arch site(s) eligible for NRHP
<input type="checkbox"/> Arch site(s) eligible for NRHP
<input type="checkbox"/> Site(s) eligible for NRHP – DOE attached | <input type="checkbox"/> Determination(s) of Eligibility attached
<input type="checkbox"/> No buildings/structure(s) eligible for NRHP
<input type="checkbox"/> Buildings/structure(s) eligible for NRHP |
|---|--|

VIII. COMMITMENTS/SPECIAL PROVISIONS – must be included with special provisions language☐ Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction. Please include archaeology site number(s).☐ Please attach continuation page if needed.**IX. PROJECT DECISION**

- ☒ No historic properties (historical or archaeological) in the APE.
- ☐ No historic properties (historical or archaeological) affected.*
- ☐ Historic properties (historical and/or archaeological) may be affected by project;
- ☐ Documentation for Determination of No Adverse Effects is included with this form. WisDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.*
- ☐ Go to Step 4: Assess affects

* Per 23 CFR 774, WisDOT, on behalf of FHWA, hereby informs SHPO that concurrence with 'No historic properties affected' or 'No Adverse Effect on historic properties' may be used in considering whether a de minimis Section 4(f) finding or a temporary occupancy exception is appropriate. SHPO signature on this form serves as acknowledgement of this official notification.

X. SIGNATURES

X <u>Clayton Smith</u> (WisDOT Regional Signature)	4/3/2025 (Date – m/d/yy)	X <u>Barry Paye</u> (WisDOT Historic Preservation Officer Signature)	May 5, 2025 (Date – m/d/yy)	X <u>Kimberly Cook</u> (State Preservation Officer Signature)	May 22, 2025 (Date – m/d/yy)
--	-----------------------------	--	--------------------------------	---	---------------------------------

Attachment 9

Community Sensitive Design Coordination

Ring, Steven M - DOT

From: Smith, Clayton L - DOT
Sent: Friday, August 22, 2025 9:10 AM
To: Ring, Steven M - DOT; Dejewski, Clare - DOT
Cc: DOT 11002202-23002200 STH 167 HH IC; Ruenger, Brenda H - DOT
Subject: FW: WIS 167 Roadway Project Community Sensitive Design Opportunity (ID 2300-22-00)

Good morning,

The Village of Richfield wants to put grass in the NE quadrant of the roundabout. Please update the CEC as discussed.

Thank you,

Clayton Smith
Southeast Freeways
(262) 548-6428 office
(414) 750-7295 cell

From: Jim Healy <administrator@richfieldwi.gov>
Sent: Friday, August 22, 2025 9:02 AM
To: Smith, Clayton L - DOT <Clayton.Smith@dot.wi.gov>
Cc: DOT 11002202-23002200 STH 167 HH IC <DOT1100220223002200STH167HHIC@dot.wi.gov>; Gallamore, Joe D - DOT <Joe.Gallamore@dot.wi.gov>; DPW <DPW@richfieldwi.gov>; Brad Calder <asc@richfieldwi.gov>
Subject: RE: WIS 167 Roadway Project Community Sensitive Design Opportunity (ID 2300-22-00)

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Clayton,

I can confirm the Village would like this intersection returned to grass and not participate with the Community Sensitive Design opportunity.

Thank you,
JRH

From: Smith, Clayton L - DOT <Clayton.Smith@dot.wi.gov>
Sent: Friday, August 22, 2025 8:18 AM
To: Jim Healy <administrator@richfieldwi.gov>
Cc: DOT 11002202-23002200 STH 167 HH IC <DOT1100220223002200STH167HHIC@dot.wi.gov>; Gallamore, Joe D - DOT <Joe.Gallamore@dot.wi.gov>; DPW <DPW@richfieldwi.gov>; Brad Calder <asc@richfieldwi.gov>
Subject: RE: WIS 167 Roadway Project Community Sensitive Design Opportunity (ID 2300-22-00)

Good morning Jim,

I am following up on the email below to see if the Village Board took action on the WIS 167/175 roundabout landscaping. Please let me know if you want to discuss further.

