ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation
DT2094 2004

Project ID	Funding Source	Federal Number
1559-01-03	☐ State Only ☒ Federal	
Project Name (Highway, Airport, Rail Line)		Project Termini
WIS 64 and US 63 Environmental Assessment		WIS 65 - County D; WIS 64 to County Q
Section	County	Estimated Project Cost (Include R/W Acquisition)
	St. Croix	$50,000,000

It is determined, after review of the comments from the public, and coordination with other agencies, that this action would not significantly affect the quality of the human environment. This document is a

☒ Finding of No Significant Impact (FONSI).

☒ Environmental Assessment (EA) No Significant Impacts Indicated by Initial Assessment

☐ Environmental Assessment (EA) EIS Required

☐ Environmental Report (2-ER)

THIS SHEET FOR USE AFTER PUBLIC AVAILABILITY PERIOD

Project ID	Highway	County
1559-01-03	WIS 64 and US 63 EA	St. Croix County

Alternative	Segment Termini
Preferred - Corridor Preservation	WIS 65 - County D; WIS 64 to County Q

Date of Public Notice	In: (Name of Newspaper)	Dates Environmental Assessment made available to Public
2/22/2007	New Richmond News/Baldwin Bulletin	From: 2/22/2007 To: 4/1/2007

1. Public Hearing

☐ Was not required, explain.

☒ Opportunity was given but no hearing was held.
- ☒ No requests for a public hearing were received.
- ☐ Requests for a public hearing were not substantial.

☐ Was held on

2. Summary and disposition of public hearing comments and/or comments resulting from Public Notice of Availability. Include a summary of the changes to the environmental document and the project resulting from comments. (Note: Alternatives proposed by the public and subsequently rejected should be identified and the reasons for rejecting them included.)

Note: A revised Environmental Cost Matrix, Conceptual Plan Sheets, Wetland Impact Evaluation Factor Sheet, Lake or Waterbody Impact Evaluation Factor Sheet, and Erosion Control Factor Sheet are attached that reflect the changes resulting from the comments that follow.

1. Wisconsin Department of Transportation (WisDOT) project staff received a comment that a parcel located southeast of 170th Street and WIS 64 was not provided access in the proposed Stage 3 improvements. After reviewing the property access, this was confirmed. Since there are three closely spaced parcels, WisDOT project staff decided to extend a cul-de-sac from the proposed local road labeled "A-Line" to provide public access closer to the properties east of 170th Street. See Figure 1. This change adds 0.94 acres to the area converted to right-of-way (R/W) in Segment 1, Stage 3.

2. After review of the conceptual plan set, WisDOT project staff determined that the structure located southwest of US 64 South and WIS 64 (the Four Corners intersection) did not need to be purchased. See Figure 2. This change subtracts one relocation in Segment 1, Stage 2.

3. After review of the conceptual plan set, WisDOT project staff determined that the proposed local road labeled "E-Line" needed adjustment. First, the alignment near the proposed local road labeled "FA-Line" was adjusted to avoid impacts to the United States Fish and Wildlife Water Fowl Production Area. Second, adjustments were made to the profile and cross slopes to reduce the amount of R/W required for the proposed road. See Figure 3. This change subtracts 6.50 acres from the area converted to R/W in Segment 1, Stage 3 (local road enhancements).

4. Jim Doperalski of the Wisconsin Department of Natural Resources (DNR) provided comments in a letter dated March 22, 2007. The letter is attached and his comments are addressed below:

4a. The letter states "Hart Lake is located on the western edge of the alignment and could be impacted with the preferred alternative according to the EA." The improvements proposed in the EA attempt to avoid any impacts to Hart Lake, although it is acknowledged that some could occur. The Lake or Waterbody Impact Evaluation Factor Sheet notes that any fill placed in the vicinity of Hart Lake would occur to the north of the waterbody, impacting a small unmapped wetland. No changes to the document have been made to address this comment.

4b. The letter notes possible wetland and woodland impacts associated with the proposed local road labeled "Q-Line" and suggests consideration of a jug-handle interchange at 200th street to eliminate the need for "Q-Line" to cross the wooded wetland area north of WIS 64 between 200th Street and US 63. The conceptual plan sheets have been

updated with this suggestion in place. See Figure 4b. This change subtracts 0.80 acres from the wetland converted to R/W in Segment 1, Stage 3 (local road enhancements).

4c. The letter notes that some of the proposed local roads continue off the conceptual plan sheets and that commenting fully on these roads is not possible. The revised conceptual plan sheets provide a note at these locations stating "City of New Richmond to Plan Future Street." See Figure 4C. This change subtracts 19.39 acres from the area converted to R/W in Segment 1, Stage 3 (local road enhancements).

4d. Under "Specific Comments," the letter states that the Wetland Impact Evaluation Factor Sheet does not discuss wetland impacts associated with the access roads. The wetland impacts shown in the EA include those associated with the local roads. These impacts will occur in Segment 1, Stage 3 (local road enhancements). No changes to the document have been made to address this comment.

4e. Under "Specific Comments," the letter states that the Wetland Impact Evaluation Factor Sheet does not consider fill in Hart Lake to be fill in a wetland. It notes that since Hart Lake is less than 2 meters deep, fill in the waterbody would be considered wetland fill. The improvements proposed in the EA attempt to avoid impacts to Hart Lake. While it is acknowledged that some impact could occur, no fill is anticipated to be placed into Hart Lake. No changes to the document have been made to address this comment.

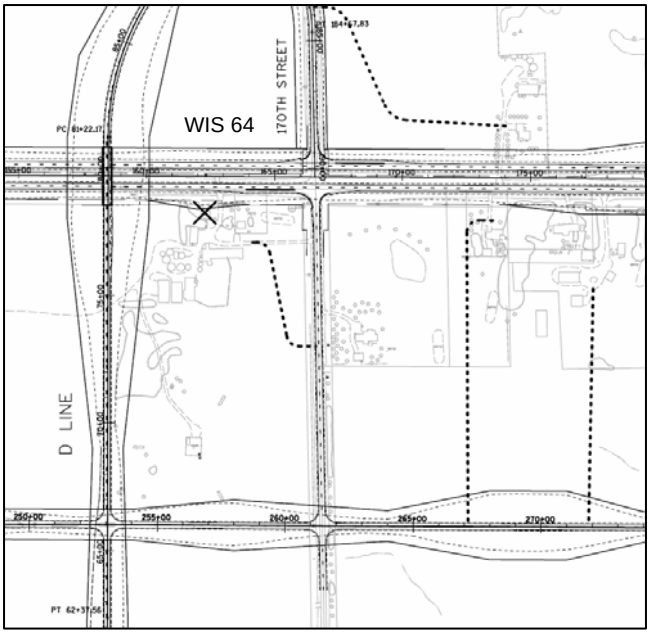
4f. Under "Specific Comments," the letter notes that an erosion control plan (ECP), to be prepared by WisDOT during the design phase, will need to be prepared. Attached is a revised Erosion Control Factor Sheet that includes this statement.

3. Describe selected alternative.

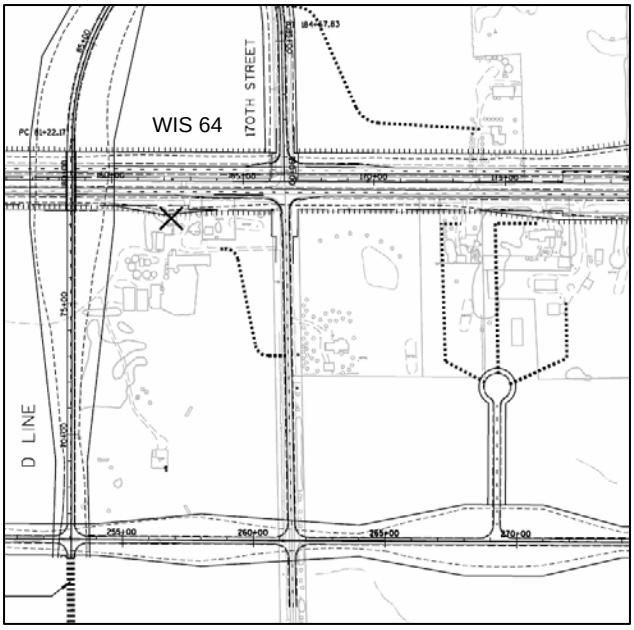
The Preferred Alternative is to preserve the ultimate WIS 64 and US 63 corridors as identified in the EA. Stage 1 will be short-term improvements to improve safety and maximize the two-lane highway's capacity. Stage 2 will be conversion to a four-lane divided highway with at-grade intersections. Stage 3 will be conversion to a freeway facility, including parallel supporting local roads. On WIS 64 from WIS 65 to US 63 South/WIS 46, Stage 3 is the ultimate recommended improvement. On WIS 64/US 63 from US 63 South/WIS 46 to US 63 North, Stage 2 is the ultimate recommended improvement, with a jug-handle interchange at the WIS 64/US 63 North intersection. On US 63 from WIS 64 to County Q, Stage 1 is the ultimate recommended improvement.

☒ Selected alternative is the same as that described on form DT2094, Environmental Evaluation of Facilities Development Actions.

☐ Selected alternative is different from that described on form DT2094, Environmental Evaluation of Facilities Development Actions. Explain changes or why another alternative was selected.

