

# 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			
<b>Project Design ID</b> Enter ID	<b>Project Construction ID</b> Enter ID	<b>Project Route or Facility</b> Enter Route or Facility	<b>County</b> Enter County
<b>Project Title</b> Enter Title	<b>Project Termini (Limit)</b> Enter Termini – <b>Termini must match the termini/limits identified in the STIP for projects with federal funds and TIP (if applicable). If termini do not match, then a STIP/TIP amendment will be needed before the environmental document may be signed.</b>	<b>City, Village, Town</b> Enter city, town, and/or village	<b>Funding Sources</b> <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/> Other
<b>Environmental Process Start Date</b> Enter date – <b>Tribal notification date even if early environmental coordination has occurred prior to the tribal notification.</b>	<b>Preparer Name</b> Enter Name	<b>Preparer Agency/Firm</b> Enter Agency/Firm	
<b>23 CFR 771.117(c) or (d) -or- Trans 400 WI Admin Code Project Type Number and Text:</b> Enter 23 CFR 771.117 (c) or (d) Action or Trans 400 – <b>Reference <a href="#">Programmatic Agreement between FHWA and WisDOT for federal actions</a>. If the project has <u>no</u> federal action indicate the action type listed in Trans 400.08(1)(c) CE - Categorical Exclusions.</b>			

Signatures - All level of reviews must be complete prior to document signatures.		
<b>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:</b> <i>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) &amp; (b) and will not result in significant environmental impacts. I recommend this CE for approval.</i>		
Print Name and Affiliation Enter Name and Affiliation	Signature	Date Enter Date
<b>WisDOT Region or Central Office Project Manager or ESS/EPDS Staff Member:</b> <i>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.</i>		
Print – Name and Affiliation Enter Name and Affiliation	Signature	Date Enter Date
<b>FHWA Approval:</b> <i>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.</i>		
Print – Name and Affiliation Enter Name	Signature	Date Enter Date

Project Summary	
<b>Section / Township / Range</b> Enter Info	<b>Facilities Repeatedly Requiring Repair and Reconstruction (F4R)</b> Is any part of the project termini within a <a href="#">23 CFR 667 F4R</a> site? <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Right of Way Acquisition</b> Fee: ## acres Permanent Limited Easement (PLE): ## acres Temporary Limited Easement (TLE): ## acres Highway Easement (HE): ## acres Number of Residential Relocations: ## Number of Business Relocations: ## Number of Other Relocations: ##	<b>Estimated Project Cost</b> <i>estimated in year of expenditure (YOE)</i> Total Project Cost: \$M in YOE dollars Federal Funding: \$M in YOE dollars Real Estate Acquisition: \$M in YOE dollars Utility Relocation: \$M in YOE dollars  <b>State Transportation Improvement Program Funding Range</b> \$M - \$M - <i>Estimated cost listed above must be within the range identified in the STIP and, where applicable, the TIP. If estimated costs do not match, then a STIP/TIP amendment may be needed before the environmental document may be signed.</i>
<b>Section 4(f):</b> <input 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	<b>Federal Structure Number(s)</b> <i>(if applicable)</i> Existing: Enter Info Proposed: Enter Info
<b>WisDOT Project Improvement Strategy</b> <input type="checkbox"/> Perpetuation <input type="checkbox"/> Rehabilitation <input type="checkbox"/> Modernization <input type="checkbox"/> Other	<b>Designated Route</b> <input type="checkbox"/> Yes <input type="checkbox"/> No - National Highway System (NHS) Route <input type="checkbox"/> Yes <input type="checkbox"/> No - Oversized / Overweight (OSOW) Freight Network <input type="checkbox"/> Yes <input type="checkbox"/> No - State Long Truck Route <input type="checkbox"/> Yes <input type="checkbox"/> No - Restricted Truck Route <input type="checkbox"/> Yes <input type="checkbox"/> No - Connecting Highway
<b>WisDOT Project Improvement Type</b> <input type="checkbox"/> Preservation/Restoration <input type="checkbox"/> Resurfacing <input type="checkbox"/> Pavement Replacement <input type="checkbox"/> Reconstruction <input type="checkbox"/> Expansion <input type="checkbox"/> Bridge Preventative <input type="checkbox"/> Bridge Rehabilitation <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Miscellaneous	<b>Functional Classification of Existing Route</b> <a href="#">(FDM 4-1-10 &amp; 4-1-15)</a> <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 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 that meet the definition contained in 23 CFR 771.117, and based on FHWA's past experience with similar actions, do not involve significant environmental impacts (23 CFR 771.117(a)).

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

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

## 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/cns/lt-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:

Describe coordination or N/A

#### 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  $\leq 1$  acre/ mile on average for (c)(26) actions and  $\leq 0.5$  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)?

Select - FHWA requires projects have reasonable assurance of project funding in place prior to signing an environmental document. This is called fiscal constraint. Fiscal constraint is demonstrated with a project ID being listed in the STIP. Additionally, if the project is within a metropolitan planning area, the project ID must be listed in the MPO's Transportation Improvement Program. The information included in the STIP (and TIP, if applicable) must match the information in the environmental document (project description, termini/limit, estimated project cost/funding, etc.).

If yes, STIP title, date, page number, and attachment: STIP title, date, page number, and attachment or N/A - WisDOT may begin the environmental review process without having funding available to construct the project, however, for the final environmental document to be signed, one of the following three scenarios must be applicable to demonstrate fiscal constraint: **1)** the project ID must be in the STIP, or a previous STIP, for a subsequent phase following design – either a project ID for meaningful right-of-way acquisition or a project ID for construction (a small amount of real estate or small amount of construction prep work could be included in the last year of the current STIP if the next year STIP includes more robust funding); **2)** listed in the STIP with a Backlog Advanceable Pilot Program (BAPP) STIP label; or **3)** have a STIP amendment completed for the project. If a STIP amendment is needed, be aware that STIP amendments are generally a two-month process. Amendments are posted on the STIP page on the WisDOT website. Use of a past STIP label needs to be discussed with the region environmental coordinator to be sure the STIP label is still applicable.

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?

Select - If the project is within a metropolitan planning area, the proposed project must be in the MPO's TIP. The information included in the TIP must match the information in the environmental document (project description, termini/limit, estimated project cost/funding, etc.).

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

## 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

Discuss project sponsor (if local program), proposed project termini, existing facility and dimensions (for example: roadway lanes, existing widths, shoulder widths, paved shoulder width(s), structure(s), etc.). Describe geographical setting and surrounding land use. Include history of past projects in the corridor and other projects in the vicinity, or any other useful information to describe the project in relation to the corridor or termini.

Use words like portion and section. Avoid words like segment and significant.

Use words like proposed, possible and may. Avoid words like will, shall, and must (unless supported – reference where the requirement comes from).

### Purpose

The project purpose is a broad statement defining the transportation problems to be addressed and outlining the overall goal(s) to be achieved. The purpose should typically be defined in just a few sentences.

The purpose should never give the solution to the needs but rather what the project is proposed to address.

