



ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation (WisDOT)

DT2094 1/2016

BASIC SHEET 1 – PROJECT SUMMARY

Project ID 7276-00-02	Project Termini T Arcadia, Mill Road	Funding Sources (<i>check all that apply</i>) <input checked="" type="checkbox"/> Federal <input type="checkbox"/> State <input checked="" type="checkbox"/> Local								
Construction ID 7276-00-72		Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. \$95,000.00 in 2018 dollars								
Route Designation (<i>if applicable</i>) Local Road	Nearest Community City of Arcadia	Real Estate Acquisition Portion of Estimated Cost (YOE) \$0.00 in dollars								
National Highway System (NHS) Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Utility Relocation Portion of Estimated Cost (YOE) \$0.00 in dollars								
Project Title T Arcadia, Mill Road Turton Creek Bridge Elimination P610171	Section / Township / Range 34/T21N/R09W									
County Trempealeau		<table border="1"><thead><tr><th>Right of Way Acquisition</th><th>Acres</th></tr></thead><tbody><tr><td>Fee</td><td>0.00</td></tr><tr><td>TLE</td><td>0.00</td></tr><tr><td>PLE</td><td>0.00</td></tr></tbody></table>	Right of Way Acquisition	Acres	Fee	0.00	TLE	0.00	PLE	0.00
Right of Way Acquisition	Acres									
Fee	0.00									
TLE	0.00									
PLE	0.00									
Bridge Number(s) (<i>if applicable</i>) P-61-0171	For an ER, indicate the date funding was authorized to begin preliminary engineering. For an EA, indicate the date the Process Initiation Letter was accepted by FHWA. 5/29/2015 m/d/yyyy									

Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural
Freeway/Expressway	<input type="checkbox"/>	<input type="checkbox"/>
Principal Arterial	<input type="checkbox"/>	<input type="checkbox"/>
Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>
Major Collector	<input type="checkbox"/>	<input type="checkbox"/>
Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>
Collector	<input type="checkbox"/>	<input type="checkbox"/>
Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>

WisDOT Project Classification (FDM 3-5-2)	
Resurfacing	<input type="checkbox"/>
Pavement Replacement	<input type="checkbox"/>
Reconditioning	<input type="checkbox"/>
Expansion	<input type="checkbox"/>
Bridge Rehabilitation	<input type="checkbox"/>
Bridge Replacement	<input type="checkbox"/>
"Majors" Project (there are both state and federal majors)	<input type="checkbox"/>
SHRM	<input type="checkbox"/>
Reconstruction	<input type="checkbox"/>
Preventive Maintenance	<input type="checkbox"/>
Safety	<input type="checkbox"/>
Other – Describe: Bridge Elimination	<input checked="" type="checkbox"/>

- ☐ FHWA Draft Type 2c Categorical Exclusion (CE)/WisDOT Draft Environmental Report (ER). **No significant impacts indicated by initial assessment.**
- ☐ FHWA/WisDOT Draft Environmental Assessment (EA). **No significant impacts indicated by initial assessment.**

(Print – Preparer Name, Title, Company/Organization)

(Date – m/d/yy)

(Signature – Director, Bureau of Technical Services)

(Date – m/d/yy)

(Signature, Title)

(Date – m/d/yy)

☐ Region ☐ Aeronautics ☐ Rails & Harbors

(Signature, Title)

(Date – m/d/yy)

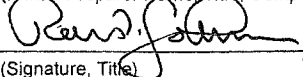
☐ FHWA ☐ FAA ☐ FTA ☐ FRA

☒ FHWA Final Type 2 Categorical Exclusion (CE)/WisDOT Final Environmental Report (ER). It has been determined no significant impacts will occur and a Public Hearing is not required.

After reviewing and addressing substantive public comments, updating the Draft CE/ER or Draft EA and coordinating with other agencies, it is determined this action:

- ☐ Will NOT significantly affect the quality of the human environment. This document is a Final CE/Final ER.
☐ Will NOT significantly affect the quality of the human environment. This document is a Final EA/Finding of No Significant Impact.
☐ Has potential to significantly affect the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

DANIEL SYLOW, PROJ. MGR., AYLES ASSOC. 10/4/17
(Print - Preparer Name, Title, Company/Organization) (Date - m/d/yy)

 LPPM 10/4/17
(Signature, Title) (Date - m/d/yy)

☒ Region ☐ Aeronautics ☐ Rails & Harbors

 10/5/17
(Signature - Director, Bureau of Technical Services) (Date - m/d/yy)

(Signature, Title) (Date - m/d/yy)
☐ FHWA ☐ FAA ☐ FTA ☐ FRA

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS *(continued)*

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2. Abbreviations and Acronyms

AADT	= Annual Average Daily Traffic
ECIP	= Erosion Control Implementation Plan
Fee	= Fee Title Right-of-way (permanent right-of-way)
FHWA	= Federal Highway Administration
MPH	= Miles Per Hour
N/A	= Not Applicable
OPM	= Operational Planning Meeting
PIM	= Public Involvement Meeting
PLE	= Permanent Limited Easement
STH	= State Trunk Highway
TLE	= Temporary Limited Easement
US F&WS	= United States Fish & Wildlife Service
WisDNR	= Wisconsin Department of Natural Resources
WisDOT	= Wisconsin Department of Transportation

3. Environmental Document Statement

This environmental document is an essential component of the National Environmental Policy Act (NEPA) and Wisconsin Environmental Policy Act (WEPA) project development process, which supports and complements public involvement and interagency coordination.

The environmental document is a full-disclosure document which provides a description of the purpose and need for the proposed project, the existing environment, analysis of the anticipated beneficial or adverse environmental effects resulting from the proposed action and potential mitigation measures to address identified effects. This document also allows others the opportunity to provide input and comment on the proposed action, alternatives and environmental impacts. Finally, it provides the decision maker with appropriate information to make a reasoned choice when identifying a preferred alternative.

This environmental document must be read entirely so the reader understands the reasons that one alternative is selected as the preferred alternative over other alternatives considered.

BASIC SHEET 3 – PURPOSE AND NEED

1. Purpose and Need

This bridge removal project is located on Mill Road over Turton Creek. The project is located approximately 2 miles east of the City of Arcadia in Section 34, T21N, R9W, in the Town of Arcadia, Trempealeau County, Wisconsin (See Attachment A - Location Maps). The project area consists of a mixture of residential homes and woodland. Mill Road is 0.2 miles long, classified as a local road, and connects into WI-95 on both ends. In addition, Mill Road is not classified as a bicycle or snowmobile route. Mill Road is not on the National Highway System (NHS) and is not part of a long truck route.

The purpose of the project is to address an existing safety and liability hazard at the existing Mill Road Bridge (P-61-0171). The deteriorating and unsafe bridge is a serious safety hazard and liability problem for the Town of Arcadia.

The need of the project is to address the existing safety concerns, and the structurally deficient and functionally obsolete bridge which is a public nuisance. The existing bridge has been closed to vehicular and pedestrian traffic for many years due to the advanced state of deterioration. Collapse of the bridge could lead to potential injury or loss of life, as well as may damage the dam, jeopardizing its integrity and harming the historic context of the surrounding area.

The project needs which support the project purpose include the following components:

Definition of Structurally Deficient

Bridges are considered structurally deficient if they have been restricted to light vehicles, closed to traffic or require rehabilitation. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" *does not* imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and maintained.



Mill Road Bridge Superstructure Rusting Through

Definition of Functionally Obsolete

A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand, or those that may be occasionally flooded.



Mill Road Bridge over Turton Creek Dam

The existing bridge, P-61-0171, was constructed in 1910 directly above a concrete dam and as part of the Arcadia Mill Complex. It is a 66-foot long single-span, pin-connected, metal, half-hip, Pratt pony truss on stone masonry abutments. The existing clear width on the bridge is 17.7-feet, which is substandard.

The May 16, 2014 inspection of the existing bridge, P-61-0171, indicated that the existing superstructure is rated 1-imminent failure condition, and the substructure and deck are rated 4-poor condition. The steel truss has steel members that have completely rusted through and do not provide structural support. The timber deck is rotting. The stone masonry abutments have deterioration of the joints between stones.

The existing bridge is classified as both structurally deficient and functionally obsolete with a National Bridge Inventory (NBI), bridge sufficiency rating of 27 out of 100. The NBI, bridge sufficiency rating is a method used and accepted by the Federal Highway Administration (FHWA) in evaluating highway bridge data and is calculated from several factors to obtain a numeric value. The result of this method is a score in which 100 would represent an entirely sufficient bridge and 0 an entirely insufficient or deficient bridge.

Structures with sufficiency ratings under 50 are considered for replacement and those with values under 80 are considered for rehabilitation. The NBI is a database, compiled by the FHWA, with information on all bridges and tunnels in the United States that have roads passing above or below.

The existing horizontal alignment consists of a substandard less than 10 MPH curve located just west of the existing bridge.

2. Summary of Alternatives

A. *Do Nothing Alternative*

Under the No Build Alternative, no improvements would be made to the existing structure whose structural elements will continue to erode and eventually fail. In its existing condition, the bridge is a public nuisance and is closed for vehicular and pedestrian traffic. Allowing the structure to remain does not address the purpose and need and allows the bridge to continue to pose safety and liability risks as it continues to deteriorate.

Because of the unsafe and poor condition of the existing structure, the No Build Alternative is neither feasible nor prudent and does not satisfy the purpose and need of the project.

B. *Rehabilitation Alternative*

Under this alternative, the existing Mill Road Bridge (P-61-0171) would be rehabilitated to a functioning structure. This alternative would include structural repairs to the deck, steel trusses, and masonry abutments. However, the rehabilitation work would not extend the bridge's life to WisDOT's targeted 75-year structure design life. The substandard bridge clear width of 17.7 feet would be maintained (24 feet would be standard). The required rehabilitation work would remove nearly all the historic characteristics that make it a contributing element to the East Arcadia Mill Complex, thereby negating the intent of a rehabilitation alternative. Mill Road runs parallel to STH 95 and only provides private resident access to less than 10 individual parcels.

The Rehabilitation Alternative is neither feasible nor prudent due to the inadequate design life of the rehabilitated structure, the substandard bridge width, compromising the historic elements of the structure, and the limited number of residents impacted by the structure's continued closure.

C. *Replacement Alternative*

Under this alternative, the Mill Road Bridge (P-61-0171) would be replaced along with spot improvements along Mill Road. This alternative would replace Mill Road Bridge with a bridge that meets current WisDOT standards. As stated previously, Mill Road runs parallel to STH 95 and serves a small population.

The Replacement Alternative is neither feasible nor prudent due to the limited number of private residences that the bridge would serve.

D. *Removal Alternative (Preferred Alternative)*

Under this proposed alternative, the Mill Road Bridge (P-61-0171) would be removed along with spot improvements along Mill Road. The proposed alignment and profile of Mill Road would match existing. The removal of the existing structure would meet the purpose and need of the project, and will improve the safety of the residents and visitors to the area. Mill Road outlets to STH 95 on both sides of the existing structure, so access to property will be maintained with elimination of the bridge.

Analysis of the potential avoidance alternatives indicated that there are no feasible and prudent alternatives to the proposed action; therefore, the alternative for the removal of the Mill Road Bridge is proposed. See Appendix A for project location map.

3. Description of Proposed Action

The proposed action consists of removing the existing bridge over Turton Creek. The existing structure, P-61-0171, will be removed along the existing alignment. The embankment behind the top of the existing structure abutments will be laid back at a 2.5:1 slope. A portion of the roadway approaches will be re-paved and guardrail will be installed across the roadway on both side of the existing bridge location. The proposed project will be approximately 175 feet long. (See Attachment B – Proposed Plan Sheets).

No additional right-of-way will be acquired for the project.

Mill Road will continue to be closed to traffic during and after construction. No detour will be signed. Alternative routes are available. Additional end of roadway signage and dead end signage will be installed along the roadway as part of the project.

The Wisconsin Department of Transportation (WisDOT) is required to provide oversight of the proposed action because federal transportation program dollars are being incorporated into this local project through WisDOT's Local bridge program. Because of this oversight role, WisDOT invokes its policy to incorporate safe and convenient walking and bicycling accommodations and/or facilities into transportation projects when prudent and feasible. Department

policy (Complete Streets), in conformance with Federal Highway Administration (FHWA) policy, State Statute 84.01(35), Wis. Admin. Code and Connection 2030, requires due consideration be given to bicycle and pedestrian accommodations while evaluating all new construction and reconstruction highway projects, funded in whole or in part from state or federal funds. Since the alternatives analysis has indicated the most feasible and prudent alternative for this project is permanent removal of the bridge and vehicular access, so too is access for both pedestrians and bicycles being removed for the public's safety.

4. Construction and Operational Energy Requirements

Energy consumption related to roadway construction includes energy required by raw materials and equipment to build and maintain the roadway. Operational energy is the direct consumption of fuel by vehicles using the roadway. Fuel usage is affected by vehicle type, roadway grade, speed, and congestion. The no-build alternative requires no construction energy except for periodic roadway maintenance, which would become more frequent in the future. Operation energy would remain at current levels. As the preferred alternative requires some construction activity, more construction energy is used for removing the existing structure than the no-build alternative. However, the energy consumption would be greater in the future if the structure is allowed to fail and needs to be removed from Turton Creek and repairs are needed to the existing dam which resides beneath the existing bridge. The construction energy costs for the preferred alternative lead to long-term savings in future maintenance and repair costs.

5. Land Use Adjoining the Project and Surrounding Area

The land use along the project corridor consists of residential and woodland. The land use in the surrounding area consists of residential, commercial, and parkland properties in the Town of Arcadia (see Attachment C – Land Use Maps).

6. Planning and Zoning

The proposed action is compatible with the Trempealeau County Comprehensive Plan and the Town of Arcadia Comprehensive Plan. Copies of these plans can be found at:
[http://www.trempeleaucounty.com/tchome/landmanagement/documents/informational/COMPLETE_COMPREHENSIVE_P
LAN.pdf](http://www.trempeleaucounty.com/tchome/landmanagement/documents/informational/COMPLETE_COMPREHENSIVE_PLAN.pdf)
<http://www.townofarcadia.net/ComprehensivePlan/ComprehensivePlan.pdf>

The project has been included in the 2017-2020 STIP Project Listing.

7. Indirect Effects and Cumulative Effects

If any of the following boxes are checked, the Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis found in Appendix A of the WisDOT report titled *Guidance for Conducting an Indirect Effects Analysis* must be completed and attached to this environmental document.

An alternative being carried forward for detailed consideration includes;

- ☐ Economic development as a purpose and need element of the proposed project.
- ☐ Construction of one or more new or additional through lanes.
- ☐ Construction of a new interchange or elimination of an existing interchange.
- ☐ Construction of one or more additional ramps or relocation of a ramp lane to a new quadrant on an existing interchange.
- ☐ Changing an at-grade intersection to a grade-separation with no access or a grade-separation to an at-grade intersection.
- ☐ Construction of one or more additional intersections along the mainline created by a new side road access.
- ☐ One or more new access points along a side road within 500' of the mainline.

- ☒ None of the above boxes have been checked, it has therefore been concluded that the proposed action will not result in indirect effects or cumulative effects.
- ☐ The proposed action may result in indirect effects or cumulative effects. The Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis attached as _____ indicates a detailed indirect effects and cumulative effects analysis is not required.
- ☐ The proposed action may result in indirect effects or cumulative effects. It has been determined that a detailed indirect effects and cumulative effects analysis is required. See _____ for the detailed analysis.

8. Environmental Justice

How was information obtained about the presence of populations covered by EO 12898? (check all that apply)	
<input type="checkbox"/> US Census Data	<input type="checkbox"/> Survey Questionnaire
<input type="checkbox"/> Real Estate Company	<input type="checkbox"/> WisDOT Real Estate
<input checked="" type="checkbox"/> Public Involvement Meeting	<input checked="" type="checkbox"/> Local Government
<input type="checkbox"/> Official Plan	<input checked="" type="checkbox"/> Windshield Survey*
<input type="checkbox"/> Human Resources Agency Identify agency: _____ Identify plan, approval authority and date of approval: _____	
<input type="checkbox"/> Other – Identify: _____	

*Conducting only a windshield survey is not sufficient to make a determination regarding whether or not populations are present.

Based on data obtained from the methods above, are populations covered by EO 12898 present in the project area?

- a. ☒ No
 b. ☐ Yes – Factor Sheet B-4 must be completed.

9. Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act

Indicate whether or not issues have been identified or concerns have been expressed related to Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act.

- a. ☒ No – Issues related to the above laws were not identified and concerns were not expressed.
 b. ☐ Yes – Issues related to the above laws were identified and/or concerns were expressed. Explain:

10. Public Involvement

A. Public Meetings

Date (m/d/yyyy)	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. Number of Attendees
10/13/2015	Town of Arcadia	OPM	Arcadia Town Hall	15
9/28/2016	Town of Arcadia	PIM	Arcadia Town Hall	20
12/08/2016	Town of Arcadia	Town Board Meeting	Arcadia Town Hall	15

B. Other methods such as those identified in the Public Involvement Plan and Environmental Justice Plan (if applicable):

None

C. Identify groups that participated in the public involvement process. Include any organizations and special interest groups including but not limited to:

Town of Arcadia, Trempealeau County, and property owners.

D. Indicate plans for additional public involvement, if applicable:

N/A

11. Briefly summarize the results of public involvement.

A. Describe the issues, if any, identified by individuals or groups during the public involvement process:

The following issues were discussed at the operational planning meeting and public involvement meetings: roadway approaches (turnaround options), right-of-way, impacts to adjacent buildings, historical designation, and dam ownership.

B. Briefly describe how the issues identified above were addressed:

The roadway approaches were going to have T-style turnarounds provided to allow municipal traffic, such as snow plows, to turnaround at the dead end. However, the Town decided these turnarounds were unnecessary and created additional historical and right-of-way issues, so they have been eliminated from the design.

With the elimination of the turnarounds, the project no longer needs to acquire right-of-way.

While no buildings need to be removed or relocated due to the project, by removing the existing bridge, the East Arcadia Mill Complex is affected as the bridge is a contributing factor to that historical complex. A Section 4(f) document has been submitted for approval by FHWA stating the most prudent solution is to remove the existing bridge, even though it will constitute a significant use of the East Arcadia Mill Complex.

12. Local/regional/tribal/federal government coordination

A. Identify units of government contacted and provide the date coordination was initiated.

Unit of Government (MPO, RPC, City, County, Village, Town, Tribal, Federal, etc.)	Coordination Correspondence Attached (Yes/No)	Coordination Initiation Date (m/d/yyyy)	Coordination Completion Date (m/d/yyyy)	Comments
Town of Arcadia	No	5/29/2015	Ongoing	OPM was held on 10/13/2015 at Arcadia Town Hall. A PIM was held on 9/28/2016 at Arcadia Town Hall.
Trempealeau County	No	5/29/2015	Ongoing	OPM was held on 10/13/2015 at Arcadia Town Hall. A PIM was held on 9/28/2016 at Arcadia Town Hall.
WisDOT	No	5/29/2015	Ongoing	OPM was held on 10/13/2015 at Arcadia Town Hall. A PIM was held on 9/28/2016 at Arcadia Town Hall.
American Indian Tribes	Yes	3/28/2016	Ongoing	Original tribal letters were mailed 3/28/2016. No responses were received.

B. Describe the issues, if any, identified by units of government during the public involvement process:

Mitigation of the historic complex

C. Briefly describe how the issues identified above were addressed:

Through the Section 4(f) process, it was determined removing the existing structure was still the most prudent solution to addressing the substandard structure. However, turnarounds at the ends of the closed bridge crossing were removed from the design to mitigate the impacts to the aesthetics of the East Arcadia Mill Complex.

D. Indicate any unresolved issues or ongoing discussions:

None

13. Public Hearing Requirement

☐ This document is an Environmental Assessment.

☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,

☐ A Public Hearing **will be** held.

☒ This document is a Type 2c Categorical Exclusion / Environmental Report.

☐ A substantial amount of right-of-way **will** be acquired.

☐ The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.

☐ The proposed action **will** have a substantial adverse impact on abutting property.

☐ The proposed action **will** have other substantial social, economic, environmental effects.

☐ The department has made a determination that a public hearing is in the public interest.

☒ None of the above boxes have been checked, it has therefore been concluded that a Notice of Opportunity to Request a Public Hearing **will not** be published and a Public Hearing **is not** required, or,

☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,

☐ A Public Hearing **will be** held.

Note: For federally-funded projects, FHWA signature of this environmental document indicates concurrence with the department's Public Hearing requirement determination.

BASIC SHEET 4 – TRAFFIC SUMMARY MATRIX

The asterisk (*) indicates which is the preferred or recommended alternative.