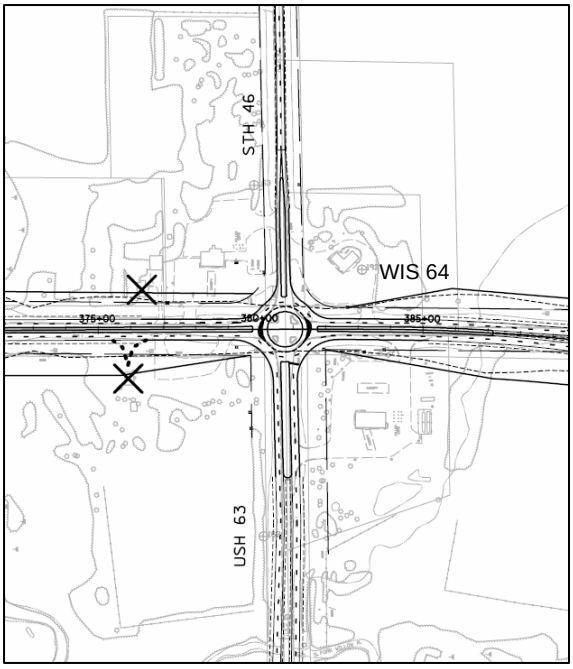


Original Plan Sheet

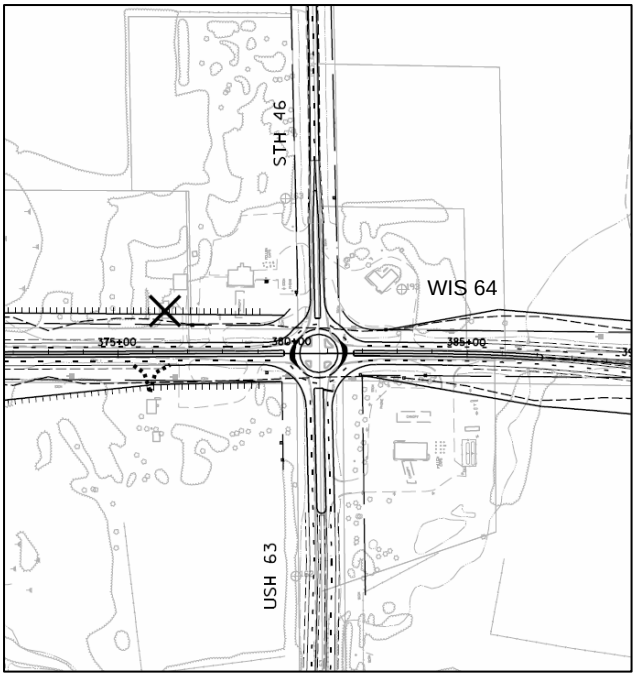


Revised Plan Sheet

Figure 1 Access to Property Southeast of WIS 64 and 170th Street

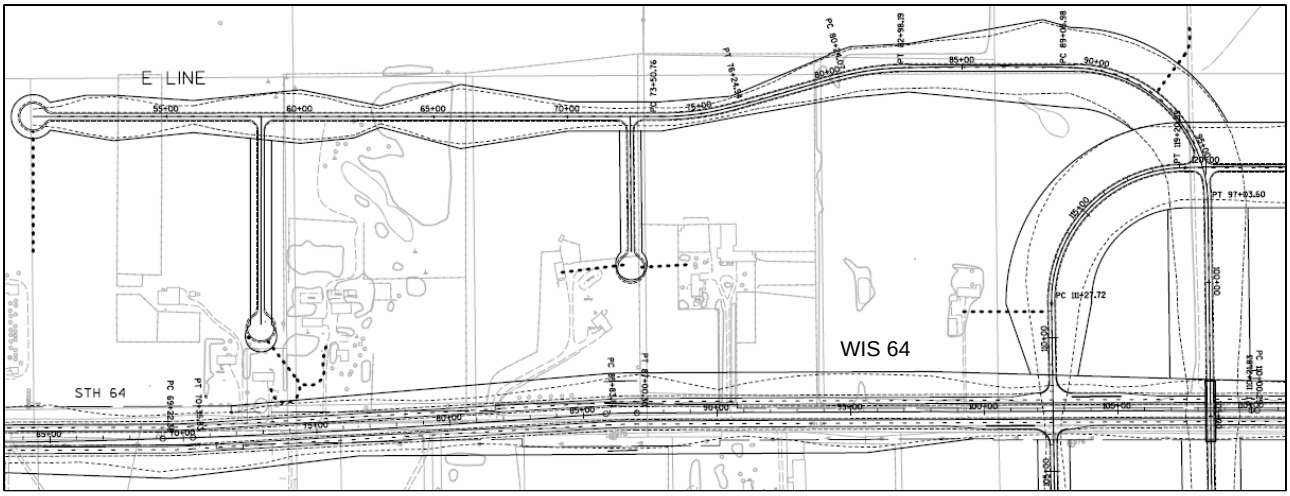


Original Plan Sheet

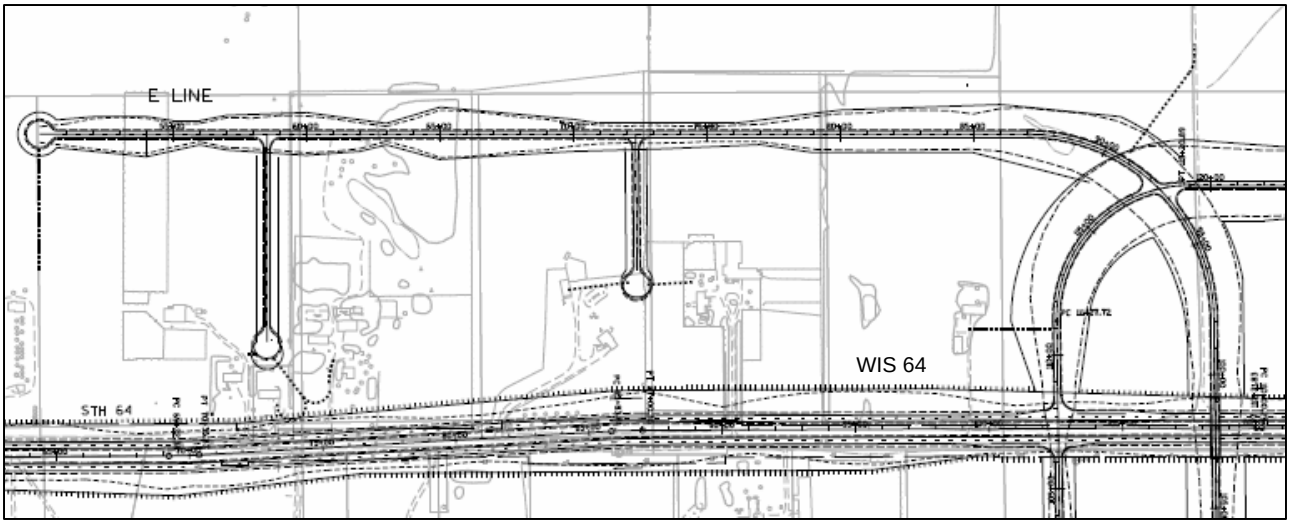


Revised Plan Sheet

Figure 2 Elimination of Relocation Southwest of WIS 64 and US 63

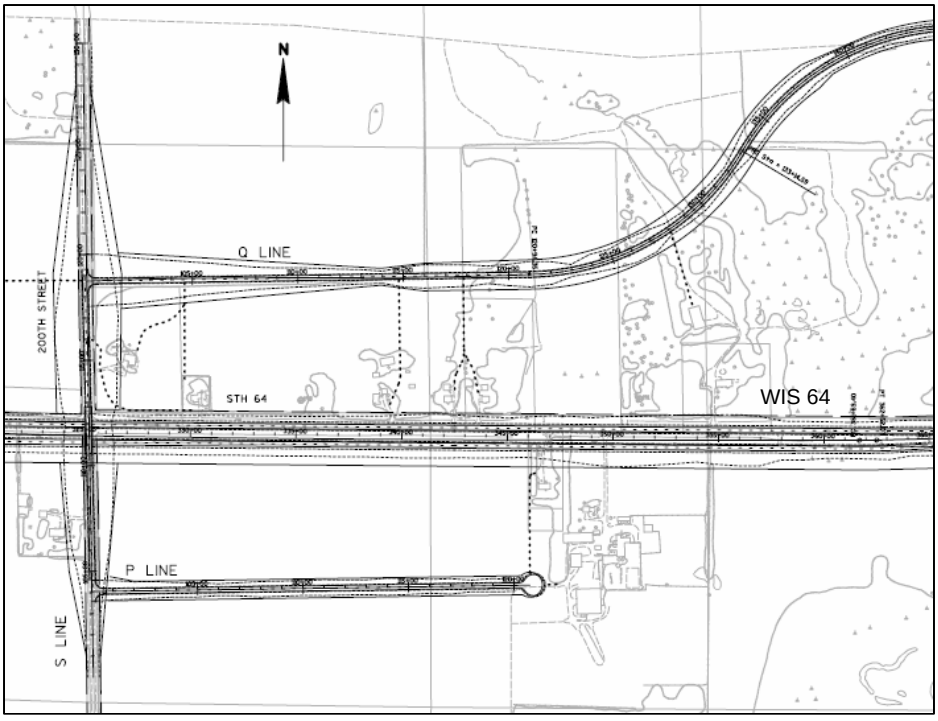


Original Plan Sheet

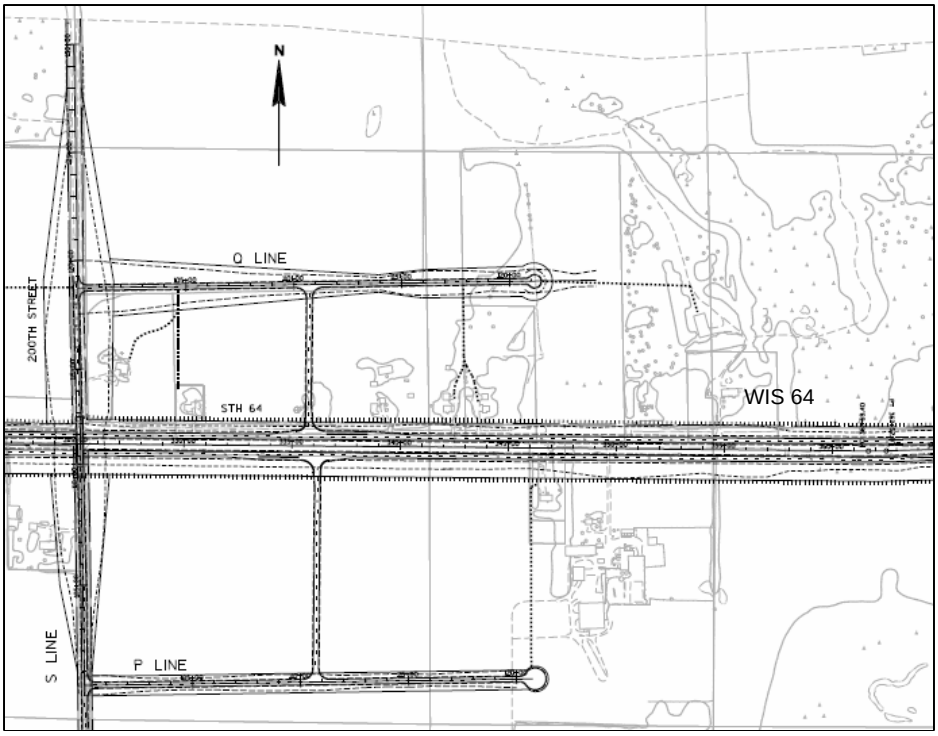


Revised Plan Sheet

Figure 3 Revisions to Proposed Local Road “E-Line”

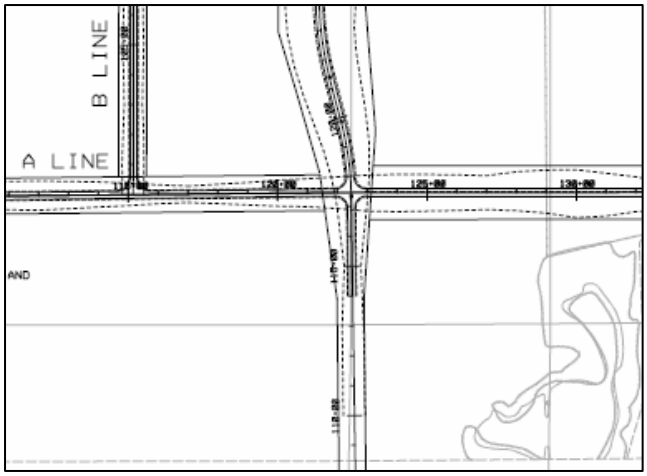


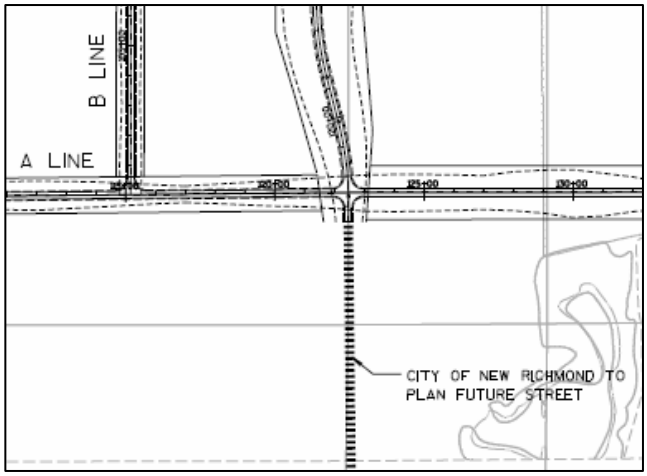
Original Plan Sheet

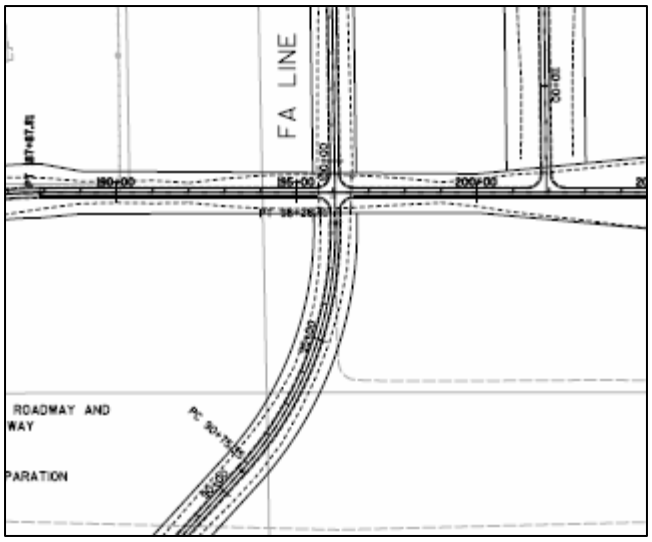


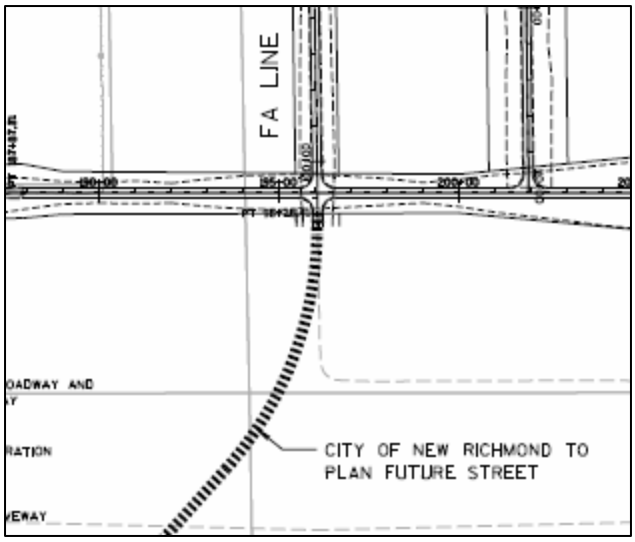
Revised Plan Sheet

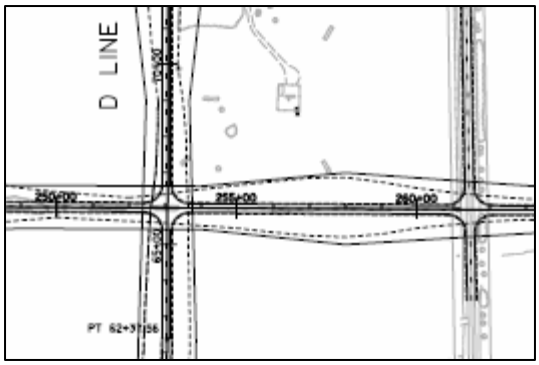
Figure 4b Revisions to Proposed Local Road "Q-Line"