### Need

The project need is a detailed explanation of specific transportation problems or deficiencies. List each need with a separate subheading. Needs frequently encountered include pavement deficiencies, structure deficiencies, bicycle and pedestrian accommodations, drainage system deficiencies, safety, etc. The need statements should include technical information, such as measures of traffic efficiency, demand (origin-destination patterns, modal links, queue lengths, motorist delays, level of service, etc.). Overall needs may include (system linkage, lack of multimodal facilities, safety improvement, legislative directives, etc.). Compare safety measures (crash rates) to statewide averages, if applicable.

All information should note how it was acquired or what guidance it came from. This data should substantiate the problem(s) requiring action, rather than how to solve the problem. The “problem solving” is done through the alternatives discussion.

When developing the need:

- Provide evidence (data) of issues to be addressed.
- Include details that are comprehensive and specific.

### Alternatives Analysis

Categorical Exclusions should include a minimum of two alternatives, the no-build and preferred alternative. Additional feasible alternatives considered should be discussed. Identify which alternative is the preferred alternative. Do not use the phrase ‘WisDOT preferred alternative’. An explanation on why an alternative is eliminated for consideration should include reasons why the alternative does not meet the project’s purpose and/or needs, or how the alternative does not meet all the purpose and need elements compared to another alternative. An alternative that meets the purpose and need of the project can also be eliminated if it has more impacts compared to other similar alternatives that also meet the purpose and needs of the project.

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

NEPA does not require that the selected alternative be the one with the least impacts.

For additional help with purpose and need, project description, and logical termini consult the REC and see the WisDOT guidance language for the ER and EA Template at <http://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/environment/formsandtools.aspx>

### Description of the Preferred Alternative and Determination of the Selected Alternative

Describe all aspects of the project and identify why the preferred alternative was chosen. Describe the preferred alternative in greater detail than in the alternatives analysis. Be concise while fully describing the preferred alternative, especially if multiple project improvement strategies or types are proposed (i.e. reconstruct and recondition). Give a detailed description of all project features and attributes which may include curb ramps, signal work, storm sewer, guardrail work, bridge rehabilitation work, lighting, ditch work, culvert work, and any known non-participating work to be included in the LET. Use headers to separate each work type.

Tip: Use a table to show proposed culvert work. Include the culvert ID, latitude and longitude, proposed improvement, and culvert size.

The description of the preferred alternative needs to be consistent with what is included in the attached plans. Include attachments that display the preferred alternative (i.e., project location map, preliminary plans, etc.).

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

Describe the proposed traffic management strategy for all modes of transportation within the corridor or work zone. Describe roadway detour routes, temporary pedestrian accommodations, flagging, temporary roadways or bridges, full or partial closures, construction staging, etc. For proposed detour routes, ensure that a project location map displaying the detour route(s) is included as an attachment.

## 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

Describe - Summarize public involvement efforts. (Tip: use bullets or individual subheadings to describe each public involvement occurrence). Include the type of public involvement (meeting, mailing, newsletter, project website, surveys, etc.) and date the effort took place. For guidance on public involvement, [see FDM 6: Public Involvement](#). Consult the Region Communication Manager for direction on right-sizing public involvement.

- Attachments may include public involvement meeting invitations, public involvement mailers, press releases.
- Other CEC attachments are not necessary unless needed to support other information presented in this environmental document (e.g., Section 4(f) public involvement requirements).
- Do not attach the full public involvement plan to the CEC. Do not attach the slide deck included on the project design website.

State if the preferred alternative was identified and shown to the public for public comment.

### Resolved Comments and Responses

Comment: Describe - Briefly describe the comment or concern received.

- Response: Describe - Briefly describe how WisDOT responded to the comment or concern. Do not include comment forms or personally identifiable information. Do NOT compile all feedback and comments together. Use the + to add more options.

### Unresolved Comments and Responses

Comment: Describe - Briefly describe the comment or concern received.

- Response: Describe - Briefly describe how WisDOT responded to the comment or concern and how it will be resolved. Do not include comment forms or personally identifiable information. Do NOT compile all feedback and comments together. Use the + to add more options.

### Private-use Airports

Is the project located within 2 miles of a private use airport? Select – [Coordination with private-use airports needs to occur if a project is within 2 miles of the airport.](#)

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.*

Describe - [coordination with local units of government and elected officials is not public involvement](#). It is not necessary to include all correspondence from the local unit of government or elected officials. Coordination documentation should explain what was agreed to between WisDOT and the local unit of government (examples: non-participating work, multimodal accommodations, etc.). Consult the REC if no local unit of government coordination will occur.

- No attachments are required.
- If no reply was received, indicate the date that a letter/email was sent from WisDOT and no reply was received.

### Resolved Comments and Responses

Comment: Describe - Briefly describe the comment or concern received.



- **Response:** Describe - Briefly describe how WisDOT responded to the comment or concern. Do not include comment forms or personally identifiable information. Do NOT compile all feedback and comments together. Use the + to add more options.

#### **Unresolved Comments and Responses**

**Comment:** Describe - Briefly describe the comment or concern received.

- **Response:** Describe - Briefly describe how WisDOT responded to the comment or concern and how it will be resolved. Do not include comment forms or personally identifiable information. Do NOT compile all feedback and comments together. Use the + to add more options.

## 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: Date and Attachment # – All WisDOT projects require project notifications be sent to interested tribal partners. Identify attachment number for documentation of tribal coordination. If the email and mailing were sent on different dates indicate both dates.

Responses Received: N/A if no responses or describe responses received.

Is the project located partially or entirely on tribal lands in trust, allotted, or reservation status? Select - For projects, regardless of project type, located partially or entirely on tribal lands in trust, allotted, or reservation status, WisDOT Region staff shall consult with the Region Tribal Liaison, WisDOT EPDS staff prior to preparing CEC documentation. In certain cases, the involvement of tribal land may warrant preparing higher level environmental documentation (e.g., ER instead of CEC). WisDOT central office environmental staff should ensure adequate tribal consultation by WisDOT and engage FHWA in consultation when necessary.

Describe Additional Coordination: Describe or N/A – Consult with the Region Environmental Coordinator and/or the Regional Tribal Liaison on items that require additional coordination. Include a description of the project work adjacent or on the tribal lands. Tribes are sovereign nations. Tribal sovereignty allows tribes to govern themselves and their lands. Tribes are distinct governments, and have, with a few exceptions, the same powers as federal and state governments to regulate their internal affairs. A tribe may have unique environmental laws and coordination process. These laws can vary between tribes. Consult with the REC to discuss coordination requirements for individual projects. If no additional coordination is needed indicate not applicable. Additional coordination could include tribal interest on a project.