Thank you,

Clayton Smith
Southeast Freeways
(262) 548-6428 office
(414) 750-7295 cell

From: Jim Healy <administrator@richfieldwi.gov>
Sent: Thursday, July 31, 2025 12:42 PM
To: Smith, Clayton L - DOT <Clayton.Smith@dot.wi.gov>
Cc: DOT 11002202-23002200 STH 167 HH IC <DOT1100220223002200STH167HHIC@dot.wi.gov>; Gallamore, Joe D - DOT <Joe.Gallamore@dot.wi.gov>; DPW <DPW@richfieldwi.gov>; Brad Calder <asc@richfieldwi.gov>
Subject: RE: WIS 167 Roadway Project Community Sensitive Design Opportunity (ID 2300-22-00)

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Clayton,

Our DPW Supervisor is recommending that we return this to grass. I am going to take that policy decision back to the Village Board on the 21st of August and we will let you know. Understood on the cutting.

Sincerely
JRH

From: Smith, Clayton L - DOT <Clayton.Smith@dot.wi.gov>
Sent: Wednesday, July 30, 2025 1:29 PM
To: Jim Healy <administrator@richfieldwi.gov>
Cc: DOT 11002202-23002200 STH 167 HH IC <DOT1100220223002200STH167HHIC@dot.wi.gov>; Gallamore, Joe D - DOT <Joe.Gallamore@dot.wi.gov>; DPW <DPW@richfieldwi.gov>; Brad Calder <asc@richfieldwi.gov>; Smith, Clayton L - DOT <Clayton.Smith@dot.wi.gov>
Subject: RE: WIS 167 Roadway Project Community Sensitive Design Opportunity (ID 2300-22-00)

Jim,

The attached draft plan sheet shows the layout of the roundabout bypass lane that will impact the landscaping. We are still working towards our 60% plan review in the next 2-3 months so the attached plan may have some small adjustments.

Thank you,

Clayton Smith
Southeast Freeways
(262) 548-6428 office
(414) 750-7295 cell

From: Jim Healy <administrator@richfieldwi.gov>
Sent: Wednesday, July 30, 2025 10:51 AM
To: Smith, Clayton L - DOT <Clayton.Smith@dot.wi.gov>
Cc: DOT 11002202-23002200 STH 167 HH IC <DOT1100220223002200STH167HHIC@dot.wi.gov>; Gallamore, Joe D - DOT <Joe.Gallamore@dot.wi.gov>; DPW <DPW@richfieldwi.gov>; Brad Calder <asc@richfieldwi.gov>
Subject: RE: WIS 167 Roadway Project Community Sensitive Design Opportunity (ID 2300-22-00)

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Clayton,

Thank you for clarification. Do you have plans that you can share showing the intersection that I can share with my Board?

Sincerely
JRH

From: Smith, Clayton L - DOT <Clayton.Smith@dot.wi.gov>
Sent: Tuesday, July 29, 2025 3:29 PM
To: Jim Healy <administrator@richfieldwi.gov>
Cc: DOT 11002202-23002200 STH 167 HH IC <DOT1100220223002200STH167HHIC@dot.wi.gov>; Gallamore, Joe D - DOT <Joe.Gallamore@dot.wi.gov>; DPW <DPW@richfieldwi.gov>; Brad Calder <asc@richfieldwi.gov>
Subject: RE: WIS 167 Roadway Project Community Sensitive Design Opportunity (ID 2300-22-00)

Good afternoon Jim,

If the village desires the removal of the landscaping and replacement with grass seed, there would be no agreement required to mow the grass. The state would mow according to the Urban Mowing Policy in the [Highway Maintenance Manual](#). Please note that the policy requires mowing once the grass reaches 9 inches in height so it would not be maintained like a turf lawn and mowed weekly or so.

Please let me know if you have any questions.