	ALTERNATIVES/SECTIONS					
	No Build	B	C	D*		
TRAFFIC VOLUMES						
Base Yr. AADT Yr. 2017	<100	<100	<100	<100		
Const. Yr. AADT Yr. 2018	<100	<100	<100	<100		
Const. Plus 10 Yr. AADT Yr. 2028	<100	<100	<100	<100		
Design Yr. AADT Yr. 2038	<100	<100	<100	<100		
DHV Yr. 2018	10	10	10	10		
TRAFFIC FACTORS						
K [<input type="checkbox"/> 30 / <input type="checkbox"/> 100 / <input type="checkbox"/> 250] (%)	--%	--%	--%	--%		
D (%)	50/50%	50/50%	50/50%	50/50%		
Design Year T (% of AADT)	5%	5%	5%	5%		
T (% of DHV)	--%	--%	--%	--%		
Level of Service	A	A	A	A		
SPEEDS						
Existing Posted	55 MPH (statutory)	55 MPH (statutory)	55 MPH (statutory)	55 MPH (statutory)		
Future Posted	55 MPH (statutory)	55 MPH (statutory)	55 MPH (statutory)	55 MPH (statutory)		
Design Year Project Design Speed	10	10	10	10		
OTHER (specify)						
P (% of AADT)						
K ₈ (% OF AADT)						
Other						

AADT = Annual Average Daily Traffic

K [_{30/100/200}] : K₃₀ = Interstate, K₁₀₀ = Rural, K₂₅₀ = Urban, % = AADT in DHV

T = Trucks

K₈ = % AADT occurring in the average of the 8 highest consecutive hours of traffic on an average day (required only if CO analysis is required).

DHV = Design Hourly Volume

D = % DHV in predominate direction of travel

P = % AADT in peak hour

1. Identify the agency that generated the data included in the Traffic Summary Matrix.
Town of Arcadia
2. Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed.
N/A
3. Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix.
N/A
4. If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT.
N/A

BASIC SHEET 5 – AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Region Real Estate Section	<input checked="" type="checkbox"/> No	N/A	Coordination is not required because there will be no Fee, PLE or TLE acquisitions.
	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes <input type="checkbox"/> No	Coordination has been completed. Project effects and relocation assistance have been addressed. A Conceptual Stage Relocation Plan is attached as . Evidence of coordination is not required when no inhabited houses or active businesses will be acquired.
Bureau of Aeronautics	<input checked="" type="checkbox"/> No	N/A	Coordination is not required. The project is not located within 5 miles of a public or military use airport.
	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes <input type="checkbox"/> No	Coordination has been completed and project effects have been addressed. Explain:
Railroads and Harbors Section	<input checked="" type="checkbox"/> No	N/A	Coordination is not required because no railways or harbors are in or planned for the project area.
	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes <input type="checkbox"/> No	Coordination has been completed and project effects have been addressed. Explain:
STATE AGENCY			
Natural Resources (DNR)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Coordination was sent to WDNR throughout the project development. Preliminary Concurrence was granted on 6/24/2016. Coordination is on-going. Final Concurrence is pending final plans and specifications. See attached letter, Attachment D.
State Historic Preservation Office (SHPO)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Section 106 Review was approved by SHPO on 6/28/2016. SHPO concluded eligible properties may be affected by the project and to proceed with Documentation of Consultation and Section 106 Memorandum of Agreement. Memorandum of Agreement was approved by SHPO on 5/26/2017. See Attachment E.
Agriculture (DATCP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No DATCP Coordination required, no farmland will be affected by this project. Town Roads are exempt from DATCP Coordination.
Other (identify)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	None
FEDERAL AGENCY			
U.S. Army Corps of Engineers (USACE)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No USACE coordination needed. No work in Turton Creek or adjacent wetlands.
U.S. Fish and Wildlife Service (USFWS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	A list of threatened and endangered species that may occur in the project location was received 2/6/2017. The Project Submittal Form regarding programmatic information consultation for the Indiana Bat and Northern Long-eared Bat was sent to the USFWS on 2/6/2017. See Attachment F for USFWS correspondence and other documents.
Natural Resources Conservation Service (NRCS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No coordination required for this project. No farmland will be affected by this project. The lands are not a part of a Wetland Reserve Program.
U.S. National Park Service (NPS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No coordination required for this project.
U.S. Coast Guard (USCG)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Coordination initiated on June 5, 2017. Finding of no effect on June 14, 2017.
U.S. Environmental Protection Agency (EPA)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No coordination required for this project.

Advisory Council on Historic Preservation (ACHP)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4(f) MOA coordination will be performed by FHWA.
Other (identify) Federal Highway Administration (FHWA) US Department of the Interior	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Section 4(f) evaluation approved by FHWA on October 3, 2017 (See attachment J).</p> <p>The US Department of the Interior concurred with the determination that there is no feasible or prudent alternative to the removal of the Mill Road Bridge on August 18, 2017 (See attachment J).</p>
SOVEREIGN NATIONS			
American Indian Tribes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	Native American Tribes were sent letters on 3/28/2016 asking for comments. No response letters were received.

BASIC SHEET 6 – ALTERNATIVES COMPARISON MATRIX

All estimates including costs are based on conditions described in this document at the time of preparation in the year of expenditure (YOE). Additional agency or public involvement may change these estimates in the future.

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections					
		No Build ¹	B	C	D		
Project Length	Miles	0	0.019	0.070	0.070		
PRELIMINARY COST ESTIMATE (YOE)							
Construction	Million \$	0	0.40	0.50	0.095		
Real Estate	Million \$	0	0	0	0		
TOTAL	Million \$	0	0.40	0.50	0.095		
LAND CONVERSIONS							
Total Area Converted to ROW	Acres	0	0	0	0		
REAL ESTATE							
Number of Farms Affected	Number	0	0	0	0		
Total Area Required From Farm Operations	Acres	0	0	0	0		
AIS Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Farmland Rating	Score	N/A	N/A	N/A	N/A		
Total Buildings Required	Number	0	0	0	0		
Housing Units Required	Number	0	0	0	0		
Commercial Units Required	Number	0	0	0	0		
Other Buildings or Structures Required	Number & Type	0	0	0	0		
ENVIRONMENTAL FACTORS							
Indirect Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Cumulative Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Environmental Justice Populations		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
National Register Eligible Historic Structures in the Area of Potential Effect	Number	1	1	1	1		
National Register Eligible Archeological Sites in the Area of Potential Effect	Number	0	0	0	0		
Burial Site Protection (authorization required)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
106 MOA Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 4(f) Evaluation Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 6(f) Land Conversion Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Flood Plain		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Unique Upland Habitat Identified		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Total Wetlands Filled	Acres	0	0	0	0		
Stream Crossings	Number	1	1	1	1		
Threatened/Endangered Species		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Noise Analysis Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Receptors Impacted	Number	N/A	N/A	N/A	N/A		
Contaminated Sites	Number	0	0	0	0		

¹The estimated cost of routine maintenance through the design year should be included in the "Construction" box for the No Build alternative.

BASIC SHEET 7 – EIS SIGNIFICANCE CRITERIA

In determining whether a proposed action is a “major action significantly affecting the quality of the human environment,” the proposed action must be assessed in light of the following criteria (1) if significant impact(s) will result, the preparation of an environmental impact statement (EIS) should commence immediately. Indicate whether the issue listed below is a concern for the proposed action or alternative and (2) if the issue is a concern, explain how it is to be addressed or where it is addressed in the environmental document.

1. Will the proposed action stimulate substantial indirect environmental effects?

- ☒ No
☐ Yes – Explain or indicate where addressed.

2. Will the proposed action contribute to cumulative effects of repeated actions?

- ☒ No
☐ Yes – Explain or indicate where addressed.

3. Will the creation of a new environmental effect result from this proposed action?

- ☒ No
☐ Yes – Explain or indicate where addressed.

4. Will the proposed action impact geographically scarce resources?

- ☒ No
☐ Yes – Explain or indicate where addressed.

5. Will the proposed action have a precedent-setting nature?

- ☒ No
☐ Yes – Explain or indicate where addressed.

6. Is the degree of controversy associated with the proposed action high?

- ☒ No
☐ Yes – Explain or indicate where addressed.

7. Will the proposed action be in conflict with official agency plans or local, state, tribal, or national policies, including conflicts resulting from potential effects of transportation on land use and transportation demand?

- ☒ No
☐ Yes – Explain or indicate where addressed.

BASIC SHEET 8 – ENVIRONMENTAL COMMITMENTS

Attach a copy of this page to the design study report and the PS&E submittal package.

Factor Sheet	Commitment (If none, include "No special or supplemental commitments required.")
A-1 General Economics	No Commitments Needed
A-2 Business	No Commitments Needed
A-3 Agriculture	No Commitments Needed
B-1 Community or Residential	No Commitments Needed
B-2 Indirect Effects	No Commitments Needed
B-3 Cumulative Effects	No Commitments Needed
B-4 Environmental Justice	No Commitments Needed
B-5 Historic Resources	<p>Commitments Made:</p> <p>Stipulation 1: Within 90 days of the Memorandum of Agreement (MOA) execution, WisDOT will draft a letter to the property owner of the Mill Complex to confirm their interest in pursuing a National Register Nomination (Nomination) for the property. The property owner will have 45 days to respond. If the owner declines Nomination, WisDOT will pursue Stipulation 2. If the owner elects to pursue Nomination, WisDOT will prepare a Nomination for the East Arcadia Roller Mill.</p> <p>Stipulation 2: If the owner declines listing the Mill Complex in the National Register, WisDOT will prepare a survey and context of water-powered mills of Trempealeau County and the surrounding counties.</p> <p>The WisDOT Construction Supervisor, Region Environmental Coordinator, and Environmental Services Section will assure fulfillment of these commitments.</p>
B-6 Archaeological/Burial Sites	No Commitments Needed
B-7 Tribal Coordination/Consultation	No Commitments Needed
B-8 Section 4(f) and 6(f) or Other Unique Areas	On October 3, 2017, FHWA concurred with the determination that there is no feasible or prudent alternative to the use of the Section 4(f) resource, and that the action incorporates all possible planning to minimize harm.
B-9 Aesthetics	No Commitments Needed
C-1 Wetlands	No Commitments Needed

C-2 Rivers, Streams and Floodplains	<p>Turton Creek is classified as a Class II waterway below the dam. Best management practices should be used to protect the integrity of the stream and riparian areas.</p> <p>All equipment coming into contact with surface waters must be properly cleaned and disinfected to address the spread of invasive species and viruses. If equipment comes into contact with surface waters, contractors should follow <i>STSP 107-055 Environmental Protection, Aquatic Species Control</i>.</p> <p>Due to the unique circumstances of a dam structure within close proximity to the structure removal, <i>STSP 203-025 Removing Old Structure over Waterway with Debris Capture System</i> should be utilized for this project.</p> <p>The WisDOT Construction Supervisor will assure fulfillment of these commitments.</p>
C-3 Lakes or other Open Water	No Commitments Needed
C-4 Groundwater, Wells and Springs	No Commitments Needed
C-5 Upland Wildlife and Habitat	No Commitments Needed
C-6 Coastal Zones	No Commitments Needed
C-7 Threatened and Endangered Species	<p>There may be migratory birds nesting on the existing structure. If nesting is verified, project should use measures to prevent nesting during the non-nesting season, August 30 to May 1.</p> <p>The Standard Special Provision for the Northern Long-eared Bats and the Rusty Patched Bumble Bee will be included in the contract.</p> <p>The above commitments will be included in the plans, special provisions, and/or the ECIP. The Construction Supervisor will assure fulfillment of this commitment.</p>
D-1 Air Quality	<p>No Commitments Needed.</p> <p>The project is exempt from permit requirements per Wisconsin Administrative Code – NR 411 criteria.</p>
D-2 Construction Stage Sound Quality	WisDOT Standard Specification 107.8(6) and 108.7.1 will apply.
D-3 Traffic Noise	No Commitments Needed
D-4 Hazardous Substances or Contamination	<p>No asbestos-containing material has been found on this structure. Standard Special Provision 107-125 (Notice to Contractor, Notification of Demolition and/or Renovation No Asbestos Found) will be included in the plans. The contractor will be responsible for completion of the Notification of Demolition and/or Renovation (WisDNR form 4500-113). A copy of the inspection report is available from the regional office.</p> <p>A Phase I Hazardous Materials Assessment Site Summary was completed and there is no reason to suspect contamination in the area of the project.</p> <p>The Construction Supervisor will assure fulfillment of these commitments.</p>
D-5 Storm Water	No Commitments Needed

D-6 Erosion Control	<p>Commitments Made: Per WisDNR recommendation, biodegradable and non-netted erosion mat should be used (Class I Type A Urban, Class I Type B Urban, or Class II Type C).</p> <p>Erosion control measures will be coordinated through the WisDOT/WisDNR liaison process. The design staff will ensure the appropriate provisions and details are included in the plans and specifications and the construction engineer will ensure that proper erosion control measures are implemented to control runoff during construction. The Contractor's Erosion Control Implementation Plan (ECIP) will be provided at least 14 days prior to the preconstruction conference for this project.</p> <p>The WisDOT Construction Supervisor will assure fulfillment of this commitment.</p>
E- Other	

BASIC SHEET 9 – ENVIRONMENTAL FACTORS MATRIX (check all that apply)

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
A. ECONOMIC FACTORS <i>Factor Sheet A-1, General Economics, must be included if Factor Sheet A-2 or A-3 is completed.</i>					
A-1 General Economics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
A-2 Business	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
A-3 Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
B-2 Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
B-3 Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
B-4 Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<i>For B-5 through B-8, if any of these resources are present on the project, involve the REC early because of possible project schedule implications.</i>					
B-5 Historic Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
B-6 Archaeological/Burial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
B-7 Tribal Coordination /Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
B-8 Section 4(f) and 6(f) or Other Unique Areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
B-9 Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
C. NATURAL RESOURCE FACTORS					
C-1 Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
C-2 Rivers, Streams and Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
C-3 Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
C-4 Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
C-6 Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
C-7 Threatened and Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
D. PHYSICAL FACTORS					
D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
D-2 Construction Stage Sound Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
D-3 Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
D-4 Hazardous Substances or Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
D-5 Stormwater	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
D-6 Erosion Control and Sediment Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
E. OTHER FACTORS					
E-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

HISTORIC RESOURCES EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-5

Alternative D – Bridge Removal	Total Length of Center Line of Existing Roadway 175 feet Length of This Alternative 175 feet
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

Section 106 Form or other documentation, with all necessary approvals, must be attached to the Environmental Document for all projects.

1. Parties contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Property Owner	12/23/2015		X	<input type="checkbox"/>
Native American Tribes	03/28/2016	X		<input checked="" type="checkbox"/>
Town of Arcadia	10/13/2015		X	<input checked="" type="checkbox"/>
Trempealeau County Historical Society	03/25/2016		X	<input type="checkbox"/>
Town of Arcadia Historical Society	03/28/2016		X	<input type="checkbox"/>

2. Property Name: East Arcadia Mill Complex

3. Location: Mill Road, Town of Arcadia, Trempealeau County, WI

4. Use: Bridge

5. Property type:

- ☐ Bridge
☐ Building
☐ Historic District
☒ Other: Historic Complex

6. Property Designations:

- ☐ National Historic Landmark (NHL)
☒ National Register of Historic Places (NRHP)
☐ State Register of Historic Places
☐ Local Registry
☐ Tribal Registry

7. A Determination of Eligibility (DOE) has been prepared:

- ☐ No - Property is already on NRHP or NHL.
☒ Yes - DOE prepared.
☐ Other: _____

8. Describe the significance of the structures and/or buildings:

The project consists of removing the existing bridge within the East Arcadia Mill Complex. The East Arcadia Mill was constructed in 1900 and is a two-story, side gable, vernacular gristmill that is the only extant water-powered mill remaining in the community. The East Arcadia Mill complex is eligible for the National Register of Historic Places, and the mill building, shed, schoolhouse, dam, and bridge are all contributing features to the historic complex.

9. In compliance with the requirements of Section 106, of the National Historic Preservation Act, the proposed project's effects on the historic property, (e.g., structure or building) have been evaluated in the following report, a copy of which is:

- ☐ In the project file, or
☒ Attached to this document:
☐ Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
☐ Documentation for determination of no adverse or conditional no adverse effect to historic properties.

- ☒ Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.
☐ No. Consultation about effects is continuing.
☒ Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

Stipulation 1: Within 90 days of the Memorandum of Agreement (MOA) execution, WisDOT will draft a letter to the property owner of the Mill Complex to confirm their interest in pursuing a National Register Nomination (Nomination) for the property. The property owner will have 45 days to respond. If the owner declines Nomination, WisDOT will pursue Stipulation 2. If the owner elects to pursue Nomination, WisDOT will prepare a Nomination for the East Arcadia Roller Mill.

Stipulation 2: If the owner declines listing the Mill Complex in the National Register, WisDOT will prepare a survey and context of water-powered mills of Trempealeau County and the surrounding counties.

10. Do FHWA requirements for Section 4(f) apply to the project's use of the historic property?

- ☐ No
☐ Project is not federally funded.
☐ No right-of-way or Permanent Limited Easements will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP.
☐ Right-of-way will be acquired from the NRHP property but a *de minimus* finding has been proposed.
☐ Other – Explain:
☒ Yes – Complete Factor Sheet B-8, Section 4(f) and 6(f) or other Unique Areas.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative D – Bridge Removal	Total Length of Center Line of Existing Roadway 175 feet Length of This Alternative 175 feet
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Property Name: Mill Road Bridge**2. Location: Town of Arcadia, Trempealeau County, WI****3. Ownership or Administration: Town of Arcadia****4. Type of Resource:**

- ☐ Public Park.
- ☐ Recreational lands.
- ☐ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☐ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☒ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☐ Other – Identify: _____

5. Do FHWA requirements for section 4(f) apply to the project's use of the property?

- ☐ No - Check all that apply:
 - ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☐ Other - Explain: _____
- ☒ Yes - Check all that apply:
 - ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☐ Park minor involvement.
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property. Explain: _____
 - ☒ Full 4(f) evaluation approved on October 3, 2017.

6. Was special funding used to acquire the land or to make improvements on the property?

- ☒ No - Special funding was not used for the acquisition of this property.
- ☐ Yes:
 - ☐ s.6(f) LWCF (Formerly LAWCON).
 - ☐ Dingell-Johnson (D/J funds).
 - ☐ Pittman-Robertson (P/R funds).
 - ☐ Other – Describe: _____

7. Describe the significance of the property:

For other unique areas, include or attach statements of significance from officials having jurisdiction.

The project consists of removing the existing bridge within the East Arcadia Mill Complex. The East Arcadia Mill was constructed in 1900 and is a two-story, side gable, vernacular gristmill that is the only extant water-powered mill remaining in the community. The East Arcadia Mill complex is eligible for the National Register of Historic Places, and the mill building, shed, schoolhouse, dam, and bridge are all contributing features to the historic complex.

See Attachment J – Section 4(f) Determination and Approval

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

Under the preferred alternative, impacts on the Section 4(f) property include removal of the existing Mill Road Bridge over Turton Creek. See Attachment B – Proposed Plan Sheets.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:

1. Do nothing alternative.

Under the No Build Alternative, no improvements would be made to the existing structure whose structural elements will continue to erode and eventually fail. In its existing condition, the bridge is closed for vehicular and pedestrian traffic. Allowing the structure to remain does not address the purpose and need and allows the bridge to continue to pose safety and liability risks as it continues to deteriorate.

2. Improvement without using the 4(f) lands.

See "Do Nothing Alternative"

3. Alternatives on new location.

Rehabilitation Alternative

Under this alternative, the existing Mill Road Bridge (P-61-0171) would be rehabilitated to a functioning structure. This alternative would include structural repairs to the deck, steel trusses, and masonry abutments. However, the rehabilitation work would not extend the bridge's life to WisDOT's targeted 75-year structure design life. The substandard bridge clear width of 17.7 feet would be maintained (24 feet would be standard). Additionally, bridge rehabilitation efforts would cost upwards of \$400,000. The required rehabilitation work would remove nearly all the historic characteristics that make it a contributing element to the East Arcadia Mill Complex, thereby negating the intent of a rehabilitation alternative. Mill Road runs parallel to STH 95 and only provides private resident access to less than 10 individual parcels.

Replacement Alternative

Under this alternative, the Mill Road Bridge (P-61-0171) would be replaced along with spot improvements along Mill Road. This alternative would replace Mill Road Bridge with a bridge that meets current WisDOT standards. As stated previously, Mill Road runs parallel to STH 95 and serves a small population, and the cost to remove the bridge is approximately \$500,000.