## 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: Date – Select – See FDM 20-55-10 for guidance. Coordination is required for all projects regardless of distance from a public-use airport. Check the FAA's Obstruction Evaluation Website ( <a href="https://oeaaa.faa.gov/oeaaa/external/portal.jsp">https://oeaaa.faa.gov/oeaaa/external/portal.jsp</a> ) and use the 'Notice Criteria Tool' to determine if a notice of proposed construction will be required to be filed with the FAA. The project will need to resubmit the notice criteria tool again prior to construction if the results indicate no filing is required.
Natural Resource Conservation Service (NRCS)	Select - NRCS coordination is only required if a farm operation will be acquired permanently. If real estate impacts occur to a farm operation, the farmland conversation impact rating worksheet (CPA-106 for corridor type projects or AD 1006 for projects that acquire blocks of land) is to be filled out. If the site assessment criteria score (part VI of the form) totals less than 60 points for any alternative formal coordination is not required. If the site assessment criteria score (part VI of the form) totals 60 or more points for any alternative, or if it is determined that the farmland conversion exceeds the minimum level of consideration for protection, formal coordination is required. The completed worksheet should be transmitted to the NRCS office having jurisdiction over the area affected by the project.
U.S. Fish and Wildlife Service (USFWS)	Official Species List: Date - needs to be within 90 days of signing the environmental document. USFWS determination key(s): Describe - Include the determination key name and date. The MN-WI Endangered Species Key is the preferred method for completing Section 7 consultation for most federally listed species. Include bat specific determination keys if appropriate for the proposed project. Describe additional USFWS consultation: Describe or N/A – Describe the results of USFWS consultation outside of any IPaC determination keys. Include the consultation date, species name, and results (may include a biological opinion or concurrence on a may affect, not likely to adversely affect determination made outside of a determination key). USFWS does not need to concur on a no effect determination.
Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP)	Agricultural: Describe or N/A - DATCP coordination is required if a project will acquire permanent or temporary (FEE, PLE, TLE, or HE) real estate or change access from a farming operation. Drainage District: Describe or N/A. Coordination with DATCP and local drainage boards is required when constructing or reconstructing bridges and when constructing, reconstructing or lining culverts crossing any drainage ditch within a particular board's jurisdiction to ensure that the structure is installed at the proper elevation.

Wisconsin Department of Natural Resources (WDNR)	<p>Transportation Liaison: Select DNR coordination: Date</p> <p>Additional coordination: Describe or N/A - Additional coordination with Transportation Liaisons may include aquatic connectivity, species survey, wildlife crossings, etc. Other WDNR coordination may include Endangered Resource Review or Water Regulation and Zoning Specialists for non-Cooperative Agreement projects.</p> <p>Remediation and Redevelopment Program: Describe or N/A - Coordination with DOT Remediation and Redevelopment (RR) LTE staff at DNR. Coordination may occur at locations with continuing obligations, confirmation that no sites of concern exist, review of Phase 2 and 2.5 reports, etc.</p>
WisDOT Bureau of Aeronautics (BOA)	<p>The project select – choose the appropriate BOA coordination. See FDM 20-55-55 for guidance.</p> <p><input type="checkbox"/> FAA notes an impact to aviation facilities in a determination letter issued.</p> <p><input type="checkbox"/> Within TRANS 57 airport approach area</p> <p><input type="checkbox"/> Changes to stormwater facilities (retention or detention pond) within 5 miles of a public-use airport</p> <p><input type="checkbox"/> Land acquisition, temporary and permanent easements from a public-use airport</p>
WisDOT Railroads	<p>Describe railroad coordination or N/A – Railroad coordination needs to be completed with the WisDOT Regional Railroad Coordinator if the project limits, project detour, traffic control, or haul roads intersect with a railroad crossing, if real estate is needed from a railroad property, or if a rails to trails corridor is affected.</p>
Wisconsin State Historic Preservation Office (SHPO)	<p>Archaeology: select - Date</p> <p>Architecture/history: select - Date</p> <p>Additional coordination: Describe additional coordination or N/A.</p>
Insert Agency Name – include as appropriate, delete the row if not needed.	<p>Describe or delete – Other agencies may include but is not limited to: US Army Corps of Engineer (USACE), US Forest Service, Coast Guard, National Park Service, County Parks, local parks, etc.</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
<b>Aesthetics</b>	# or N/A	Aesthetic Impact Considerations: Describe or N/A - 23 USC 109(c) requires the consideration of scenic and aesthetic impacts for many projects on the National Highway System with FHWA involvement. If there is potential for aesthetic impacts, consult with the REC. The aesthetics factor may overlap with other factor areas such as Section 4(f), Cultural Resources, etc. Discussion within all factors needs to be consistent. If aesthetics is a factor for a project and community sensitive design is included in the project describe. Complete the factor sheet for projects that include substantial community sensitive design elements or other aesthetic considerations.
<b>Community</b>	# or 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? Describe</p> <p>Multimodal Transportation Coordination and Impacts: Describe coordination and impacts to the overall transportation system – Multimodal transportation includes public transportation, rail and waterways, bicycle and pedestrian. Include coordination with local transit facilities to accommodate construction. Also consider items included in the Traffic Management Plan. Temporary impacts related to construction, including bicycle lane detours and sidewalk closures, need to be coordinated. If the impacts are long-term, complete the factor sheet.</p> <p>Has coordination with emergency services been completed? Select – If a commitment to follow up with emergency services is required include it on the commitments sheet.</p> <p>Has coordination with community facilities and services been completed? Select – If a commitment to follow up with community facilities or services is required include it on the commitments sheet. Examples of community facilities includes libraries, hospitals and clinics, schools, etc.</p>
<b>Business and Economics</b>	# or N/A	<p>Has coordination with local businesses occurred? Select</p> <p>How will access to businesses within the project area be maintained through construction for all modes of transportation? Describe</p> <p>Are long term impacts to businesses and economics anticipated? Select – Long-term impacts to business and economics will need to be explained on the factor sheet.</p>
<b>Relocations</b>	# or N/A	Are relocations anticipated as a result of the proposed project? Select - Complete the factor sheet if any property is being relocated. WisDOT Region staff shall consult with WisDOT EPDS staff. A relocation may warrant preparing higher level environmental documentation and require FHWA approval.
<b>Demographics</b>	# or N/A	<p>Demographic groups in the project area: Describe - The project corridor and detour route (if applicable) should be reviewed. Indicate the data source used to identify demographics as well as the date that the information was ascertained.</p> <p>Have issues been identified concerning effects on specific demographic group(s) related to the alternative? Select - Fill out the factor sheet if there is a potential to have an adverse or beneficial impact on a demographic group, facility, or service. Impacts can include relocations, access changes, impacts to food sources, potential traffic disruptions to facilities, services, and transit facilities.</p>