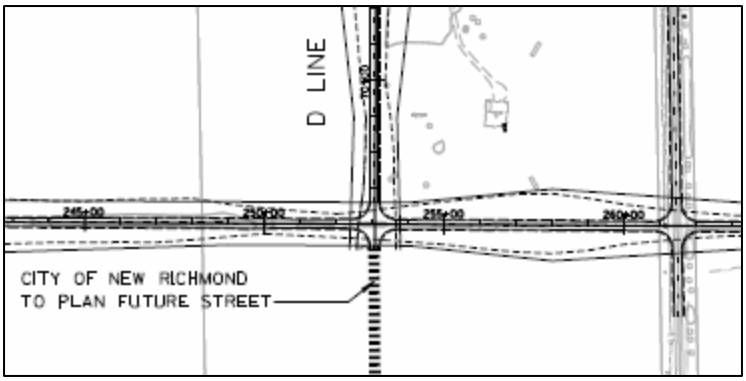












Original Plan Sheets

Revised Plan Sheets

Figure 4c Removal of Proposed Local Roads heading South

WISCONSIN
DEPT. OF NATURAL RESOURCES

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary
Scott Humrickhouse, Regional Director

West Central Region Headquarters
1300 W. Clairemont Avenue
PO Box 4001
Eau Claire, Wisconsin 54702-4001
Telephone 715-839-3700
FAX 715-839-6076
TTY Access via relay - 711

March 22, 2007

IN REPLY REFER TO:

RECEIVED
MAR 26 2007
STRAND ASSOCIATES, INC.®
MADISON, WI

Jeff Held
Strand Associates
910 West Wingra Drive
Madison, WI 53715

SUBJECT: WI STH 64 Environmental Assessment
Project I.D.#: 1559-01-03
Project Title: STH 64 and STH 63 Corridor Preservation
Highway: STH 64 East of New Richmond to STH 63 North County Line
County: St. Croix

Dear Mr. Held:

I have reviewed the STH 64 Environmental Assessment (EA) dated November 2006 and participated in a conference call on March 13, 2007 with Jim Koenig of DOT. During our conference call we went through the preferred alignment and discussed several issues ranging from intersection configuration to land use issues. This letter is intended to provide DNR comments on the above EA. I have broken this letter into two sections. The first section is for general comments and the second section is for specific comments.

General Comments

As we have previously stated DNR supports using the existing alignment. The preferred alternative attempts to use the existing alignment as much as practical for STH 64, which will reduce environmental impacts compared to using a new alignment. From the limited amount of design done for this document there will be potential to further reduce the negative environmental impact during the design phase (i.e. narrowing median in select areas).

With this project broken into 3 stages over a 20+ year timeframe and level of design it is difficult to fully address potential impacts of the preferred alignment. A detailed analysis of the potential impacts will need to be conducted as we get closer to the design phase. While it is difficult to get too specific at this time we can provide a larger overview of the potential impacts.

The first thing I noticed when looking at the plan sheets was the number of access roads. The EA discusses the potential for growth in the area and the City of New Richmond's desire to direct development to the east as evident by the annexation of land near the STH 64 corridor. During our conference call we discussed the growth potential and the efforts of DOT, City of New Richmond and neighboring Townships to address the growth potential. The plan sheets reflect these efforts.

I conducted a site visit to assess the potential impacts associated with the access roads. While it was a windshield survey the vast majority of the surrounding landscape of the proposed access roads appeared to be open fields or agricultural fields. There were some wooded areas and wetlands that would be impacted. Hart Lake is located on the western edge of the alignment and could be impacted with preferred alternative according to the EA.

After my field review and the March 13, 2007 conference call I understand the need for most of these access roads, but there are a few concerns. First was the access road known on the plan sheets as Q line. This road would most likely have both wetland and woodland impacts. Although I could not walk the proposed alignment I suspect the

quality of these areas could be good. During the conference call I suggested building a jug handle interchange at 200th Street. This proposal would provide access to STH 64 in both directions and would remove the need for part of Q line. While I realize Q line could not be completely eliminated since the existing residences will need access, the environmental impacts associated with Q line would greatly reduced.

Some of the access roads shown on the plan sheets continue off the plan sheets. Until the routes of these access roads are defined I can not adequately assess the potential environmental impacts.

Specific Comments

1. The Wetland Impact Evaluation factor sheets do not discuss wetland impacts associated with the access roads. As stated earlier in the EA access roads are considered a cumulative impact and therefore should have their potential environmental impacts discussed.

2. The Wetland Impact Evaluation factor sheets do not consider any fill in Hart Lake to be wetland. Under the USCOE 1987 wetland delineation methods wetlands can be up to 2 meters deep. Therefore any fill in Hart Lake up to a depth of 2 meters would be considered a wetland fill and should be discussed.

3. The 1st paragraph of the 2nd page of the Erosion Control factor sheets mentions the erosion control implementation plan (ECIP) and its purpose. An erosion control plan (ECP), which is prepared by DOT during the design phase will also need to be prepared for the same purpose.

I look forward to working with you to develop a roadway, which provides safe and efficient transportation while minimizing environmental impacts. If any of the concerns or information provided in this letter require further clarification, please contact this office at (715) 839-1609.

Sincerely,

James P. Doperalski Jr.
Environmental Analysis and Review Specialist

cc. Jim Koenig – DOT 6
Kris Belling – Baldwin
Marty Engel - Baldwin

REVISED ENVIRONMENTAL COST MATRIX
WIS 64/US 63 Transportation Improvements

Environmental Issue	Unit Measure	Alternatives/Sections						
		SEGMENT 1 (WIS 64) WIS 65 to US 63 S			SEGMENT 2 (WIS 64) US 63 S to County D			SEGMENT 3 (US 63) WIS 64 to County Q
		Stage 1 (Intermediate Improvements)[1]	Stage 2 (Four-Lane Facility with At-Grade Intersections)	Stage 3 (WIS 64 Access Control - Local Road Enhancements)	Stage 1 (Intermediate Improvements)[2]	Stage 2 (Four-Lane Facility with At-Grade Intersections)	Stage 3 (Grade Separation at US 63 North)	Stage 1 (Intermediate Improvements)
Project Length	Mi (Km)	7.2 (11.6)	7.2 (11.6)	7.2 (11.6)	6.0 (9.7)	6.0 (9.7)	6.0 (9.7)	4.0 (6.4)
Cost $				**Grade Sep. – Local Roads**				
Construction	Million $	$2.2 Million[1]	$18.0 Million	$8.0 Million - $20.9 Million	$3.8 Million	$15.0 Million	$2.0 Million	$0.2 Million
Real Estate	Million $	< $0.1 Million	$2.3 Million	$1.8 Million - $0.6 Million	< $0.1 Million	$0.6 Million	< $0.1 Million	< $0.1 Million
Total	Million $	$2.2 Million	$20.3 Million	$9.8 Million - $21.5 Million	$3.8 Million	$15.6 Million	$2.0 Million	$0.2 Million
Land Conversions								
Total Area Converted to R/W	Acres (Hectares)	0.56 (0.23)	73.29 (29.66)	27.24 – **111.19** (11.02) – (**45.00**)	9.89 (4.00)	48.83 (19.76)	0.92 (0.37)	0.28 (0.11)
Wetland Area Converted to R/W[3]	Acres (Hectares)	0.00 (0.00)	0.93 (0.38)	0.00 – **0.23** (0.00) – (**0.09**)	0.15 (0.01)	4.56 (1.85)	0.00 (0.00)	0.00 (0.00)
Upland Area Converted to R/W	Acres (Hectares)	0.00 (0.00)	0.00 (0.00)	0.00 – 0.00 (0.00) – (0.00)	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)	0.00 (0.00)
Other Area Converted to R/W	Acres (Hectares)	0.56 (0.23)	72.36 (29.28)	27.24 – **110.96** (11.02) – (**44.91**)	9.74 (3.94)	44.27 (17.92)	0.92 (0.37)	0.28 (0.11)
Real Estate								
Number of Farms Affected	Number	~ 4	~ 13	~ 17 (total)	~ 7	~ 18	1	~ 5
Total Area From Farm Operations Required	Acres (Hectares)	0.56 (0.23)	62.21 (25.18)	24.31 – 116.332 (9.84) – (47.07)	9.71 (3.93)	40.00 (16.19)	0.92 (0.37)	0.28 (0.11)
AIS Required?	Yes/No	No[4]	No[4]	No[4]	No[4]	No[4]	No[4]	No[4]
Farmland Rating	Score	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated	Not Evaluated
Total Buildings Required	Number	None	**11**	13 - 0	None	3	None	None
Housing Units Required	Number	None	10	11 - 0	None	3	None	None
Commercial Units Required	Number	None	0 to 3	None	None	None	None	None
Other Buildings or Structures Required	Number (Type)	None	3 off-premise signs	None	None	None	None	None
Flood Plain	Yes/No	Yes – Pond south of Wis 64, between 140th and 142nd streets; and Willow River	Yes – Pond south of Wis 64, between 140th and 142nd streets; and Willow River	Yes – Pond south of Wis 64, between 140th and 142nd streets; and Willow River	No	No		No
Stream Crossings	Number	1 intermittent	1 permanent 1 intermittent	1 intermittent (local road)	4 intermittent 1 permanent	7 intermittent 1 permanent	0	0

[1] Includes roundabout at US 64/WIS 46 intersection.
[2] Includes the sweeping curve construction at the US 63 North intersection.
[3] Area shown is outside of existing R/W, these quantities will be less than those reported in the Wetlands Impact Evaluation Factor Sheet.
[4] Because of the anticipated time frame for construction, correspondence with the Department of Agriculture Trade and Consumer Protection indicates a preference to complete an AIS at a later date.

