



US Army Corps
of Engineers
St Paul District

APPLICANT: Mark Servi
Barron County

Public Notice

ISSUED: March 25, 2015

EXPIRES: April 24, 2015

REFER TO: MVP-2014-01737-DJM

SECTION: 404 - Clean Water Act

1. APPLICATION FOR PERMIT TO discharge fill material into 3.70 acres of wetlands in conjunction with the reconstruction of approximately 5.75 miles of County Trunk Highway (CTH) A from approximately 300 feet east of 21 ¼ Street to approximately 300 feet east of 25th Street.

2. SPECIFIC INFORMATION.

APPLICANT'S ADDRESS:

260 North 7th Street
Barron, Wisconsin 54812

PROJECT LOCATION: The project site is located in Sections 11-14, 22, and 23, Township 32N, Range 11W, and also in Sections 7 and 8, Township 32N, Range 11W, all in Barron County, Wisconsin.

DESCRIPTION OF PROJECT: The project as proposed would involve the reconstruction of CTH A to a two-lane rural roadway with the realignment of horizontal curves. The intersections of CTH A, 22 ¼ Street, 23rd Street, 4 1/2 Avenue, 23 ¾ Street, 24th Street, 24 ¾ Street, and 25th Street would be reconstructed to current standards, all for the purpose of enhancing safety and maintainability of CTH A.

Existing deficiencies to be addressed are substandard horizontal and vertical alignments, narrow typical roadway, deteriorated pavement structure, lack of drainage and roadway ditches, inadequate clear zone, and substandard intersection geometrics, which are described in detail below.

Horizontal and vertical alignment:

Two horizontal curves within the previously described portion of CTH A are rated below the statutory speed of limit of 55mph. These two curves are rated for approximately 35mph and therefore do not meet acceptable design standards. Due to the otherwise straight nature of the CTH A alignment, these two curves do not meet the drivers' expectations of the corridor.

Three Crest vertical curves along this portion of the CTH A corridor have inadequate sight distance. The hazardous inadequate sight distances are compounded due to the presence of driveways and side road intersections at these locations. To warn drivers of these conditions, Barron County has posted one of these locations with a "Dangerous Intersection" sign warning westbound travelers on CTH A of the 24 ¾ Street Intersection.

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Roadway Width:

CTH A consists of two 12-foot asphaltic travel lanes with a 3-foot gravel shoulder which does not meet Trans 205 county road standards. This narrow width, combined with other substandard features of the corridor lead to hazardous conditions when large agricultural equipment utilize the roadway. There are no dedicated bicycle accommodations on this roadway even though CTH A is designated as part of the Sand Creek – New Auburn bicycle route.

Pavement Deterioration:

The existing asphaltic pavement structure on the roadway is in poor condition. Based on soil borings obtained for this corridor, it appears some of this deterioration may be caused by minimal or nonexistent gravel thickness below the pavement. The extensive cracking, settling, and rutting have resulted in a rough ride and a surface that ponds water during snow melts and rain events. The pavement deficiencies expose the traveling public to unnecessary safety hazards.

Drainage:

Several areas along CTH A have little or no existing ditching along the roadway. Due to the relatively flat terrain of both the roadway and the surrounding land, runoff tends to pond adjacent to the roadway. This inadequate drainage leads to the accelerated pavement deterioration noted above.

Clear Zone:

There is currently no consistent clear zone along the roadway. In several areas, trees encroach into an errant driver's recovery zone. In other areas, the existing fore slopes are steep and the ditch lines do not meet current rollover design standards.

Intersection Geometrics:

The intersections do not meet current standards for turning radii and taper lengths. Within this 5.75-mile portion of CTH A, there are ten intersections. This includes eight intersections with town roads and two with other county highways. Based on current and projected traffic volumes in the area, these intersections function adequately, however turning radii do not meet current design standards. As traffic volumes increase, the potential for vehicular conflicts also increase at these intersections.

The proposed improvements of CTH A include the following:

- Realigning two horizontal curves and flattening three vertical curves to meet the 60 mph design speed of the roadway;
- Constructing a typical section including two 12-foot asphaltic travel lanes with 6-foot shoulders (3 feet of which will be paved to accommodate bicycles);
- Upgrading the pavement structure with 9-inches of base aggregate and 3.75-inches of asphaltic pavement;
- Improving roadway drainage by excavating ditches along the roadway to promote positive drainage;

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- Removing obstacles within the clear zone and flattening roadway foreslopes;
- Reconstructing all intersections within the project limits to improve intersection geometrics.

QUANTITY, TYPE, AND AREA OF FILL: The project as proposed would include the discharge of fill material into 3.70 acres of Sedge meadow wetlands at multiple locations shown on the attached maps/drawings.

VEGETATION IN AFFECTED AREA: The wetlands proposed to be impacted include Sedge meadow wetlands.

SOURCE OF FILL MATERIAL: The source of fill material is proposed to be from a licensed facility.

SURROUNDING LAND USE: The surrounding land use is primarily agricultural with some forested areas along the highway right of way.

THE FOLLOWING POTENTIALLY TOXIC MATERIALS COULD BE USED AT THE PROJECT SITE: The potentially toxic materials anticipated to be used at the project site would include materials typical of construction areas such as diesel fuel and gasoline.

MITIGATION: The applicant has proposed that impacts to water of the United States be mitigated onsite through the restoration of existing wetlands by removing old road bed. The remaining mitigation would be through the purchase/debit of credits from an approved wetland mitigation bank.

3. REPLIES/COMMENTS.

Interested parties are invited to submit to this office written facts, arguments, or objections within 30 days of the date of this notice. These statements should bear upon the suitability of the location and the adequacy of the project and should, if appropriate, suggest any changes believed to be desirable. Comments received may be forwarded to the applicant.

Replies may be addressed to Regulatory Branch, St. Paul District, Corps of Engineers, 180 Fifth Street East, Suite 700, Saint Paul, MN 55101-1678.

Or, IF YOU HAVE QUESTIONS ABOUT THE PROJECT, call Dan Munson at the St. Paul office of the Corps, telephone number (651) 290-5191.

To receive Public Notices by e-mail, go to: http://mvp-extstp/list_server/ and add your information in the New Registration Box.

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4. FEDERALLY-LISTED THREATENED OR ENDANGERED WILDLIFE OR PLANTS OR THEIR CRITICAL HABITAT.

None were identified by the applicant or are known to exist in the permit area. However, Barron County is within the known or historic range of the following Federally-listed threatened (T) and endangered (E) species:

<u>Species</u>	<u>Habitat</u>
Gray wolf (E)	Northern forested areas
Northern long-eared bat (Proposed as E)	Hibernates in caves and mines – swarming in surrounding wooded areas in autumn. During summer, roosts and forages in upland forests.

This application is being coordinated with the U.S. Fish and Wildlife Service. Any comments it may have concerning Federally-listed threatened or endangered wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

5. JURISDICTION.

This application is being reviewed in accordance with the practices for documenting Corps jurisdiction under Sections 9 & 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act identified in Regulatory Guidance Letter 08-02. We have made an initial determination that the aquatic resources that would be impacted by the proposed project are regulated by the Corps of Engineers under Section 404 of the Clean Water Act and/or Section(s) 9 & 10 of the Rivers and Harbors Act. The Corps will prepare an approved or preliminary jurisdictional determination prior to making a permit decision. Approved jurisdictional determinations are posted on the St. Paul District web page at <http://www.mvp.usace.army.mil/Missions/Regulatory.aspx>.

THE APPLICANT HAS STATED THAT THE FOLLOWING STATE, COUNTY, AND/OR LOCAL PERMITS HAVE BEEN APPLIED FOR/ISSUED:

6. STATE SECTION 401 WATER QUALITY CERTIFICATION.

WATER QUALITY CERTIFICATION. This Public Notice has been sent to the Wisconsin Department of Natural Resources and is considered by the District Engineer to constitute valid notification to that agency for Section 401 water quality certification. A permit will not be granted until the Wisconsin Department of Natural Resources has issued or waived Section 401 certification.

7. HISTORICAL/ARCHAEOLOGICAL.

This public notice is being sent to the National Park Service and the State Archaeologist for their comments. The Corps will review information on known cultural resources and/or historic properties within and adjacent to the project area. The Corps will also consider the potential effects of the project on any properties that have yet to be identified. The results of this review and the Corps' determination

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of effect will be coordinated with the State Historic Preservation Officer independent of this public notice. Any adverse effects on historic properties will be resolved prior to the Corps authorization, or approval, of the work in connection with this project.

8. PUBLIC HEARING REQUESTS.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, in detail, the reasons for holding a public hearing. A request may be denied if substantive reasons for holding a hearing are not provided or if there is otherwise no valid interest to be served.

9. PUBLIC INTEREST REVIEW.

The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production and, in general, the needs and welfare of the people. Environmental and other documents will be available for review in the St. Paul District Office.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Mr. Jeff Olson
Chief, Northeast Section

Enclosures: Drawings labeled MVP-2014-01737-DJM, Page 1 of 20 through Page 20 of 20.

NOTICE TO EDITORS: This public notice is provided as background information and is not a request or contract for publication.

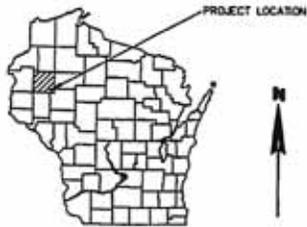
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
DALLAS - CHETEK
21 1/4 STREET TO CTH AA
CTH A
BARRON COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8837-00-70		

ORDER OF SHEETS

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

TOTAL SHEETS • ...

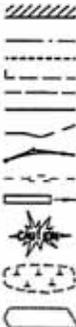


DESIGN DESIGNATION

- A.A.T. 0201 • 910
- A.A.T. 0205R • 1080
- D.U.V. 0205H • 140
- D.O. • 62/38
- T. • 32.4E
- DESIGN SPEED • 50 MPH
- ESALS • 915.000

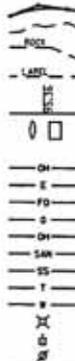
CONVENTIONAL SYMBOLS

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



PROFILE

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



NET EXCEPTION TO R
STA 32+02.48 TO STA 32+25.15
STRUCTURE B-9-02

BEGIN PROJECT
STA 68+01.97
T • 4828.620
X • 53807.540

END PROJECT
STA 356+00.00

STATE PROJECT NUMBER
8837-00-70



LAYOUT
SCALE 0 0.5 M.