<b>Cultural Resources</b>	# or N/A	<p>Archaeology Determination: <i>Select</i> - A factor sheet must be completed if any project impact results in:</p> <ul style="list-style-type: none"> <li>• a Wis. Stat. 44.40 No Adverse Effects with commitments,</li> <li>• a Wis. Stat. 44.40 Adverse Effects with mitigation,</li> <li>• a Section 106 Determination of No Adverse Effects (DNAE) with commitments,</li> <li>• a Section 106 Adverse Effects,</li> <li>• a National Historic Landmark (NHL) in the project area.</li> </ul> <p>Architecture/History Determination: <i>Select</i> - A factor sheet must be completed if any project impact results in:</p> <ul style="list-style-type: none"> <li>• a Wis. Stat. 44.40 No Adverse Effects with commitments,</li> <li>• a Wis. Stat. 44.40 Adverse Effects with mitigation,</li> <li>• a Section 106 Determination of No Adverse Effects (DNAE) with commitments,</li> <li>• a Section 106 Adverse Effects,</li> <li>• a National Historic Landmark (NHL) in the project area.</li> </ul> <p>THPO Determination: <i>Describe or N/A</i> - Projects partially or entirely on tribal lands in trust, allotted, or reservation require THPO concurrence for Section 106. Reference FDM 25-5-5.3. The THPO (or designated tribal representative) has Section 106 authority for projects partially within tribal boundaries and entirely within tribal lands. Coordinate with the THPO for review and concurrence prior to the project being placed on the screening list.</p> <p>Is an archaeological monitor required during construction? <i>Select</i> – if yes, include the commitment for an archaeological monitor in the commitment sheet.</p> <p>Are avoidance, minimization, or mitigation measures included in the project? <i>Select</i></p>
<b>Burial Sites</b>	# or N/A	<p>Does this project require a Wis. Stat. 157.70 burial authorization? <i>Select</i></p>
<b>Section 4(f)</b>	# or N/A	<p><i>Section 4(f) properties include significant publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.</i></p> <p>Is US DOT funding or approval involved in the project? <i>Select</i> – Section 4(f) is only applicable if there is US DOT funding or approvals. Section 4(f) properties include:</p> <ul style="list-style-type: none"> <li>•publicly owned parks,</li> <li>•recreation areas (public recreational trails, water trail),</li> <li>•wildlife and waterfowl refuges,</li> <li>•public or private historic sites</li> </ul> <p>Are there any Section 4(f) properties abutting the project? <i>Select</i> – Section 4(f) properties include:</p> <ul style="list-style-type: none"> <li>•publicly owned parks,</li> <li>•recreation areas (public recreational trails, water trail),</li> <li>•wildlife and waterfowl refuges,</li> <li>•public or private historic sites</li> </ul> <p>Does this project have a Section 4(f) property use or exception? <i>Select</i> – Describe approval coordination with the official with jurisdiction in the agency coordination and attach factor sheet for each property. Additional coordination review and approvals may be required depending on the property use. <i>Use is defined in 23 CFR §§774.17 as follows: Except as set forth in §§774.11 and §§774.13, a “use” of Section 4(f) property occurs: (1) When land is permanently incorporated into a transportation facility;(2) When there is a temporary occupancy of land that is adverse in terms of the statute’s preservation purpose as determined by the criteria in §774.13(d); or(3) When there is a constructive use of a Section 4(f) property as determined by the criteria in §774.15. (Note – constructive use determinations are extremely rare, be sure to discuss with your REC/EPDS Liaison.)</i></p>

<b>Section 6(f) or Other Unique Properties</b>	# or N/A	<p>Select the Section 6(f) or unique properties that about the project:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> No known properties with special funds about the project.</li> <li><input type="checkbox"/> Land and Water Conservation Fund (LWCF) (WDNR and National Park Service)</li> <li><input type="checkbox"/> Dingell-Johnson Act funds (WDNR and USFWS))</li> <li><input type="checkbox"/> Pittman-Robertson Wildlife Restoration Act funds (WDNR and USFWS)</li> <li><input type="checkbox"/> Knowles-Nelson State Stewardship Fund (WDNR)</li> <li><input type="checkbox"/> Natural Resource Conservation Service easements or reserve programs – Identify</li> <li><input type="checkbox"/> Other – Identify</li> </ul> <p>Will there be impacts to the Section 6(f) or unique property(s)? <a href="#">Select – Impacts may be temporary or permanent. Temporary impacts may include temporary limited easement and site access for construction. Permanent impacts include real estate conversion of the land (i.e. fee, permanent limited easement) to transportation use. A factor sheet is needed for temporary or permanent impacts. Coordination with the official with jurisdiction of the property and other relevant agencies is required.</a></p>
<b>Agriculture</b>	# or N/A	<p>Will the proposed project acquire real estate or change access (temporary or permanent) from a farm operation?</p> <p><a href="#">Select – Farm operation means activity conducted solely or primarily for the production of one or more agricultural commodities resulting from an agricultural use. Agricultural uses include: •Crop or forage production, •Keeping livestock, •Beekeeping, •Nursery, sod, or Christmas tree production, •Floriculture, •Aquaculture, •Fur farming, •Forest management, •Enrolling land in a federal agricultural commodity payment program or a federal or state agricultural land conservation payment program. Agricultural impacts need to evaluate the property as a whole even if the specific area impacted does not appear to be used for agriculture.</a></p>
<b>Air Quality</b>	# or 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 <a href="#">Select</a> if a project is designated as nonattainment and maintenance area or attainment and is <a href="#">Select</a> – <a href="#">if a project is in attainment area select “not subject to transportation conformity requirements. No further analysis is required.”</a> If a project is in an area designated as nonattainment or maintenance <b>and</b> is non-exempt, the Factor Sheet must be filled out. <a href="#">Use the Wisconsin Ozone and PM 2.5 NAAQS Status Table</a> for the current list of nonattainment and maintenance areas.</p> <p><i>Projects in fine particulate matter (PM<sub>2.5</sub>) nonattainment and maintenance areas are also subject to PM<sub>2.5</sub> project hot spot analysis considerations. A PM<sub>2.5</sub> 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 <a href="#">Select</a> – <a href="#">if the project was referred to the Wisconsin Transportation Conformity Working Group (WTCWG), the Factor Sheet must be filled out.</a></p>
<b>Traffic Noise</b>	# or N/A	<p>Is this a Type I project for noise? <a href="#">Select - Refer to FDM Chapter 23-10-1.1 to determine if the project is a type I project. If the project is not a Type I project, a detailed analysis is not required.</a></p>