Environmental Issue	Unit Measure	Alternatives/Sections						
		SEGMENT 1 (WIS 64) WIS 65 to US 63 S			SEGMENT 2 (WIS 64) US 63 S to County D			SEGMENT 3 (US 63) WIS 64 to County Q
		Stage 1 (Intermediate Improvements)[1]	Stage 2 (Four-Lane Facility with At-Grade Intersections)	Stage 3 (WIS 64 Access Control - Local Road Enhancements)	Stage 1 (Intermediate Improvements)[2]	Stage 2 (Four-Lane Facility with At-Grade Intersections)	Stage 3 (Grade Separation at US 63 North)	Stage 1 (Intermediate Improvements)
Endangered Species	Yes/No	No	No	No	No	No	No	No
Historic Properties	Number	0	0	0	0	0	0	0
Archeological Sites	Number	0	0	0	0	0	0	0
106 MOA Required?	Yes/No	No	No	No	No	No	No	No
4(f) Evaluation Required?	Yes/No	No	No	No	No	No	No	No
Environ Justice At Issue?	Yes/No	No	No	No	No	No	No	No
Air Quality Permit?	Yes/No	No	No	No	No	No	No	No
Design Year Noise Sensitive Receptors		N/A. Traffic noise modeling was performed for ultimate build condition.	N/A. Traffic noise modeling was performed for ultimate build condition.		N/A. Traffic noise modeling was performed for ultimate build condition.	N/A. Traffic noise modeling was performed for ultimate build condition.		N/A. Traffic noise modeling was performed for ultimate build condition.
No Impact	Number			24			13	
Impacted	Number			11			8	
Exceed dBA Levels	Number			13			5	
				9			4	
Contaminated Sites	Number	2 sites near intersection of WIS 64, US 63, and WIS 46	Same 2 sites may be affected as in Stage 1	0 – 0	2 sites near intersection of WIS 64, US 63, and WIS 46	Same 2 sites may be affected as in Stage 1	0	0

8) Describe how the project development process complied with Executive Order 12898 on Environmental Justice. (EO 12898 requires agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects on minority populations and low-income populations, including the interrelated social and economic effects. Include those covered by the Americans with Disabilities Act and the Age Discrimination Act.)

Alternative	Preferred
Preferred	☒ Yes ☐ No

Portion of Project This Sheet is Evaluating if Different From First Basic Sheet

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

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

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

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

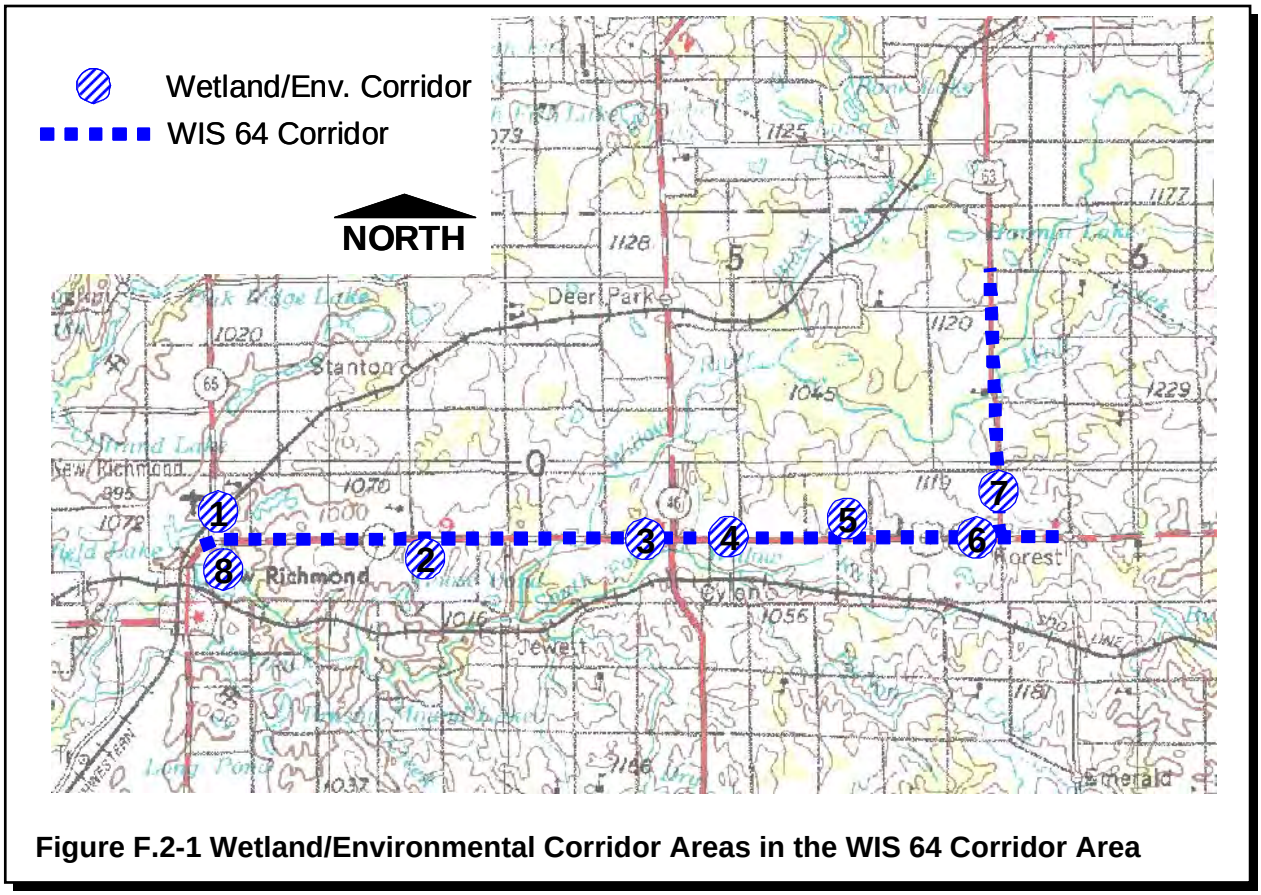


Figure F.2-1 Wetland/Environmental Corridor Areas in the WIS 64 Corridor Area

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

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

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

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

3) This wetland is:

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

[In various agricultural areas, including wetland area 10]

☒ Not contiguous, but within 5-year floodplain.

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

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

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

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

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

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

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

5) Are there any known endangered or threatened species affected by the project?
☒ No

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

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

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

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

6) FHWA Wetland Policy

☐ Not Applicable – Explain

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

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

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

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

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

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

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

☒ DT2080, Erosion Control Impact Evaluation

☒ DT2076, Stormwater Impact Evaluation

☐ Neither form – Briefly describe measures to be used

8) Section 404 Permit

☐ Not Applicable – No fill to be placed in wetlands

☒ Applicable – Fill will be placed in wetlands.
Indicate area of wetlands filled: 12.0 Acres (4.9 Hectares)

☒ Individual Section 404 Permit required

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

☐ Non-Reporting GP ☐ Provisional GP
☐ Provisional LOP ☐ Programmatic GP

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

Not Applicable.

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

☐ Required
☐ Submitted on (Date)

Status of PCN
USACE has made the following determination on (Date)
USACE is in the process of review, anticipated date of determination is (Date)

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

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

Location	Wetland Type (WWI)	WisDOT Wetland Bank Type	Area of Wetland Converted
1. Wetlands across WIS 64 from Hart Lake	Unmapped wetland area	M (wet meadow to emergent)	~ 0.30 acres (0.12 ha)
2. East of 170th St and South of WIS 64 (Sta. 167+50)	E1K (emergent/wet meadow, persistent, wet soil, palustrine)	M (wet meadow)	~ 0.03 acres (0.01 ha)
3. Northwest and southwest of WIS 46/US 63 S (Sta. 358+50 to 368+00)	S3/E2H (scrub/shrub, broad-leaved deciduous; emergent/wet meadow, narrow-leaved persistent, standing water, palustrine) T3/S3K (forested, broad-leaved deciduous; scrub/shrub, broad-leaved deciduous, wet soil, palustrine) T3K (forested, broad-leaved deciduous, wet soil, palustrine)	SS (shrub swamp, shrub carr, alder thicket) M RPF (riparian wetland (wooded)) SS RPF	~ **1.13** acres (**0.46** ha)
4. Between 215th St. and County O (Sta. 414+00 to 450+00)	E1K E2H	M M	~ 2.91 acres (1.18 ha)
5. Between 235th St. and 240th St. (Sta. 519+00 to 533+00)	Wetlands smaller than 2 acres	Poorly drained fields	~ 2.23 acres (0.90 ha)
6. Between 255th St. and US 63 N (Sta. 618+00 to 643+00)	Wetlands smaller than 2 acres and unmapped wetland areas	Unmapped wet mesic woodlands	~ 0.77 acres (0.31 ha)
7. US 63 N, between WIS 64 and 200th Ave. (Sta. 662+00 to 680+00)	E2H E1Kg (emergent/wet meadow, persistent, wet soil, palustrine, grazed)	M M	~1.58 acres (0.64 ha)
8. Wetlands adjacent to New Richmond Flowage	E2H S3K	M SS	~ 0.40 acres (0.16 ha)
Other – scattered along corridor	Low Quality Wetlands (unmapped, poorly drained fields and low areas)	Poorly drained fields	~ 2.60 acres (1.05 ha)

11) Wetland Mitigation
(NOTE: Avoidance and minimization mitigation are required.)

a) Wetland Avoidance

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

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

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

ii) Indicate the total area of wetlands avoided

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

b) Minimize the amount of wetland affected

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

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

- The project team should consider wetland avoidance techniques (such as a narrow cross section, bridging of open water) on the east side of New Richmond near WIS 65 (Wetland area 1). Bridges could allow the pocket of wetland on the north side of the existing highway to be connected to the pond on the south side of the road. [This suggestion was implemented through the use of a narrower, urban divided four-lane section adjacent to Hart Lake.]

- The DNR preferred alternative for crossing the Willow River west of the US 63/WIS 64/WIS 46 intersection (four-corners intersection) is to remain on-alignment as much as is practical. The alternatives that consider a realignment to the north are not preferred. The DNR feels that impacts to extensive wetland and sensitive habitat north of WIS 64, particularly northwest of the four-corners intersection, are unacceptable. [This suggestion was implemented.]

- The preferred DNR improvement alternative at the four-corners intersection is a multilane roundabout at the existing intersection location. Impacts to sensitive habitat in the northwest and, to a lesser extent, the southwest and southeast quadrants of the intersection are minimized with this alternative. [This suggestion was implemented.]

- If feasible, the DNR recommends avoiding impacts to the sensitive habitat located north of WIS 64 between 235th and 240th Street. This could be accomplished by moving the proposed second set of travel lanes to the south side of WIS 64. [This suggestion was implemented.]

- The DNR recommends considering a narrow US 63 cross section through the most sensitive habitat between County Q and Polk/St. Croix Road. The narrow section minimizes impacts that are likely on both sides of the highway and may reduce wetland impacts and the number of relocations required. If feasible, the DNR recommends minor changes in alignment that may further reduce impacts to the habitat adjacent to existing US 63. [This suggestion was implemented as part of the decision not to expand to four lanes in Segment 3.]

- Impacts to the wetland located at the WIS 64/US 63 N intersection should be minimized. A continuous flow curve at this intersection could have an impact on this wetland and may need to be adjusted to reduce impacts. [This suggestion was implemented as part of the decision to propose a jug-handle interchange rather than a standard diamond interchange.]

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

ii) Indicate the total area of wetlands saved through minimization

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

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

c) Compensation for unavoidable loss

Is compensation of unavoidable wetland loss required?

☒ Yes
☐ No. Explain.

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

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

d) Type and amount of compensation

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

Wetland type of on-site replacement

Total area of on-site replacement
Acres
(Hectares)

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

Wetland type of off-site replacement

Total area of off-site replacement
Acres
(Hectares)

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

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

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

Wetland type of bank-site replacement

Total area of bank-site replacement
Acres
(Hectares)

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

LAKE OR WATERBODY IMPACT EVALUATION

(Lakes, Ponds, Impoundments, Flowages, etc.)

DT2071 2004

Wisconsin Department of Transportation

Alternative: Preferred

Preferred

Preferred: ☒ Yes ☐ No

Length of Center Line and Termini This Sheet is Evaluating

Not Applicable

1) Name of Lake or Waterbody: Hart Lake

2) Location of Lake or Waterbody: T31N R17W Section 31

3) Lake or Waterbody Type

☒ Lake ☐ Pond ☐ Impoundment ☐ Other – Describe

4) Area of Waterbody

☐ Hectares (☐ Acres)

☐ Permanent (year-round)

☐ Temporary (dry part of year)

5) Lake or Waterbody Characteristics

Bottom: ☐ Sand ☐ Silt ☐ Clay ☐ Cobbles ☒ Other - Describe Unknown

Maximum Depth

☐ Meters (☐ Feet)

Vegetation in Lake or Waterbody

☐ Absent ☒ Present - If known - Describe Unknown

6) Identify Fish Species Present

Unknown - Winterkill Lake

7) If water quality data is available, include this information (e.g., DNR or local discharger might have such records).