Thank you,

Clayton Smith
Southeast Freeways
(262) 548-6428 office
(414) 750-7295 cell

From: Jim Healy <administrator@richfieldwi.gov>
Sent: Monday, July 28, 2025 8:55 AM
To: Smith, Clayton L - DOT <Clayton.Smith@dot.wi.gov>
Cc: DOT 11002202-23002200 STH 167 HH IC <DOT1100220223002200STH167HHIC@dot.wi.gov>; Gallamore, Joe D - DOT <Joe.Gallamore@dot.wi.gov>; DPW <DPW@richfieldwi.gov>; Brad Calder <asc@richfieldwi.gov>
Subject: RE: WIS 167 Roadway Project Community Sensitive Design Opportunity (ID 2300-22-00)

CAUTION: This email originated from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Clayton,

We will bring this to our Village Board next month. If we wanted this to just be grass, could it just be grass? Then we would need an agreement to maintain the grass still I would assume, correct? I am going to work with our DPW Supervisor and see what is best for his department and get back to you.

In order to continuously work to improve our organization, we’ve added a survey for you to submit feedback on your experiences working with Village Staff. You can find it [HERE](#).

Be well,

Jim Healy
Village Administrator
Planning and Zoning Administrator
(262)-628-2260
Village of Richfield
4128 Hubertus Road
Hubertus, WI 53033
[LIKE us on Facebook!](#)
[Follow us on Twitter, @RichfieldWis](#)

“Far and away the best prize that life has to offer is the chance to work hard at work worth doing.” – President Theodore Roosevelt

If you or someone you know is experiencing a mental health crisis, please call (262)-365-6565 or the National Suicide and Crisis Lifeline at 988 for help. Both telephone numbers have people available to talk 24/7/365.

This message originates from the Village of Richfield. It contains information that may be confidential or privileged and is intended only for the individual named above. It is prohibited for anyone to disclose, copy, distribute, or use the contents of this message without permission, except as allowed by the Wisconsin Public Records Law. If this message is sent to a quorum of a governmental body, my intent is the same as though it were sent by regular mail and further e-mail distribution is prohibited. All personal messages express views solely of the sender, which are not attributed to the municipality I represent and may not be copied or distributed without this disclaimer. If you have received this message in error, please notify me immediately.

From: Smith, Clayton L - DOT <Clayton.Smith@dot.wi.gov>
Sent: Thursday, July 24, 2025 2:34 PM
To: Jim Healy <administrator@richfieldwi.gov>
Cc: DOT 11002202-23002200 STH 167 HH IC <DOT1100220223002200STH167HHIC@dot.wi.gov>; Smith, Clayton L - DOT <Clayton.Smith@dot.wi.gov>; Gallamore, Joe D - DOT <Joe.Gallamore@dot.wi.gov>
Subject: WIS 167 Roadway Project Community Sensitive Design Opportunity (ID 2300-22-00)

Good afternoon Jim,

I am reaching out regarding a Community Sensitive Design (CSD) opportunity on the [WIS 167 project](#). The upcoming roadway improvement project, which adds auxiliary lanes between WIS 175 and I-41, will construct a westbound to northbound bypass lane in the northeast corner of the roundabout. Unfortunately, this new bypass lane will impact the existing landscaping of trees, shrubs, and landscaping rocks (see below). The department is able to replace the trees and shrubs at 100% state cost, but if the village is interested in salvaging the landscaping rocks, this requires a cost share between the state and village. More information on CSD can be found in the department’s Facilities Development Manual [Chapter 11-3-1](#).

Summary of funding eligibility

- Any trees or shrubs are 100% state funded
- Landscaping rocks or special plantings are CSD funding eligible
 - o CSD funding is 80% state and 20% local funding capped at 1.5% of the project’s let estimate
 - o Based on the current estimate, the maximum CSD funding would be approximately \$37,500 (State - \$30,000, Village - \$7,500). Any expenses related to CSD items above this amount are 100% locally funded.
- In addition to the funding agreement, the village would also have to sign a State-Municipal Maintenance Agreement (SMMA) agreeing to maintain the landscaping. The agreement includes a one-year proving period for the plantings.