TOTAL NET LENGTH OF CENTERLINE • 5.449 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, BARRON COUNTY.

APPROVED FOR BARRON COUNTY

DATE: _____ (Signature)

ORIGINAL PLANS PREPARED BY

CORRE CONSULTANTS INC.

DATE: _____ (Signature)

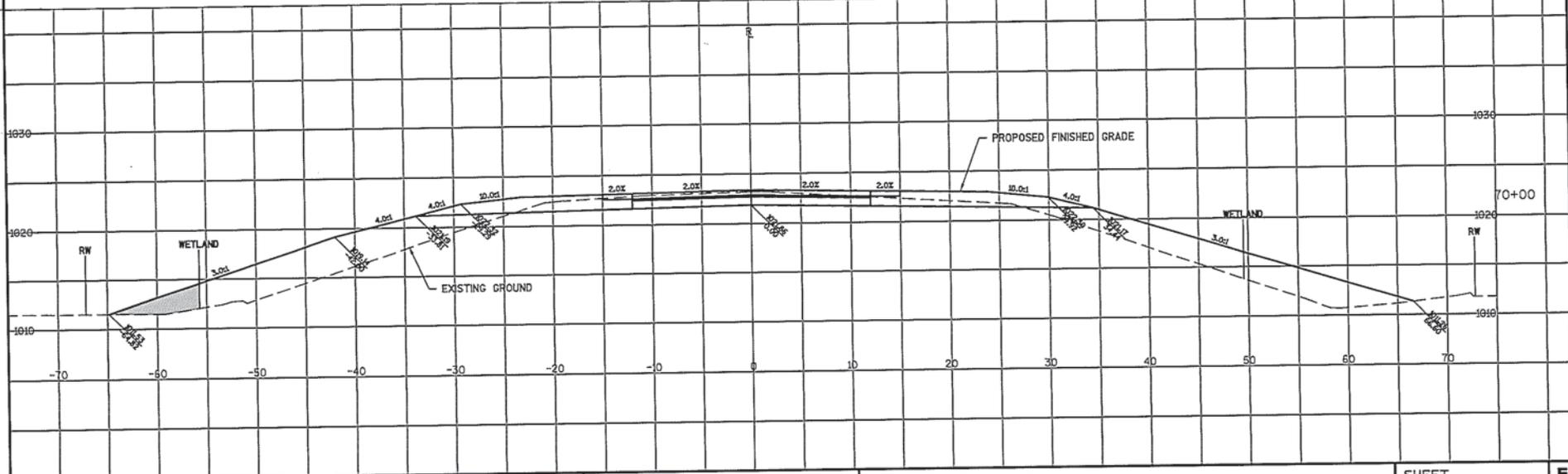
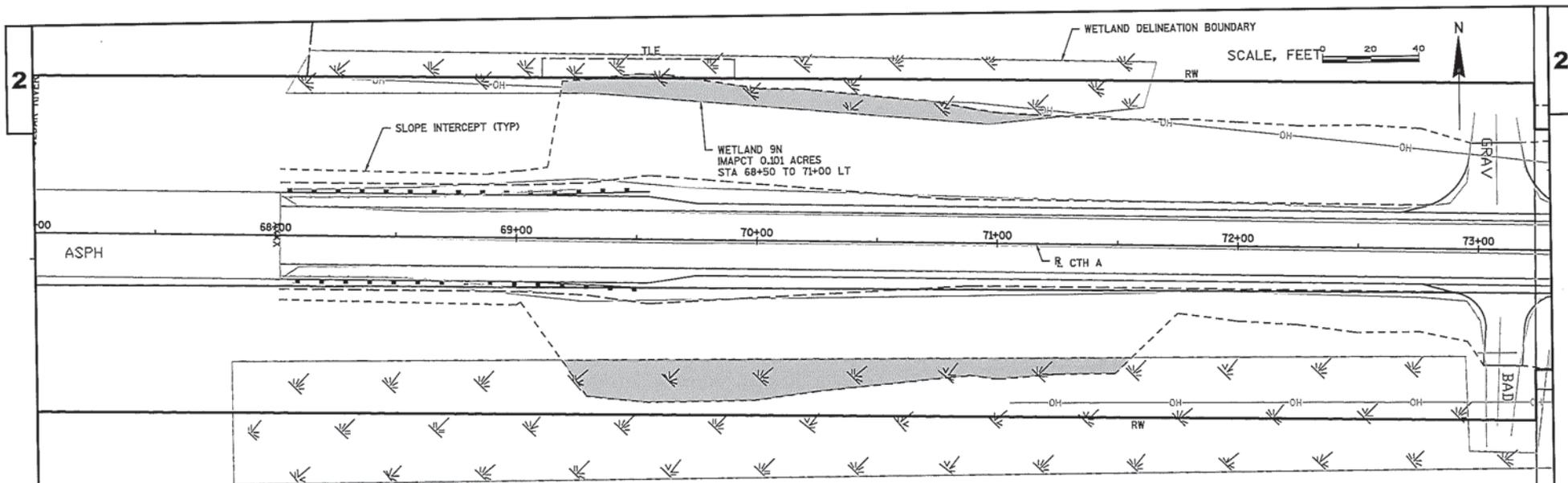
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor: CHE / CORRE, INC.
Designer: CORRE, INC.
Management Consultant: TRIGHT E/A, INC.

APPROVED FOR THE DEPARTMENT

DATE: _____ (Signature)

Management Consultant Signature



PROJECT NO: 8837-00-70

HWY: CTH A

COUNTY: BARRON

WETLAND IMPACTS: 9N

SHEET

E

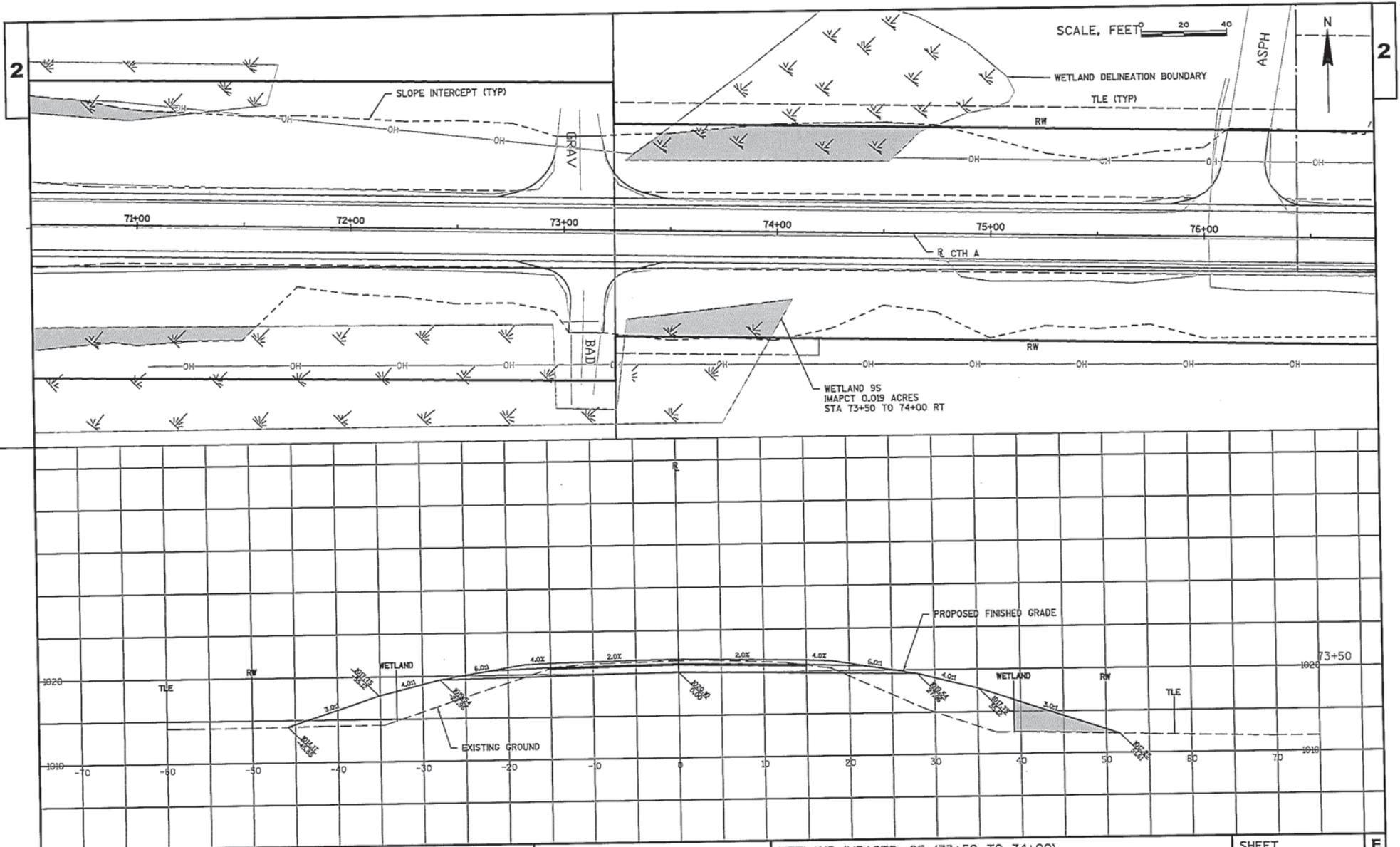
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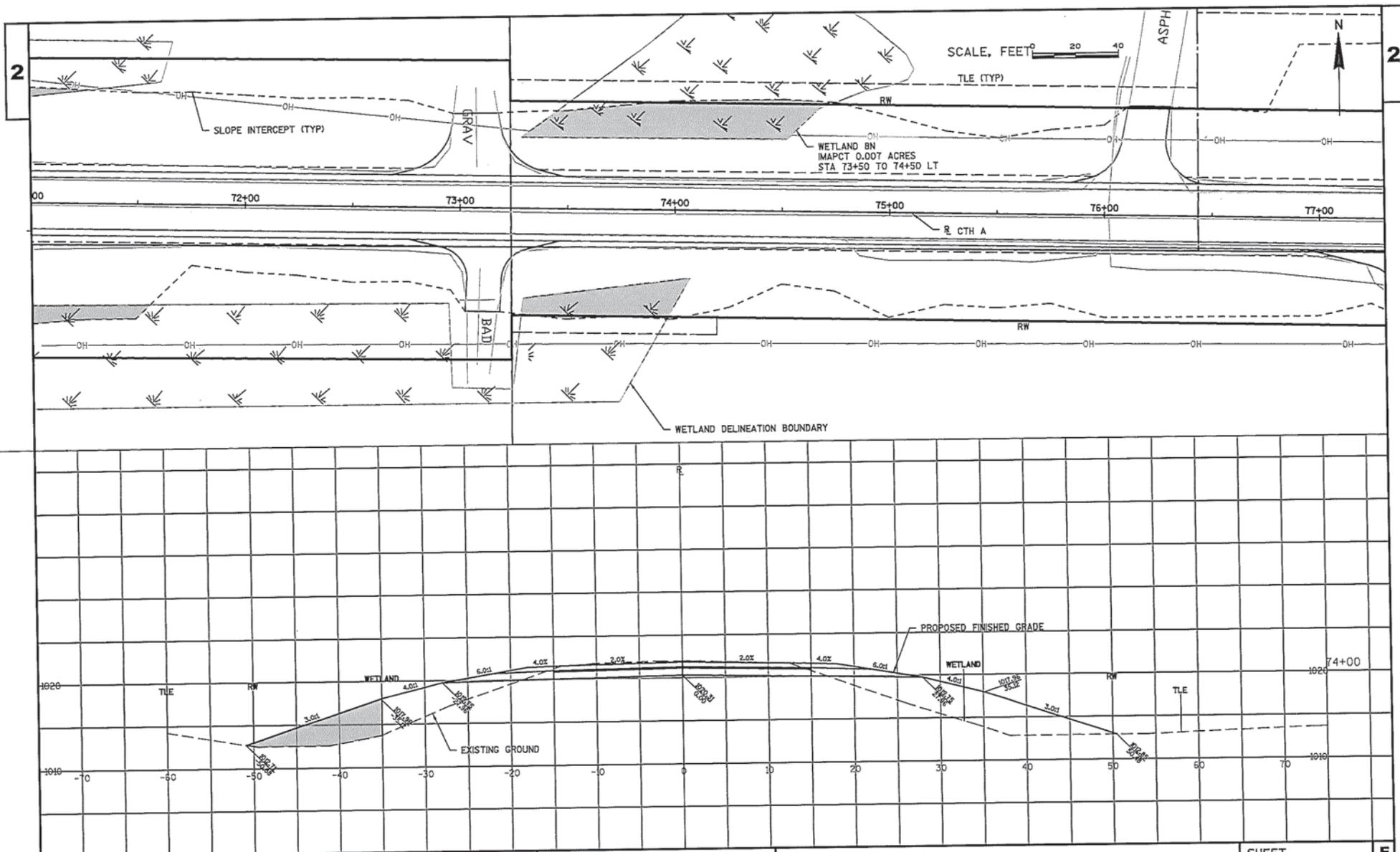
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WISDOT/CADD SHEET 42