Removal Alternative (Preferred)

Under this proposed alternative, the Mill Road Bridge (P-61-0171) would be removed along with spot improvements along Mill Road. The estimated project cost would be \$95,000. The proposed alignment and profile of Mill Road would match existing. The removal of the existing structure would meet the purpose and need of the project, and will improve the safety of the residents and visitors to the area.

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☐ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☐ Restoration and landscaping of disturbed areas.

- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☐ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:

- ☒ Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below:

Stipulation 1: Within 90 days of the Memorandum of Agreement (MOA) execution, WisDOT will draft a letter to the property owner of the Mill Complex to confirm their interest in pursuing a National Register Nomination (Nomination) for the property. The property owner will have 45 days to respond. If the owner declines Nomination, WisDOT will pursue Stipulation 2. If the owner elects to pursue Nomination, WisDOT will prepare a Nomination for the East Arcadia Roller Mill.

Stipulation 2: If the owner declines listing the Mill Complex in the National Register, WisDOT will prepare a survey and context of water-powered mills of Trempealeau County and the surrounding counties

- ☐ Other – Describe:

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

Public Involvement Meetings were held on September 28, 2016 and December 8, 2016 to present the proposed project and solicit input. The Town of Arcadia, Trempealeau County, and local residents were in attendance. Those present were concerned about the turnaround options at the removed bridge. Input from public meetings led to the removal of T-turnarounds from the project design.

Letters were sent to the Bureau of Indian Affairs and potentially affected Native American tribes in the area on March 28, 2016. No responses were received.

The Trempealeau County Historical Society was contacted. The latest date of correspondence is March 25, 2016.

The Town of Arcadia Historical Society was contacted by both Ayres Associates and Mead & Hunt. The latest date of correspondence is September 15, 2016.

Initial WisDNR concurrence was dated June 24, 2016. Final concurrence is pending review of the final plans and specifications.

Project ID 7276-00-02/72
T Arcadia, Mill Road
Turton Creek Bridge Elimination P610171
Town Road
Trempealeau County

ATTACHMENTS

Attachment A, Project Location Maps

Attachment B, Proposed Plan Sheets

Attachment C, Land Use Map

Attachment D, Department of Natural Resources Correspondence

Attachment E, Section 106 Review

Attachment F, US Fish & Wildlife Correspondence

Attachment G, Tribal Correspondence

Attachment H, Hazardous Materials Site Summary Form

Attachment I, US Coast Guard Coordination

Attachment J, Section 4(f) Determination and Approval

Attachment A

Project Location Maps

T ARCADIA, MILL ROAD

TURTON CREEK BRIDGE ELIMINATION P610171

TOWN ROAD

TREMPEALEAU COUNTY

STATE PROJECT NUMBER

7276-00-72

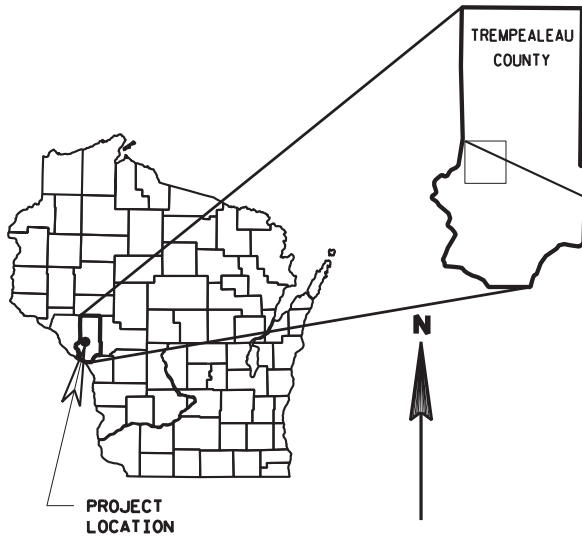
STRUCTURE P-61-0171

R-9-W | R-8-W

END PROJECT
STA.

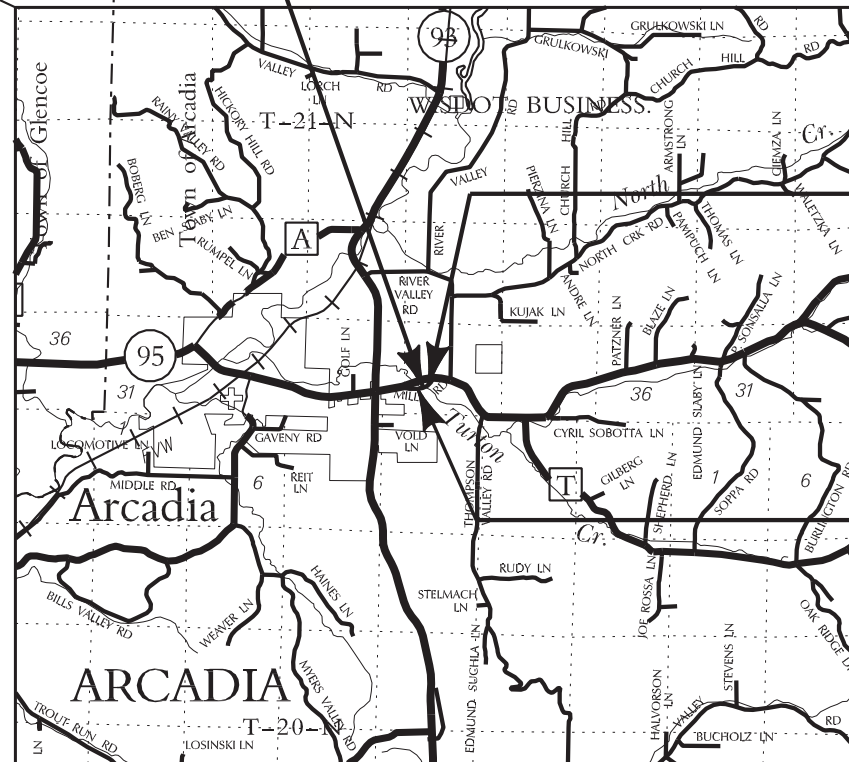
T-21-N
T-20-N

BEGIN PROJECT
STA.



PROJECT
LOCATION

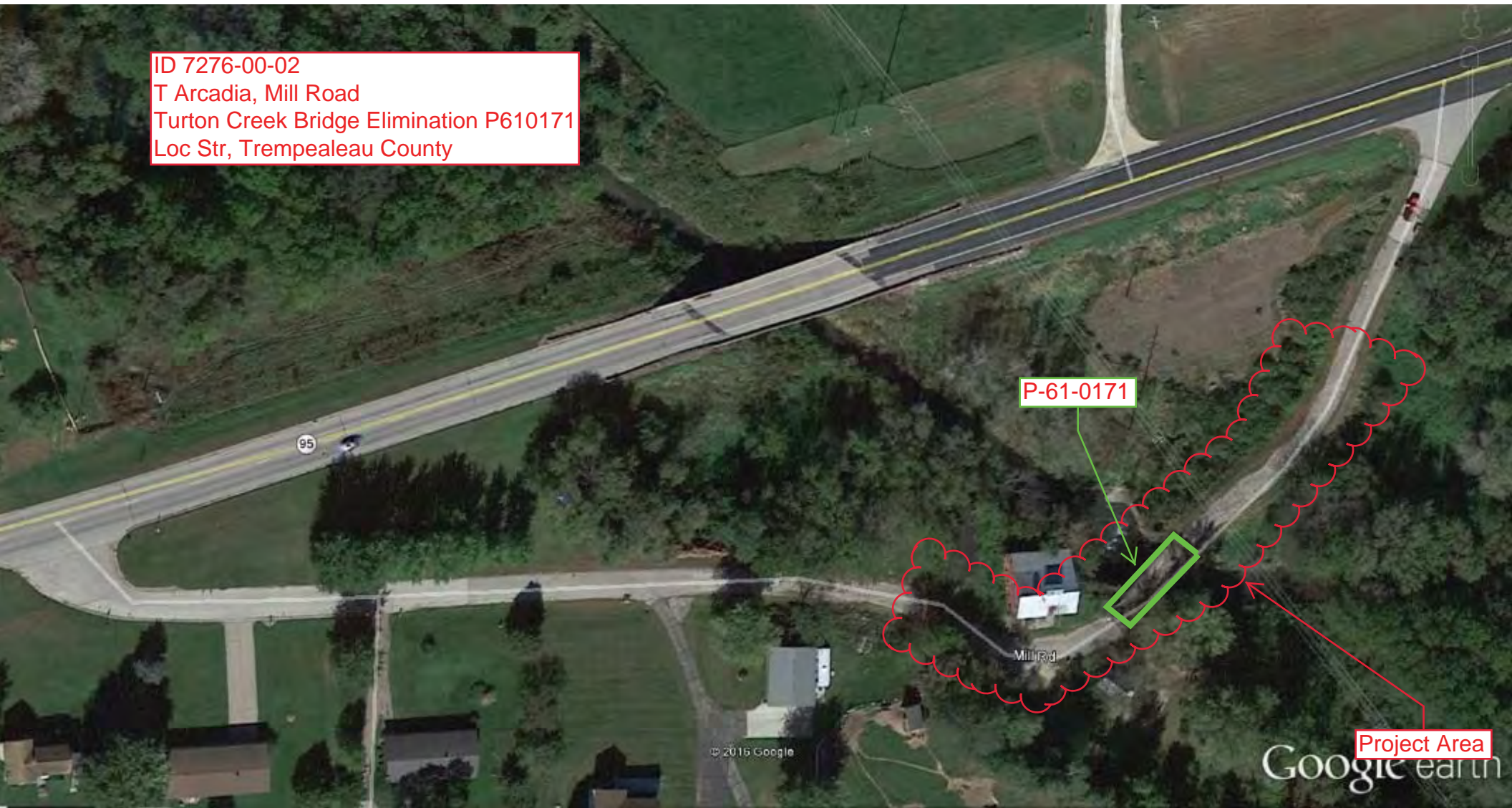
BUFFALO CO.
TREMPEALEAU CO.



LAYOUT

SCALE 0 1 MI.

ID 7276-00-02
T Arcadia, Mill Road
Turton Creek Bridge Elimination P610171
Loc Str, Trempealeau County



P-61-0171

Project Area

© 2015 Google

Google earth

Attachment B

Proposed Plan Sheets

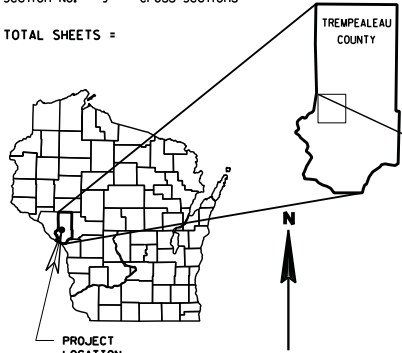
PROJECT ID: 7276-00-72
WITH: N/A

COUNTY: TREMPEALEAU

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. | 7 | Sign Plates |
| Section No. | 8 | Structure Plans |
| Section No. | 9 | Computer Earthwork Data |
| Section No. | 9 | Cross Sections |

TOTAL SHEETS =



DESIGN DESIGNATION

- | | | |
|---------------|---|-------|
| A.D.T. (2018) | = | <100 |
| A.D.T. (2038) | = | <100 |
| D.H.V. | = | 10 |
| D. | = | 50/50 |
| T. | = | 5% |
| DESIGN SPEED | = | N/A |
| ESALS | = | N/A |

CONVENTIONAL SYMBOLS

- PLAN
- | | |
|--------------------------------|-----------|
| CORPORATE LIMITS | |
| PROPERTY LINE | PL + 58.1 |
| 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 | CAUTION |
| HIGH VOLTAGE | CAUTION |
| 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 | --- |
| FIBER OPTIC | --- |
| GAS | --- |
| SANITARY SEWER | --- |
| STORM SEWER | --- |
| TELEPHONE | --- |
| WATER | --- |
| UTILITY PEDESTAL | --- |
| POWER POLE | --- |
| TELEPHONE POLE | --- |

BUFFALO CO. TREMPEALEAU CO.

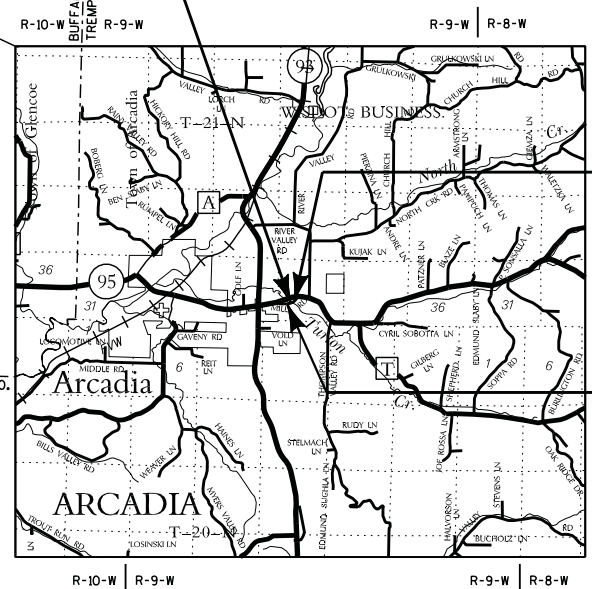
- OH
E
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SAN
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Y
Z

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.033 MI.

STATE PROJECT NUMBER
7276-00-72

STRUCTURE P-61-171



END PROJECT

STA. 10+75
Y + 397447.19
X + 817471.36

T-21-N
T-20-N

BEGIN PROJECT

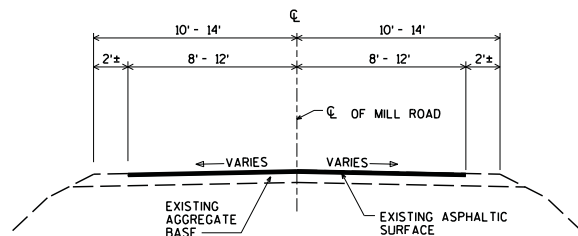
STA. 9+00
Y + 397341.58
X + 817337.83

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), TREMPEALEAU COUNTY

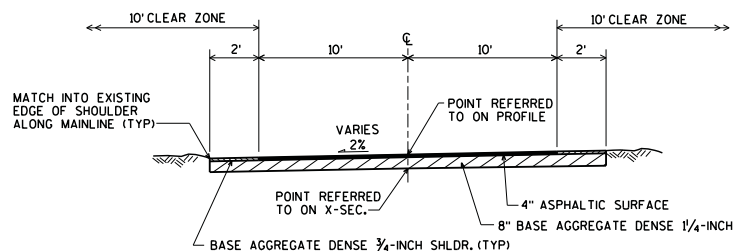
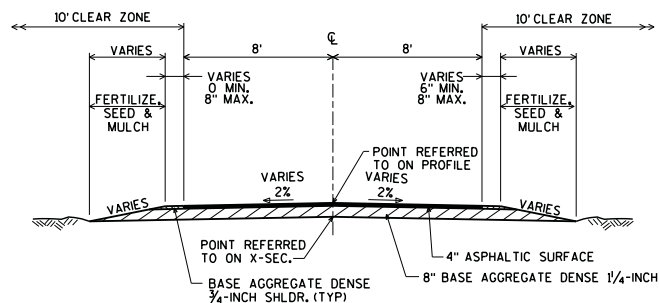
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
T ARCADIA, MILL ROAD
TURTON CREEK BRIDGE ELIMINATION P610171
LOC STR
TREMPEALEAU COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7276-00-72		

ACCEPTED FOR	
County	Trempealeau
Date	Highway Commissioner
ORIGINAL PLANS PREPARED BY	
AYRES ASSOCIATES 3433 Oakwood Hills Parkway Eau Claire, WI 54701 www.AyresAssociates.com	
DATE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	AYRES ASSOCIATES INC
Designer	AYRES ASSOCIATES INC
Management Consultant KNIGHT EA	
C.O. Examiner	
APPROVED FOR THE DEPARTMENT	
DATE:	Management Consultant Signature



TYPICAL EXISTING SECTION

TYPICAL FINISHED SECTION
(SOUTH APPROACH)TYPICAL FINISHED SECTION
(NORTH APPROACH)

GENERAL NOTES

EROSION CONTROL ITEMS TO BE PLACED AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.

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

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

THE DEPARTMENT OF TRANSPORTATION WILL FURNISH THE CONTRACTOR WITH A MONUMENT TO BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCLUSIVE OF THE ROADBED, SHALL BE FERTILIZED, SEEDED, AND MULCHED AS DIRECTED BY THE ENGINEER.

SEED MIXTURE NO. 20 AND SEEDING TEMPORARY SHALL BE USED IN THE PROJECT AND SHALL BE PLACED AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM (NAVD) 1988, 2012 ADJUSTMENT.

ASPHALTIC SURFACE SHALL BE CONSTRUCTED WITH A 2" UPPER LAYER AND A 2" LOWER LAYER. ASPHALTIC SURFACE SHALL USE 12.5 mm (1/2 in.) NOMINAL AGGREGATE SIZE.

UTILITIES

RIVERLAND ENERGY COOPERATIVE
P.O. BOX 277
ARCADIA, WI 54612
ATTN: DOUG GERRITTS
608-323-3381
dgerritts@riverlandenergy.com

DAIRYLAND POWER COOPERATIVE
3200 EAST AVENUE SOUTH
P.O. BOX 817
LA CROSSE, WI 54602
ATTN: JANE EGGEN
608-787-1248
jme@dairynet.com

ABBREVIATIONS

AC	ACRES
CHIS	CHISELED
CL	CENTERLINE
COR	CORNER
CWT	COUNT
CY	CUBIC YARD
EL	ELEVATION
GAL	GALLON
H	HOUSE
IP	IRON PIPE
LB	POUND
LF	LINEAR FEET
LS	LUMP SUM
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
MON	MONUMENT
NORM	NORMAL
OAL	OVERALL LENGTH
PC	POINT OF CURVATURE
PD	PEDESTAL
PI	POINT OF INTERSECTION
PK	PARKER-KALON
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
PP	POWER POLE
PT	POINT OF TANGENCY
R	RADIUS
REQ'D	REQUIRED
RT	RIGHT
R/W	RIGHT-OF-WAY
SF	SQUARE FEET
SHLDR	SHOULDER
STA	STATION
SY	SQUARE YARD
TLE	TEMPORARY LIMITED EASEMENT
VAR	VARIES
WL	WELL