Action Items

Based on the project schedule, now is the time where we need to determine if the village is interested in CSD funding for this landscaping so we can document this in our environmental document and begin drafting the agreements. Please let me know as soon as possible if the village is interested or if you would like to meet and discuss any questions you may have.

Existing landscaping



Thank you,



Clayton Smith, P.E.
Project Manager
Wisconsin Department of Transportation
Office (262) 548-6428 | Cell (414) 750-7295
clayton.smith@dot.wi.gov
wisconsindot.gov
     



**AGENDA
VILLAGE BOARD MEETING
4128 HUBERTUS ROAD
HUBERTUS, WI 53033
August 21, 2025
6:00 P.M.**

1. Call to Order / Roll Call
2. Verification of Compliance with Open Meeting Law
3. Pledge of Allegiance
4. PUBLIC COMMENTS (Public comments are an opportunity for citizens to voice concerns to the Board regarding reports and discussion/action items on the agenda, only. Public comments are not a public hearing and are typically a one-way conversation from a citizen to the Board. Individual comments shall not exceed 3 minutes, with a total time limit of approximately 20 minutes. Unless part of a Public Hearing, handouts will not be accepted by the Village. Comments beyond 20 minutes will be moved to the end of the meeting at the discretion of the President.)
5. CONSENT AGENDA
 - a. Vouchers for Payment
 - b. Treasurer's Report
 - c. Meeting Minutes
 - i. July 17, 2025 – Regular Meeting
 - d. O2025-08-02 An Ordinance to Repeal and Recreate Chapter 179 Section 19 Entitled "Permit"
 - e. Temporary Road Closure for Morgan Drive – *Charming Paws, Petitioner*
6. DISCUSSION/ACTION ITEMS
 - a. Discussion/Action regarding Resolution R2025-08-01, A Resolution Declaring a State of Emergency (retroactive to August 11, 2025)
 - b. Discussion/Action regarding R2025-08-02, A Resolution Amending the Fee Schedule
 - c. Discussion/Action regarding the purchase of iPads for Village Board Members
 - d. Discussion/Action regarding Ordinance O2025-08-01, an Ordinance Rezoning property identified by TNK: V10_1270 from A-2, General Agricultural District to INST Institutional District – *St. Gabriel's Congregation, Petitioner*
 - e. Discussion/Action regarding the Village's Highway Improvement Program and related surveying work with Mueller Communications
 - f. Discussion/Action regarding Temporary Class "B" Alcohol Beverage licenses for Richfield Rockets Baseball
 - g. Discussion/Action regarding a proposed agreement with the Wisconsin Department of Transportation related to the reconstruction efforts along STH 167 planned to take place in 2028
 - h. Discussion/Action regarding the acceptance of a quote for sandblasting and painting DPW equipment pursuant to the 2025 Village Budget
7. PUBLIC COMMENTS (...Continued)
8. CLOSED SESSION
 - a. Discussion /Action to enter into Closed Session under Wis. Stats. 19.85(1)(e) deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session. – *Schunk Carbon Technology, LLC. (TKN: V10_000800F)*
 - b. Discussion/Action to enter into Closed Session pursuant to Section 19.85(1)(c) of the Wis Stats., considering employment, promotion, compensation or performance evaluation data of any public employee over which the governmental body has jurisdiction or exercises responsibility – *Village Administrator Employment Contract*
9. RECONVENE IN OPEN SESSION
 - a. Discussion/Action regarding matters addressed in Closed Session outlined above

10. ADJOURNMENT

Additional explanation of items on the agenda (Communication Forms) can be found on the village's website at www.richfieldwi.gov. Notification of this meeting has been posted in accordance with the Open Meeting Laws of the State of Wisconsin. It is possible that members of and possibly a quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information; no action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice. Requests from persons with disabilities who need assistance to participate in this meeting or hearing should be made to the Village Clerk's office at 262-628-2260 or www.richfieldwi.gov with as much advanced notice as possible.