Unknown

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

☐ Yes - Identify the species

Is the species on the federal list. ☐ Yes - Complete question 9.

Is the species on the state list ONLY. ☐ Yes - Complete question 10.

☒ No

☐ No. - Check state list.

9) Has Section 7 coordination been completed with the U.S. Fish and Wildlife Service?

☐ Yes - Describe mitigation required to protect the federally listed endangered species.

☒ No

10) Has coordination with DNR been completed?

☒ Yes - Describe mitigation required to protect the State listed species. See letter in Appendix A

☐ No

11) Will the project rehabilitate or replace a bridge or box culvert?

☒ Yes

☐ No

12) Are migratory bird nests present?

☐ Yes – Estimated number of nests is

☐ No

13) Is a U.S. Fish & Wildlife Depredation Permit required to remove migratory bird nests?

☐ Yes ☐ No – Describe measures to mitigate harm.

☒ N/A

14) Describe land adjacent to lake or waterbody which would be affected by the project. If wetland, give type.

The land adjacent to Hart Lake is primarily urban with a mix of residential and commercial uses. North of the lake on the north side of WIS 64 is a small pocket of unmapped wetland (wet meadow to emergent).

15) Describe proposed work in, over, or adjacent to lake or waterbody.

Work will occur along the northern shoreline of Hart Lake. Proposed work consists of WIS 64 expansion from two to four lanes on existing alignment. Construction of the new lanes will include some wetland filling and may require shoreline relocation on Hart Lake. Measures will be taken to minimize filling. Measures will also be taken to minimize erosion and stormwater runoff in the area.

16) Section 404 Permit

☐ Not Applicable - No fill to be placed in wetlands or waters

☒ Applicable - Fill will be placed in wetlands or waters

Indicate area filled – 12.0 Acres (☐ Hectares)

Individual Permit Required

☒ Yes ☐ No

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

☐ Yes ☐ No ☐ Non-Reporting GP ☐ Provisional GP ☐ Provisional LOP ☐ Programmatic GP

17) Section 10 Waters. For navigable waters of the United States (Section 10) indicate which nationwide permit is required.

Not Applicable

Indicate whether Preconstruction notification (PCN) to the U.S. Corps of Engineers (USACE) is/was

☐ Required ☐ Submitted on (Date)

Status of PCN

☐ USACE has made the following determination on (Date)

☐ USACE is in the process of review, anticipated date of determination is

18) Discuss probable direct impacts to water quality in the waterbody, both during and after construction. Indicate the

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

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

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

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

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

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

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

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

☒ Yes

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

EROSION CONTROL

DT2080 2005

Wisconsin Department of Transportation

Alternative	Preferred
Preferred	☒ Yes ☐ No

Length of Center Line and Termini This Sheet is Evaluating

Not Applicable

1. Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.

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

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

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

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

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

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

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

   ☒ River/stream ☒ Wetland ☒ Lake ☐ Endangered species habitat
   ☐ Other – Describe

3. Are there circumstances requiring additional or special consideration?

   ☐ No additional or special circumstances are present.

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

   ☐ Areas of groundwater discharge ☒ Areas of groundwater recharge (fractured bedrock, wetlands, streams)
   ☐ Long or steep cut or fill slopes ☒ Overland flow/runoff
   ☐ Other – Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances.

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

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

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

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

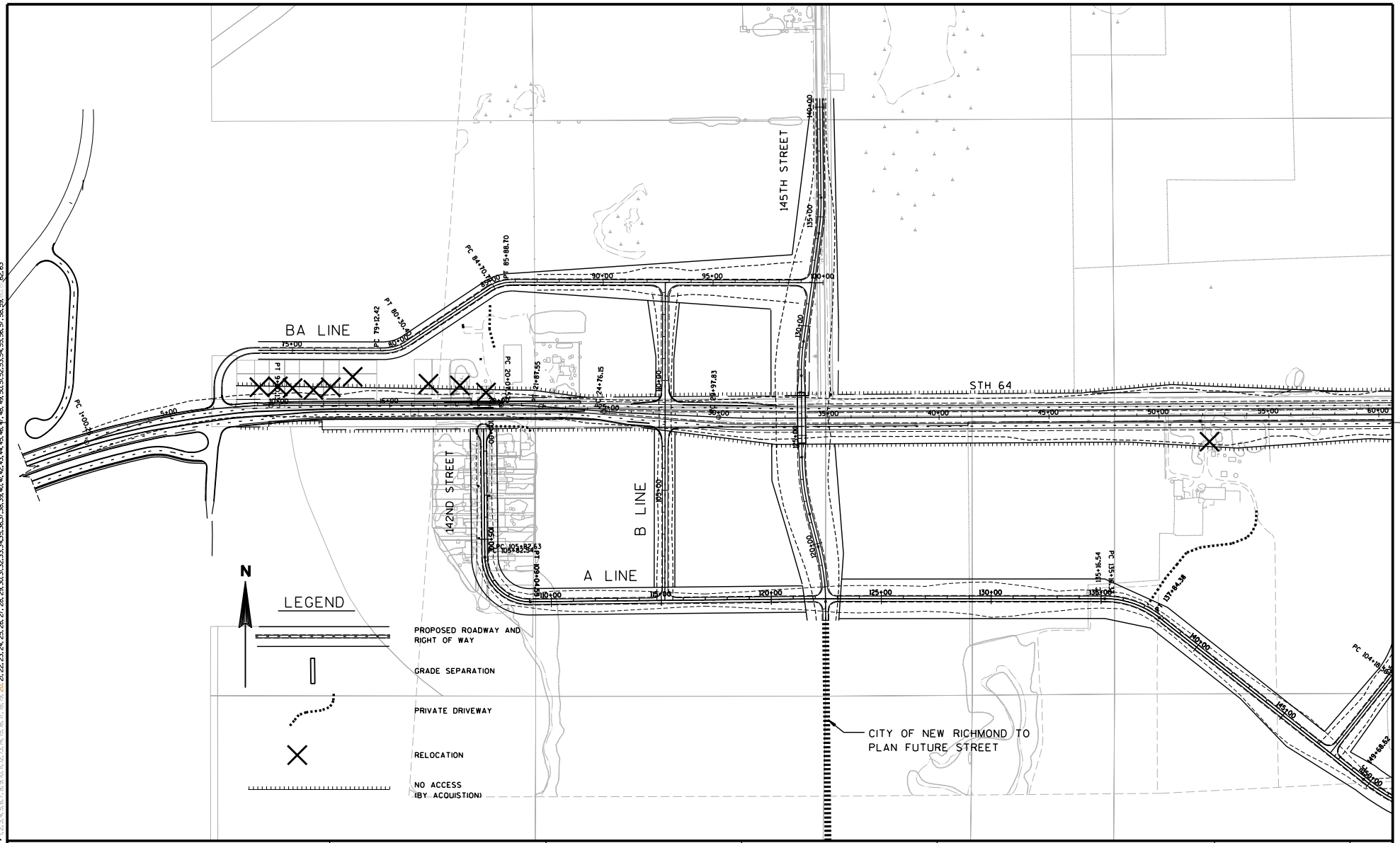
5. Erosion control measures reached consensus with the appropriate authorities as indicated below.

WDNR County Land Conservation Department Native American Tribe
Army Corp of Engineers

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

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

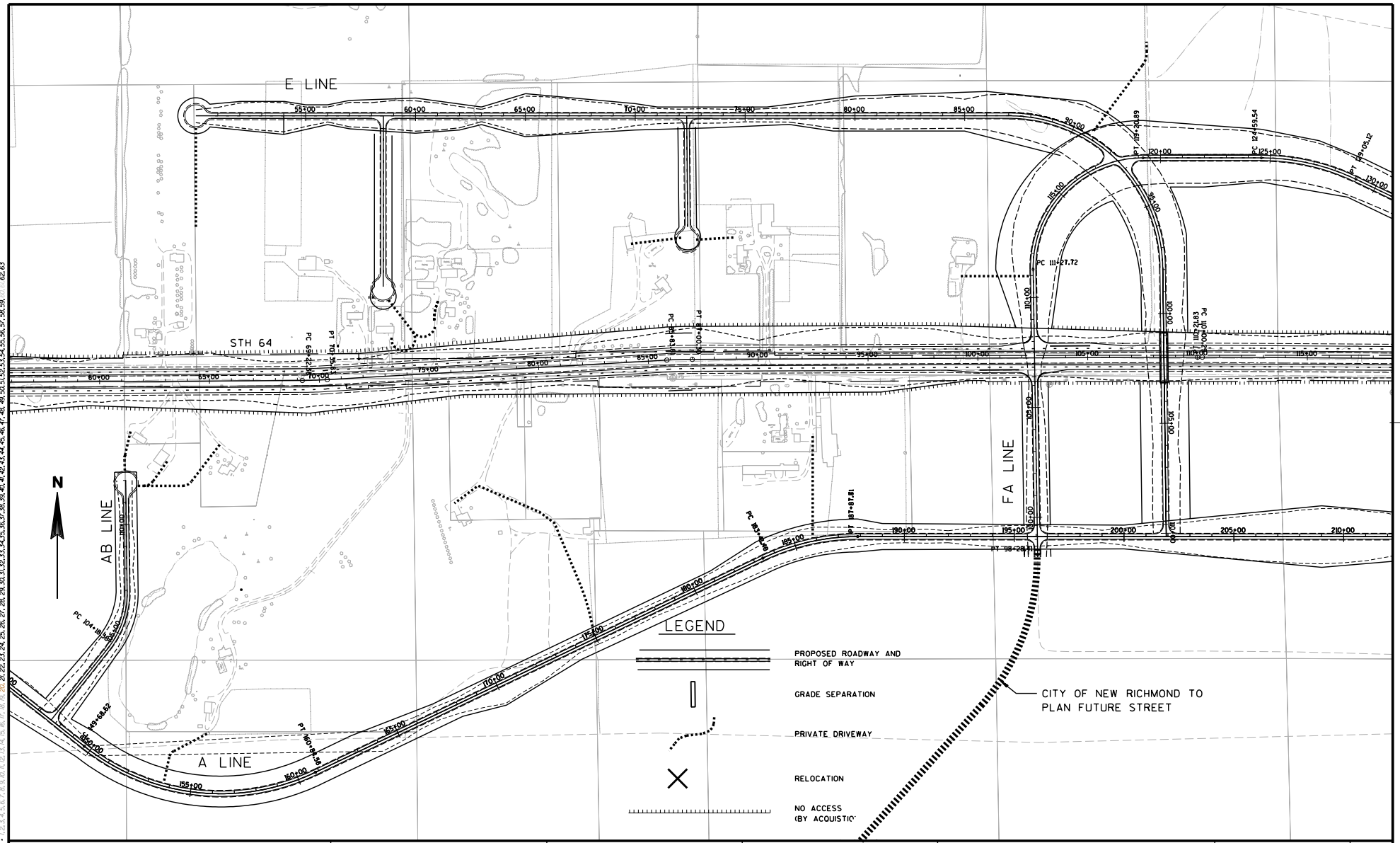
- ☒ Minimize the amount of land exposed at one time
- ☒ Temporary seeding
- ☒ Silt fence
- ☒ Ditch checks
- ☒ Erosion or turf reinforcement mat
- ☒ Ditch or slope sodding
- ☒ Soil stabilizer
- ☒ Inlet protection
- ☐ Turbidity barriers
- ☒ Temporary settling basin
- ☒ Mulching
- ☒ Detention basin
- ☐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



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 1	E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

FILE NAME : 089/458/point2/data/STH 64 EA ALTS ROW MAP 200 sht1.dgn
ORIGINATOR :
PLOT NAME :
PLOT SCALE :
PLOT DATE: 4/20/2007