* * DENOTES UTILITIES THAT ARE NOT DIGGERS HOTLINE MEMBERS

DIGGERS HOTLINE

Dial 811 or (800)242-8511

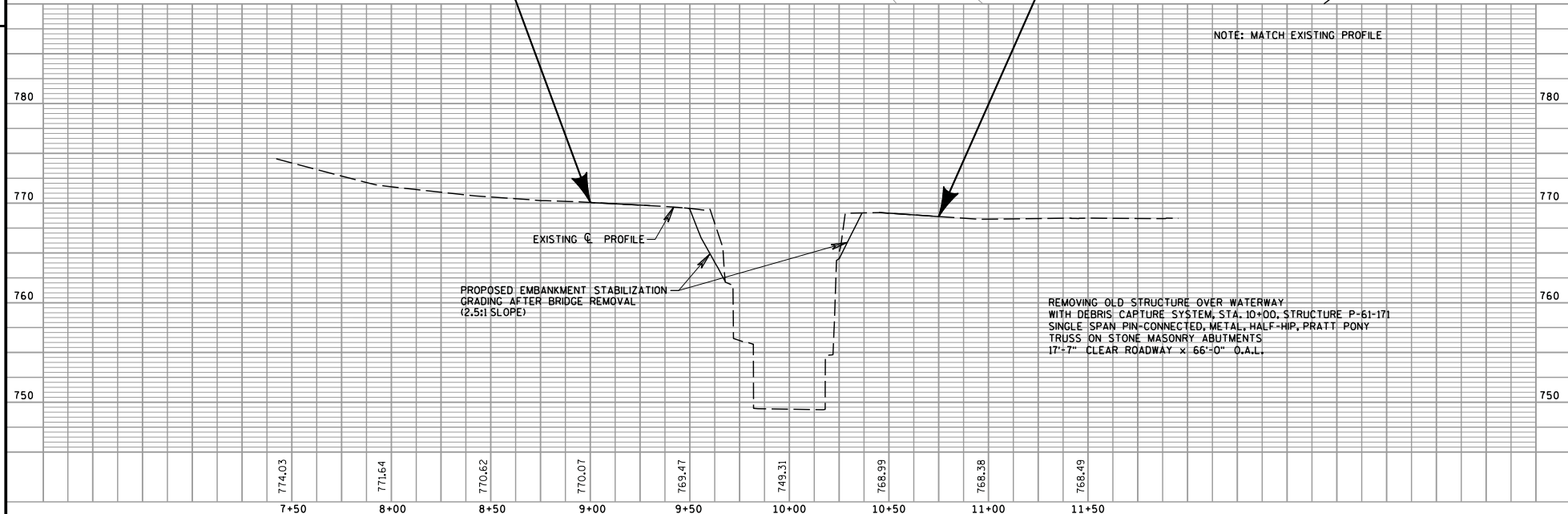
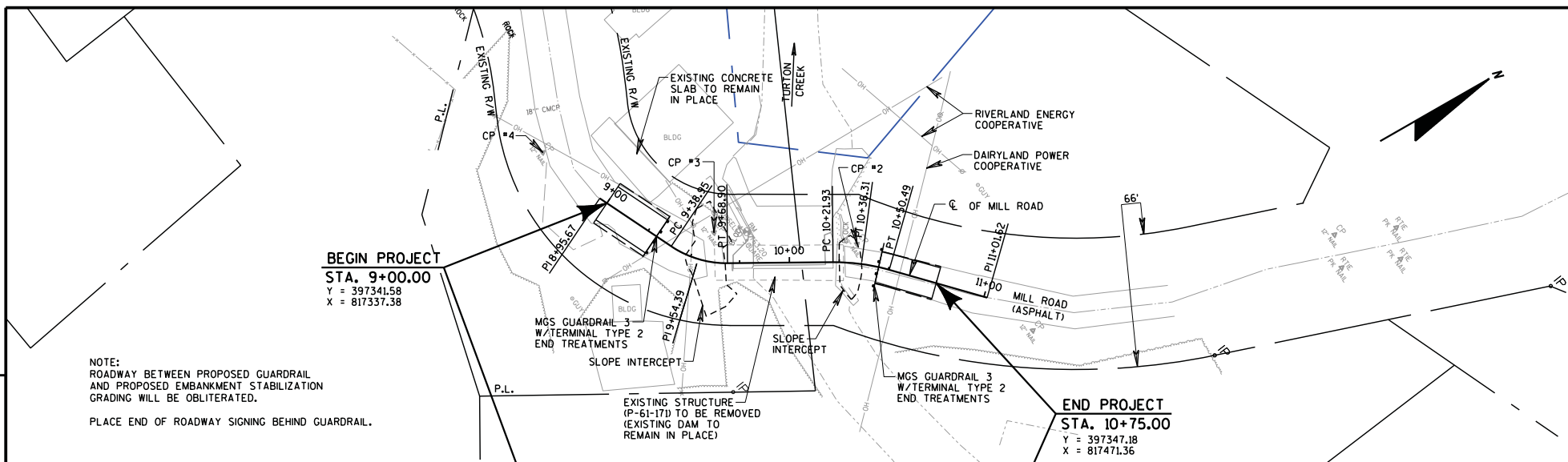
www.DiggersHotline.com

WISCONSIN DEPARTMENT OF
NATURAL RESOURCES CONTACT:

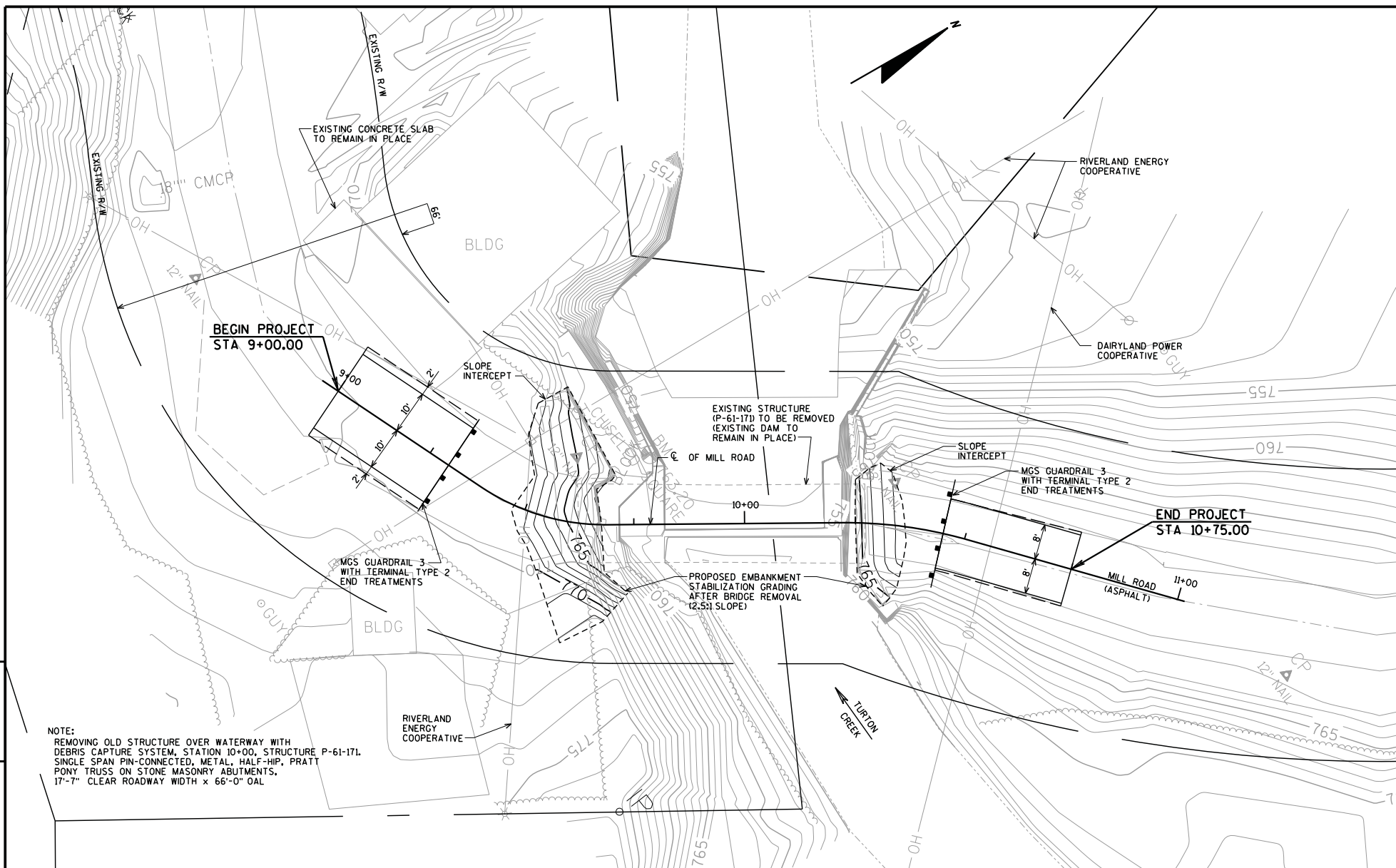
KAREN KALVELAGE
3550 MORMON COULEE RD.
LACROSSE, WI. 54601
608-785-9115
karen.kalvelage@wisconsin.gov

DESIGNER

AYRES ASSOCIATES
3433 OAKWOOD HILLS PARKWAY
EAU CLAIRE, WI 54701
ATTN: DANIEL N. SYDOW
715-834-3161
sydowd@AyresAssociates.com



PROJECT NO: 7276-00-72	HWY: MILL ROAD	COUNTY: TREMPLEAU	PLAN AND PROFILE	SCALE, FEET 0 25 50	SHEET	E
------------------------	----------------	-------------------	------------------	---------------------	-------	---



PROJECT NO: 7276-00-72

HWY: MILL ROAD

COUNTY: TREMPLEALEU

CONTOUR MAP

SCALE, FEET

SHEET

E

V:\Structures\EC\42-0997.00 - Trempealeau Co, Tr Arcadia, Mill Road\RDWY420997 csh.dgn

PENTABLE:eau.shd.utill.tbl

carrie

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


WISDOT/CADD'S SHEET 42

Attachment C

Land Use Map

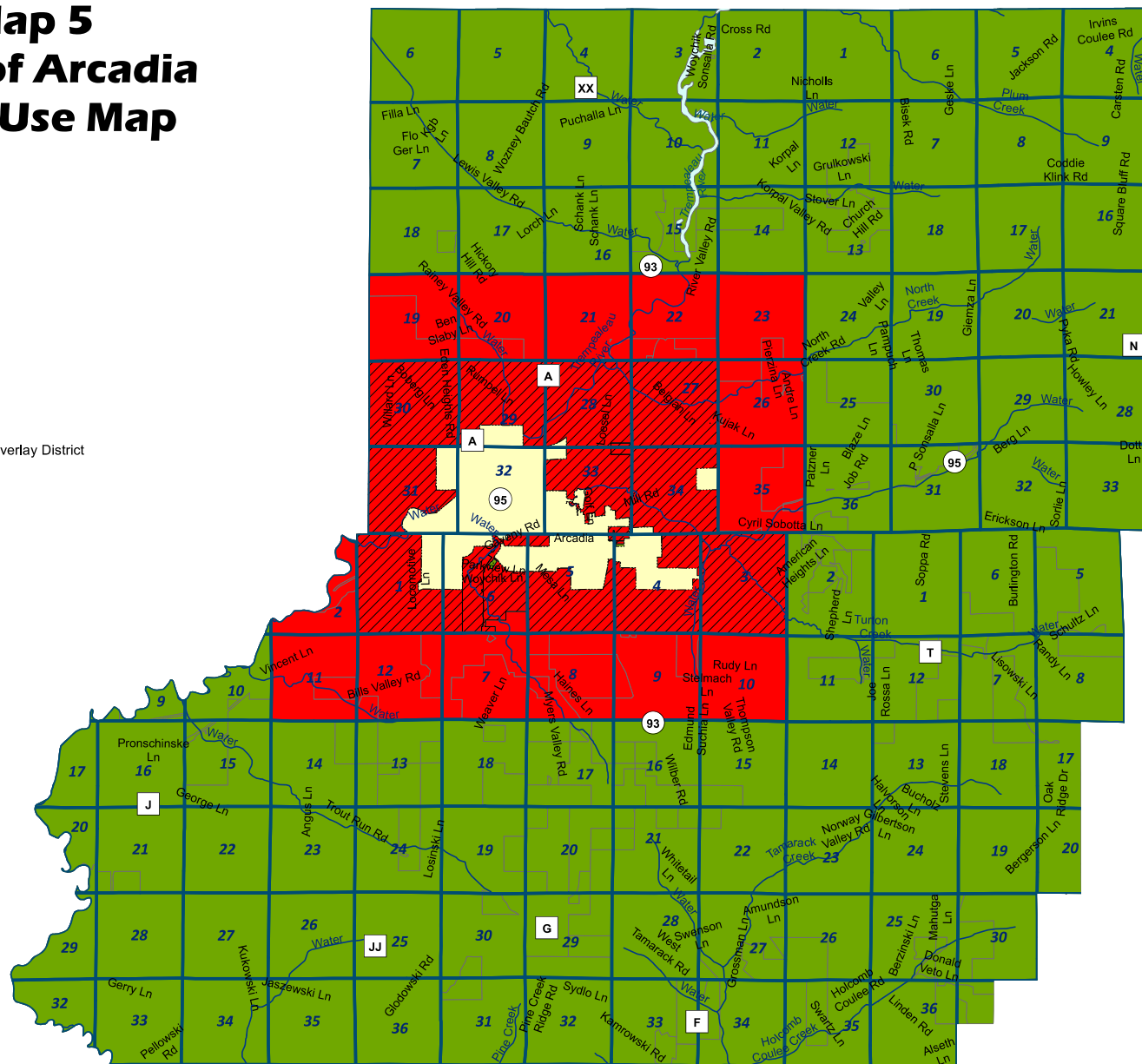
Map 5 Town of Arcadia Land Use Map

Legend

-  Water_Region
-  County_Sections
-  Corp_Limits
-  Water
-  Commercial/MultiFamily Housing Overlay District
-  Residential Growth Area
-  Agriculture/Forestry Area

Roads

-  Interstate
-  US Hwy
-  State Rd
-  County Rd
-  Town Rd



1 inch = 1.25 miles



Attachment D

Department of Natural Resources
Correspondence



June 24, 2016

Dan Sydow
Ayres Associates
3433 Oakwood Hills Parkway
Eau Claire, WI 54701-7698

Subject: DNR Initial Project Review
Project I.D. 7276-00-02
Mill Road Bridge Removal over Turton Creek
Town of Arcadia
Trempealeau County

Dear Mr. Sydow:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project. According to your proposal, the purpose of this project is to remove the existing bridge on Mill Creek. No bridge or structure will be replaced and the roadway will become a dead end from both the east and west. No work will occur to the existing dam structure over Turton Creek.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and assume that additional information will be provided that addresses all resource concerns identified. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

A. Project-Specific Resource Concerns

Wetlands:

There are no wetland concerns with this project, based on the information provided.

Fisheries/Stream Work:

At the project location Turton Creek is classified as a Class II waterway below the dam and declassified above the dam structure. Best management practices should be used to protect the integrity of the stream and riparian areas.

Endangered Resources:

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated June 22, 2016, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

The Wisconsin Natural Heritage Inventory (NHI Portal) database contains all current Northern Long-eared Bat roost sites and hibernacula in Wisconsin. The NHI Portal contains verified survey results from WI DNR, FWS, and private organizations and is updated on a weekly basis. The NHI Portal was consulted for this project, and per U.S. Fish and Wildlife Service's interim 4(d) rule, it was determined that this project is more than 1/4 mile from a known maternity roost tree AND is more than 1/4 mile from a known hibernacula. Therefore, there will be no impacts to the Northern Long-eared Bat.

Migratory Birds:

Based on the information provided/based on site review, there is evidence of past migratory bird nesting on the existing structure. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only between August 30 to May 1 (non-nesting season) or utilize measures to prevent nesting (*e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1*). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.

Invasive Species and Viral Hemorrhagic Septicemia (VHS):

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under chapter NR 40 Wis. Adm. Code. Further information on species classified as Restricted or Prohibited under NR 40 can be found at: <http://dnr.wi.gov/topic/Invasives/classification.html>.

DNR will work with project managers to help identify specific problem areas across the project site and recommend preventive measures. The following Best Management Practices (BMPs) for rights-of-way provide a series of measures that will ensure reasonable precautions are taken throughout the stages of construction: <http://www.wisconsinforestry.org/files/invasiveBMPs/TransportationRoW-BMPs.pdf>.

Any equipment coming into contact with surface waters must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions must require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of VHS, Zebra Mussel, and other invasive species. Contractors should follow *STSP 107-055 Environmental Protection, Aquatic Exotic Species Control*, or protocol found here: http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf.

Additional information on invasive species and infested waters can be found at: <http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

Floodplains:

A determination must be made as to whether or not the project lies within a mapped/zoned floodplain. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the Trempealeau County Zoning Program.

Burning:

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. It is also illegal to start or maintain fires using oily substances, or other materials prohibited under chapter NR 429, Wis. Adm. Code. All necessary burning permits must be obtained prior to

construction, as required under local and state fire protection regulations, in order to comply with NR 429 (Malodorous Emissions & Open Burning) http://docs.legis.wisconsin.gov/code/admin_code/nr/400/429.pdf.

Burning permits are available through the local DNR ranger or fire warden, however other local burning permits may be required.

B. Project Specific Construction Site Considerations

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP). An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

Erosion Control and Storm Water Management:

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.
- If erosion mat is used along stream banks, DNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

Structure Removal/Bridge Demolition:

Due to the unique circumstances of a bridge structure within close proximity to the structure removal, **STSP 203-025, *Removing Old Structure over Waterway with Debris Capture System***, should be utilized for this project. DNR believes the method of structure removal is necessary because to minimize any impact to the dam structure.

Asbestos:

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: <http://dnr.wi.gov/topic/Demo/Asbestos.html> for further guidance on

asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects.

Other Issues/Unique Features: The Cooperative Agreement allows our agencies to be flexible with our review process in order to ensure the DOT project remains on schedule. At times we will identify unique resources or project specific concerns that necessitate creative solutions to complex resource issues. We believe the requests below are necessary to adequately protect resources, are reasonable, are site specific, and will not set precedence or new policy for statewide policy or guidance. The request made below apply only to this project, and should be incorporated into the project Special Provisions.

- **Oak Wilt:** This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: <http://dnr.wi.gov/topic/foresthealth/oakwilt.html>.
- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than one inch in diameter, or ash nursery stock (DATCP statute 21).
 - For more information regarding the EAB and quarantine areas please click on the following link: <http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20>
 - Recommendations to reduce the spread of EAB in potentially infested Ash wood: <http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf>

This project may require a permit from the U.S. Army Corps of Engineers (ACOE). For further details you will need to contact Dan Munson of the ACOE located in the St. Paul, MN office, at (651) 290-5191. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (608) 785-9115, or email at Karen.Kalvelage@wisconsin.gov.

Sincerely,

Karen Kalvelage

Karen Kalvelage
Environmental Analysis & Review Specialist

cc: Dan Munson – ACOE
Dave Lyga – Trempealeau Co. Hwy Comm.

Attachment E

Section 106 Review



SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 6/2014

SHPO

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

I. PROJECT INFORMATION

☐ Amended Submittal (include new information only)

Project ID 7276-00-02	Highway - Street Local Street	County Trempealeau
Project Termini T Arcadia, Mill Road, Turton Creek Bridge		Region - Office Northwest - Eau Claire
Regional Project Engineer - Project Manager Ross Johnson, PE		(Area Code) Telephone Number (715) 836-2069
Consultant Project Engineer - Project Manager Daniel N. Sydow, PE - Ayres Associates		(Area Code) Telephone Number (715) 834-3161
Archaeological Consultant Not Applicable - On Screening List		(Area Code) Telephone Number N/A
Architecture/History Consultant Sebastian Renfield - Mead & Hunt		(Area Code) Telephone Number (608) 443-0406
Date of Need July 11, 2016		SHSW Number 16-0561 TR
Return a Signed Copy of This Form to Ryan McKane, Knight E/A Inc., 608-519-1455 ext. 2, rmckane@knightea.com		

II. PROJECT DESCRIPTION

Project Length 0.07 miles	Land to be Acquired: Fee Simple 0.1 acres	Land to be Acquired: Easement 0.1 acres
------------------------------	--	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	33'	60'	Terrace Width	N/A	N/A
Shoulder	8' to 11'	11'	Sidewalk Width	N/A	N/A
Slope Intercept	30' +/-	50' +/-	Number of Lanes	2	2
Edge of Pavement	22'	22'	Grade Separated Crossing	N/A	N/A
Back of Curb Line	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	0'	0'	Temporary Bypass acres	N/A	N/A
Other - List:	N/A	N/A	Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree Topping and/or Grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

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

The proposed project is located along Mill Road at the crossing of Turton Creek in the Town of Arcadia, Trempealeau County, Section 34, T21N, R9W. The project consists of removal of the existing structure, P-61-171, a 66 foot long single-span, pin-connected, metal, half-hip, Pratt pony truss on stone masonry abutments with a 17.7 foot clear width. The bridge was built in 1910 directly above a concrete dam and adjacent to the East Arcadia mill complex. Approximately 300 feet of roadway approaches will be reconstructed to incorporate turnarounds at each end of the bridge. The horizontal roadway alignment will match the existing curved alignment. The vertical profile will approximately match the existing. Ground disturbing activities include excavation for the removal of the steel truss and grading of the roadway approaches with an anticipated maximum excavation of 3 feet. New Right-of-Way width to a maximum of 60 feet from the existing road centerline will be required.

☐ Add continuation sheet, if needed.

RECEIVED
JUN 03 2016

BY:

16-0561 TR

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION (continued)

Wisconsin Department of Transportation DT1635

III. CONSULTATION

How has notification of the project been provided to:

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

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

IV. AREA OF POTENTIAL EFFECTS - APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.

The APE for this project includes all properties adjacent to the project corridor that may be directly or indirectly affected by the project. The APE includes properties adjacent to the mill that may be impacted by its removal.