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	WETLAND IMPACTS: 9S (73+50 TO 74+00)	SHEET	E
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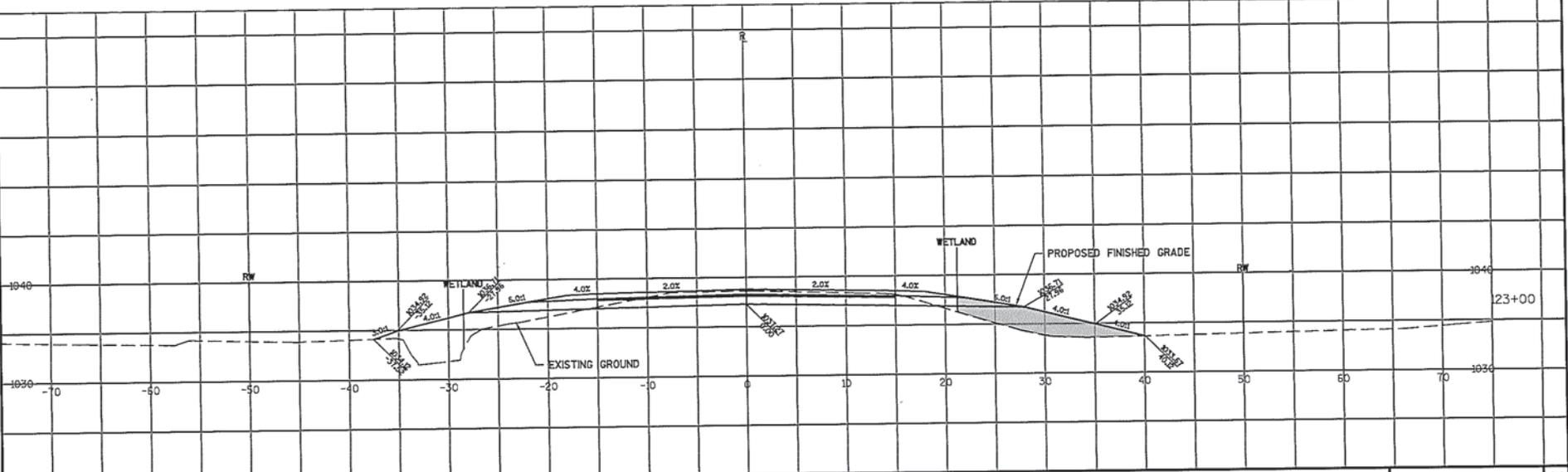
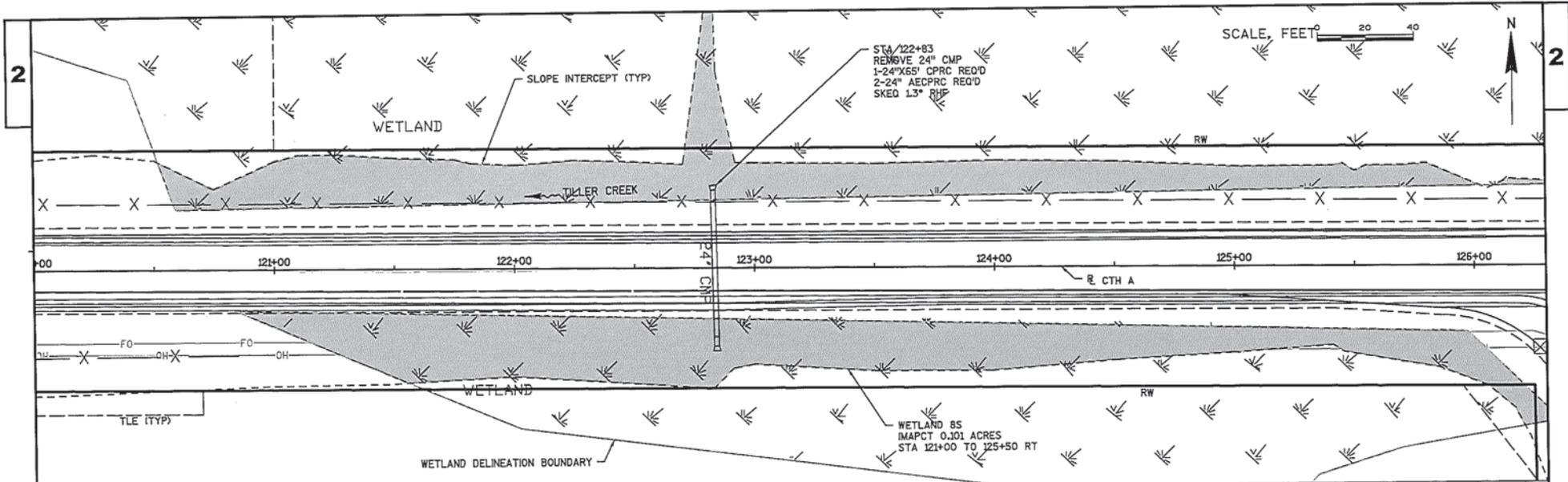
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COUNTY: BARRON