<p><b>Construction Sound</b></p>	<p># or N/A</p>	<p>Quantify and describe the noise sensitive areas (receptors) near the proposed project that will be in use during construction: Describe – A noise sensitive area (receptor) includes residences, schools, libraries, government or social service offices, outdoor seating area at a restaurant, apartment buildings, religious facilities, etc. The minimum buffer area is 500 feet to review. This buffer may increase based ambient noise and the level of construction noise. Reference FDM 23-40 attachment 1.1 for the construction noise and distance relationship. The Demographics Factor Sheet may be needed based on receptors impacted. It is possible that no receptors are present in the project area, if that is the case state: “No receptors are in the project area. No impacts resulting from construction sound are anticipated.”</p> <p>Construction Noise Intensity: Describe – Describe noise anticipated to be generated by construction equipment. This will vary depending on equipment type/model/make, duration of operation, and specific type of work effort. Typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet (FDM 23-40 Attachment 1.1). Indicate that construction sound is a temporary impact.</p> <p>Is there a noise sensitive area that requires a construction stage noise abatement measure? Select – Special construction noise abatement measures arise out of public involvement or local government coordination. Example: Avoid construction during school hours when adjacent to an elementary school, community events, avoid atypical high noise intensity construction equipment (pile driving and blasting) during nighttime hours, etc.</p>
<p><b>State Threatened, Endangered, and Protected Resource</b></p>	<p># or N/A</p>	<p>Natural Heritage Inventory (NHI) Date: Date – Date needs to be within 1 year of signing the environmental document. If project qualifies for the delegated DNR design concurrence use the date of the NHI public portal report.</p> <p>Are state threatened, endangered, or special concern species or protected resources potentially present in the project area? Select – protected resource example: migratory bird concentration areas</p> <p>Species Presence Consideration: Describe – Consideration options for species presence may include assuming presence, a species survey, or suitable habitat review. Indicate the results of species surveys and habitat reviews.</p> <p>Mitigation and Take Authorization: Describe – Mitigation includes <u>avoidance, minimization, and compensatory mitigation</u>. Describe any avoidance, minimization, and compensatory measures. <b>Reference environmental commitments page for detailed commitments.</b> If state incidental take authorization (ITA) is necessary, indicate if an individual ITA was or will be obtained or if a broad incidental take authorization (BITA) will be used. State the specific BITA to be used (e.g. cave bats, wood turtle, no/low impact activities)</p> <p>Are commitments included in the project? Select</p>



Federal Threatened, Endangered, and Protected Resource	# or N/A	List all species and critical habitats from USFWS IPAC official species list.			
		<b>Common Name or Critical Habitat*</b>	<b>Federal Status</b>	<b>Effect Determination</b>	<b>Justification</b>
*Critical habitat requires a separate effect determination and justification.					
<p>Species Presence/Absence: Describe – Describe how species presence or absence was determined. Options for determining species presence/absence may include assuming presence, assuming presence if suitable habitat is present, or conducting a presence/absence survey. Indicate the results of suitable habitat reviews and species surveys. Suitable habitat for animals is considered habitat that contains ecological characteristics that support breeding, feeding, resting, or sheltering. Suitable habitat for plants is considered habitat that contains the appropriate environmental (e.g., light, water, nutrients, soil, etc.) and climatic conditions for growth and reproduction. Presence/absence surveys require adherence to state/federal protocols.</p> <p>Critical Habitat (Designated or Proposed): Describe or N/A - Include the critical habitat name, proximity to project, and potential impacts to the critical habitat. Critical habitat differs from suitable habitat. Suitable habitat refers to habitat that is suitable for the species or habitat where the species is likely to occur. Critical habitat is officially designated by FWS through the federal rule-making process and consists of specific geographic areas that contain physical or biological features essential for the conservation of threatened or endangered species. Official maps of critical habitat are available on FWS's species specific websites or through the IPaC website.</p> <p>Are mitigation measures included in the project to reduce or offset impacts? Select - Mitigation includes <a href="#">avoidance, minimization, and compensatory mitigation</a>. Describe any avoidance, minimization, and compensatory measures in the environmental commitments section.</p> <p><u>Migratory Birds</u></p> <p>Will there be structure work that could impact migratory bird nesting? Select – Structures includes bridges, culverts, buildings, etc. Impacts could include structure replacement and repairs.</p> <p>Have migratory bird nests been observed on the structure? Select– <a href="#">an additional survey (or follow up) may be needed closer to construction</a>.   Date of Field Review: Date or N/A</p> <p>Migratory Bird Nesting Avoidance Measures: Explain – This could include installation of exclusion netting on a structure prior to April 15 – Aug 31 (south of US 8) or May 1 – Aug 31 (north of US 8), construction during the migratory bird avoidance window, etc. <b>Reference environmental commitments page for detailed commitments.</b></p> <p>Beneficial Impacts: Explain or N/A - Example: nesting platforms.</p> <p><u>Bald and Golden Eagles</u></p> <p>Is an <a href="#">Eagle Incidental Take permit</a> required? No or yes and describe – If the project activity is greater than 660 feet from a bald eagle nest, or half a mile for loud activities such as explosions, the project is unlikely to bother eagles to the degree that causes eagle disturbance and a permit may not be recommended. The DNR NHI review may indicate if bald and/or golden eagle nests are known to occur within 1 mile of the project. A field review may need to be completed to determine if an eagle nest is present within 660 feet of the project.</p> <p>Are bald and/or golden eagle mitigation measures included in the project? Select - Mitigation includes <a href="#">avoidance, minimization, and compensatory mitigation</a>. Describe any avoidance, minimization, and compensatory measures in the environmental commitments section. Measures to avoid and minimize</p>					

		eagle disturbance may include limiting disturbance due to noise from human activities, decrease visibility of human activities, limit habitat alteration, etc.
<b>Wetlands</b>	# or N/A	<p><b>Wetland</b> select determination, delineation, or communities not present   <b>Date:</b> Date</p> <p><b>Describe Impacts:</b> Describe or N/A if no impacts. Impacts may include ditching, fill, wetland type conversion, etc.</p> <p><b>Temporary Impacts:</b> Select - Temporary wetland impacts may include impacts from construction activities that will be fully restored to pre-construction conditions. There may be a limit to the duration of temporary impacts. Refer to permit conditions and consult with your REC for more information. A USACE permit is required for wetland impacts; select the permit type in the environmental commitment.</p> <p><b>Permanent Impacts:</b> Select - Wetland loss may include permanent wetland fill, wetland conversion (changing wetland type), shading from a new structure, etc. Include a wetland impact display (e.g. wetland impacts on a plan sheet). Include the wetland type and acres of loss. A draft wetland impact tracking form or wetland factor sheet can be used to describe wetland impacts that cannot be summarized in the factor table. A USACE permit is required for wetland impacts; select the permit type in the environmental commitment.</p> <p><b>Avoidance and Minimization Measures:</b> Describe or N/A if no impacts - Describe avoidance and minimization measures implemented to reduce impacts. Indicate avoidance alternatives evaluated. Example: In slopes were adjusted to 4:1 in the clear zone and 3:1 or steeper outside of the clear zone.</p> <p><b>Compensatory Mitigation:</b> Select</p> <p><b>FHWA Wetland Policy:</b> Select –If wetland impacts are to occur select ‘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>