V. PHASE I - ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY	HISTORY
<input type="checkbox"/> Archaeological survey is needed	<input checked="" type="checkbox"/> Architecture/History survey is needed
<input checked="" type="checkbox"/> Archaeological survey is not needed	<input type="checkbox"/> Architecture/History survey is not needed
<input checked="" type="checkbox"/> Screening list 3/25/2015 (date)	<input type="checkbox"/> Screening list (date)
<input type="checkbox"/> Burial site in project area, Wis. Stat. 157.70 applies	<input type="checkbox"/> No structures or buildings of any kind within APE
	<input type="checkbox"/> Non-Survey History Documentation attached

VI. SURVEY COMPLETED

ARCHAEOLOGY	HISTORY
<input type="checkbox"/> NO archaeological sites(s) identified - ASFR attached	<input type="checkbox"/> NO buildings/structures identified - Report attached
<input type="checkbox"/> NO potentially eligible site(s) in project area - Phase I Report attached	<input checked="" type="checkbox"/> Potentially eligible buildings/structures identified in the APE - Report attached
<input type="checkbox"/> Potentially eligible site(s) identified-Phase I Report attached	<input type="checkbox"/> Avoided through redesign
<input type="checkbox"/> Avoided through redesign	<input type="checkbox"/> Previously listed/eligible property identified in the APE - Report attached
<input type="checkbox"/> Phase II conducted - go to VII (Evaluation)	
<input type="checkbox"/> Phase I Report - Cemetery/cataloged burial documentation	

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

<input type="checkbox"/> No arch site(s) eligible for NRHP - Phase II Report attached	<input type="checkbox"/> No buildings/structure(s) eligible for NRHP - DOE attached
<input type="checkbox"/> Arch site(s) eligible for NRHP - Phase II Report attached	<input checked="" type="checkbox"/> Building/structure(s) eligible for NRHP - DOE attached
<input type="checkbox"/> Site(s) eligible for NRHP - DOE attached	

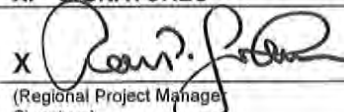

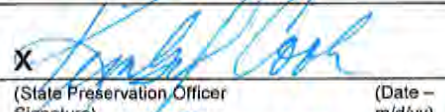
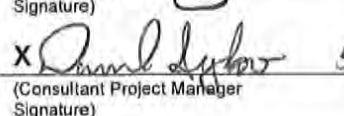
VIII. COMMITMENTS/SPECIAL PROVISIONS - must be included with special provisions language

- ☐ Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.
- None

IX. PROJECT DECISION

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

X. SIGNATURES

X  5/19/16	X  5/1/16	X  June 28 2016
(Regional Project Manager Signature)	(WisDOT Historic Preservation Officer Signature)	(State Preservation Officer Signature)
X  5/11/16		
(Consultant Project Manager Signature)		

RECEIVED
JUN 03 2016

16-0561/TR

BY:

Wisconsin Historical Society
Determination of Eligibility Form

(Revised Nov. 2015)

WisDOT Project ID #: 7276-00-02

WHS #: _____

Property Name(s): East Arcadia Roller Mill
Address/Location: W25818 Mill Road
City & County: Arcadia, Trempealeau County Zip Code: 54612
Town: 21N Range: 9W Section: 34
Date of Construction: 1900

WisDOT Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility:

☒ Meets the National Register of Historic Places criteria.
☐ Does not meet the National Register of Historic Places criteria.

Stuart M. Nelson

6/11/2016

WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

☒ Meets the National Register of Historic Places criteria.
☐ Does not meet the National Register of Historic Places criteria.

Jan Dugan

6/20/16

State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

Division of Historic Preservation
Wisconsin Historical Society
816 State Street
Madison, WI 53706



Wisconsin Department of Transportation

www.dot.wisconsin.gov

Scott Walker
Governor

Dave Ross
Secretary

Division of Transportation
System Development
4802 Sheboygan Ave, Rm 451
P O Box 7965
Madison, WI 53707-7965
Phone: 608-266-0099
Fax: 608-264-6667
E-Mail: bees.cr@dot.wi.gov

June 5, 2017

Dan Sydow
Ayres Associates
3433 Oakwood Hills Parkway
Eau Claire, WI 54701

WisDOT ID: 7276-00-02 WHS #16-0561/TR
Mill Road Bridge Removal
Town of Arcadia
Trempealeau County

Congratulations, the Memorandum of Agreement (MOA) for the Mill Road Bridge Removal project has been signed by the required parties and filed with the Advisory Council on Historic Preservation (ACHP). As the contact person for the project, it is your responsibility to ensure that the MOA stipulations are completed in a timely matter. Please use May 26, 2017, as the MOA execution date. See the enclosed checklist for a breakdown of the stipulations and the party responsible for completing each stipulation. I ask that you contact my office as the stipulations are completed and provide evidence documenting the completion.

WisDOT Cultural Resources Team (CRT) staff will contact you at the end of each year regarding the status of the MOA. This information is required for an annual report to the SHPO.

If you have any questions, please contact my staff assistant, Katie Kaliszewski, at (608) 273-6380 or katie.kaliszewski@meadhunt.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Kennedy", with a stylized flourish at the end.

Jason Kennedy
Environmental Analysis & Review Specialist

Enclosures

cc: Ian Chidister, FHWA
Ryan McKane, Knight E/A, Inc.
Larry Jones, CO Files

WisDOT Project I.D. 7276-00-00
Mill Road Bridge (P-61-171)
Town of Arcadia, Trempealeau County

SIGNATORIES

FEDERAL HIGHWAY ADMINISTRATION

BY: Tim Cuddeback
Michael Davies, P.E.
For: Division Administrator, FHWA

Date: May 26, 2017

WisDOT Project I.D. 7276-00-00
Mill Road Bridge (P-61-171)
Town of Arcadia, Trempealeau County

WISCONSIN STATE HISTORIC PRESERVATION OFFICER

BY: 
State Historic Preservation Officer

Date: 4/6/17

WisDOT Project I.D. 7276-00-00
Mill Road Bridge (P-61-171)
Town of Arcadia, Trempealeau County

INVITED SIGNATORIES

WISCONSIN DEPARTMENT OF TRANSPORTATION

BY: 
WisDOT Historic Preservation Officer

Date: 6/1/2017

Attachment F

US Fish & Wildlife Correspondence

Inman, Amanda

From: Sydow, Dan
Sent: Monday, February 06, 2017 2:30 PM
To: Andrew_Horton@fws.gov
Cc: alyssa.barrette@dot.wi.gov; Ryan McKane (RMcKane@knightea.com); Inman, Amanda
Subject: Request to Initiate Informal Section 7 Consultation – ID 7672-00-72, Mill Road over Turton Creek, Trempealeau County, WI
Attachments: ID 7276-00-72_Mill Road_USFWS Coordination.pdf

Mr. Horton:

WisDOT, Trempealeau County, and the Town of Arcadia are submitting the following information and determination to fulfil Section 7(a)(2) responsibilities under the ESA pertaining to potential impacts to the northern long-eared bat (NLEB).

WisDOT intends to rely on the programmatic biological opinion developed for the final 4(d) rule and this submittal to satisfy our Section 7(a)(2) responsibilities, as outlined in the streamlined consultation framework.

In accordance with the final 4(d) rule issued for the northern long-eared bat, WisDOT has determined that the proposed activity, described in greater detail in the attached streamlined consultation form, will not result in prohibited take of the NLEB. The activity involves tree removal, but will not occur within 0.25 miles of a known hibernacula, nor will the activity remove a known maternity roost tree or any other tree within 150 feet of a known maternity roost tree.

No impacts to the Whooping Crane, Higgins Eye Clam, or Eastern Massasauga Snake are anticipated. See further justification in the attached streamlined consultation form.

Please contact Dan Sydow at (715) 831-7593, or at SydowD@AyesAssociates.com, if you have any questions or need additional information.

Thank you.



Dan Sydow, PE

Project Manager

Ayes Associates

3433 Oakwood Hills Parkway • Eau Claire, WI 54701-7698

Office: 715.834.3161 • Direct: 715.831.7593 • Mobile: 715.495.4373

SydowD@AyesAssociates.com

www.AyesAssociates.com

Northern Long-Eared Bat 4(d) Rule Streamlined Consultation Form

Federal agencies should use this form for the optional streamlined consultation framework for the northern long-eared bat (NLEB). This framework allows federal agencies to rely upon the U.S. Fish and Wildlife Service's (USFWS) January 5, 2016, intra-Service Programmatic Biological Opinion (BO) on the final 4(d) rule for the NLEB for section 7(a)(2) compliance by: (1) notifying the USFWS that an action agency will use the streamlined framework; (2) describing the project with sufficient detail to support the required determination; and (3) enabling the USFWS to track effects and determine if reinitiation of consultation is required per 50 CFR 402.16.

This form is not necessary if an agency determines that a proposed action will have no effect to the NLEB or if the USFWS has concurred in writing with an agency's determination that a proposed action may affect, but is not likely to adversely affect the NLEB (i.e., the standard informal consultation process). Actions that may cause prohibited incidental take require separate formal consultation. Providing this information does not address section 7(a)(2) compliance for any other listed species.

Information to Determine 4(d) Rule Compliance:	YES	NO
1. Does the project occur wholly outside of the WNS Zone ¹ ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Have you contacted the appropriate agency ² to determine if your project is near known hibernacula or maternity roost trees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Could the project disturb hibernating NLEBs in a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Could the project alter the entrance or interior environment of a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Does the project remove any trees within 0.25 miles of a known hibernaculum at any time of year?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Would the project cut or destroy known occupied maternity roost trees, or any other trees within a 150-foot radius from the maternity roost tree from June 1 through July 31.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

You are eligible to use this form if you have answered yes to question #1 **or** yes to question #2 **and** no to questions 3, 4, 5 and 6. The remainder of the form will be used by the USFWS to track our assumptions in the BO.

Agency and Applicant³: Ayres Associates, Mr. Dan Sydow, (715) 831-7593,
SydowD@AyresAssociates.com (agent for Town of Arcadia)

Project Name: Town of Arcadia, Mill Road, Turton Creek Bridge Elimination P610171

Project Location: Section 34, T21N, R9W, Town of Arcadia, Trempealeau County, Wisconsin

Basic Project Description:

The bridge removal project is located over Turton Creek in Trempealeau County, WI. The proposed project consists of removing the existing bridge and reconstructing each approach. The project is 225' in length and will require the removal of approximately 0.05 acres of trees within the proposed project area. The project is planned for construction in the summer of 2018 and is expected to take 1 month to complete. The USFWS Official Species list and IPaC consultation code is attached.

¹ <http://www.fws.gov/midwest/endangered/mammals/nleb/pdf/WNSZone.pdf>

² See <http://www.fws.gov/midwest/endangered/mammals/nleb/nhisites.html>

³ If applicable - only needed for federal actions with applicants (e.g., for a permit, etc.) who are party to the consultation.


General Project Information	YES	NO
Does the project occur within 0.25 miles of a known hibernaculum?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project occur within 150 feet of a known maternity roost tree?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project include forest conversion ⁴ ? (if yes, report acreage below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Estimated total acres of forest conversion	0.05	
If known, estimated acres ⁵ of forest conversion from April 1 to October 31	0.05	
If known, estimated acres of forest conversion from June 1 to July 31 ⁶	0.05	
Does the project include timber harvest? (if yes, report acreage below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated total acres of timber harvest		
If known, estimated acres of timber harvest from April 1 to October 31		
If known, estimated acres of timber harvest from June 1 to July 31		
Does the project include prescribed fire? (if yes, report acreage below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated total acres of prescribed fire		
If known, estimated acres of prescribed fire from April 1 to October 31		
If known, estimated acres of prescribed fire from June 1 to July 31		
Does the project install new wind turbines? (if yes, report capacity in MW below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Estimated wind capacity (MW)		

Agency Determination:

By signing this form, the action agency determines that this project may affect the NLEB, but that any resulting incidental take of the NLEB is not prohibited by the final 4(d) rule.

If the USFWS does not respond within 30 days from submittal of this form, the action agency may presume that its determination is informed by the best available information and that its project responsibilities under 7(a)(2) with respect to the NLEB are fulfilled through the USFWS January 5, 2016, Programmatic BO. The action agency will update this determination annually for multi-year activities.

The action agency understands that the USFWS presumes that all activities are implemented as described herein. The action agency will promptly report any departures from the described activities to the appropriate USFWS Field Office. The action agency will provide the appropriate USFWS Field Office with the results of any surveys conducted for the NLEB. Involved parties will promptly notify the appropriate USFWS Field Office upon finding a dead, injured, or sick NLEB.

Signature: 

Date Submitted: 02/06/2017

⁴ Any activity that temporarily or permanently removes suitable forested habitat, including, but not limited to, tree removal from development, energy production and transmission, mining, agriculture, etc. (see page 48 of the BO).

⁵ If the project removes less than 10 trees and the acreage is unknown, report the acreage as less than 0.1 acre.

⁶ If the activity includes tree clearing in June and July, also include those acreage in April to October.

T ARCADIA, MILL ROAD

TURTON CREEK BRIDGE ELIMINATION P610171

TOWN ROAD

TREMPEALEAU COUNTY

STATE PROJECT NUMBER

7276-00-72

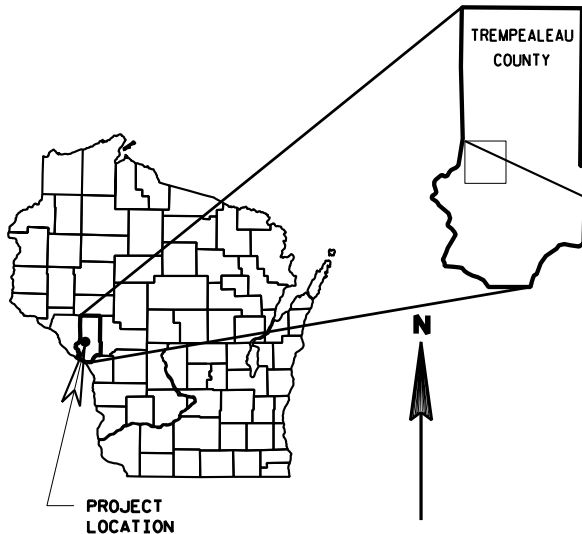
STRUCTURE P-61-0171

R-9-W | R-8-W

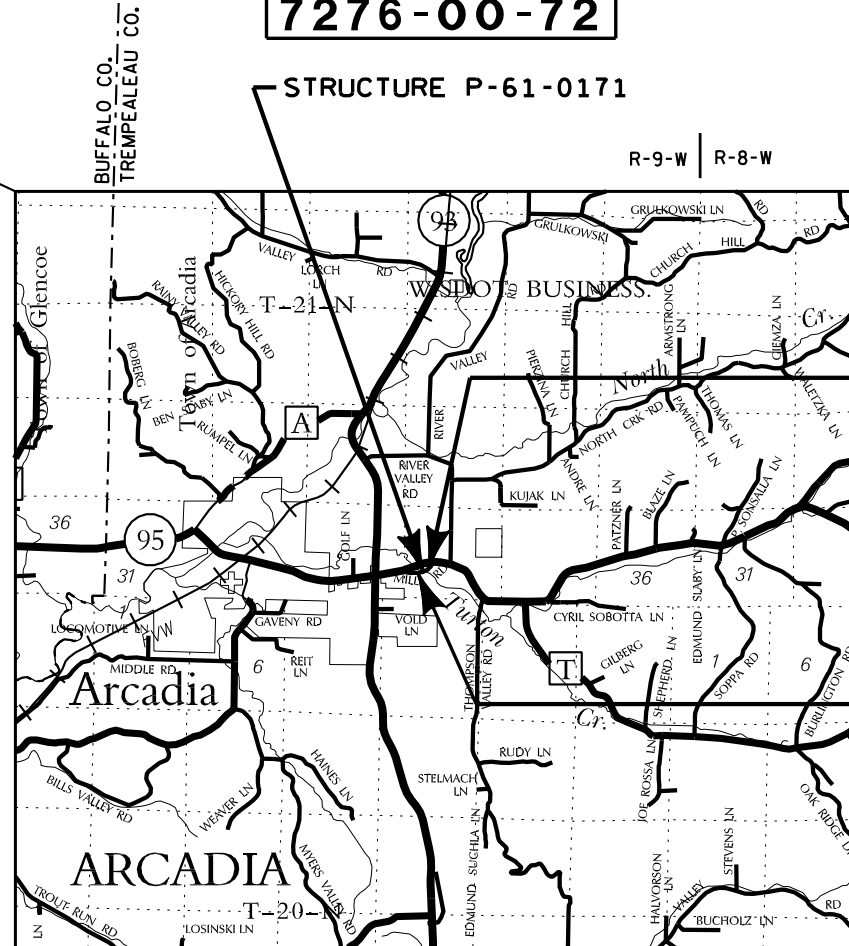
END PROJECT
STA.

T-21-N
T-20-N

BEGIN PROJECT
STA.



PROJECT
LOCATION



LAYOUT

SCALE 0 1 MI.

ID 7276-00-02
T Arcadia, Mill Road
Turton Creek Bridge Elimination P610171
Loc Str, Trempealeau County



Project Area

Mill Rd

95



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Green Bay Ecological Services Field Office
2661 SCOTT TOWER DRIVE
NEW FRANKEN, WI 54229
PHONE: (920)866-1717 FAX: (920)866-1710

Consultation Code: 03E17000-2017-SLI-0315

February 06, 2017

Event Code: 03E17000-2017-E-00547

Project Name: T Arcadia, Mill Road (Turton Creek Bridge Elimination P610171)

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project "may affect" listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height (e.g., communication towers)**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: T Arcadia, Mill Road (Turton Creek Bridge Elimination P610171)

Official Species List

Provided by:

Green Bay Ecological Services Field Office
2661 SCOTT TOWER DRIVE
NEW FRANKEN, WI 54229
(920) 866-1717

Consultation Code: 03E17000-2017-SLI-0315

Event Code: 03E17000-2017-E-00547

Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

Project Name: T Arcadia, Mill Road (Turton Creek Bridge Elimination P610171)

Project Description: This is a bridge removal on Mill Road over Turton Creek in Trempealeau County, WI. The project consists of removing the existing bridge and adding some grading and pavement. The proposed timeline for construction is in 2018.

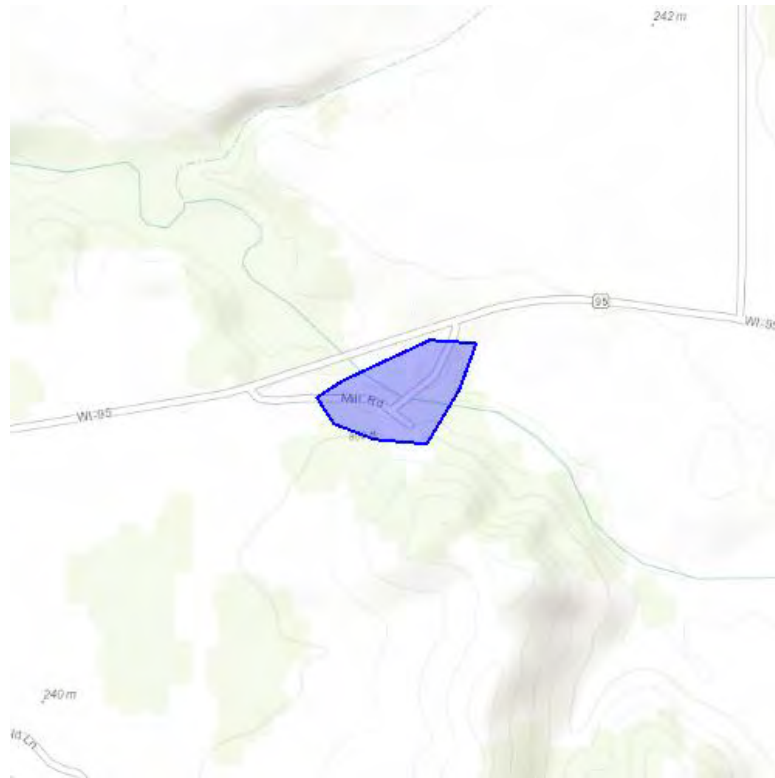
Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior
Fish and Wildlife Service

Project name: T Arcadia, Mill Road (Turton Creek Bridge Elimination P610171)

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-91.4657360315323 44.25084774333999, -91.46603643894197 44.25119740867898, -91.4655375480652 44.251439483465084, -91.46390676498413 44.25196589662422, -91.46303236484528 44.251927472465454, -91.46334886550905 44.25131652496809, -91.46396040916443 44.25057492608231, -91.46497428417207 44.25064409114062, -91.4657360315323 44.25084774333999)))

Project Counties: Trempealeau, WI



United States Department of Interior
Fish and Wildlife Service

Project name: T Arcadia, Mill Road (Turton Creek Bridge Elimination P610171)

Endangered Species Act Species List

There are a total of 4 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
Whooping crane (<i>Grus americana</i>) Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY)	Experimental Population, Non-Essential		
Clams			
Higgins eye (<i>Lampsilis higginsii</i>) Population: Wherever found	Endangered		
Mammals			
Northern long-eared Bat (<i>Myotis septentrionalis</i>) Population: Wherever found	Threatened		
Reptiles			
eastern Massasauga (<i>Sistrurus catenatus</i>) Population: Wherever found	Threatened		



United States Department of Interior
Fish and Wildlife Service

Project name: T Arcadia, Mill Road (Turton Creek Bridge Elimination P610171)

Critical habitats that lie within your project area

There are no critical habitats within your project area.