6g



VILLAGE OF RICHFIELD

VILLAGE BOARD COMMUNICATION FORM

MEETING DATE: August 21, 2025

SUBJECT: Wis. DOT Hwy 167 Improvements Cost Share
DATE SUBMITTED: August 15, 2025
SUBMITTED BY: Jim Healy, Village Administrator

Village's DPW Supervisor, it is his recommendation that we return this area to grass and not have it landscaped. However, discussion regarding this intersection for the future placement of a "Welcome to Richfield" sign may go into this intersection in the future, with separate approval of the Village Board.

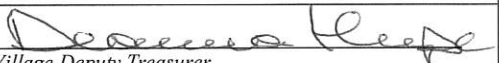
The WisDOT project is currently at the 40-60% design phase. A copy of the proposed intersection is included in the attachments for your convenience. Construction is slated for 2028.

Summary of funding eligibility for Community Sensitive Design:

- Any trees or shrubs are 100% state funded
- Landscaping rocks or special plantings are CSD funding eligible
 - o CSD funding is 80% state and 20% local funding capped at 1.5% of the project's let estimate
 - o Based on the current estimate, the maximum CSD funding would be approximately \$37,500 (State - \$30,000, Village - \$7,500). Any expenses related to CSD items above this amount are 100% locally funded.
- In addition to the funding agreement, the village would also have to sign a State-Municipal Maintenance Agreement (SMMA) agreeing to maintain the landscaping. The agreement includes a one-year proving period for the plantings.

FISCAL IMPACT:

REVIEWED BY:


Village Deputy Treasurer

Initial Project Costs: Approximately \$7,500 or greater
Future Ongoing Costs: Variable
Physical Impact (on people/space): Variable.
Residual or Support/Overhead/Fringe Costs: Variable

ATTACHMENTS:

1. STH 167/175 RAB Preliminary Plan Sheet

STAFF RECOMMENDATION:

Motion to authorize Administrator Healy to notify WisDOT Design Project Manager, Mr. Clayton Smith, of the Village's desire to return the intersection of STH 167 and STH 175 to 'greenspace lawn' and to opt out of any Community Sensitive Design funding options for the 2028 WisDOT reconstruction efforts along STH 167.

APPROVED FOR SUBMITTAL BY:

VILLAGE CLERK USE ONLY
BOARD ACTION TAKEN


Village Staff Member

Village Administrator

Resolution No. _____
Ordinance No. _____
Approved _____
Other _____

Continued To: _____
Referred To: _____
Denied _____
File No. _____



VILLAGE OF RICHFIELD

VILLAGE BOARD COMMUNICATION FORM

MEETING DATE: August 21, 2025

SUBJECT: Wis. DOT Hwy 167 Improvements Cost Share
DATE SUBMITTED: August 15, 2025
SUBMITTED BY: Jim Healy, Village Administrator

Policy Question: Does the Village Board wish to enter into a cost sharing agreement with the WI DOT for future improvement to HWY 167 between Hwy 175 and Interstate 41/45?

Issue Summary:

In early August a representative with Wisconsin Department of Transportation (DOT) emailed Staff regarding future improvements to State Hwy 167 from the roundabout at State Trunk Hwy 175/167 to Interstate 41. The project will increase capacity by adding an additional lane going east and west. The DOT specifically reached out to get input and guidance for the "Community Sensitive Design" (CSD) portion of the project.

The CSD is a component of the project that allows the local municipality to have input to the aesthetics of the project. When the current roundabout was constructed in 2015 the CSD portion of the project added the trees and rock landscaping on the northeast side of the roundabout (See picture below). This landscaping was installed at no cost to the Village, but it is our responsibility to maintain.



With the future improvements, the current landscaping will be removed as it will encroach on the new westbound lane. The DOT has asked if the Village would like to recreate a similar type of landscape elements during the project. If the Village was to choose to recreate this landscape element the DOT would cover the cost of replacing the trees and shrubs. While the Village would be responsible for covering 20 percent of the cost which is estimated to be \$7,500.

Staff has also discussed the option of not installing the stones. In place of the stones would be grass. The Village would not be responsible for mowing the grass and would have no cost-sharing responsibilities. After consultation with the

DRAFT