WETLAND IMPACTS: 8N

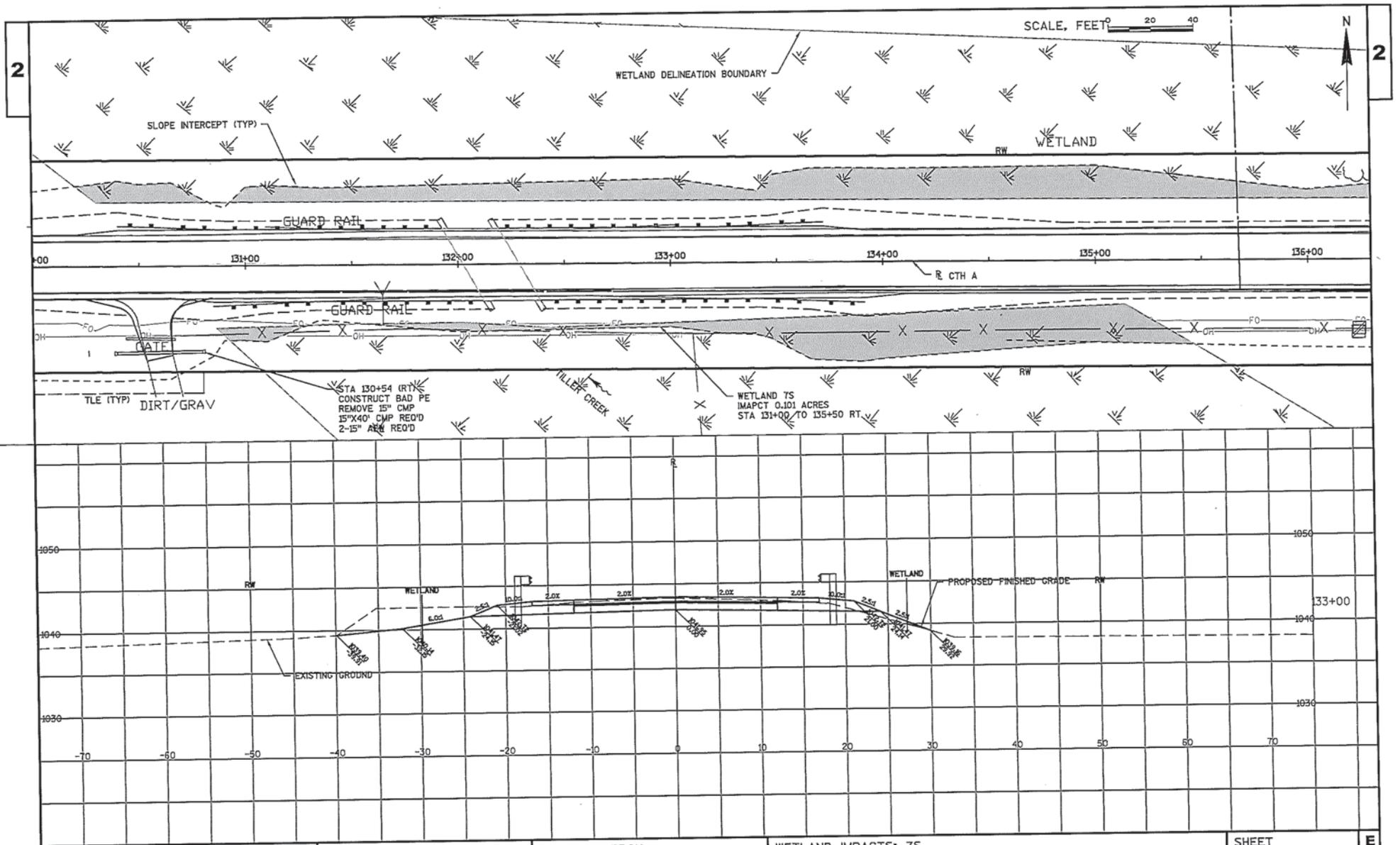
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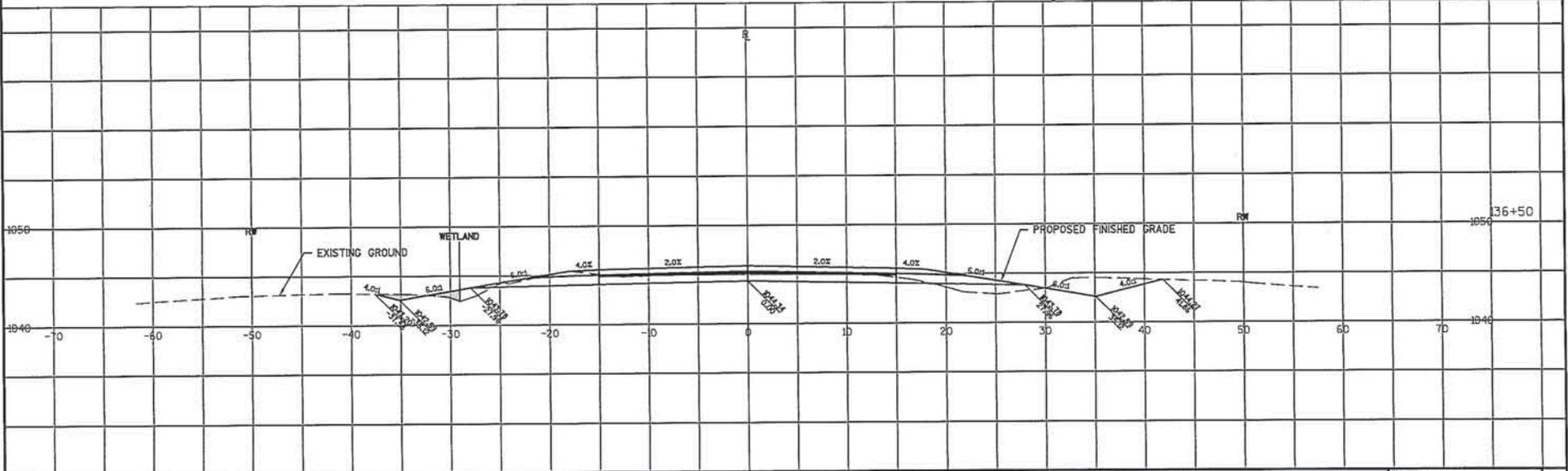
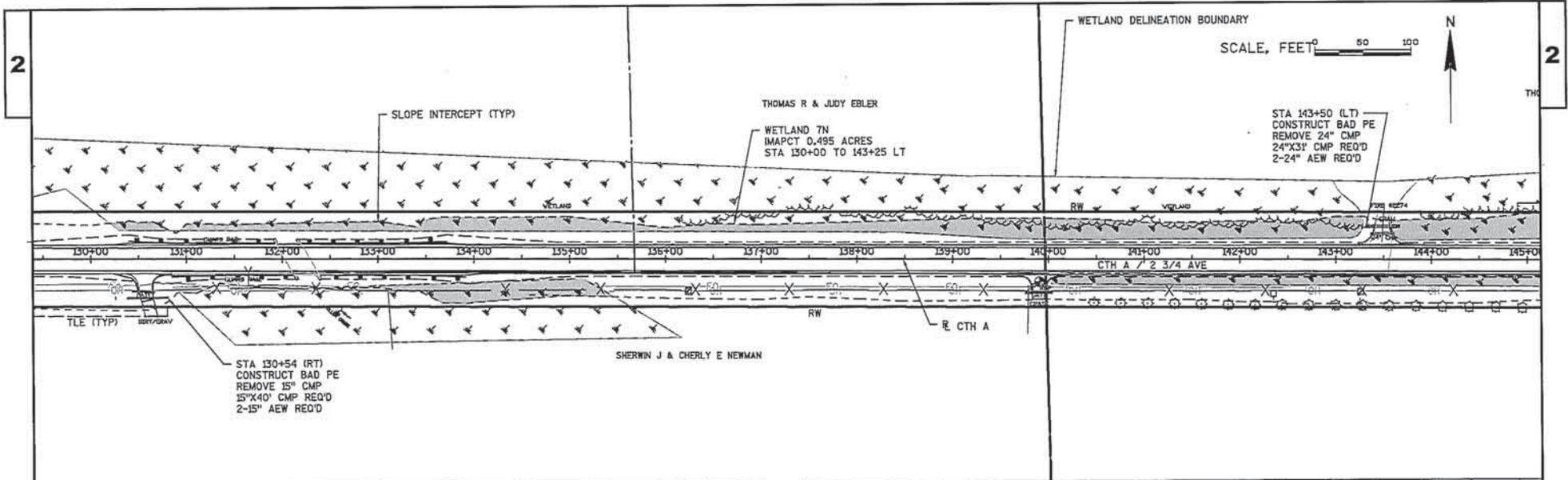
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PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	WETLAND IMPACTS: 8S	SHEET	E
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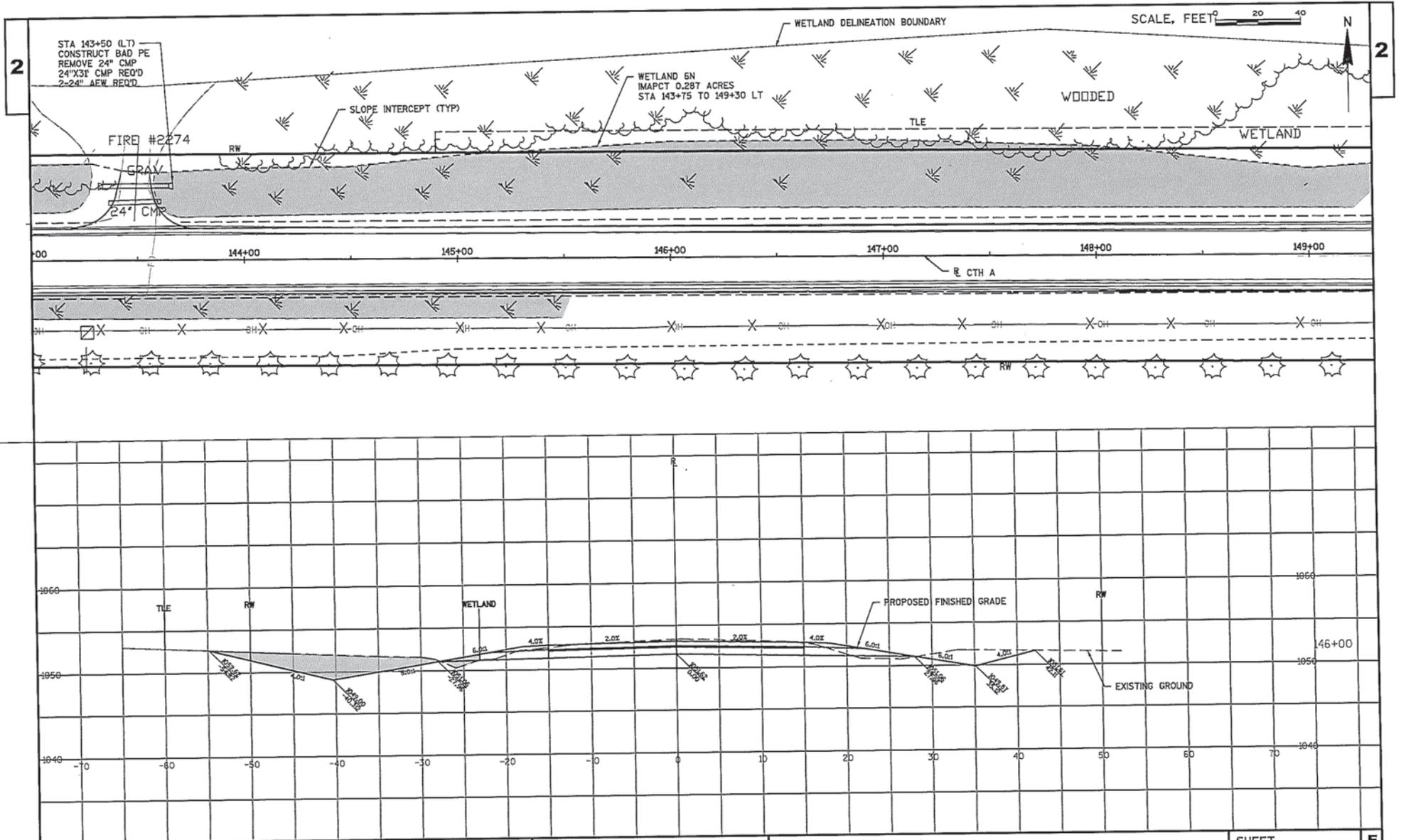
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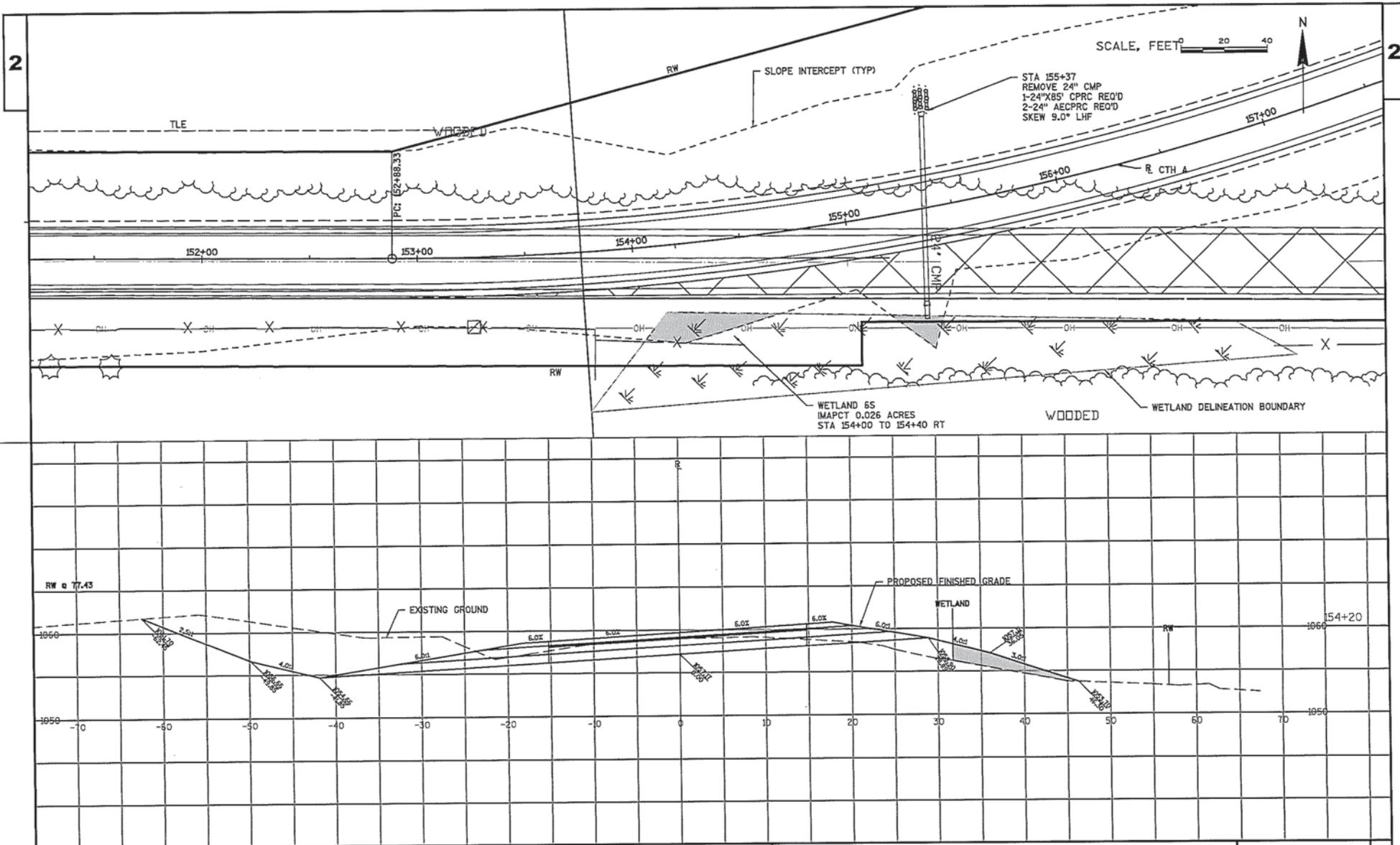