Whooping Crane - prefers open wetland areas, so bridge site is not a likely habitat for this species. No critical habitats listed, therefore, no impact anticipated.

Higgins Eye - this pearly mussel has habitat in the Mississippi River. The species fact sheet says it is also located in the St. Croix River, the Wisconsin River, the lower Rock River, the Iowa River, and the Waspsipinicon River. The species relies on deep, free-flowing rivers with clean water for survival. Since this project is on Turton Creek, the project should have no effect on the species.

Eastern Massasauga Snake - lives in wetland areas. They do not travel long distances for food so construction of roads can have a large affect on the population by cutting off access to feeding areas. However, the removal of an existing bridge on, or very near, the existing site should increase food access for the species, and the minor amount of grading will not create new obstructions. Minimal impacts to wetlands are likely to be considered an irrelevant impact on the Massasauga habitat, if the snakes are present in the project area.



June 24, 2016

Dan Sydow
Ayres Associates
3433 Oakwood Hills Parkway
Eau Claire, WI 54701-7698

Subject: DNR Initial Project Review
Project I.D. 7276-00-02
Mill Road Bridge Removal over Turton Creek
Town of Arcadia
Trempealeau County

Dear Mr. Sydow:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project. According to your proposal, the purpose of this project is to remove the existing bridge on Mill Creek. No bridge or structure will be replaced and the roadway will become a dead end from both the east and west. No work will occur to the existing dam structure over Turton Creek.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and assume that additional information will be provided that addresses all resource concerns identified. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

A. Project-Specific Resource Concerns

Wetlands:

There are no wetland concerns with this project, based on the information provided.

Fisheries/Stream Work:

At the project location Turton Creek is classified as a Class II waterway below the dam and declassified above the dam structure. Best management practices should be used to protect the integrity of the stream and riparian areas.

Endangered Resources:

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated June 22, 2016, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

The Wisconsin Natural Heritage Inventory (NHI Portal) database contains all current Northern Long-eared Bat roost sites and hibernacula in Wisconsin. The NHI Portal contains verified survey results from WI DNR, FWS, and private organizations and is updated on a weekly basis. The NHI Portal was consulted for this project, and per U.S. Fish and Wildlife Service's interim 4(d) rule, it was determined that this project is more than 1/4 mile from a known maternity roost tree AND is more than 1/4 mile from a known hibernacula. Therefore, there will be no impacts to the Northern Long-eared Bat.

Migratory Birds:

Based on the information provided/based on site review, there is evidence of past migratory bird nesting on the existing structure. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only between August 30 to May 1 (non-nesting season) or utilize measures to prevent nesting (*e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1*). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.

Invasive Species and Viral Hemorrhagic Septicemia (VHS):

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under chapter NR 40 Wis. Adm. Code. Further information on species classified as Restricted or Prohibited under NR 40 can be found at: <http://dnr.wi.gov/topic/Invasives/classification.html>.

DNR will work with project managers to help identify specific problem areas across the project site and recommend preventive measures. The following Best Management Practices (BMPs) for rights-of-way provide a series of measures that will ensure reasonable precautions are taken throughout the stages of construction: <http://www.wisconsinforestry.org/files/invasiveBMPs/TransportationRoW-BMPs.pdf>.

Any equipment coming into contact with surface waters must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions must require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of VHS, Zebra Mussel, and other invasive species. Contractors should follow *STSP 107-055 Environmental Protection, Aquatic Exotic Species Control*, or protocol found here: http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf.

Additional information on invasive species and infested waters can be found at: <http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

Floodplains:

A determination must be made as to whether or not the project lies within a mapped/zoned floodplain. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the Trempealeau County Zoning Program.

Burning:

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. It is also illegal to start or maintain fires using oily substances, or other materials prohibited under chapter NR 429, Wis. Adm. Code. All necessary burning permits must be obtained prior to

construction, as required under local and state fire protection regulations, in order to comply with NR 429 (Malodorous Emissions & Open Burning) http://docs.legis.wisconsin.gov/code/admin_code/nr/400/429.pdf.

Burning permits are available through the local DNR ranger or fire warden, however other local burning permits may be required.

B. Project Specific Construction Site Considerations

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP). An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

Erosion Control and Storm Water Management:

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.
- If erosion mat is used along stream banks, DNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

Structure Removal/Bridge Demolition:

Due to the unique circumstances of a bridge structure within close proximity to the structure removal, **STSP 203-025, *Removing Old Structure over Waterway with Debris Capture System***, should be utilized for this project. DNR believes the method of structure removal is necessary because to minimize any impact to the dam structure.

Asbestos:

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: <http://dnr.wi.gov/topic/Demo/Asbestos.html> for further guidance on

asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects.

Other Issues/Unique Features: The Cooperative Agreement allows our agencies to be flexible with our review process in order to ensure the DOT project remains on schedule. At times we will identify unique resources or project specific concerns that necessitate creative solutions to complex resource issues. We believe the requests below are necessary to adequately protect resources, are reasonable, are site specific, and will not set precedence or new policy for statewide policy or guidance. The request made below apply only to this project, and should be incorporated into the project Special Provisions.

- **Oak Wilt:** This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: <http://dnr.wi.gov/topic/foresthealth/oakwilt.html>.
- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than one inch in diameter, or ash nursery stock (DATCP statute 21).
 - For more information regarding the EAB and quarantine areas please click on the following link: <http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20>
 - Recommendations to reduce the spread of EAB in potentially infested Ash wood: <http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf>

This project may require a permit from the U.S. Army Corps of Engineers (ACOE). For further details you will need to contact Dan Munson of the ACOE located in the St. Paul, MN office, at (651) 290-5191. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (608) 785-9115, or email at Karen.Kalvelage@wisconsin.gov.

Sincerely,

Karen Kalvelage

Karen Kalvelage
Environmental Analysis & Review Specialist

cc: Dan Munson – ACOE
Dave Lyga – Trempealeau Co. Hwy Comm.

Attachment G

Tribal Correspondence



**Division of Transportation
System Development**
Northwest Region – Eau Claire Office
718 W. Clairemont Ave.
Eau Claire, WI 54701-5108

**Scott Walker, Governor
Mark Gottlieb, P.E., Secretary**
Internet: www.dot.wisconsin.gov

Telephone: 715-836-2891
Facsimile (FAX): 715-836-2807
E-mail: nwr.dtsd@dot.wi.gov

March 28, 2016

«Organization»
«Name»
«Office_Name»
«Address»
«City», «State» «Zip»

Re: Notification and request for comments concerning Historic Properties

Project I.D. 7276-00-02
T Arcadia, Mill Road
Turton Creek Bridge Elimination P610171
Loc Str, Trempealeau County

The Wisconsin Department of Transportation (WisDOT), on behalf of the Federal Highway Administration, is in the process of developing plans for a proposed project located on Mill Road at the crossing of Turton Creek in Section 34, T21N, R9W, Town of Arcadia, Trempealeau County, Wisconsin. The project is 0.07 miles (350 feet) in length. The project will consist of removing the existing steel truss bridge and building turnarounds at each approach to the bridge.

In June 2016 a Public Information meeting will be held at the Arcadia Town Hall to familiarize interested parties with the project. In the near future, cultural resource investigation studies will be conducted for the above project. These investigations will enable WisDOT to determine whether historical properties as defined in 36 CFR 800 are located in the project area. Other environmental studies will also be conducted and may include; wetland identification, endangered species survey, contaminated material investigations, soil testing, and right-of-way surveys. Information obtained from these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources.

WisDOT would be pleased to receive any comments or information you wish to share pertaining to cultural resources located in the project area. Please let us know if your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive any additional information regarding this proposed project. Please contact:

If your tribe would like to receive any additional information regarding this proposed project, please contact:

Ross Johnson, P.E.
Northwest Region Local Program Project Manager
718 W. Clairemont Ave.
Eau Claire, WI 54701
(715) 836-2069

Sincerely,

Ross Johnson DNS

Ross Johnson, P.E.
Northwest Region Local Program Project Manager

Cc: Jim Becker, WisDOT Environmental Services
Steve Krebs, WisDOT Director of Technical Services
Nick Schaff, NW Region Environmental Coordinator
Brent Pickard, NW Region Tribal Liaison
Knight Engineers & Architects, Northwest Region Local Program Management Consultant
Dan Sydow, Ayres Associates

Attachments: Project Location Map

T ARCADIA, MILL ROAD

TURTON CREEK BRIDGE ELIMINATION P610171

TOWN ROAD

TREMPEALEAU COUNTY

STATE PROJECT NUMBER

7276-00-72

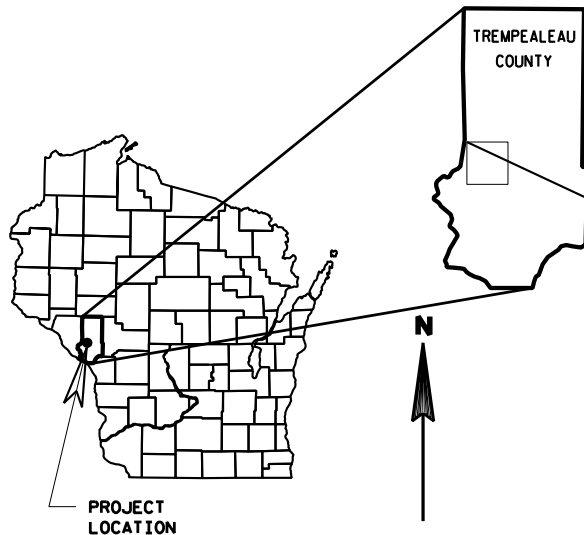
STRUCTURE P-61-0171

R-9-W | R-8-W

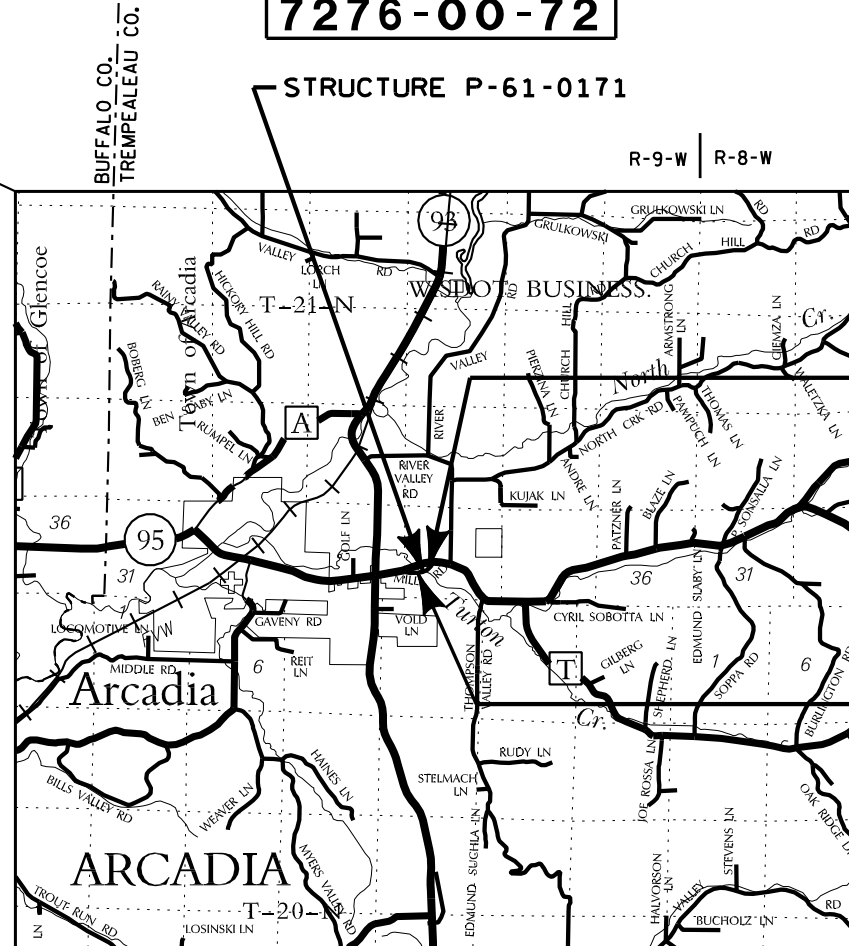
END PROJECT
STA.

T-21-N
T-20-N

BEGIN PROJECT
STA.



PROJECT
LOCATION



LAYOUT

SCALE 0 1 MI.

Ms. Edith Leoso, THPO
Bad River Band of Lake Superior
Chippewa Indians of Wisconsin
P.O. Box 39
Odanah, WI 54861

Mr. William Quackenbush, THPO
Ho-Chunk Nation
Executive Offices
P.O. Box 667
Black River Falls, WI 54615

Mr. Larry Balber, THPO
Red Cliff Band of Lake Superior
Chippewa Indians of Wisconsin
88385 Pike Road, Highway 13
Bayfield, WI 54814

Mr. Gary Bahr
Sac & Fox Nation of Missouri in Kansas and Nebraska
305 N. Main
Reserve, KS 66434

Cultural Preservation Office
Iowa Tribe of Oklahoma
RR 1, Box 721
Perkins, OK 74059

Mr. Ryan Howell, THPO
Prairie Island Indian Community
5636 Sturgeon Lake Road
Welch, MN 55089

Ms. Melissa Cook, THPO
Forest County Potawatomi Community of Wisconsin
Tribal Office
P.O. Box 340
Crandon, WI 54520

Mr. David Grignon, THPO
Menominee Indian Tribe of Wisconsin
P.O. Box 910
Keshena, WI 54135

Ms. Sandra Massey, NAGPRA Rep.
Sac & Fox Nation of Oklahoma
RR 2, Box 246
Stroud, OK 74079

Mr. Jonathan Buffalo, NAGPRA Rep.
Sac & Fox of the Mississippi in Iowa
349 Meskwaki Road
Tama, IA 52339-9629

Mr. Warren Wahweotten Jr., THPO
Prairie Band Potawatomi Nation
16281 Q Road
Mayetta, KS 66509

giiwegiizhigookway Martin, THPO
Ketegitigaaning Ojibwe Nation
Lac Vieux Desert Band of Lake Superior Chippewa Indians
P.O. Box 249
Watersmeet, MI 49969

Attachment H

Hazardous Materials Site Summary Form

WisDOT Phase 1 Hazardous Materials Assessment Site Summary

(rev. 11/11/2011)

WisDOT Project ID: 7276-00-02
Highway/Street: Mill Road
Termini/Limits: Town of Arcadia
 Turton Creek Bridge Elimination P-61-0171
County: Trempealeau

Property Information:

Site Name(s): Mill Road over Turton Creek and adjacent properties
 DOT parcel number (if known):
 Property Address: Mill Road over Turton Creek (Public R/W)
 Owner's Name: Town of Arcadia
 Owner's Address: W26051 State Road 95, Arcadia, WI 54612
 Owner's Phone: (608) 323-3470
 Current Land Use: Residential/Wooded
 Past Land Use: Residential/Wooded

Real Estate Requirements:

- ☒ None ☐ Total take ☐ Strip acquisition of up to feet
☐ Temporary Limited Easement (TLE)
☐ Permanent Limited Easement (PLE)
☐ Other (describe)

Construction Requirements:

- ☒ Excavation within current right of way to 10 feet
☐ Excavation within proposed right of way to feet
☐ Excavation within easement to feet
☐ Public or private utility or sanitary or storm sewer installation or excavation to feet

Information from database searches and interviews:

Department of Safety and Professional Services (DSPS)

- ☐ site has registered tanks ☐ ASTs ☐ USTs
☐ tanks are currently in use
☐ tanks are abandoned date:

Tank contents:

- ☐ Leaded gasoline ☐ Unleaded gasoline ☐ Fuel Oil ☐ Diesel
☐ Kerosene ☐ Unknown ☐ Other (describe)
☐ site is a DSPS administered LUST site; DCOMM ID number:
☐ site is a closed DSPS LUST site; closure date:

Department of Natural Resources (DNR)

- ☐ site is a DNR administered LUST site; BRRTS number:
☐ site is a DNR administered ERP site; BRRTS number:
☐ site is a closed ☐ LUST ☐ ERP site; closure date:
☐ site is a landfill
☐ site is an abandoned waste disposal site
☐ site is a hazardous waste generator
☐ Other (please describe)

Sanborn Maps: site is a on map dated . Comments:

WisDOT historic plan sets: site is a on project dated . Comments:

Business directories: site is a in the directory dated . Comments:

A check in a checkbox indicates a positive or "yes" response.

Aerial photos: site is a _____ on photo dated _____. Comments:

☐ Contamination discovered at _____ feet during utility or other excavation in the area. Indicate location on site map.

Interview Information or other comments:

Visual Evidence of Potential Contamination: (include additional information in space provided)

☒ No evidence of tanks

☐ USTs ☐ ASTs Location, number and condition of tanks, contents, comments:

Location in relationship to current right of way: ☐ map attached

Location in relationship to proposed right of way: ☐ map attached

☐ Drums ☐ Stained soils ☐ Odor ☐ Sheen on surface water ☐ Areas of excavation

☐ Areas of fill ☐ Stressed vegetation ☐ Pond(s) ☐ Basins/sumps ☐ Monitoring wells

☐ Soil borings

Comments:

Potential for Contaminant Migration: (attach supporting documentation such as plume maps, summaries of site investigation or closure reports).

☐ Property is a potential source of contamination

☐ Adjacent property is a potential source of contamination. Include site name or BRRTS number if known, describe location, include contaminant type and any additional information.

☐ Contaminated soil known to be within proposed right of way from _____ feet to _____ feet below ground surface

☐ Contaminated groundwater known to be within proposed right of way at _____ feet below ground surface.

☐ Contaminated soil or groundwater within existing right of way. Attach copy of most recent investigation and plume maps.

Attachments – required

☐ Site photographs and a site map showing areas of concern

☐ Plat map showing parcel and any proposed areas of acquisition or easement

☐ Historic aerial photos of site - clearly outline site

☐ Historic WisDOT or other as-builts and plat maps - clearly outline site

☐ Plume maps for known contamination. Indicate existing or proposed right of way where applicable.

Recommendations

☒ No additional hazardous materials investigation is required.

☐ If construction or real estate requirements change, evaluation of need for further investigation will be necessary.

☐ Information is sufficient to use Standard Special Provisions. Copy of completed Standard Special Provision is attached.

☐ Conduct additional investigation

☐ Phase 2 (determine if contamination is present)

☐ Phase 2.5 (determine extent of contamination within existing R/W only)

☐ Phase 3 (determine full extent of contamination prior to acquisition)

☐ Phase 4 (remediate site)

☐ Other (describe)

Prepared by: Dan Sydow, Ayres Associates on March 14, 2017

Recommendations accepted by (name and title):

Barbara Tock, Town of Arcadia Chair, on May 30, 2017

Signature: Barbara A. Tock

A check in a checkbox indicates a positive or "yes" response.

Attachment I

US Coast Guard Coordination

From: [Inman, Amanda](#)
To: ["rob.e.mccaskey@uscg.mil"](#); ["Eric.Washburn@uscg.mil"](#)
Cc: ["RMcKane@knightea.com"](#); ["ross.johnson@dot.wi.gov"](#); [Sydow, Dan](#)
Subject: WisDOT Local Bridge Elimination - ID 7276-00-02/72, Mill Road over Turton Creek - USCG Coordination
Date: Monday, June 05, 2017 11:51:00 AM
Attachments: [A - Location Maps.pdf](#)
[B - 72760072_pln.pdf](#)

Hello Rob and Eric,

Please review and determine if the attached proposed local bridge elimination project in Trempealeau County, Wisconsin impacts a waterway under Coast Guard jurisdiction for bridge administration purposes.

Name of Stream: Turton Creek

Location: Section 34, Township 21N, Range 9W, Town of Arcadia, Trempealeau County, Wisconsin (maps attached)

Eliminated Structure: P-61-0171 (closed structure, roadway plans attached)

Please let me know if you have questions or need additional information for this request for Coast Guard agency coordination.

This request is being made to fulfill federal NEPA environmental document coordination commitments.

Thanks!



Amanda Inman, PE

Transportation Engineer

Ayres Associates

5201 E. Terrace Drive, Suite 200 • Madison, WI 53718

Office: 608.443.1200 • Direct: 608.443.1239

InmanA@AyresAssociates.com

www.AyresAssociates.com

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2434
Fax: (314)269-2737
Email: allan.o.monterroza@uscg.mil
www.uscg.mil/d8/westernriversbridges

16591.1
June 14, 2017

Mr. Ross Johnson
Wisconsin Department of Transportation
NW Region – Spooner Office
W7102 Green Valley Road
Spooner, WI 54801

Subj: WISDOT LOCAL BRIDGE ELIMINATION – ID 7276-00-02/72, MILL ROAD OVER TURTON CREEK

Dear Mr. Johnson:

Please refer to Ayres Associates correspondence dated June 5, 2017. Pursuant to the Coast Guard Authorization Act of 1982, it has been determined this is not a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes. Therefore, a Coast Guard bridge permit is not required for this project.