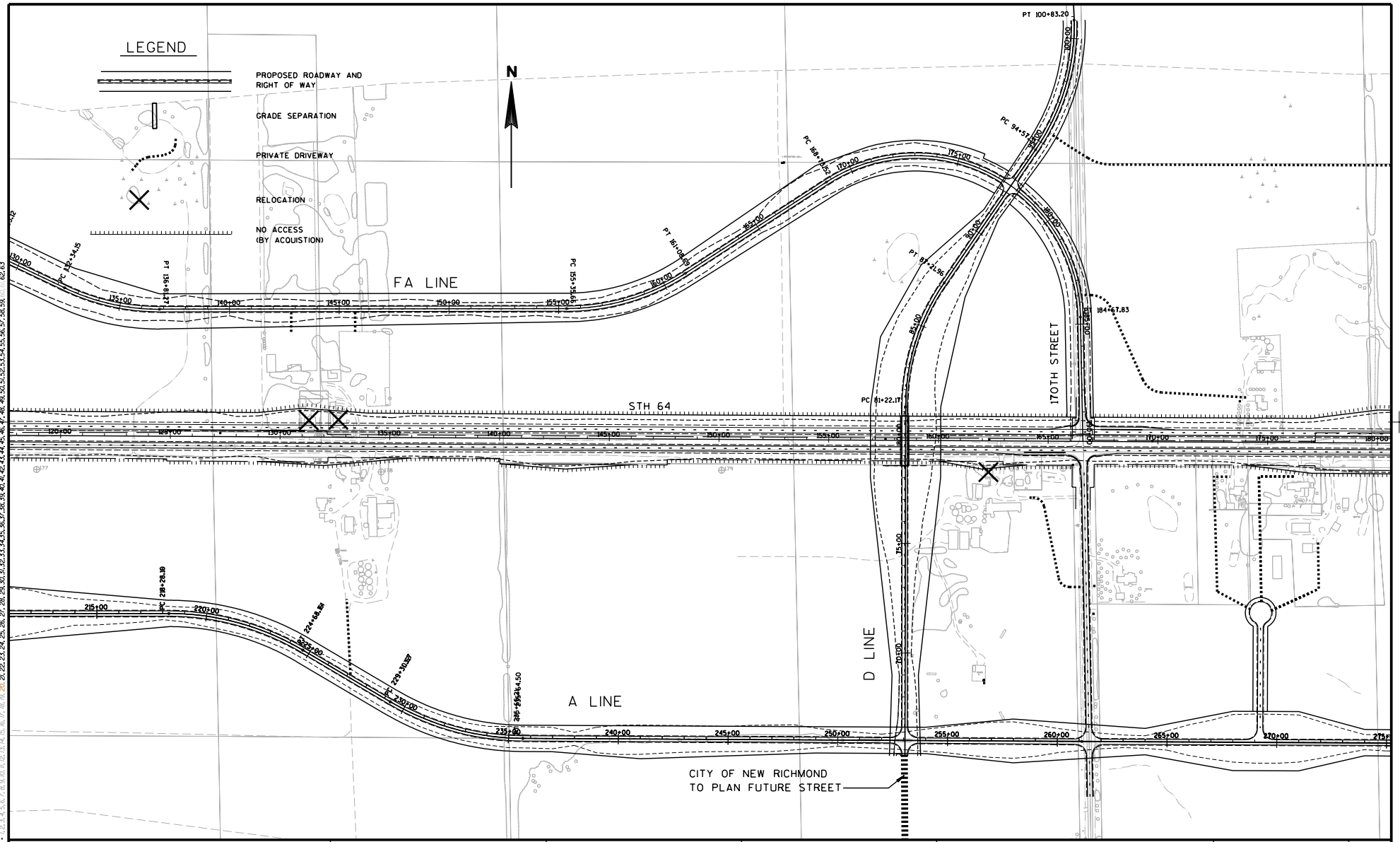
WISDOT/CADDS SHEET 75



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 2 E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:	

FILE NAME : ORIGINATOR : PLOT NAME : PLOT SCALE : PLOT DATE: 4/20/2007

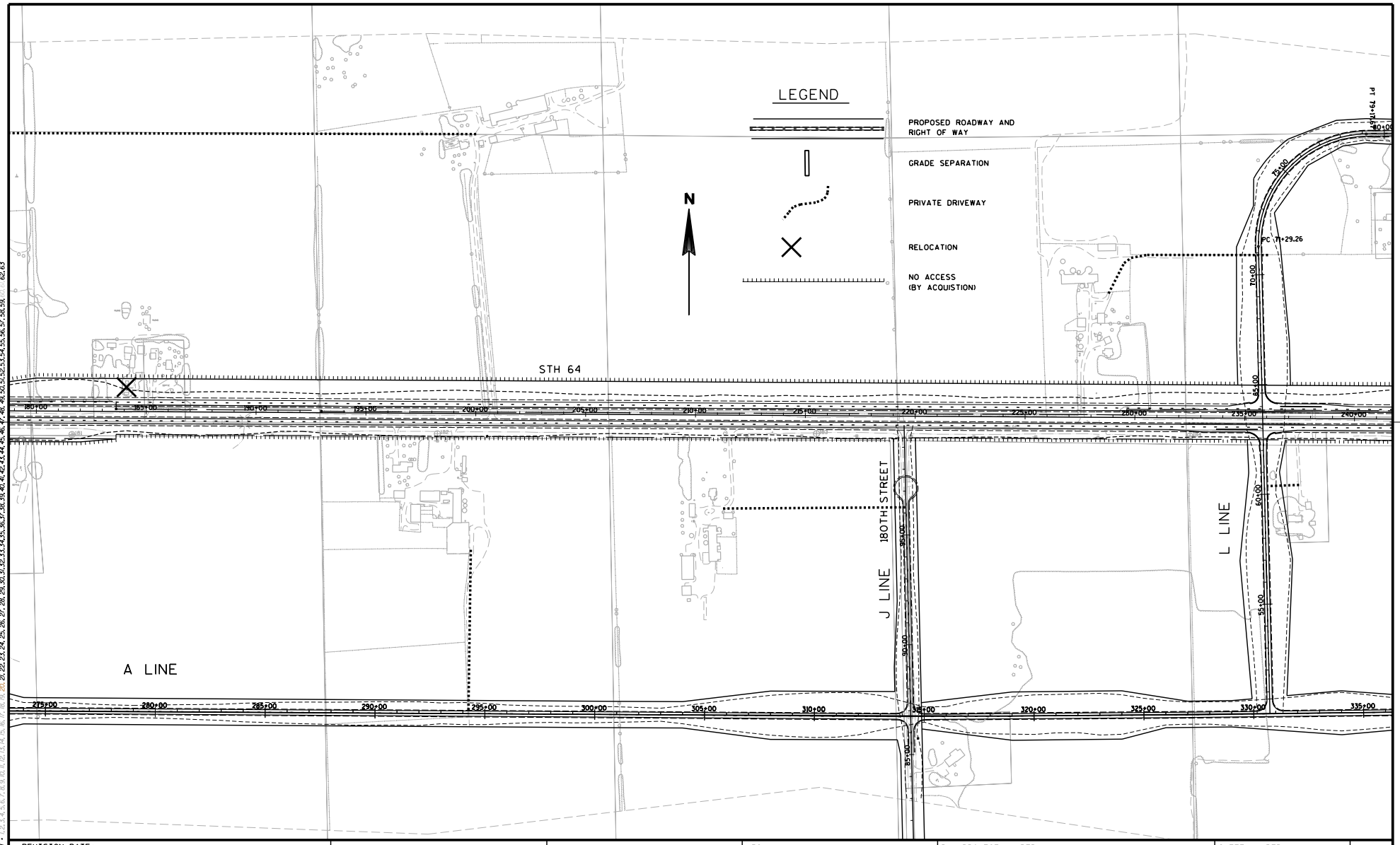
WISDOT/CADDS SHEET 75



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 3	E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

FILE NAME : ORIGINATOR : PLOT NAME : PLOT SCALE : PLOT DATE: 4/20/2007

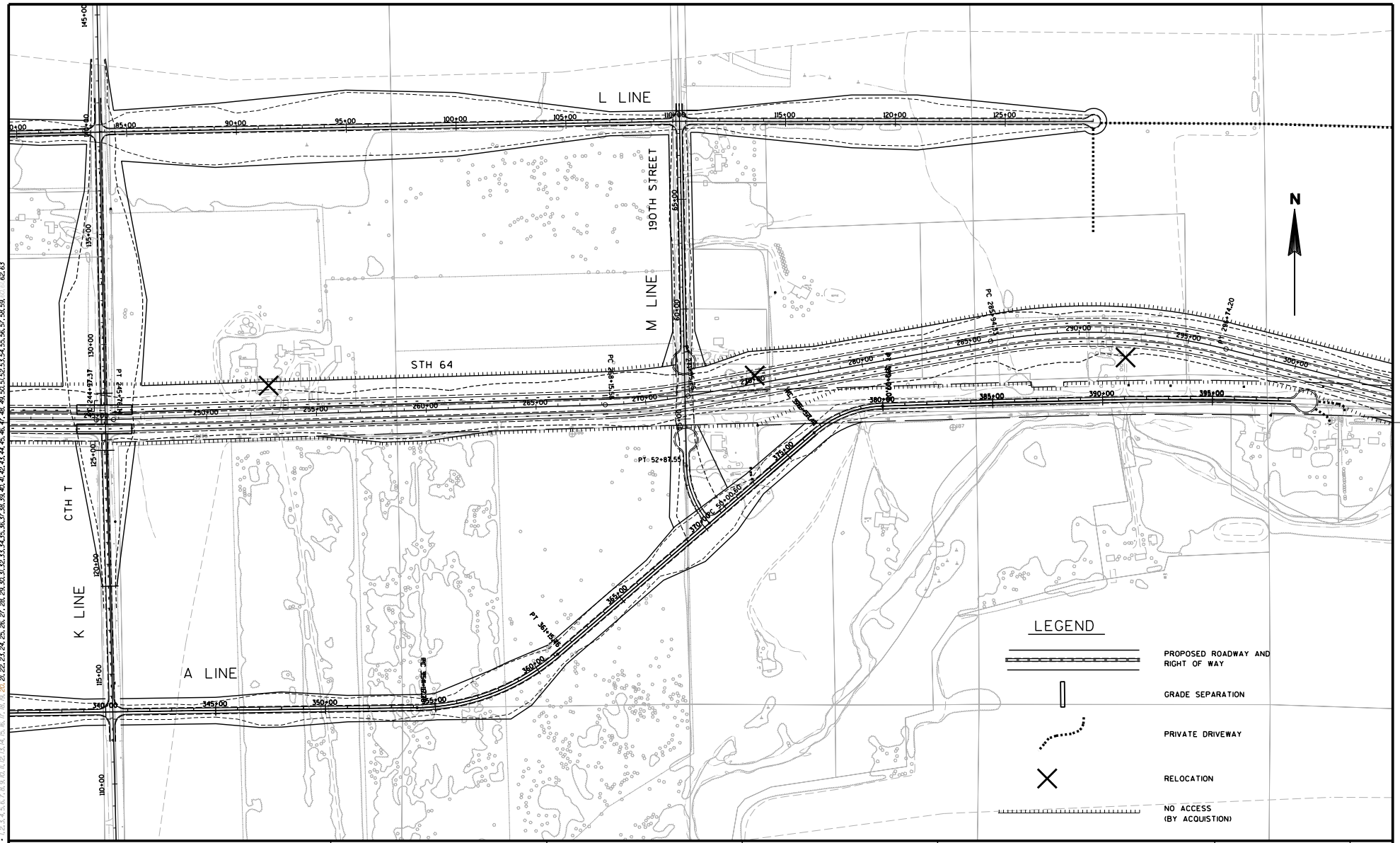
WISDOT/CADDS SHEET 75



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 4	E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

