

WETLAND DELINEATION REPORT

Rapids East Commerce Center City of Wisconsin Rapids

A proposed roadway, rail, and utility project located
in the City of Wisconsin Rapids, Wood County, WI.

Owner: City of Wisconsin Rapids
444 West Grand Ave
Wisconsin Rapids, WI 54494
Attn.: Mike Weiler (Assistant City Engineer)
(715) 421-8209

Delineation Conducted:

On: November 6, 2008

By: Brian Kronstedt – QUEST, LLC. - Environmental Specialist



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RAPIDS EAST COMMERCE CENTER WETLAND DELINEATION REPORT

Project:

This wetland delineation was prepared at the request of the City of Wisconsin Rapids to identify the presence of wetlands and the locations of their boundaries along a proposed road, rail, and utility right of way. An additional wetland delineation addressing the remainder of the site known as Rapids East Commerce Center is planned for this coming spring. The area covered by this report and the associated field review consists of a 100' wide corridor extending Commerce Drive east of 48th Street for approximately 1,200 feet. Commerce Drive would end at this location. Work within this corridor would consist of roadwork and utilities.

At the end of Commerce Drive, the water main and sanitary line would turn and run southeast and then south to connect the neighboring Cranberry Processing Facility. Originally these utilities were to run directly south, but they were re-routed to avoid the delineated wetlands. This utility corridor would be 60 feet in width and would include the possibility of a railroad track in the future.

The proposed roadway and utility work would service the future development of what will be called "Rapids East Commerce Center".

Clearing and grubbing of the majority of this corridor had been conducted prior to being requested for delineating of the wetlands.

Location:

This site is located in the north east corner of the City of Wisconsin Rapids. More specifically, this new right-of-way extends the existing Commerce Drive corridor east across 48th Street for 1,200 feet where the corridor then turns south. The east-west portion of the corridor (Commerce Dr.) is a 100' right of way and will consist of both roadway and utility work. From Commerce Drive south, this corridor is only a 60' right-of-way and will be for utilities only as well as the possible addition of a railroad track in the future. No wetlands were observed within the 60' utility R/W that was marked out by the City with lathe.

Delineated by: Brian Kronstedt – Environmental Specialist for QUEST, LLC.

Qualifications: *Completed training sponsored by the Wisconsin Coastal Management Program for both Basic and Advanced Wetland Delineation as well as Plant Identification.*

B.S. degree from the University of Wisconsin – Stevens Point, majoring in Biology and Wildlife Management.

12 years experience performing wetland delineations.

Property Description:

This property is a roadway and utility right-of-way that runs through a wooded area located within the City of Wisconsin Rapids. The majority of the site had already been cleared and grubbed prior to having been requested to perform the wetland delineation. The City of Wisconsin Rapids Engineering Department estimated that the wetland disturbance resulting from clearing and grubbing activities totaled 34,631 square feet (0.80 acres). Although these wetlands were disturbed by these activities, the grubbing efforts only minimally disturbed the soil. As the vegetation was dormant at the time of the work, and the root systems were not affected, it is suspected that if allowed, the Canada Bluejoint and Prairie Chordgrass would return next spring. Uplands surrounding the project corridor consist of woodlands dominated by pin oak, white pine, bracken fern and pennsylvania sedge. The surrounding and adjacent wetlands are sedge meadow and consist of a dominance of canada bluejoint, prairie chord grass, and steplebush.

A site visit was conducted on 11/25/2008 with WDNR Water Regulation and Zoning Officer – Will Stites, the City of Wisconsin Rapids – City Engineer – Dave Laspa, the Assistant City Engineer – Mike Weiler and QUEST, LLC. – Environmental Specialist – Brian Kronstedt. Wetland boundaries were shown to Mr. Stites as well as the disturbance to the wetlands. Mr. Stites gave an overview of the WDNR's wetland regulatory process in terms of avoidance and minimization.