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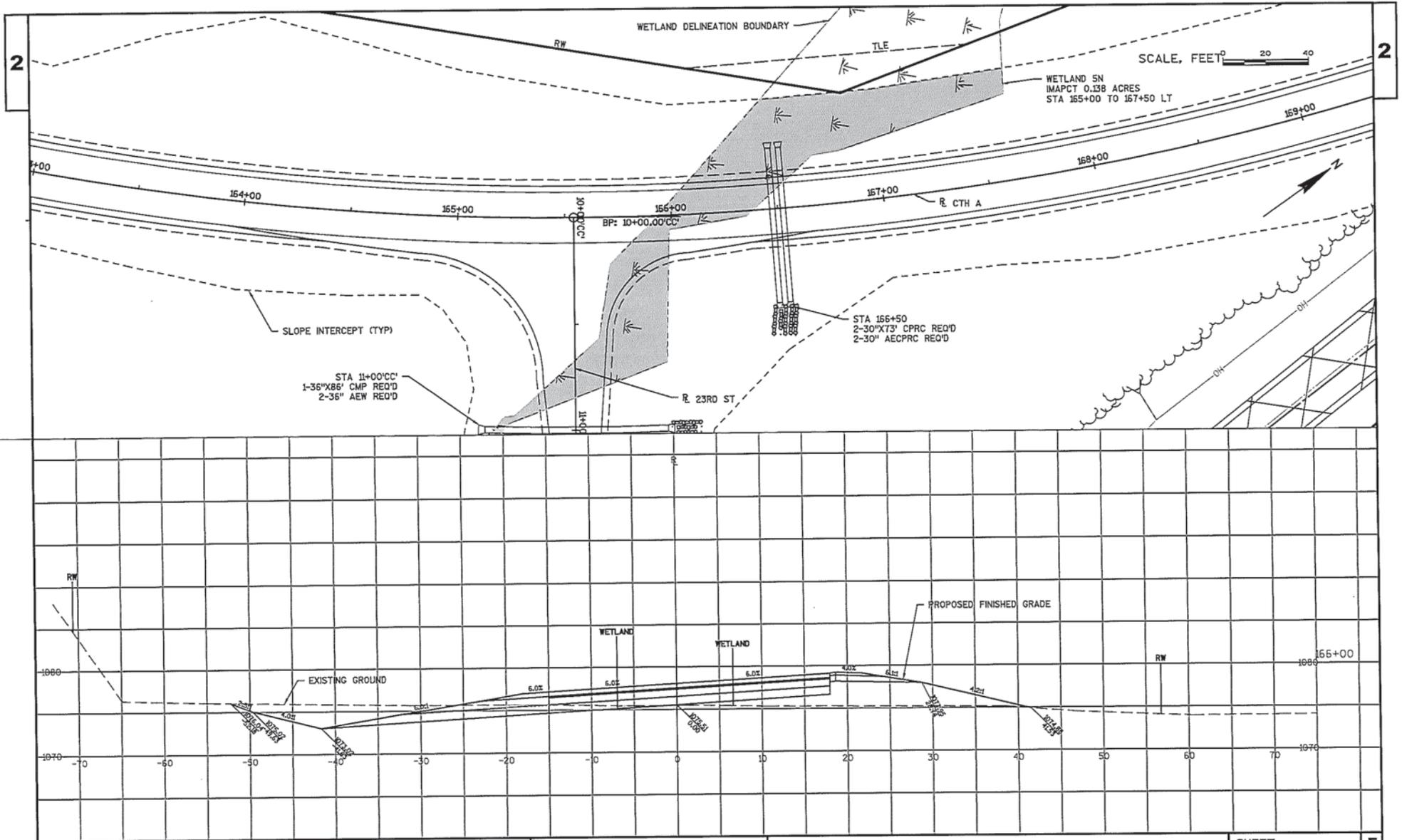
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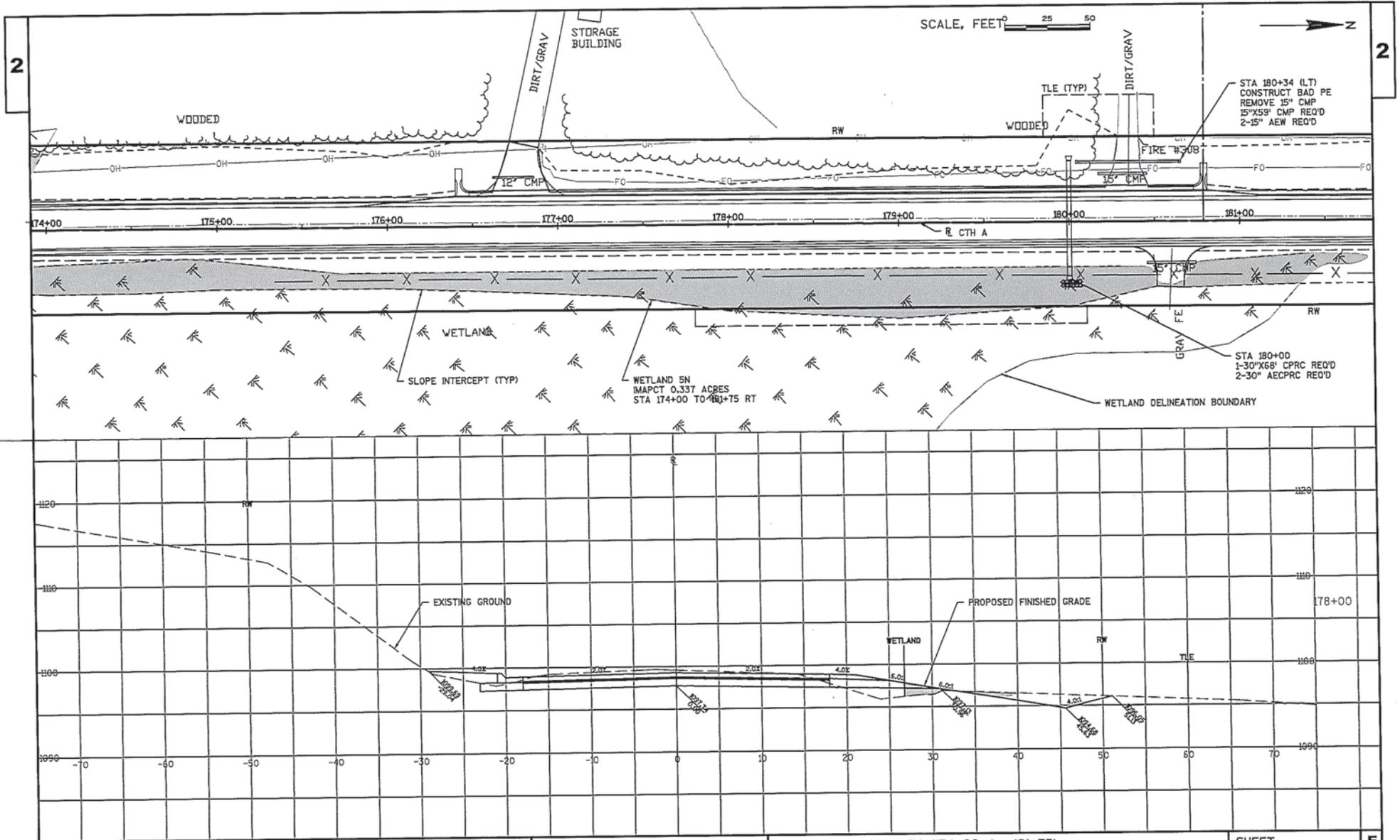
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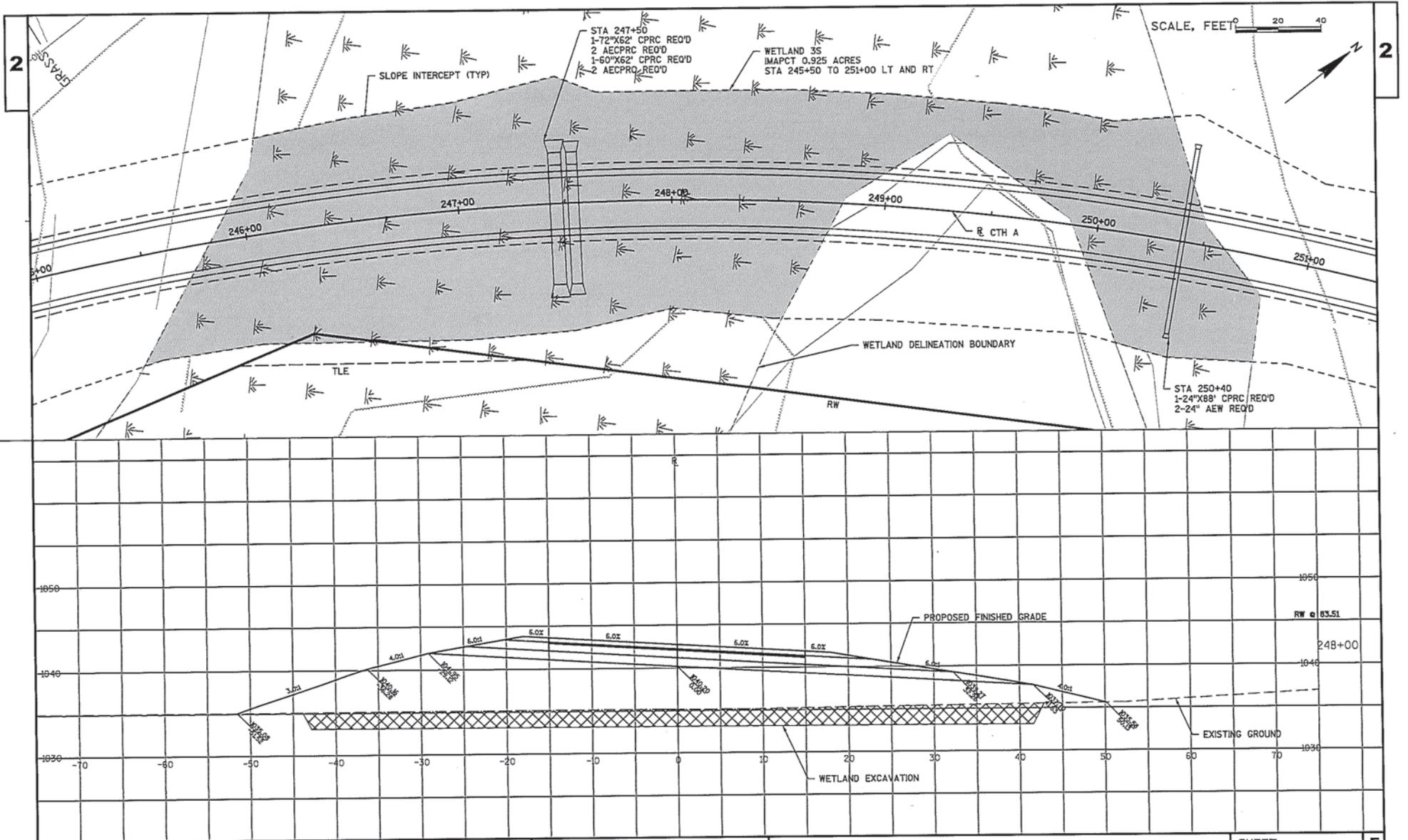