<p><b>Surface Water Resources</b></p>	<p># or N/A</p>	<p><b>Surface Water:</b> Describe the surface water resource or N/A - Surface water resources include streams, rivers, lakes, impoundment or flowage, and ponds. Include information about the surface water type (intermittent/permanent stream, river, pond, etc.), special designations (Areas of Special Natural Resources Interest Outstanding and Exceptional Streams, National Wild and Scenic Rivers, CWA Section 303(d) impaired waterways, etc.).</p> <p>Temporary Impacts: Select</p> <p>Permanent Impacts: Select</p> <p>Avoidance and Minimization Measures: Describe or N/A if no impacts - Describe avoidance and minimization measures implemented to reduce impacts and avoidance alternatives evaluated.</p> <p>Describe Impacts: Describe impacts or N/A if no impacts are anticipated. Describe the project activity that will permanently impact surface waters. Approximate permanent fill below the observable ordinary highwater mark in linear foot and area (acre/sq ft).</p> <p>Compensatory Mitigation: Describe or N/A – Permanent impacts &gt;300 linear feet per surface water resource needs to consider stream mitigation requirements. If mitigation is required indicate that it will follow: 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 &amp; 332; 40 CFR Part 230; 4/10/08).</p> <p><b><u>Waterway Considerations</u></b></p> <ul style="list-style-type: none"> <li>• Aquatic Connectivity (ACONN) – Describe or N/A</li> <li>• Navigational Clearance – Describe or N/A</li> <li>• Waterway Marker Permit - Describe or N/A - Coordinate with WDNR, tribal or local government with ordinance jurisdiction, required permits, or other communication to recreational users</li> <li>• In-stream Disturbance Restrictions – Describe or N/A</li> <li>• Bridge Demolition Specification / Construction Methods – Describe or N/A <a href="#">Reference page 6-33 of the bridge structure manual for demolition specifications.</a></li> <li>• National Wild and Scenic River System – Describe or N/A. Coordinate with National Park Service</li> <li>• Coastal Zone - Describe or N/A. Coordinate with WI Coastal Management Program. Only applicable to counties which have coastlines on the Great Lakes. Identify whether a special coastal area will be impacted by your project, as indicated in the Coastal Zone Management Plan (CZMP). Describe any effects on the CZMP Special Coastal Area.</li> <li>• Section 9 of the Rivers and Harbors Act Permit – Describe or N/A - Federal navigable waters of the United States (33 CFR Part 329 Sec. 329.4) jurisdiction under the Rivers and Harbors Act of 1899. Coordinate with U.S. Coast Guard for a permit to construct or modify a bridge, causeway, dam, etc. in or over these waters.</li> <li>• Section 10 of the Rivers and Harbors Act Permit - Describe or N/A. Federal navigable waters of the United States (33 CFR Part 329 Sec. 329.4) jurisdiction under the Rivers and Harbors Act of 1899. Coordinate with U.S. Army Corps of Engineers for a permit to work in or over these waters.</li> <li>• Section 408 Program - Describe or N/A. Coordinate with U.S. Army Corps of Engineers if the project will temporarily or permanently alter or occupy a U.S. Army Corps of Engineers federally authorized civil works project (e.g. a USACE built or maintained levee, dam, seawall, or navigational channel).</li> <li>• Other – Describe or N/A</li> </ul>
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<b>Floodplains</b>	# or N/A	<p>Does this project have fill, excavation, or impacts within the regulated (100-year) floodplain? Select - An encroachment (fill) in a floodplain does not automatically trigger the need for a Letter of Map Revisions (LOMR) in Wisconsin. The need for a LOMR generally results from a rise in Base Flood Elevation (BFE) that exceeds a certain threshold. It will vary by flood zone type. In general in Wisconsin the BFE in a Zone A can rise up to a foot without the need for a LOMR but any rise in a Zone AE will trigger the need. Except for some special flood zones along the Great Lakes, Zone A and AE floodplains are the most common in Wisconsin. Fill in a floodplain can include, but not limited to, the following project work: culverts, bridges, grading, excavation, buildings, rip rap, and fill. All fills in a Zone A floodplain are considered in the floodway. This is of particular importance in situations where the proposed improvements may cause a rise in the BFE such as widened roadway embankments, and new or realigned roadways and bridges. A pavement overlay project has the potential to impact mapped floodplains as a slight raise in roadway profile may impact the BFE of a mapped floodplain which currently overtops the roadway embankment.</p> <p>Describe results of the floodplain impact evaluation: Describe or N/A - A floodplain impact evaluation can be a hydrologic and hydraulic study, a no rise certification (no change in the floodway), or a no modelling memo from WisDOT (BOS or BPD).</p> <p>Does the floodplain analysis indicate the project will result in a backwater elevation rise? Select – Coordination is required with WisDOT ESS and BOS if the project will result in a backwater elevation rise.</p> <p>Floodplain Zoning Authority Notification: Select - WisDOT projects under the cooperative agreement are exempt from local floodplain permitting per Statute 30.2022. WisDOT must provide sufficient project documentation and analysis to the floodplain zoning authority to ensure that the community is in compliance with Federal, State, and local floodplain standards. Notification to floodplain zoning authority is required anytime work is to occur in the floodplain (work could include decreasing, increase, or matching the current floodplain).</p>
<b>Groundwater, Wells, and Springs</b>	# or N/A	<p>Does the proposed project have the potential to impact groundwater, wells, or springs? Select – Complete the factor sheet if impacts are anticipated to groundwater, wells, or springs.</p> <p>Wellhead Protection Area: N/A or describe impacts and coordination with local unit of government. - Discuss if local units of government have groundwater plans, programs, or ordinances. When a proposed project encroaches on a wellhead protection area or sensitive groundwater recharge zone; the document should identify the area, the potential impact of each alternative, and proposed mitigation measures. If the preferred alternative is selected for these areas, the final environmental document should document that it complies with the approved State wellhead protection plan (Oct 30, 1987 FHWA Guidance T 6640.8A).</p>

<b>Hazardous Materials</b>	# or N/A	<p><b>Asbestos</b> Bridge asbestos survey results: Select - Refer to FDM Procedure 21-5-1.</p> <table border="1" data-bbox="402 163 1500 281"> <tr> <th colspan="4">Bridge structures asbestos-containing material (ACM) were identified or assumed present on.</th> </tr> <tr> <th>Bridge Number</th> <th>Asbestos Results</th> <th>Proposed Work</th> <th>Special Provision</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table> <p>Are any buildings proposed to be acquired and demolished or relocated? Select - 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.</p> <p>Utility transite conduit or piping to be impacted (linear feet) and protected (linear feet): Describe or N/A – Transite is a hard, fireproof composite material that was originally made of asbestos and cement. If transite is impacted it needs to be properly disposed of.</p> <p>Who will conduct the utility abatement during construction? Select – STSP 203-006 must be included as an environmental commitment when the contractor is doing the abatement.</p> <p><b>Hazardous Substances and Contamination</b> Phase 1 hazardous materials assessment: Select – A factor sheet is needed to summarize the results of the Phase 1 if hazardous materials were found. Outline further investigation and coordination required in the environmental commitments. Areas of hazardous substances or contamination to be avoided or remediated should be marked on the plan, and the appropriate special provisions included in the specifications. Any avoidance agreements, outstanding investigations, changes to continuing obligations on existing sites, remediation, or contaminated materials handling plans in preparation approved by DNR Bureau of Remediation and Redevelopment must be included in Question XIII, Environmental Commitments.</p>				Bridge structures asbestos-containing material (ACM) were identified or assumed present on.				Bridge Number	Asbestos Results	Proposed Work	Special Provision				
Bridge structures asbestos-containing material (ACM) were identified or assumed present on.																	
Bridge Number	Asbestos Results	Proposed Work	Special Provision														
<b>Post-Construction Stormwater Quality</b>	# or N/A	<p>Is any component of the project proposing to transition from a rural to an urban cross section? Select – Total suspended solids reduction is required for a project transitioning a road segment from a rural cross section to an urban cross section. The factor sheet is required if transitioning from a rural to urban cross section. Post-construction stormwater quality was previously referred to as stormwater.</p> <p>Are there circumstances that would require total suspended solids (TSS) performance standards for this project? Select - If the proposed project has the potential to modify discharge(s) to the waters of the state or the U.S. (Trans 401.04), a Factor Sheet needs to be completed. Circumstances that would require TSS performance standards includes: Areas of groundwater discharge, stream relocations, long or steep cut or fill slopes, increased backwater, significant increase in impervious surface, rural to urban conversion, impaired waterway, high velocity flows, large quantity flows, other unique circumstances.</p> <p>Describe new stormwater control practices (SCPs): Describe – Discuss new permanent SCPs proposed to be constructed. If none indicate N/A. SCPs may include: swale treatment, vegetated filter strip, distancing outfalls from waterway edge, infiltration, in-line storm sewer treatment, detention basins, stormwater wetlands, buffer areas, etc. Storm sewers used to drain the roadway are not a stormwater control practice unless designed with a permanent wet pool to provide runoff treatment or designed to be much larger than needed to provide peak runoff peak flow control.</p> <p>Will existing SCPs be impacted by the proposed project? Select – Existing stormwater control practices must be maintained. Complete the factor sheet if impacts are to occur to an existing SCP. Replacement of storm sewer is not considered an existing SCP and does not require a factor sheet.</p>															