Delineation Methodology:

Delineation methods followed that of the Routine On-Site Determination Method described in the U.S. Army Corps. of Engineers "Federal Manual for Identifying and Delineating Jurisdictional Wetlands" (1987 Edition).

Soils information was obtained from the NRCS's "Soil Survey of Wood County, WI".

Three wetland basins were identified during the field review. Due to the site having been previously disturbed, alternative methods were employed to delineate the wetland boundaries. The disturbance was from clearing and grubbing activities within the originally proposed roadway portion of the right of way (that which is 100' R/W). That segment of right-of-way designated for utilities only (60' R/W) had not been disturbed. Due to this disturbance, the wetland boundaries at the north and east property lines where the wetlands had not been disturbed were delineated. An extension of these remaining wetland boundaries was then carried out into the disturbed area using the very limited plant species left within the disturbed area and numerous soil probes. These boundaries were marked out with pink flags. In order to further verify these interpolated wetland boundaries, elevations were then shot in the adjacent undisturbed wetlands and the wetland boundaries located at the property lines. These elevations were then used to verify the previously marked boundaries, which were done by interpolating the soils and vegetation. Wetland Site #1 checked in very well when comparing the interpolated lines versus the elevation lines and flags were left in the locations of the interpolated lines. Wetland Sites #2 and 3 were much more difficult in terms of identifying a defined soils transition, so more reliance was placed on the elevation lines especially since the boundaries using the elevation lines were larger than that which were originally placed using interpolation only.

Field notes were recorded using the attached Field Data forms. Pictures of the delineated sites were taken and are attached. Wetland delineation boundaries were marked using pink fluorescent flags. City of Wisconsin Rapids employees surveyed the wetland boundaries and prepared the enclosed map.

Soils Present on property:

Meehan Loamy Sand, 0 to 2% slopes (Mh) – This soil is in depressions on the outwash plain or on low rises surrounded by poorly drained sandy soils. Runoff is low. Included with this soil in mapping are small area of soils that have a surface layer of sandy loam. Also included are areas of Newson and Friendship soils. Although Meehan Loamy Sand itself is not considered hydric, it commonly has areas of Newson loamy sand present which is considered a hydric soil in drainage ways and depressions.

Newson loamy sand, 0 to 2% slopes (Ne) – This soil is on nearly level plains or in depressions and drainageways on sandy plains. Runoff is very slow. Included with this soil in mapping are small areas of Meehan, Markey, and Dawson soils. Water often ponds on this soil in spring. Newson loamy sand is considered a hydric soil.

Friendship loamy sand, 1 to 3% slopes (FrA) – This soil is on outwash plains. The cultivated surface layer is almost uniformly very dark grayish brown.

Dawson mucky peat 0-2% slopes (Dc)- This soil is in depressions on glacial lake plains. Runoff is ponded. The natural vegetation is mainly sphagnum moss.

Findings and Conclusions:

As previously mentioned, the project site had been disturbed prior to the delineation having been conducted. This disturbance consisted of clearing and grubbing activities, which resulted in an absence of virtually all vegetation. However, small-scattered areas of existing vegetation remained allowing some confirmation of the other wetland indicators being evaluated. As mentioned in the Delineation Methodology section above, a combination of techniques were implemented to identify and justify the wetland boundaries. These techniques included evaluation of the vegetation that still remained, conducting numerous soil probes to find soil transitions and shooting elevations of the adjacent wetland boundaries along the property line that were undisturbed and carrying a similar elevation out into the disturbed area. Three separate, but adjacent wetland basins were identified and delineated. All three sites are near the northeast corner of the property.

As a result of these wetland findings, the originally proposed 56th Street roadway, which was to extend feet south of the Commerce Drive, was abandoned. A decision was made to limit this corridor to rail and utilities only and to shift the alignment slightly west to avoid running them through the wetlands. This new proposal would result in no wetland impacts.