FILE NAME : ORIGINATOR : PLOT NAME : PLOT SCALE : PLOT DATE: 4/20/2007

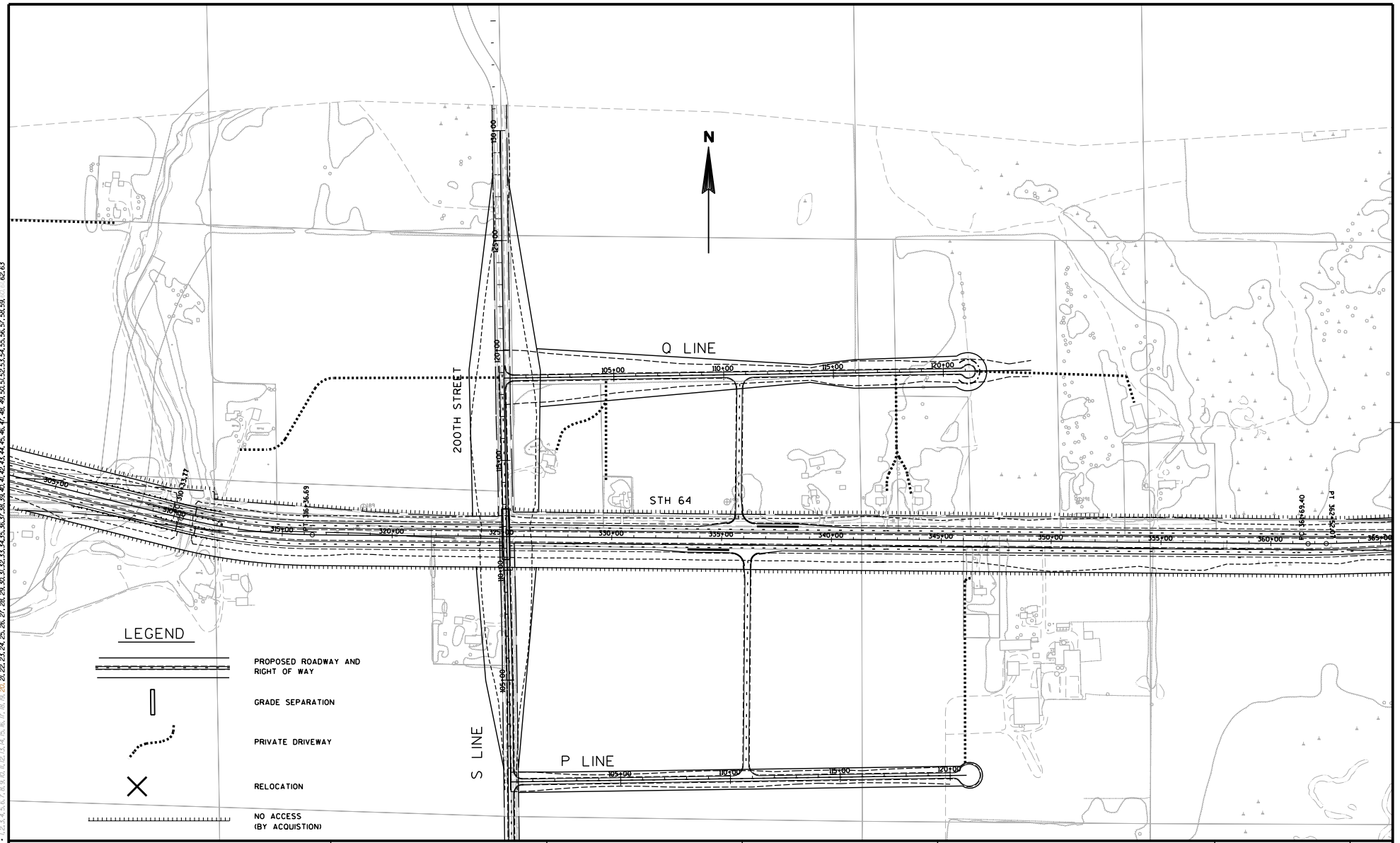
WISDOT/CADDS SHEET 75



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 5	E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

FILE NAME : ORIGINATOR : PLOT NAME : PLOT SCALE : PLOT DATE: 4/20/2007

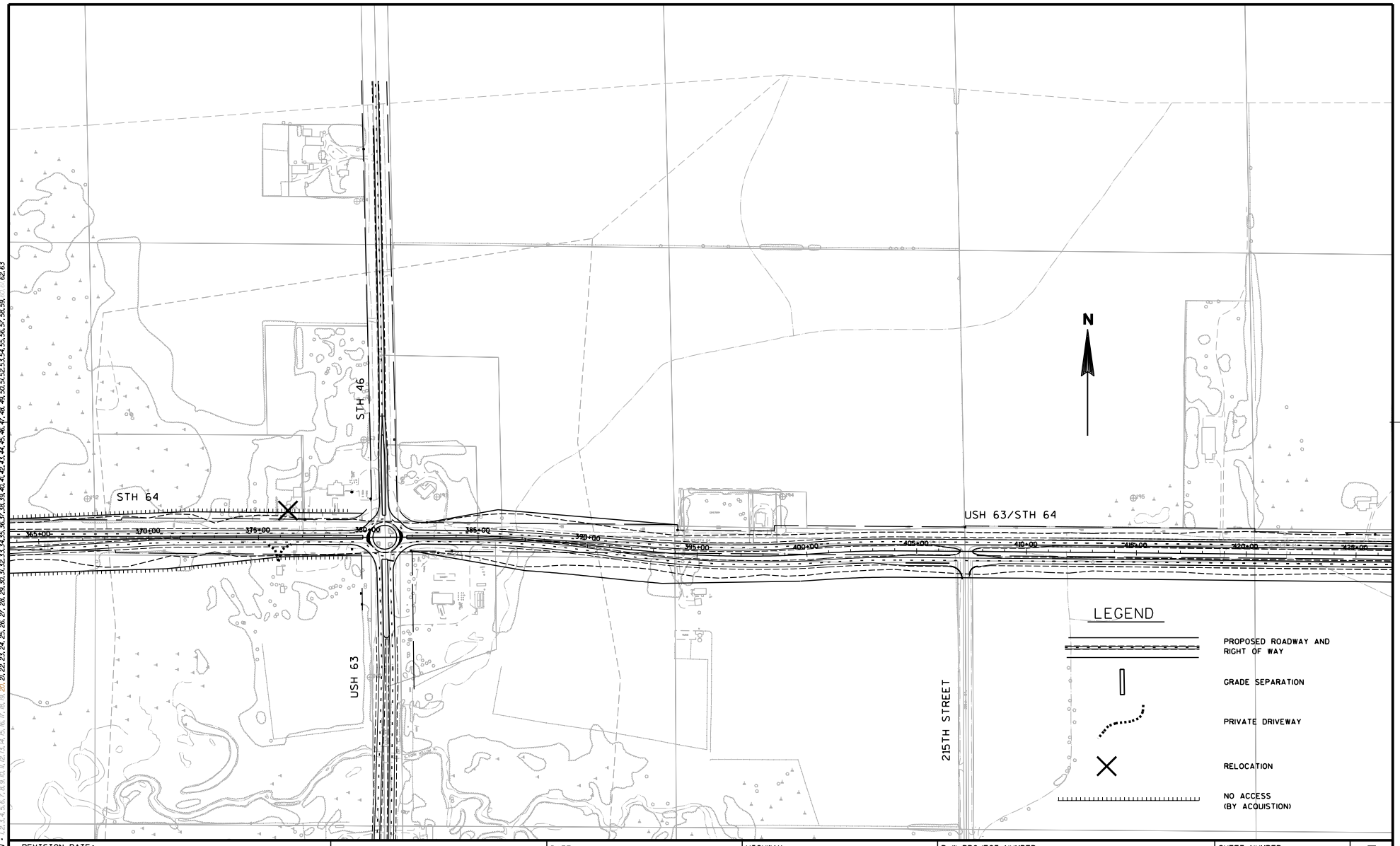
WISDOT/CADDS SHEET 75



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 6 E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:	

FILE NAME : ORIGINATOR : PLOT NAME : PLOT SCALE : PLOT DATE: 4/20/2007

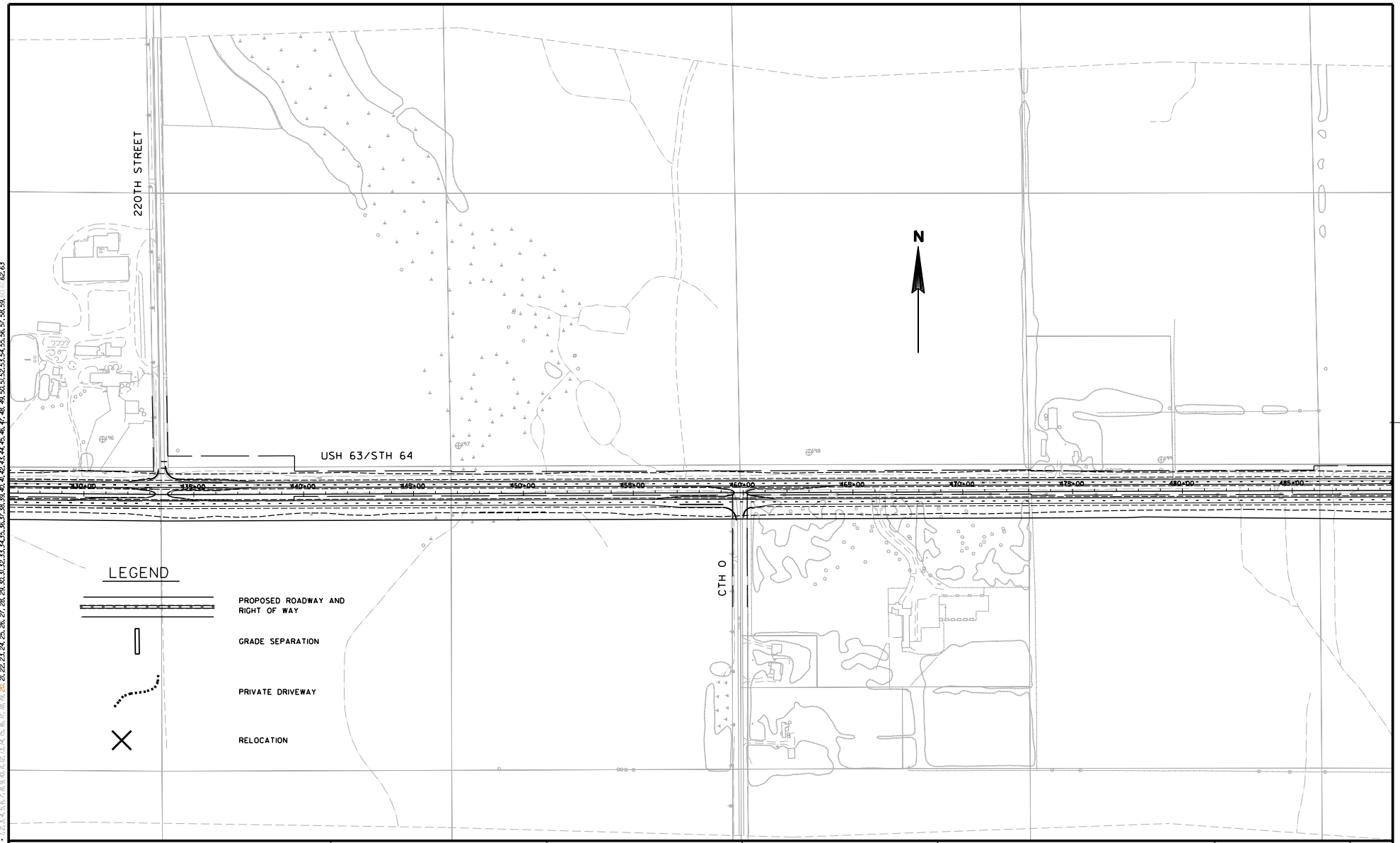
WISDOT/CADDS SHEET 75



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 7	E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