<b>Erosion Control</b>	# or N/A	<p>Is it anticipated that the project result in 1 or more acres of land disturbance? Select – Project disturbances of one acre or more require coverage under the WPDES Transportation Construction General Permit (TCGP) or under the National Pollutant Discharge Elimination System Construction General Permit through the Environmental Protection Agency if the project disturbance is on tribal lands. Land disturbing construction activities include any area where subsoils are exposed or areas where vegetation will be removed or disturbed. Typical activities include: pavement construction that expose subgrade, excavating, filing, and grading, clearing and grubbing, demolition, pit trench dewatering, underground or trench work included in the contract, such as pipe culverts and storm sewer installations, grading, temporary support activities for the exclusive use of the project that are not permitted separately, such as staging, storage, borrow, and material disposal areas.</p> <p>Are erosion control management techniques beyond typical best management practices anticipated to be required? Select - The factor sheet needs be filled out when unique erosion control management techniques will be required. Unique erosion control management techniques may be needed due to highly erodible soils, unusual resources, topography, etc. in the project area. See FDM Chapter 10 for general guidance on erosion control: <a href="https://wisconsindot.gov/rdwy/fdm/fd-10-00toc.pdf">https://wisconsindot.gov/rdwy/fdm/fd-10-00toc.pdf</a>. Tribes may have special erosion control management requirements when working on tribal lands.</p>
<b>Other</b>	# or N/A	Describe or N/A – This ‘Other’ factor can be used for any factors not listed above or that do not currently have a specific factor sheet.

## XII. Supporting Documentation

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

### Factor Sheet

Reference the required attachment prompts under each factor. Supporting Documentation needs to be:

- Factor sheets attached after environmental commitments.
- List attachments in referenced order throughout the document
- Include a labeled coversheet before each attachment
- Refer to the document ‘Appropriate Environmental Document Attachments’ found on the *WisDOT Environmental Forms and Tools* page for additional guidance.
- Section 4(f) documentation must be attached directly after the the Section 4(f) Factor Sheet. Section 4(f) Documentation (De Minimis documentation, Official with Jurisdiction Letters, Individual Evaluations). This is specific to the Section 4(f) Factor Sheet only.

## Attachment

Attachments should include coordination documenting decision making, impacts, and mitigation.

Attachment 1: Transportation Improvement Program Listing (STIP and/or TIP)

Attachment 2: Project Location Map

Attachment 3: Preliminary Plans

Attachment 4: Tribal Notification

Attachment 5: Section 106 Documentation (Screening list page, signed DT1635 form, Memorandum of Agreement (MOA), and/or Documentation of No Adverse Effect (DNAE) signed cover letter)

Attachment 6: WI Department of Natural Resources Coordination (Initial review letter, additional coordination, investigation summaries for hazardous materials)

Attachment 7: US Fish and Wildlife Service Coordination (USFWS official species list, USFWS effect determination concurrence and biological opinions)

Other attachments may include:

- Aquatic Resource Impacts (wetland impact tracking form and plans with wetland impact area)
- Air Quality (WTCWG Determination)
- Natural Resource Conservation Service (CPA-106 for corridor type projects or AD 1006 for projects that acquire blocks of land)
- DATCP coordination response
- Decision making documents

Generally, do not attach publicly available documents when the information can be summarized in the document. If a document is needed to justify a decision or impact then it should be attached.

- Public involvement plans
- Public involvement meeting minutes or handouts
- Phase 1 Hazardous Material reports
- Asbestos inspection reports
- Exact locations of sensitive areas
- Archeological and historical surveys
- Documentation for Consultation document on historic properties
- Agricultural impact statements
- Threatened and endangered species surveys
- Traffic projection or crash analyses
- Etc.

### 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	Note if the project is on or near the reservation or tribal lands. Be sure to consult with your Region Tribal Liaison and REC on what constitutes Tribal lands. They include all lands within the exterior boundaries of a reservation as well as lands owned by a tribe. The Native American Hiring Provision is required for projects located within tribal lands. Any commitments made to address tribal concerns such as invasive species management, monitoring or allowing access of tribal members during or prior to construction. The Section 106 MOA may have terms regarding the treatment of human remains discovered during construction or the transport of borrow material from outside the reservation. Tribes may require permits for construction, water quality, etc., or may have requirements if any work is off the right of way.	Example: WisDOT Project Manager or N/A
Aesthetics	Examples: Landscaping, protection of existing trees and rock faces, colored or textured pavement, form liners on bridges, street lighting, use of native plant species, invasive species management. Include any other commitments made on the Aesthetics Factor Sheet. Enhancements should be discussed.	
Community	Examples: Provisions to ensure residents, school busses and emergency vehicles will be able to access properties during construction. Roadway access during holidays and community events is maintained. Acceptable access maintained during and after construction to sidewalks, schools, parks etc.	
Business and Economics	Examples: Keeping the road open during construction or on certain holidays, maintaining access to businesses, driveways, etc.	
Relocations	Examples: Provisions to avoid impacting a residential property, relocation requirements, etc..	
Demographics	Examples: Providing of interpreters at meetings, non-English newsletters/brochures, temporary shuttle service provided during construction.	
Cultural Resources	Commitments made may be in the Screening List email notification or in PMP, on the Section 106 form, in the Determination of No Adverse Effect, or in the terms of a Memorandum of Agreement (MOA). Examples may include: commitments for archeological site monitors, avoidance measures for historic properties, photo-recordation, vibration monitoring, nomination to the National Register, additional surveys or research, monitoring during construction, placement of temporary fencing, construction staging restrictions, or public interpretation.	
Burial Sites	If there is a burial site and the boundary extends into the project area of potential effect, a request to disturb authorization is required. Use DT2551 and submit to cultural resource team <b>one year prior to construction start</b> .	
Section 4(f)	Examples: Property avoidance or protection measures, amenities or improvements, design considerations and maintaining access to facilities or crossings during construction, or commitments to restoration of the 4(f) resource. If commitments are tied to the Section 106 process (historic properties), note the requirements from the DNAE or MOA as well.	