We appreciate the opportunity to comment on the project.

Sincerely,

A handwritten signature in blue ink, appearing to read "EAW", written over the printed name "ERIC A. WASHBURN".

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander

CC: Amanda Inman, Ayres Associates

Attachment J

Section 4(f) Determination and Approval

Final Section 4(f) Evaluation for:

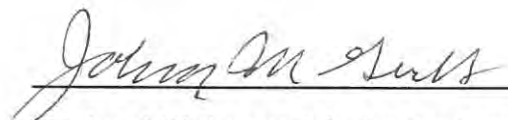
- **East Arcadia Mill Complex**

Mill Road Bridge Removal over Turton Creek

Project ID. 7276-00-02/72

Town of Arcadia, Trempealeau County, Wisconsin

Date Approved: 10-03-2017

 Field Operations Engineer
(Federal Highway Administration)
Johnny M Gertz

Project Sponsor: Town of Arcadia

(Federally Funded through WisDOT Local Bridge Improvement Assistance Program)

June 2017

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Appendices

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East Arcadia Mill Complex Maps.....	Appendix B
Section 106 Memorandum of Agreement.....	Appendix C
United States Department of Interior Concurrence Letter.....	Appendix D
Draft Environmental Report.....	Appendix E

I. Introduction

A. Section 4(f)

The U.S. Department of Transportation's Section 4(f) law (49 USC 303) states that federal funds may not be approved for projects that use land from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless there is no feasible and prudent alternative to the use of land, and the proposed action includes all possible planning to minimize harm to the property resulting from such use.

Section 4(f) applies only to the actions of agencies within the U.S. Department of Transportation, including the Federal Highway Administration (FHWA). While other agencies may have an interest in Section 4(f), the FHWA is responsible for Section 4(f) applicability determinations, evaluations, findings, and overall compliance for transportation projects.

For the purposes of this evaluation, Section 4(f) protection applies to the:

- Mill Road Bridge
 - *Not individually eligible for listing on the National Register of Historic Places*
- East Arcadia Mill Complex
 - Eligible for listing on the National Register of Historic Places
 - Contributing Elements
 - East Arcadia Mill
 - Former Korpala Valley School
 - East Arcadia Mill Shed
 - Mill Road Dam
 - Mill Road Bridge

B. Background

The Town of Arcadia proposes to use Federal funding to remove the Mill Road Bridge (P-61-0171).

The project would be federally funded by the Wisconsin Department of Transportation (WisDOT) Local Bridge Improvement Assistance Program. This program helps local municipalities rehabilitate and replace, on a cost-sharing basis, the most seriously deficient existing local bridges on Wisconsin's local highway systems. Since the project would be federally funded by the WisDOT Local Bridge Improvement Assistance Program, it must meet federal and state requirements.

The existing structure, bridge P-61-0171, is a single-span, pin-connected, metal, half-hip, Pratt pony truss constructed in 1910. The bridge has been closed to traffic for many years due to the advanced state of deterioration. The bridge once carried Mill Road across Turton Creek on a northeast-southwest alignment and is 66 feet long with a single 17.7-foot wide travel lane. The structure is directly above a concrete dam and adjacent to a shed, old schoolhouse, and feed mill.



The East Arcadia Mill was constructed in 1900 and is a two-story, side gable, vernacular gristmill that is the only extant water-powered mill remaining in the community.



The East Arcadia Mill Complex is privately owned, and eligible for the National Register of Historic Places. The mill building, shed, schoolhouse, dam, and bridge are all contributing features to the historic complex. Because it is a contributing element to the mill complex, removal of the bridge would constitute a Section 4(f) use of the mill complex. Historic resource avoidance alternatives as well as rehabilitation and replacement alternatives are analyzed in this document.

Consultation and coordination with state and local stakeholders was undertaken and a public involvement meeting with stakeholders was held. Based on this analysis and coordination, preliminary determinations conclude that there is no prudent and feasible alternative to the removal of the Turton Creek Bridge (aka, the Mill Road Bridge) and that sufficient documentation that all possible planning to minimize and mitigate the harm is incorporated into this document.

See Appendix A for location maps of the area.

II. Description of Proposed Action and Purpose and Need

In this section, the project's purpose and need elements are outlined, followed by the proposed action that addresses the purpose and need.

Purpose

The purpose of the project is to address an existing safety and liability hazard. The deteriorating and unsafe Mill Road Bridge is a serious public safety hazard and liability problem for the Town of Arcadia.

Need

The need for this action is to address the existing structurally deficient bridge which is a public nuisance. The bridge is closed to both vehicles and pedestrians for the following reasons, which if left unaddressed can lead to sudden collapse and potential injury or loss of life:

- The May 16, 2014, inspection of the existing structure indicated that the existing superstructure is rated in an imminent failure condition.
- The steel truss has steel members that have completely rusted through and do not provide structural support.
- The timber deck is rotting.
- The stone masonry abutments have deterioration of the joints between stones.
- Collapse of the bridge may damage the dam, jeopardizing its integrity as well as harming the historic context of the mill complex.
- The sufficiency rating is 27 out of 100.

The NBI, bridge sufficiency rating, is a method used and accepted by the Federal Highway Administration (FHWA) in evaluating highway bridge data and is calculated from several factors to obtain a numeric value. The result of this method is a score in which 100 would represent an entirely sufficient bridge and 0 an entirely insufficient or deficient bridge.

Structures with sufficiency ratings under 50 are considered for replacement and those with values under 80 are considered for rehabilitation. The National Bridge Inventory (NBI) is a database, compiled by the FHWA, with information on all bridges and tunnels in the United States that have roads passing above or below.



Mill Road Bridge Deck



Mill Road Bridge Superstructure Rusting Through



Mill Road Bridge Superstructure



Mill Road Bridge and adjacent East Arcadia Mill Building

Proposed Action

The proposed action consists of removing the existing bridge over Turton Creek.

The site of the proposed action is located entirely within the public right-of-way of Mill Road, in the Town of Arcadia.

The project addresses the needs of the proposed action. The proposed action and its preferred alternative will not preclude, foreclose, or restrict consideration of alternatives for any of the abutting recreation, transportation, or navigation facilities in the area. The roadway will be reconstructed with recycled bituminous pavement for approximately 100 feet on each end of the bridge and warning signs will be placed to warn of the dead end road. Site restoration will include flattening slopes near the ends of the bridge. Guardrail-style barricades will be erected at the bridge ends as well. Landscaping of the surrounding area will consist of topsoil, seed, and mulch.

III. Description of Section 4(f) Resources

The East Arcadia Mill Complex is eligible for the National Register under *Criterion A: History* for its association with flour milling in Trempealeau County and *Criterion C: Architecture* as an example of a turn-of-the-century, water-powered grist mill. The Mill Complex displays numerous character-defining features of the property type, including the dam, penstock, and interior layout, and retains a high degree of integrity.

There are several contributing features to the East Arcadia Mill Complex which qualify it for protection under Section 4(f) (see attached complex maps in Appendix B).

- **Gristmill**

The East Arcadia Roller Mill, constructed in 1900 for millers Michael Stelmach and John Kamla, is a two story, side gable, vernacular gristmill located on the south bank of Turton Creek. Resting on a rubble stone foundation, the mill is of frame construction with walls clad in wood drop siding. Corrugated metal covers the gable roof and a small gable monitor extends above the ridgeline on the north slope. The front (south) facade has three upper and three lower window openings, all of which have been covered with plywood painted to protect the double-hung wood sash beneath. The main entrance is slightly off center and consists of a pair of four-panel wood doors. A metal hoist frame, used to tilt trucks for unloading, is located west of the entrance, adjacent to a pair of grain loading doors at grade level. A secondary entrance is located on the west (side) elevation and contains a pair of board and batten doors. An additional doorway to the north contains a single wood door. Signs on the west gable end read "Nutrena Feeds" and "East Arcadia Feed Mill." The stone foundation is visible on the east (side) elevation above the dam. One, four-over-four, wood, double-hung window remains on the first story and a modern

sliding- sash unit is located near the northeast corner, while the remaining openings have been covered with plywood. A c.1915, two-story, shed roof addition extends on the north (rear) elevation, and the stone basement level is visible above the riverbank.

Although the milling machinery has been removed, a number of items including chutes, pulleys, and the turbine are stored on-site and the interior retains its historic floorplan, designed to accommodate grain, flour, and feed transport and storage. The first and second floors have tongue-and-groove wood wall cladding and wood floors, and four large timber columns provide structural support for the open layout of each floor. Grain drops along the south wall provide access to the internal grain elevator, which runs from the basement to the roofline. Storage bins located on the second floor are connected to delivery chutes on the first floor. Stairs are located near the northwest corner of the first floor and provide access to the second floor and basement.

- **Office/Schoolhouse**

A one-room schoolhouse is located immediately west of the main mill building. Built in 1906, the Korpall Valley District 2 Schoolhouse is a front gable, frame schoolhouse with a concrete block foundation, clapboard siding, and a gable roof covered with asphalt shingles. A small gable entry porch shelters the central main entrance on the front (south) facade. Three evenly spaced windows are located on the east and west (side) elevations. The schoolhouse retains its open layout and beadboard wainscoting, and a chalkboard is mounted on the north (rear) wall. The schoolhouse was closed in 1943 and relocated to its current site at that time, subsequently serving as office space for the mill.

- **Shed**

A c.1900 small gable shed is located opposite the mill building. The roof is covered with standing seam metal and the front (north) facade is clad in wood drop siding and has a single sliding door flanked by a small window. The remaining elevations are covered in corrugated metal.

- **Dam**

Immediately east of the mill, a c.1915 concrete dam spans Turton Creek. The dam has a two-level spillway with concrete chute and baffle blocks and flared wingwalls. Holes along the top of the dam once accommodated posts used to hold flashboards, thus impounding the creek to form a millpond. The mill was historically powered by a horizontal turbine housed in a powerhouse adjacent to the northeast elevation of the mill building. Although the powerhouse and wheel have been removed, the concrete wall enclosing the intake runs between the south abutment of the bridge and the mill, and the discharge orifice is still visible near the east side of the mill.

- **Bridge**

The Mill Road Bridge (P-61-171) is a single-span, pin-connected, metal, half-hip, Pratt pony truss constructed c.1910. The bridge carries Mill Road across Turton Creek on a northeast-southwest alignment and is 66 feet long with a single 17.7-foot travel lane. The structure is directly above the concrete dam, and the stone abutments rise above the concrete wingwalls of the dam. The bridge's superstructure is composed of angles and channels, and the verticals utilize V-lacing. Diagonals are double, rectangular, looped eye-bars and single, cylindrical, looped eye-bars with open turnbuckles. The floor system consists of rolled I-beam floor beams hung from the pins and braced with threaded rods; rolled stringers support a timber deck with a thin layer of asphalt pavement. Railings on the inner face of both truss panels are composed of angles. The bridge is currently closed to vehicular and pedestrian traffic and steel bars have been welded across both ends.

IV. Description of Use and Impacts on the Section 4(f) resource

This section discusses the use and impacts on the Section 4(f) resource for the alternative carried forward for consideration.

The proposed action's preferred alternative would include the following use of the Section 4(f) resource:

- East Arcadia Mill Complex
 - Demolition of the one of the historic complex's contributing elements
 - Mill Road Bridge

V. Avoidance Alternatives

The following avoidance alternatives were considered. Each was evaluated for its feasibility and prudence. Given the nature of the Section 4(f) resource, it is impossible to avoid impacting the Section 4(f) resource while meeting the project's purpose and need.

A. Do Nothing Alternative

Under the No Build Alternative, no improvements would be made to the existing structure whose structural elements will continue to erode and eventually fail, resulting in the bridge's collapse onto the dam below. In its existing condition, the bridge is a public nuisance and is closed for vehicular and pedestrian traffic. Allowing the structure to remain

does not address the purpose and need and allows the bridge to continue to pose safety and liability risks as it continues to deteriorate.

While the bridge would remain a part of the complete East Arcadia Mill Complex, it would continue to pose a threat to the general public. **Because of the unsafe and poor condition of the existing structure, the No Build Alternative is neither feasible nor prudent and does not satisfy the purpose and need of the project.**

B. Rehabilitation Alternative

Under this alternative, the existing Mill Road Bridge (P-61-0171) would be rehabilitated to a functioning structure.

This alternative would include structural repairs to the deck, steel trusses, and masonry abutments. However, the rehabilitation work would not extend the bridge's life to WisDOT's targeted 75-year structure design life. The substandard bridge clear width of 17.7 feet would be maintained (24 feet would be standard). The required rehabilitation work would remove nearly all the historic characteristics that make it a contributing element to the East Arcadia Mill Complex, thereby negating the intent of a rehabilitation alternative. Mill Road runs parallel to STH 95 and only provides private resident access to less than 10 individual parcels.

The Rehabilitation Alternative is neither feasible nor prudent due to the inadequate design life of the rehabilitated structure, the substandard bridge width, the compromising historic elements of the structure, and the limited number of residents impacted by the structure's continued closure.

C. Replacement Alternative

Under this alternative, the Mill Road Bridge (P-61-0171) would be replaced along with spot improvements along Mill Road. This alternative would replace Mill Road Bridge with a bridge that meets current WisDOT standards. As stated previously, Mill Road runs parallel to STH 95 and serves a small population. Properties on either side of Turton Creek have close access to STH 95 (see attached Location Maps).

The Replacement Alternative is neither feasible nor prudent due to the limited number of private residences that the bridge would serve. Due to the short length of Mill Road and its close proximity to STH 95, access to properties on either side of Turton Creek is not impeded by eliminating its crossing.

Analysis of the potential avoidance alternatives indicated that there are no feasible and prudent alternatives to the proposed action; therefore, the alternative for the removal of the Mill Road Bridge is proposed. See Appendix A for project location map.

VI. Alternative with Least Overall Harm

No full avoidance alternatives of the Section 4(f) resource are prudent or feasible. The full avoidance alternative does not address the fact that the existing bridge is structurally unsound, unsafe, and poses safety and liability concerns. The rehabilitation option does not sufficiently address the unsound structure and the alternative also impacts the factors that make it a contributing element, making it neither prudent nor feasible. The replacement option does address the unsound structure, but is inefficient, still uses the Section 4(f) resource, and is neither prudent nor feasible.

Therefore, removal of the bridge structure is the preferred alternative.

This preferred alternative would remove the current Mill Road Bridge across Turton Creek. This alternative would meet the purpose and need of the project by removing the structurally deficient bridge. **The removal of the bridge meets the purpose and need of the project and the Town of Arcadia endorses this alternative.**

VII. Measures to Minimize and Mitigate Harm

A. Measures to Minimize Harm

- a. The original design included both the removal of the existing structure as well as the installation of turnaround opportunities for vehicles. In order to reduce impacts to the East Arcadia Mill complex and character of the roadway, and due to cost considerations, the vehicle turnarounds were removed from the design.

B. Mitigation

Mitigation will follow the guidelines outlined in the approved Memorandum of Agreement (MOA) for the project. See Appendix C. This includes:

(1) National Register Nomination

1. If the property owner is agreeable, WisDOT's agent will submit a draft Nomination on the National Park Service (NPS) Form 10-900 to the WisDOT Cultural Resources Team (CRT) and SHPO for review and comment within twelve (12) months of the bridge's removal. The Nomination will follow current NPS and SHPO

guidelines and requirements. CRT and SHPO will be provided an opportunity to review and comment.

2. WisDOT's agent will submit the final Nomination along with supplemental materials within thirty (30) days of receipt of CRT and SHPO comments. The supplemental materials will be processed and labeled in accordance with NPS and SHPO standards.
3. WisDOT's agent will present the Nomination to the State Review Board at a regularly scheduled meeting.

(2) Reconnaissance Survey

1. If the property owner declines the National Register Nomination, context and survey of water-powered mills of Trempealeau County and surrounding counties
2. WisDOT's agent will develop a historic context of water-powered mills in the surrounding counties
3. The context and surveyed properties will be documented using the Architecture/History Survey Report format
4. WHPD records will be created for the newly surveyed properties and updated for previously surveyed properties
5. WisDOT's agent will submit copies of the context, survey, and digital images to SHPO

VIII. Coordination

WisDOT has coordinated with the Federal Highway Administration (FHWA), SHPO, Local area Tribal Leaders, the Wisconsin Department of Natural Resources, the property owner (Bob Soules), the Trempealeau County Historical Society, the Arcadia Historical Society, and the residents of the Town of Arcadia. Summaries of correspondence and other contacts with interested parties related to the Section 4(f) resource are provided below.

- A. As outlined in the D for C, consultation appropriate for Section 106 approval was held and included local stakeholders.
- B. On September 28, 2016, a Public Involvement Meeting (PIM) was held for the project. A second PIM was held on December 8, 2016. The meetings were attended by residents and officials representing the Town of Arcadia and Trempealeau County.

IX. Section 4(f) Finding

The public has been afforded an opportunity to review and comment on the potential effects of the project on the protected activities, features, and attributes of the Section 4(f) resource. Public Involvement Meetings were held on September 28, 2016 and December 8, 2016, both at the Arcadia Town Hall, to encourage discussion and comment on the project.

It is our determination that there is no feasible and prudent alternative to the use of the Section 4(f) resource and that the action incorporates all possible planning to minimize harm.

Appendix A

Project Location Maps

T ARCADIA, MILL ROAD

TURTON CREEK BRIDGE ELIMINATION P610171

TOWN ROAD

TREMPEALEAU COUNTY

STATE PROJECT NUMBER

7276-00-72

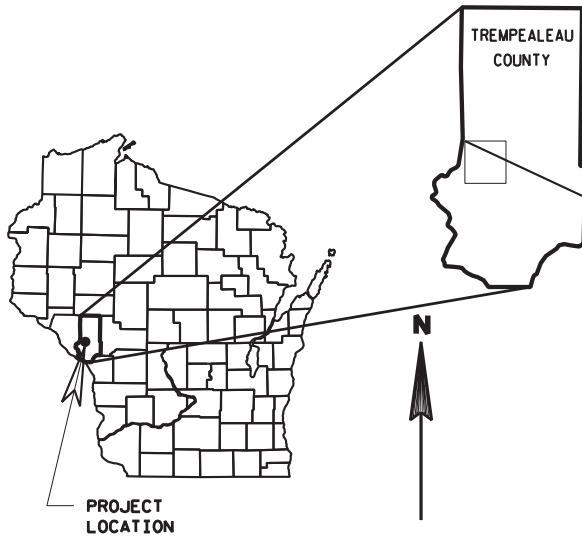
STRUCTURE P-61-0171

R-9-W | R-8-W

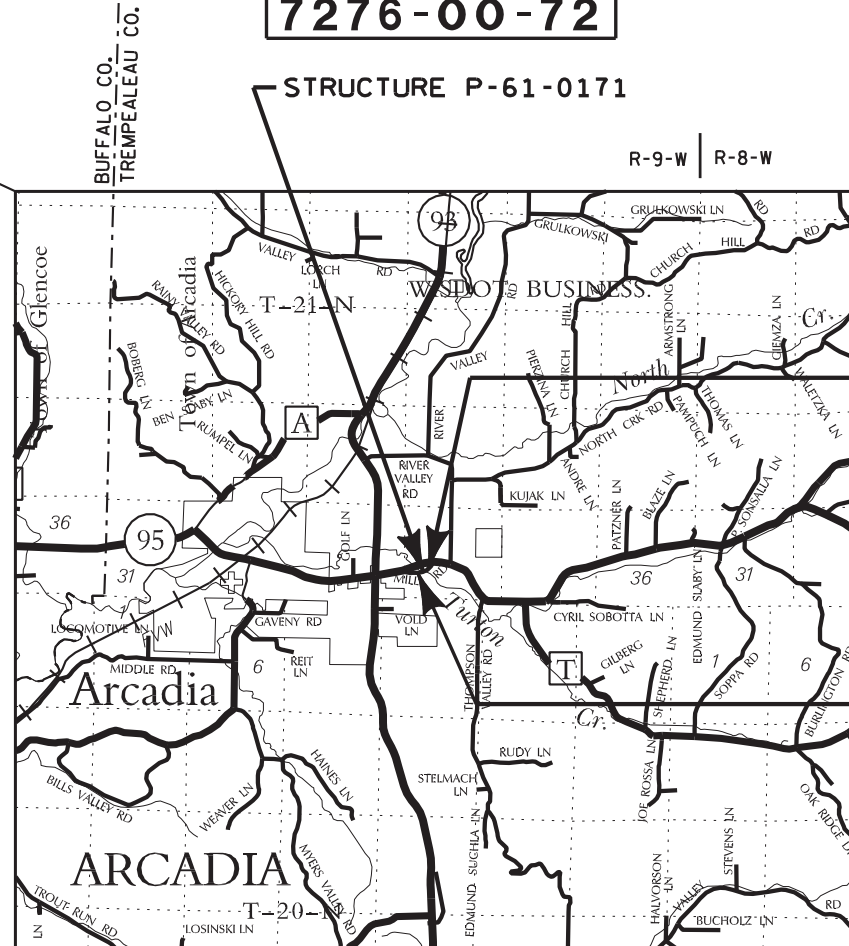
END PROJECT
STA.