FILE NAME : ORIGINATOR : PLOT NAME : PLOT SCALE : PLOT DATE: 4/20/2007

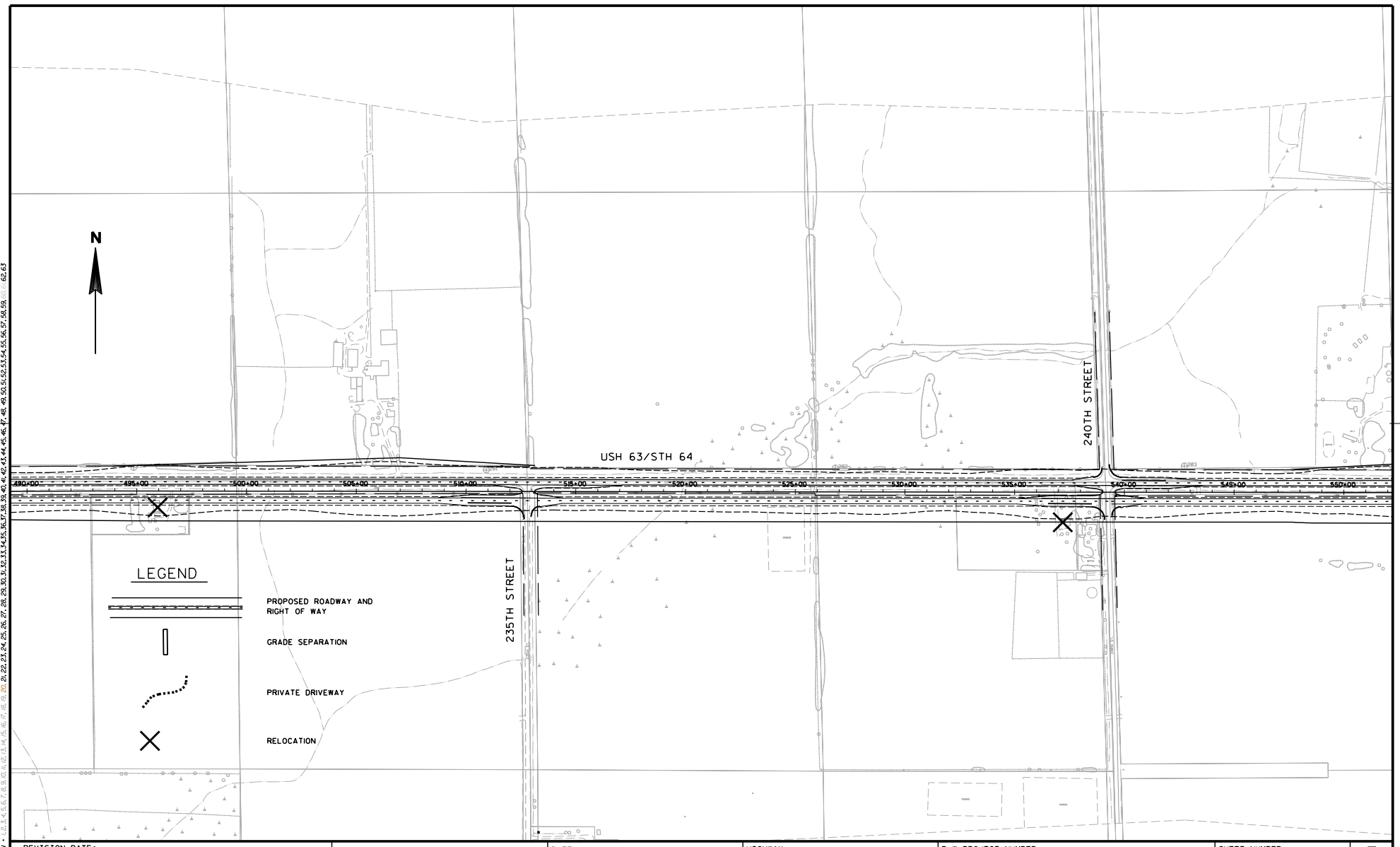
WISDOT/CADDS SHEET 75



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 8 E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:	

FILE NAME : ORIGINATOR : PLOT NAME : PLOT SCALE : PLOT DATE: 4/20/2007

WISDOT/CADDS SHEET 75



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 9 E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:	

FILE NAME : ORIGINATOR : PLOT NAME : PLOT SCALE : PLOT DATE: 4/20/2007

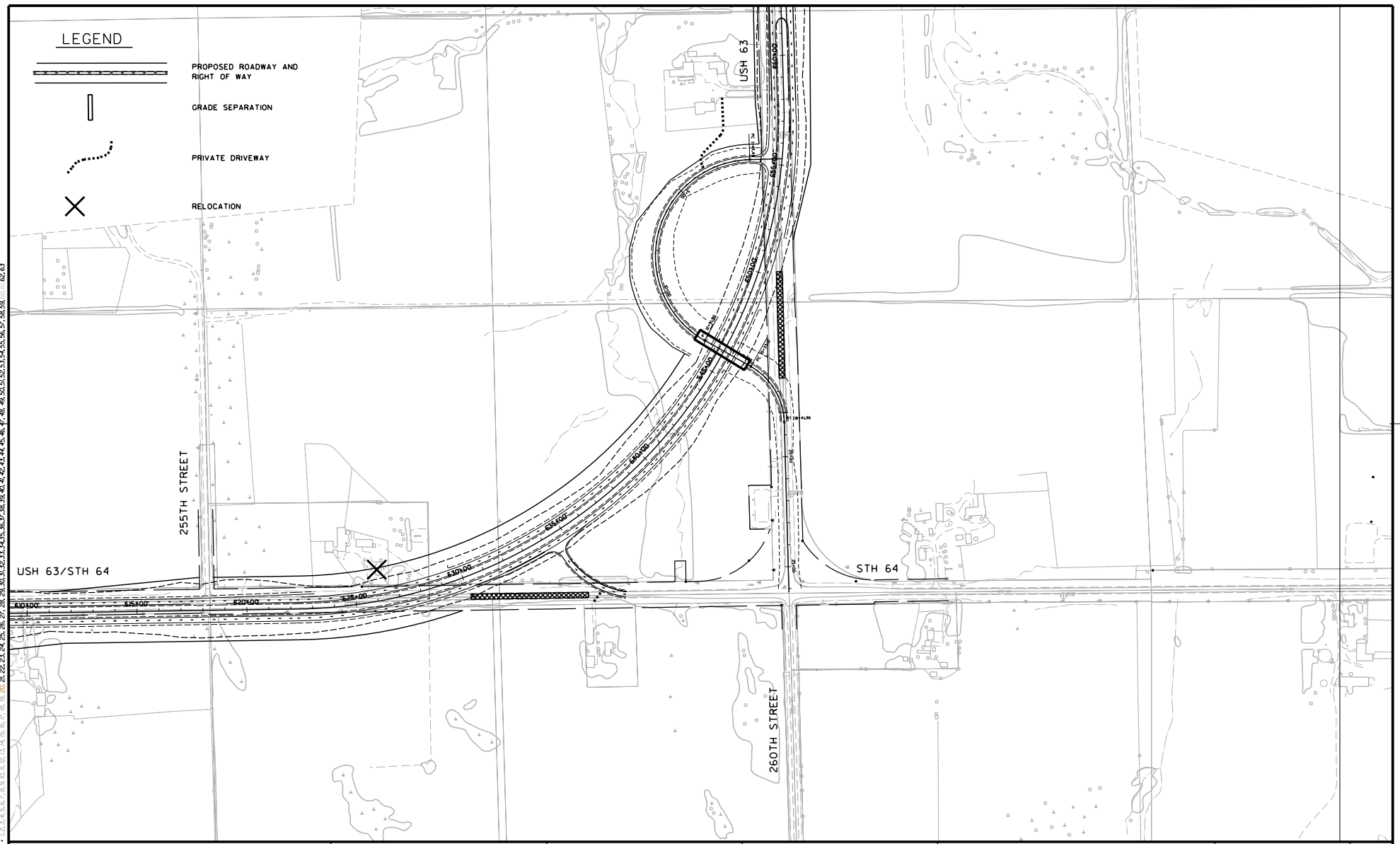
WISDOT/CADDS SHEET 75

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 10 E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:	

FILE NAME : ORIGINATOR : PLOT NAME : PLOT SCALE : PLOT DATE: 4/20/2007

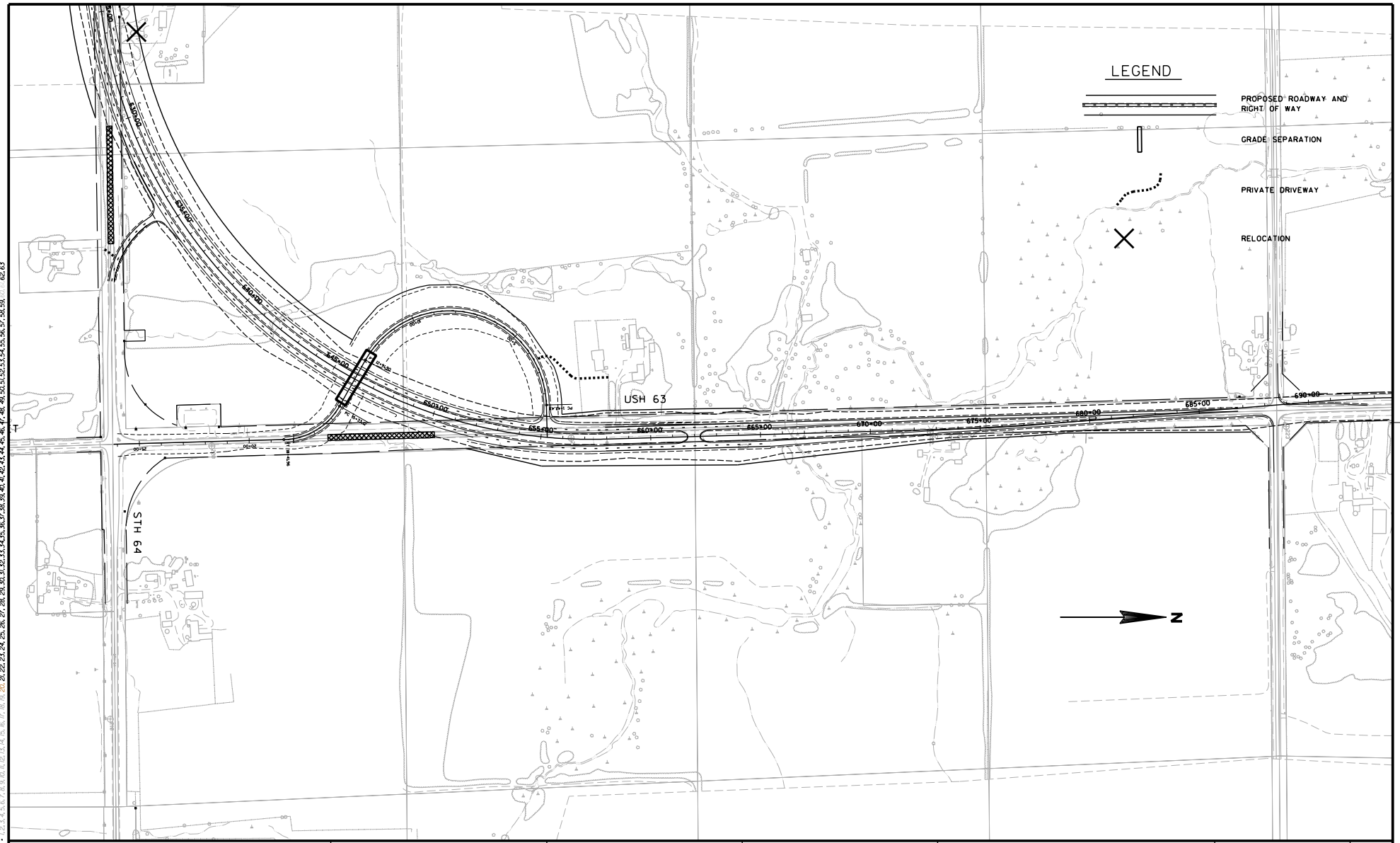
WISDOT/CADDS SHEET 75



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 11	E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:		

FILE NAME : ORIGINATOR : PLOT NAME : PLOT SCALE : PLOT DATE: 4/20/2007

WISDOT/CADDS SHEET 75



REVISION DATE:	SCALE, FEET: 0 200 400	DATE:	HIGHWAY: STH 64	R/W PROJECT NUMBER: 1559-01-03	SHEET NUMBER: 12 E
		GRID FACTOR:	COUNTY: ST. CROIX	FEDERAL PROJECT NUMBER:	

FILE NAME : ORIGINATOR : PLOT NAME : PLOT SCALE : PLOT DATE: 4/20/2007 WISDOT/CADDS SHEET 75