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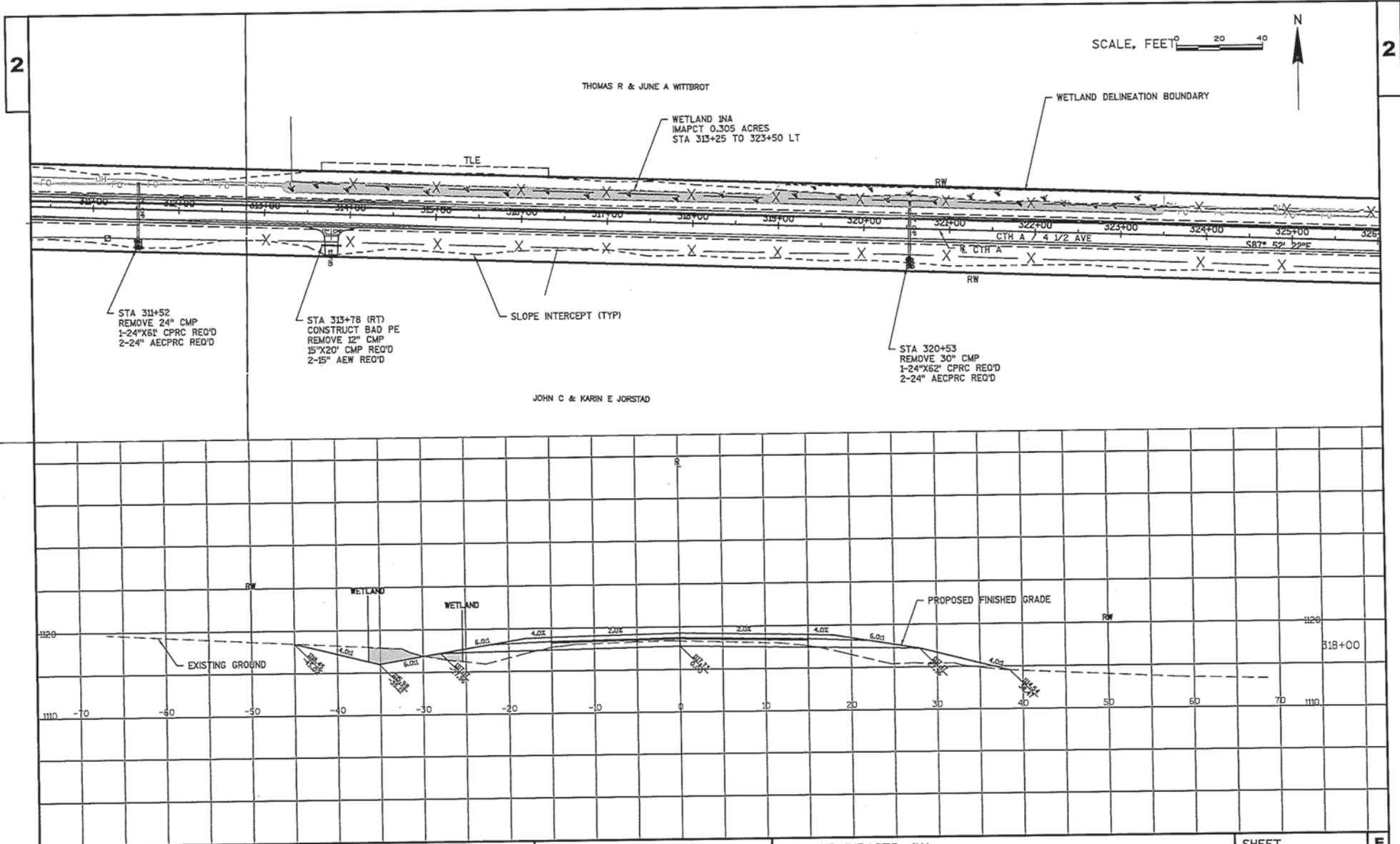
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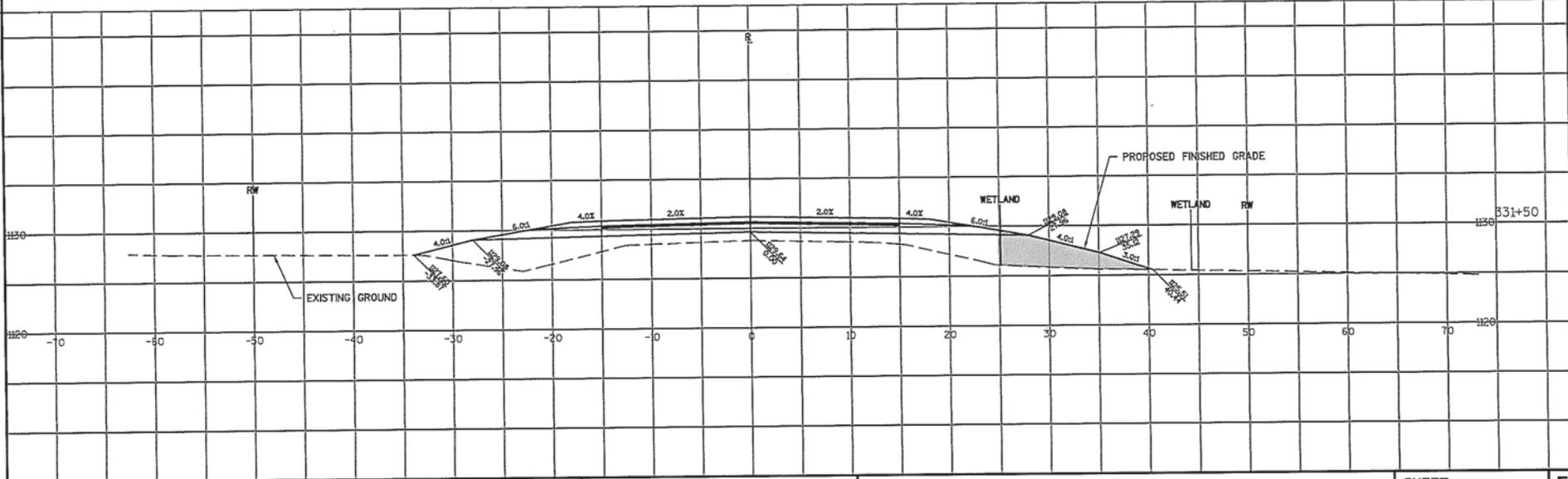
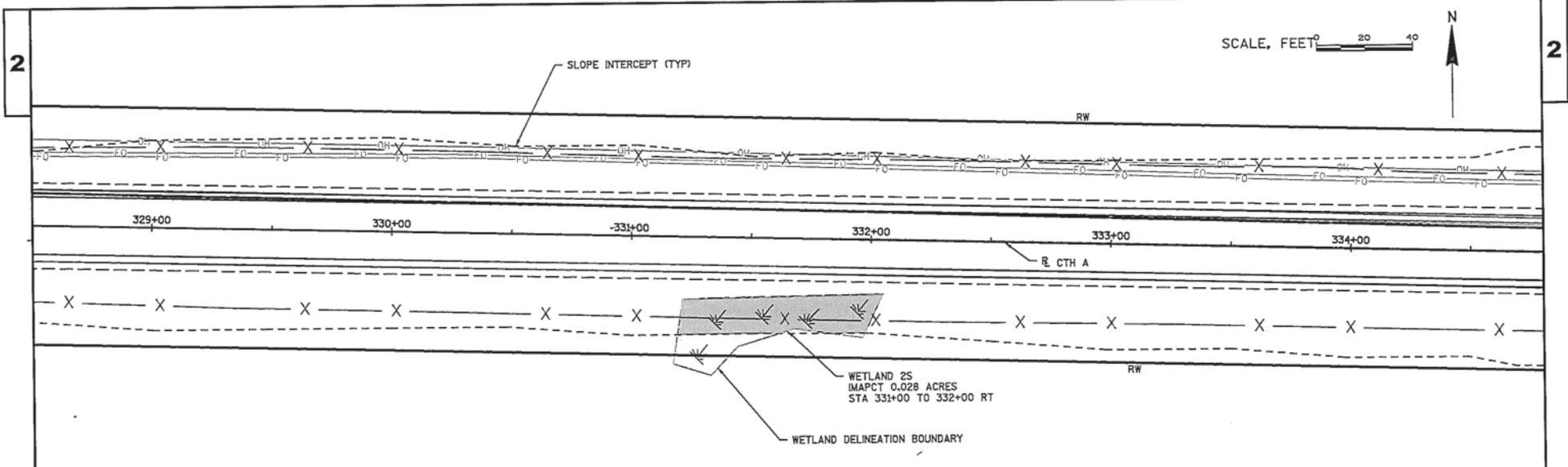
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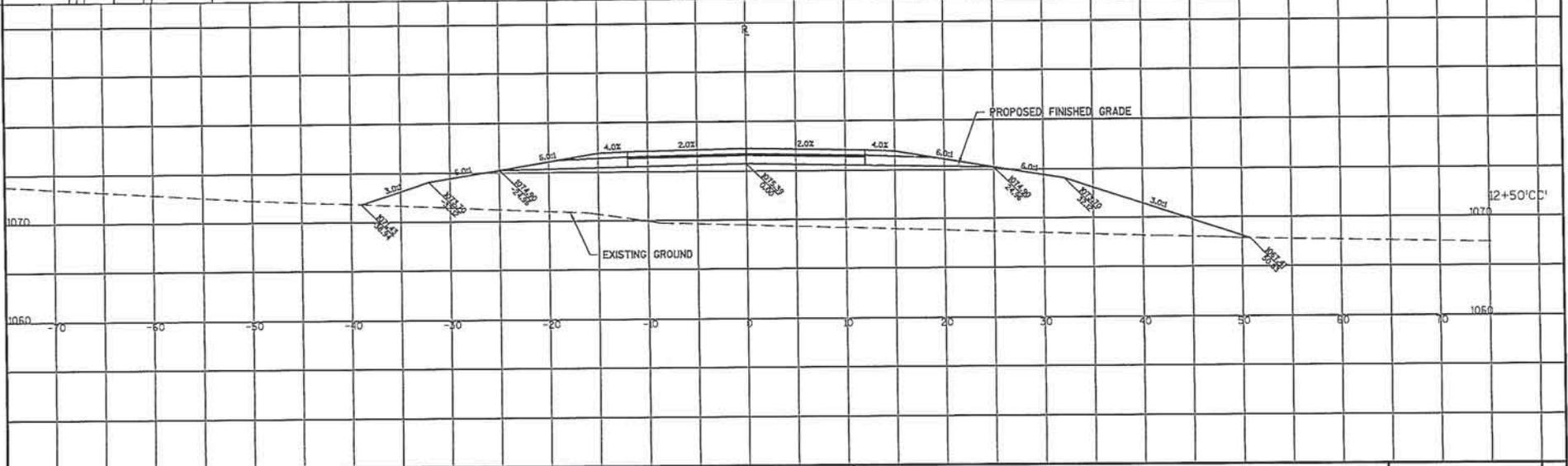
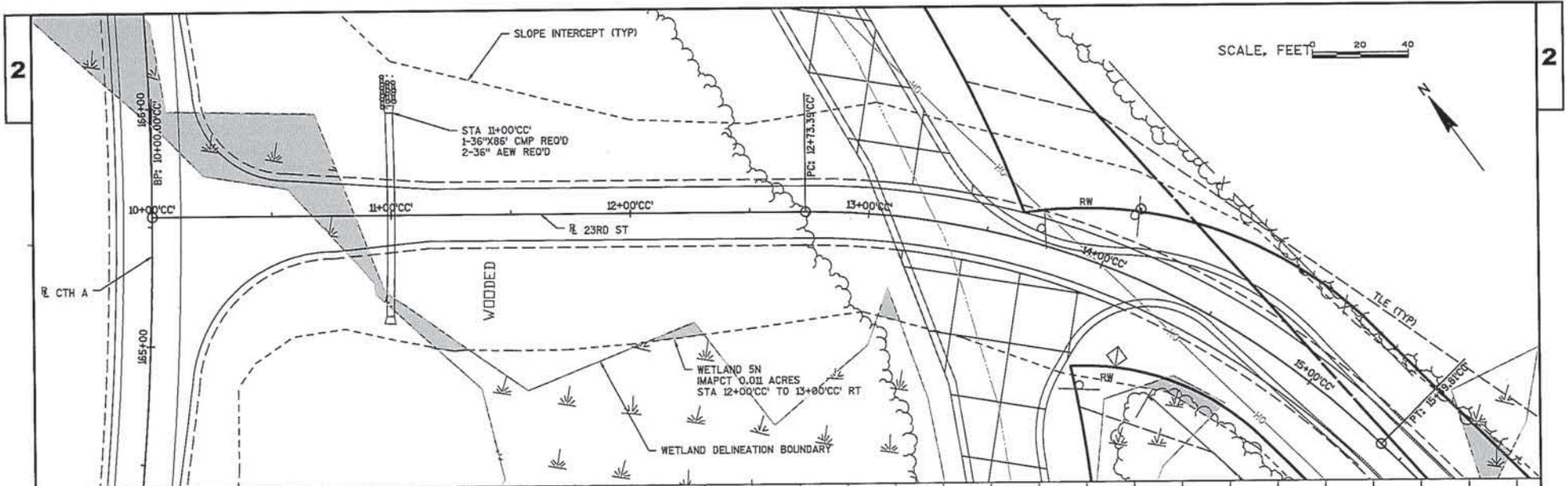