Section 6(f) or Other Specially Funded Lands	Examples: Property avoidance measures, providing replacement land, amenities or improvements, design considerations and maintaining access to properties/resources.	
Agriculture	Examples: Temporary bridges to accommodate horse-drawn vehicles. Replacement or removal of cattle passes, access to field entrances, etc.	
Air Quality	Examples: Limiting idle times of construction vehicles, alternative fuel use in construction vehicles.	
Traffic Noise	Examples: If a detailed noise analysis was required for this project and no impacts were identified or there are impacts and abatement is not feasible or reasonable, use the following language: "None." If a detailed noise analysis was required for this project, impacts were identified, and abatement was found to be feasible and reasonable, use the following language: "Noise abatement has been determined to be feasible and reasonable. A separate public involvement process will be initiated to determine whether the benefited owners and tenants support noise barrier construction. If final design results in substantial changes in roadway design from modeled conditions, noise abatement measures will be reviewed." If mitigation measures other than noise barriers are proposed, contact the REC and BTS-EPDS Noise Engineer or specialist.	
Construction Sound	Always check for local ordinances and discuss here if applicable. If the hours of operation will be different than those in the State of Wisconsin Standard Specifications for Highway and Structure Construction and no other special construction sound mitigation measures apply, include the following language: "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 change to _____ P.M. until _____ A.M." If special construction sound mitigation measures are required other than a change in the hours of operation, contact the REC and WisDOT Noise Engineer or specialist..	
State Threatened, Endangered and Protected Resources	Examples: Turtle barriers, small animal passage, minimum distance from nests/habitat, monitoring during construction, time restrictions on construction, swallow netting, commitments for future surveys, species relocation or transplanting, tree clearing restrictions, commitments related to the Migratory Bird Treaty Act, fencing of high quality areas or suitable habitat to protect from equipment, and any stipulations from an Incidental Take Authorization from WDNR or commitments made through USFWS coordination.	
Federal Threatened, Endangered and Protected Resources	Examples: Turtle barriers, small animal passage, minimum distance from nests/habitat, monitoring during construction, time restrictions on construction, swallow netting, commitments for future surveys, species relocation or transplanting, tree clearing restrictions, commitments related to the Migratory Bird Treaty Act, fencing of high quality areas or suitable habitat to protect from equipment, and any stipulations from an Incidental Take Authorization from WDNR or commitments made through USFWS coordination. If a project has a Biological Opinion (BO), the commitments need to be included. If the environmental document is approved before the BO is issued and commitments differ from the Biological Assessment then the CEC needs to be amended.	
Wetlands	Examples: Wetlands to be protected by silt fence, identifying that temporary fills will be removed, sites restored, and the restoration plan associated, losses will be mitigated at a particular ratio or site, invasive species management, construction equipment cleaning. Also note if additional work needs to be done including ongoing coordination with the DNR or USACE to obtain permits for the project in accordance with the Clean Water Act.	

Surface Water Resources	Examples: In-stream time of year work restrictions, maintain navigational clearances and channels, bridge removal specification, invasive species management, turbidity barriers, controlling construction operations, dewatering, avoiding sensitive areas, restricting access in spawning areas, and sediment or water sampling for dredging and return flow operations, construction equipment cleaning, commitments to obtain waterway marker permits, waterway bottom or bank restoration commitments. Coastal zone commitment may include maintaining navigational clearances and channels.	
Floodplains	Examples: Ongoing coordination with affected property owners or floodplain zoning authority.	
Groundwater, Wells and Springs	Examples: Construction of spring boxes to protect springs, protection with silt fence, maintaining spring hydrology, or controlling certain construction operations. Properly abandoning or relocating wells outside of construction footprint. Groundwater or surface water sampling before, during, and after construction.	
Hazardous Materials	Examples: Additional investigation to be completed, including recommendations from investigations already conducted, and preparation of hazmat special provisions. Identify bridge structures that have tested positive for asbestos by current bridge number. Do not include site owner names or addresses.	
Post-Construction Stormwater Quality	Examples: Street sweeping, detention or retention ponds, catch basins, anything needed to reduce TSS or other pollutants of concern, or NPDES permit areas or TMDLs.)	
Erosion Control	Any specific agreements with agencies, such as DNR, USACE, EPA, and tribes related to construction site erosion and sediment control. Examples include: Requirements for wildlife friendly erosion mat types along waterways; Stockpile locations in upland areas; coverage under the WPDES Transportation Construction General Permit (TCGP), or NPDES Construction General Permit (when disturbance is on tribal lands.	
Other	Examples: Municipal agreements: There may be commitments to change maintenance practices after the road project is completed involving coordination with local highway/utilities or parties requesting permits to work in WisDOT right-of-way. If commitments are part of a state municipal maintenance agreement (SMMA) please indicate as such. Unique Wildlife and Habitat Concern Examples: Fencing of high-quality upland areas to protect from equipment, protection of trees with snow fence, special seed mixes, mulching and prairie restoration, invasive species management. Commitments to maintain navigational clearances and channels in coastal zones. Commitment for contractor to re-file the FAA Notice Criteria tool prior to construction once means and methods are known, coordination with private or public airports, coordination with BOA or FAA, etc.	

Factor	Permit	Responsible
Tribal	Describe or N/A - Each tribe may have unique permits required when working on tribal lands. A 401 Water Quality Certification may be required from a tribe with delegated authority from EPA for water quality standards.	
Surface Water	Select - Describe	
Wetlands	Select - Describe	
Federal Threatened and Endangered	Select – Describe (Eagle Incidental Take Permit - If the project activity is greater than 660 feet from a bald eagle nest, or half a mile for loud activities such as explosions, the project is unlikely to bother eagles to the degree that causes eagle disturbance and a permit may not be recommended. The DNR NHI review may indicate if bald and/or golden eagle nests are known to occur within 1 mile of the project. A field review may need to be completed to determine if an eagle nest is present within 660 feet of the project.)	

State Threatened and Endangered	Select - Describe	
Erosion Control	Select – Describe (Project disturbances of one acre or more require coverage under the WPDES Transportation Construction General Permit (TCGP) <u>or</u> under the National Pollutant Discharge Elimination System Construction General Permit through the Environmental Protection Agency if the project disturbance is on tribal lands. Land disturbing construction activities include any area where subsoils are exposed or areas where vegetation will be removed or disturbed. Typical activities include: pavement construction that expose subgrade, excavating, filling, and grading, clearing and grubbing, demolition, pit trench dewatering, underground or trench work included in the contract, such as pipe culverts and storm sewer installations, grading, temporary support activities for the exclusive use of the project that are not permitted separately, such as staging, storage, borrow, and material disposal areas.)	
Other		