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PROJECT NO: 8837-00-70

HWY: CTH A

COUNTY: BARRON

WETLAND IMPACTS: SN (12+00 'CC' TO 13+00 'CC')

SHEET

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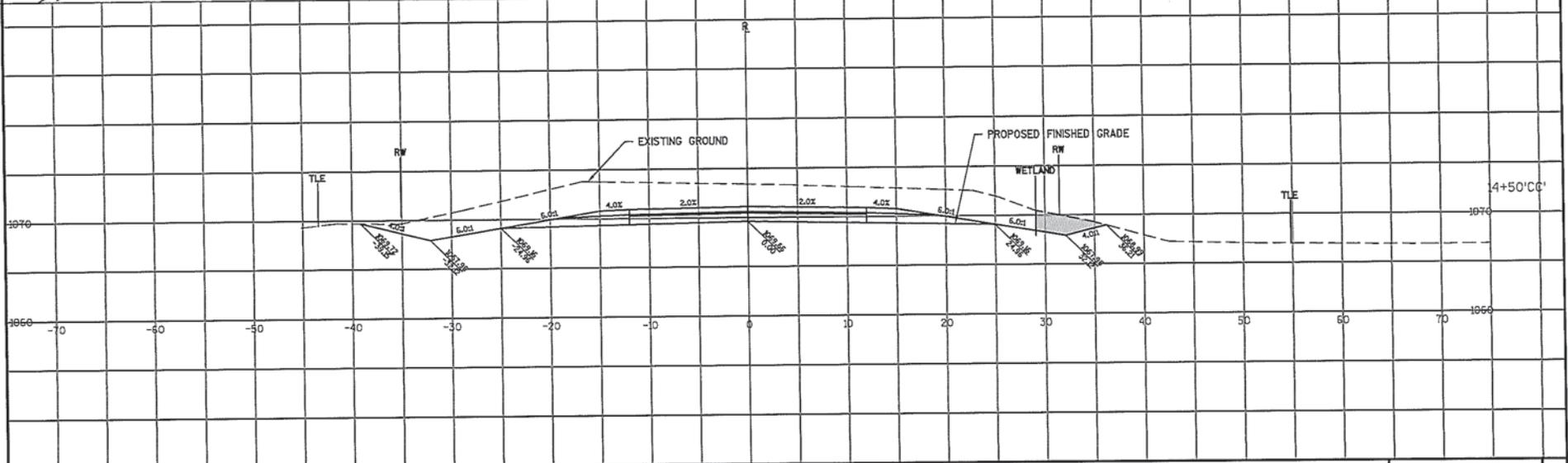
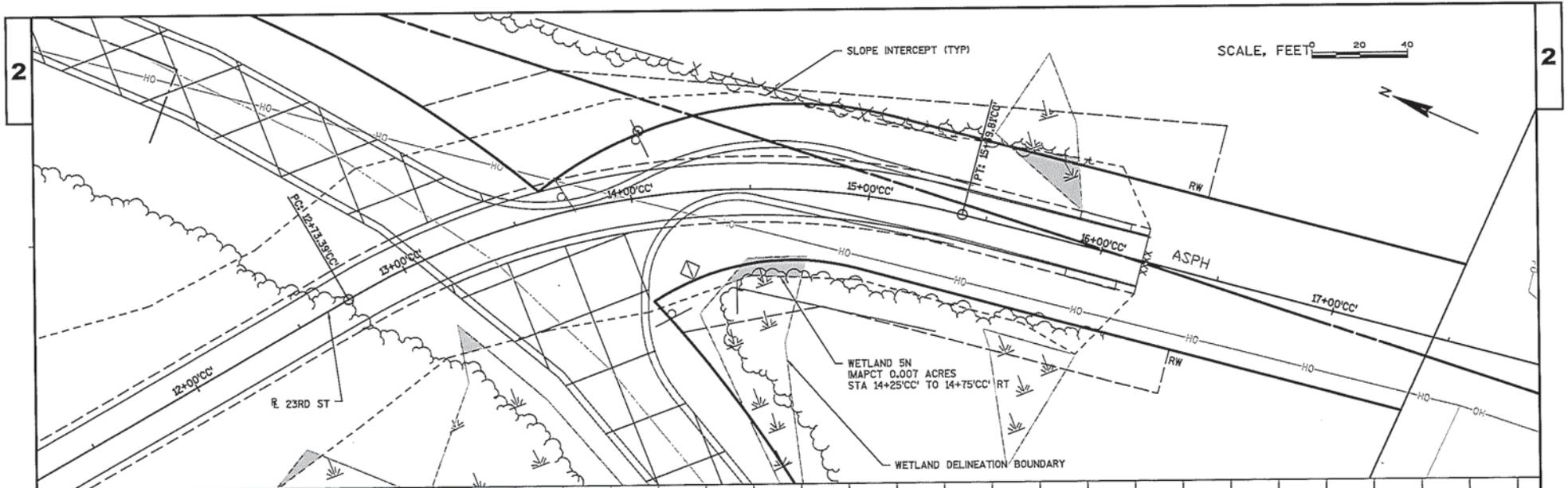
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PLOT NAME :

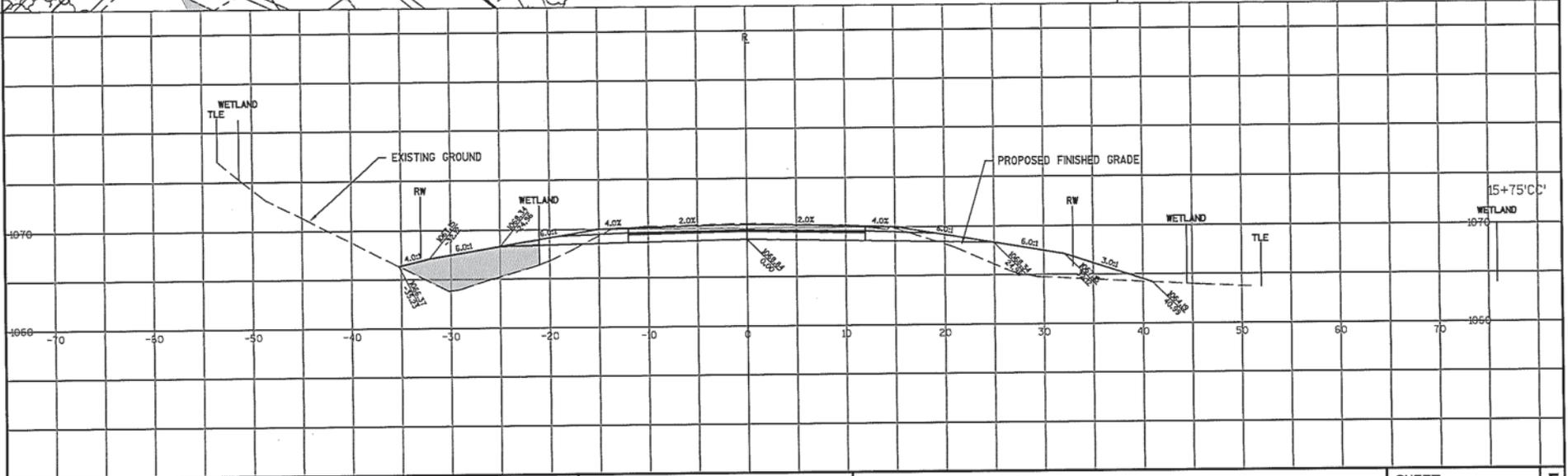
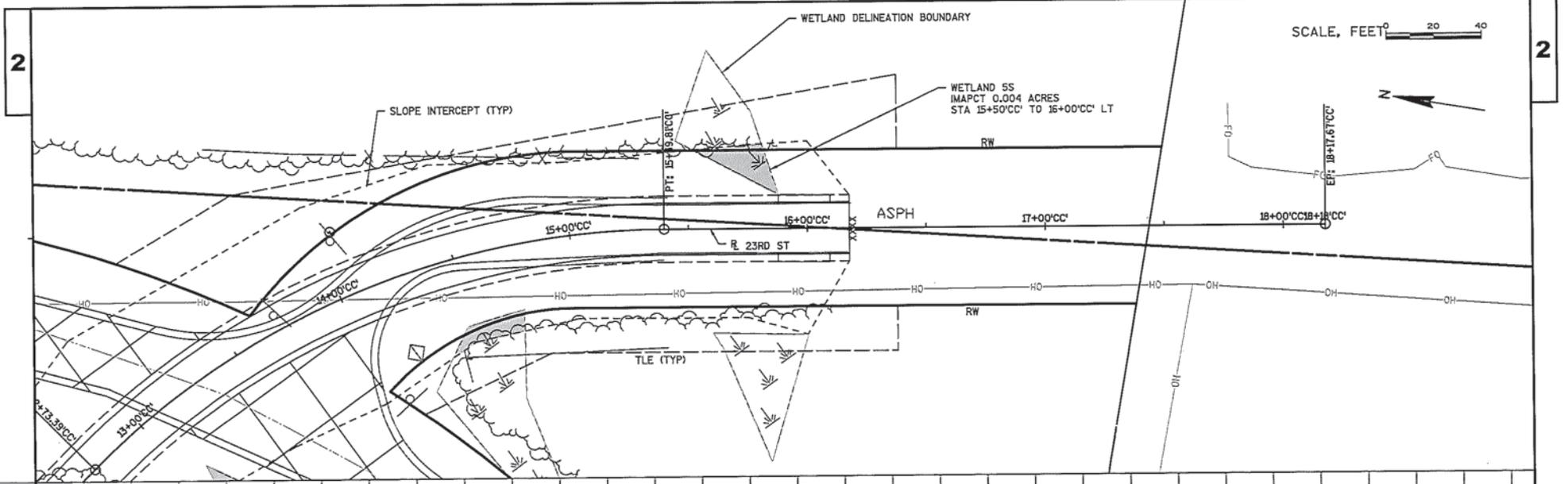
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WISDOT/CADD'S SHEET 42



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	WETLAND IMPACTS: SN (14+25 'CC' to 14+75 'CC')	SHEET	E
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PROJECT NO: 8837-00-70 HWY: CTH A COUNTY: BARRON WETLAND IMPACTS: SS SHEET **E**