T-21-N
T-20-N

BEGIN PROJECT
STA.



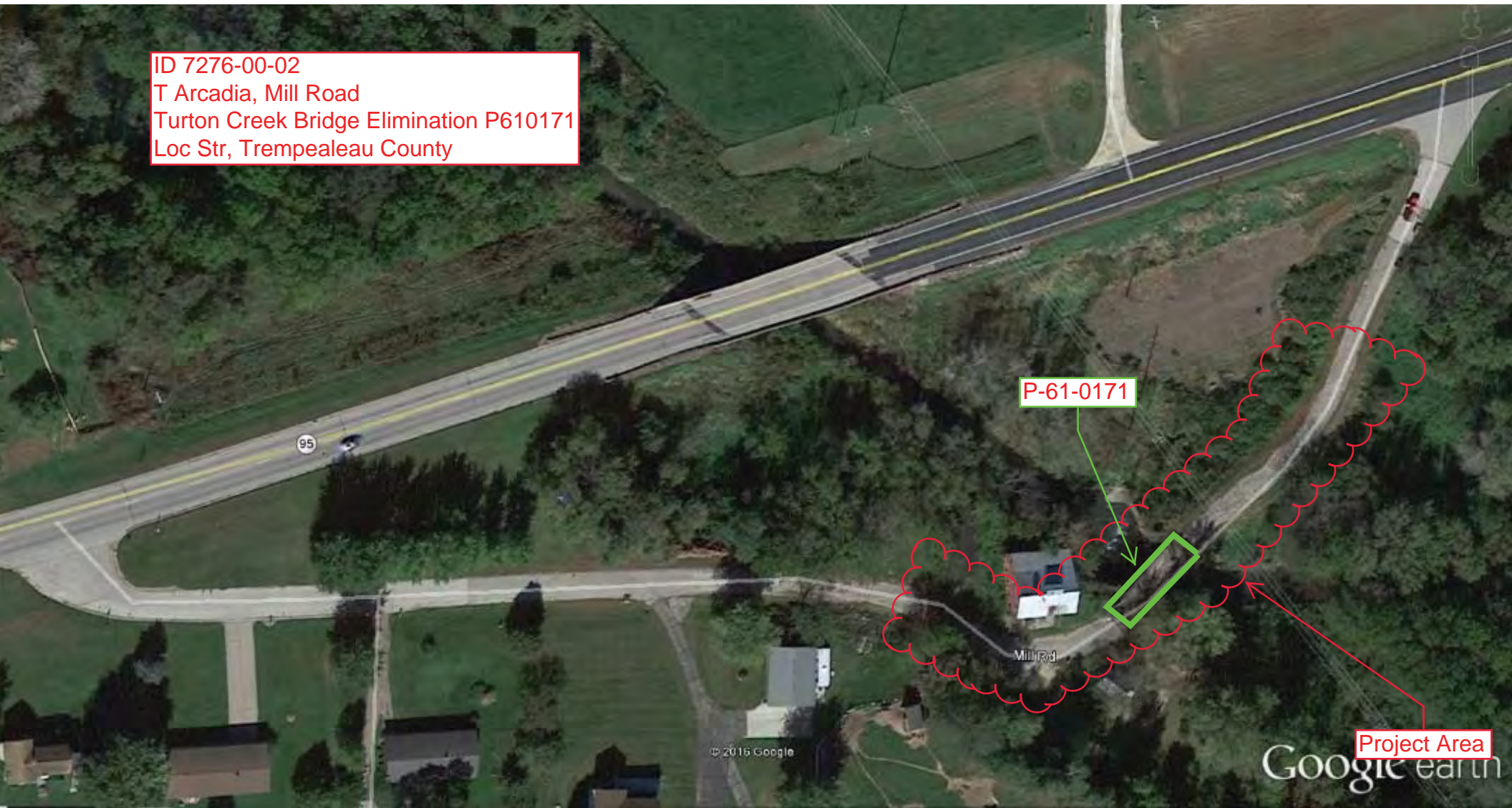
PROJECT
LOCATION



LAYOUT

SCALE 0 1 MI.

ID 7276-00-02
T Arcadia, Mill Road
Turton Creek Bridge Elimination P610171
Loc Str, Trempealeau County



P-61-0171

Project Area

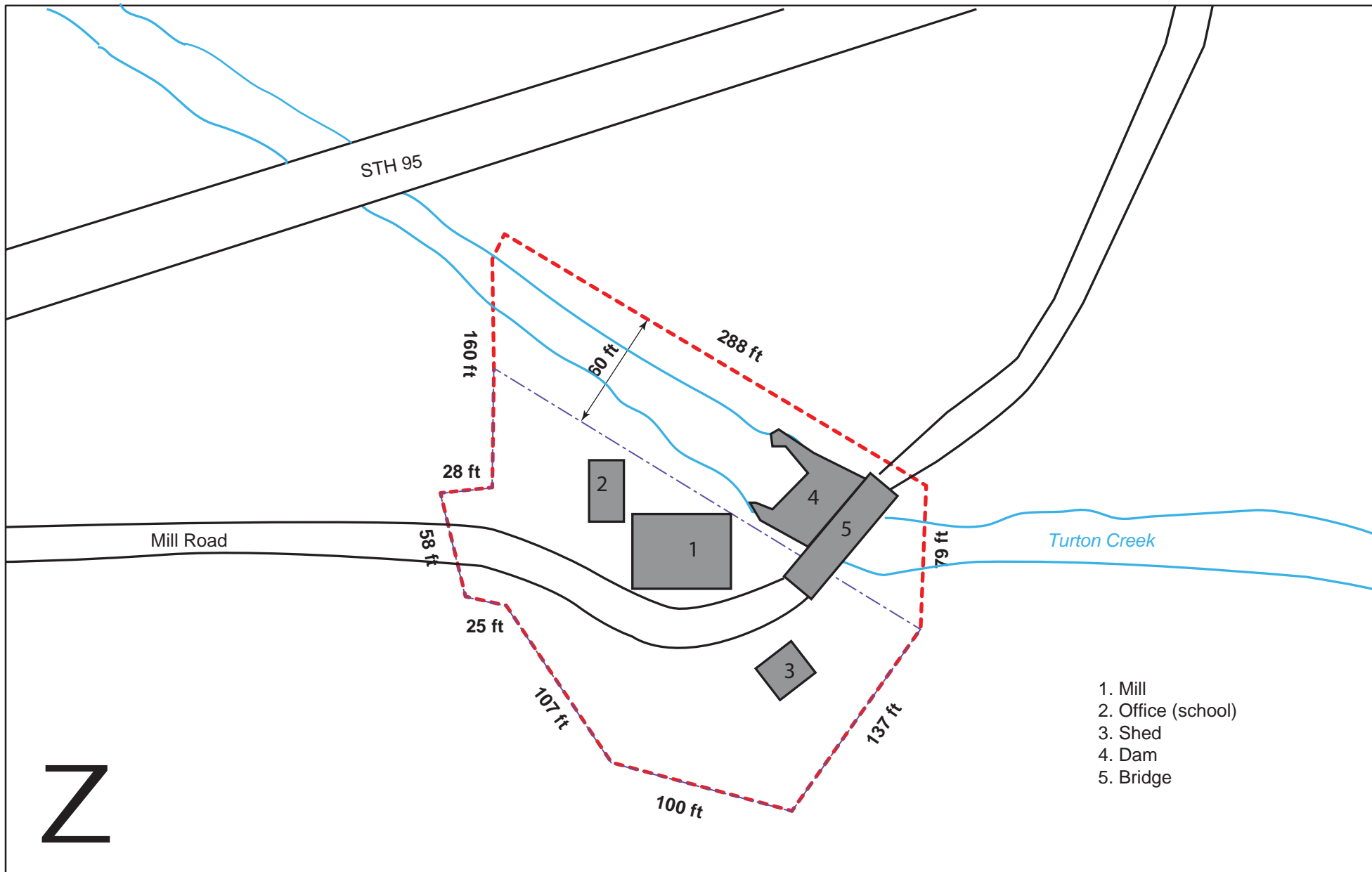
© 2015 Google

Google earth




Appendix B

East Arcadia Mill Complex Maps





0 100 200 400 Feet

-  Contributing resources
-  Historic boundary
-  Parcel line

- 1. Mill
- 2. Office (school)
- 3. Shed
- 4. Dam
- 5. Bridge

East Arcadia Roller Mill
WisDOT ID: 7276-00-02
Mill Road Bridge
Arcadia, Trempealeau County

Appendix C

Section 106 Memorandum of Agreement



Wisconsin Department of Transportation

www.dot.wisconsin.gov

Scott Walker
Governor

Dave Ross
Secretary

Division of Transportation
System Development
4802 Sheboygan Ave, Rm 451
P O Box 7965
Madison, WI 53707-7965
Phone: 608-266-0099
Fax: 608-264-6667
E-Mail: bees.cr@dot.wi.gov

June 5, 2017

Dan Sydow
Ayres Associates
3433 Oakwood Hills Parkway
Eau Claire, WI 54701

WisDOT ID: 7276-00-02 WHS #16-0561/TR
Mill Road Bridge Removal
Town of Arcadia
Trempealeau County

Congratulations, the Memorandum of Agreement (MOA) for the Mill Road Bridge Removal project has been signed by the required parties and filed with the Advisory Council on Historic Preservation (ACHP). As the contact person for the project, it is your responsibility to ensure that the MOA stipulations are completed in a timely matter. Please use May 26, 2017, as the MOA execution date. See the enclosed checklist for a breakdown of the stipulations and the party responsible for completing each stipulation. I ask that you contact my office as the stipulations are completed and provide evidence documenting the completion.

WisDOT Cultural Resources Team (CRT) staff will contact you at the end of each year regarding the status of the MOA. This information is required for an annual report to the SHPO.

If you have any questions, please contact my staff assistant, Katie Kaliszewski, at (608) 273-6380 or katie.kaliszewski@meadhunt.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Kennedy", with a stylized flourish at the end.

Jason Kennedy
Environmental Analysis & Review Specialist

Enclosures

cc: Ian Chidister, FHWA
Ryan McKane, Knight E/A, Inc.
Larry Jones, CO Files

IMPLEMENTATION OF THE MEMORANDUM OF AGREEMENT

for

WisDOT ID 7276-00-02/ WHS #16-0561/TR
MILL ROAD BRIDGE (P-61-171) REMOVAL
TOWN OF ARCADIA
TREMPEALEAU COUNTY

CONTACT PERSON:

Dan Sydow, Ayres Associates

WisDOT Northwest Region

MOA execution date: 05/26/17

SHPO Signature: 04/06/17

Completed:

STIPULATION	REFERENCE TO MOA	COMPLETED?	RESPONSIBLE PARTY
National Register Nomination for the Determined Eligible East Arcadia Roller Mill	1		WisDOT
Reconnaissance Survey and Context of water-powered mills of Trempealeau and other surrounding counties. * <i>(*with only be completed if property owner declines National Register nomination, it the owner pursues nomination of the Mill, this stipulation is void.)</i>	2		WisDOT

Memorandum of Agreement

BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
THE WISCONSIN STATE HISTORIC PRESERVATION OFFICER

Prepared pursuant to 36 CFR § 800.6(c)

Regarding

WISCONSIN DEPARTMENT OF TRANSPORTATION PROJECT I.D. 7276-00-02

WHS#: 16-0561/TR

Mill Road Bridge (P-61-171) Removal

Town of Arcadia, Trempealeau County

WHEREAS, the Federal Highway Administration (FHWA) has been requested to participate in the removal of Mill Road Bridge (P-61-171) in the town of Arcadia, Trempealeau County, Wisconsin; and

WHEREAS, the FHWA is the lead agency on this project with responsibility for completing the requirements of Section 106 of the National Historic Preservation Act; and

WHEREAS, the FHWA has established the Project's Area of Potential Effects (APE), as defined in 36 CFR § 800.16(d), to be properties adjacent to Mill Road Bridge within the project limits; and

WHEREAS, the FHWA, pursuant to 36 CFR § 800.4(c), has determined that the East Arcadia Roller Mill Complex (Mill Complex) is eligible for inclusion in the National Register of Historic Places (National Register); and

WHEREAS, the FHWA has determined that the project will have an adverse effect on the Mill Complex; and

WHEREAS, the FHWA has consulted with the Wisconsin State Historic Preservation Office (SHPO) in accordance with Section 106 of the National Historic Preservation Act, 54 U.S.C. § 300101 (NHPA), and its implementing regulations (36 CFR Part 800) to resolve the adverse effect of the project on historic properties; and

WHEREAS, the FHWA intends to use the provisions of this Memorandum of Agreement (MOA) to address applicable requirements of Section 110(b) of NHPA, 54 U.S.C. 306103; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) participated in the consultation and concurs with this MOA; and

WHEREAS, the Advisory Council for Historic Preservation (ACHP) has been notified of the adverse effect but has chosen not to participate in consultation efforts; and

WHEREAS, this undertaking is not on federal or tribal land as defined by the NHPA; therefore, all inadvertent human remain discoveries will be addressed in accordance with Wisconsin s.s. 157.70; and

WHEREAS, post-review discoveries of non-human remain historic resources will be treated in accordance with 36 CFR 800.13(b); and

NOW, THEREFORE, the FHWA, and the Wisconsin SHPO agree that, upon execution of this MOA, and upon the FHWA's decision to proceed with the Project, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

WisDOT shall ensure satisfaction of the following stipulations:

1. NATIONAL REGISTER NOMINATION

Within 90 days of MOA execution WisDOT or its agent will draft a letter to the property owner of the Mill Complex to confirm their interest in pursuing a National Register Nomination (Nomination) for the property. The letter will include a postage-paid response asking if they wish to pursue the Nomination. The property owner will be provided 45 days to respond. If the property owner declines the Nomination, WisDOT will not pursue listing the Mill Complex and will instead complete Stipulation 2.

If the owner elects to pursue the Nomination, WisDOT or its agent will prepare a Nomination (Nomination) for the East Arcadia Roller Mill in accordance with Appendix A.

2. RECONAISSANCE SURVEY

If the property owner declines listing the Mill Complex in the National Register, WisDOT or its agent will prepare a survey and context of water-powered mills of Trempealeau County and the surrounding counties in accordance with Appendix B of this MOA. If the owner pursues the Nomination, this Stipulation will be void.

3. DISPUTE RESOLUTION

Should any signatory to this MOA (including any invited signatory), per 36 CFR 800.6(c)(1) and (2), object in writing at any time prior to termination to any actions proposed or the manner in which the terms of this MOA are implemented, WisDOT and the FHWA shall consult with such party to resolve the objection. The objection must specify how the actions or manner of implementation is counter to the goals, objectives, or specific stipulation of this MOA. If the FHWA determines that such objection cannot be resolved, the FHWA will:

- A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the Advisory Council on Historic Preservation (ACHP). The ACHP shall provide the FHWA with its advice on the resolution of the objection within 30 days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories, and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.

- B. If the ACHP does not provide its advice regarding the dispute within the 30-day period, the FHWA may make a final decision on the dispute and proceed accordingly. Prior to proceeding, the FHWA shall notify the parties to this MOA of its decision regarding the dispute.
- C. It is the FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

4. AMENDMENT

Any signatory to this agreement may propose to the agency that the agreement be amended. Whereupon the agency shall consult with the other signatory parties [including invited signatories per 36 CFR 800.6(c)(1) and (2)] to this agreement to consider such an amendment. 36 CFR 800.6(c)(1) and (7) shall govern the execution of any such amendment.

5. PROFESSIONAL QUALIFICATIONS

WisDOT shall ensure that all historic preservation work carried out pursuant to the agreement is carried out by or under the supervision of a person or persons meeting at a minimum the *Secretary of the Interior's Professional Qualifications Standards* in the field of architectural history, as published in 36 CFR Part 61.

6. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment. If within thirty (30) days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

7. SUNSET CLAUSE

This agreement shall be null and void if all terms are not carried out within five (5) years from the date of its execution, unless the signatories agree in writing to an extension for carrying out its terms. Execution of this MOA by the FHWA and the Wisconsin SHPO, and implementation of its terms, evidences that the FHWA has complied with Section 106 on the Mill Road Bridge removal and its effects on historic properties and that the FHWA has taken into account the effects of the project on historic properties.

WisDOT Project I.D. 7276-00-00
Mill Road Bridge (P-61-171)
Town of Arcadia, Trempealeau County

SIGNATORIES

FEDERAL HIGHWAY ADMINISTRATION

BY: Tim Cuddeback
Michael Davies, P.E.
For: Division Administrator, FHWA

Date: May 26, 2017

WisDOT Project I.D. 7276-00-00
Mill Road Bridge (P-61-171)
Town of Arcadia, Trempealeau County

WISCONSIN STATE HISTORIC PRESERVATION OFFICER

BY: 
State Historic Preservation Officer

Date: 4/6/17

WisDOT Project I.D. 7276-00-00
Mill Road Bridge (P-61-171)
Town of Arcadia, Trempealeau County

INVITED SIGNATORIES

WISCONSIN DEPARTMENT OF TRANSPORTATION

BY: 
WisDOT Historic Preservation Officer

Date: 6/1/2017

APPENDIX A

If the property owner elects to pursue the National Register Nomination for the East Arcadia Roller Mill Complex:

- WisDOT's agent will submit a draft Nomination on the National Park Service (NPS) Form 10-900 to the WisDOT Cultural Resources Team (CRT) and SHPO for review and comment within twelve (12) months of the bridge's removal. The Nomination will follow current NPS and SHPO guidelines and requirements. CRT and SHPO will be provided an opportunity to review and comment.
- WisDOT's agent will submit the final Nomination along with supplemental materials within thirty (30) days of receipt of CRT and SHPO comments. The supplemental materials will be processed and labeled in accordance with NPS and SHPO standards.
 1. Completed NPS Form 10-900
 2. USGS map
 3. Historic boundary map
 4. Labeled photographs and archival disk containing image files
 5. Summary paragraph
 6. National Register checklist
- WisDOT's agent will present the Nomination to the State Review Board at a regularly scheduled meeting.
- Selected consultant will be required to make any changes to the nomination requested by SHPO, the State Review Board, or NPS.

APPENDIX B

If the property owner declines the National Register Nomination, context and survey of water-powered mills of Trempealeau County and surrounding counties:

- Within one (1) year of the MOA execution, WisDOT's agent will complete a field survey of extant water-powered mills in the following counties:
 - Trempealeau
 - Jackson
 - Clark
 - Eau Claire
 - Pepin
 - Buffalo

The survey will follow the *Wisconsin Survey Manual*. Prior to commencing fieldwork, historic maps and atlases, as well as current aerial imagery, will be consulted to locate extant water-powered mills for survey. In addition, the previously surveyed mills with the six counties that are in the Wisconsin Historic Preservation Database (WHPD) will be resurveyed as part of the project

- WisDOT's agent will develop a historic context of water-powered mills in the six identified counties
- The context and surveyed properties will be documented using the Architecture/History Survey Report format.
- WHPD records will be created for the newly surveyed properties and updated for previously surveyed properties.
- WisDOT's agent will submit copies of the context, survey, and digital images to SHPO.

Appendix D

United States Department of Interior

Concurrence Letter



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

August 18, 2017

9043.1
ER 17/0328

Johnny M. Gerbitz
Federal Highway Administration
Wisconsin Division Office
525 Junction Road, Suite 8000
Madison, WI 53717

Dear Mr. Gerbitz:

The Department of the Interior (Department) has reviewed the Section 4(f) Evaluation for the Mill Road Bridge removal over Turton Creek, in Arcadia, Wisconsin. The Department offers the following comments and recommendations for your consideration.

Section 4(f) Comments

The Section 4(f) Evaluation (document) describes the existing East Arcadia Mill complex, and a proposal to remove the Mill Bridge Road which serves it. The project sponsor is the Town of Arcadia, on behalf of the Wisconsin Department of Transportation and the Federal Highway Administration (FHWA). The document considers effects under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303) associated with the project.

The East Arcadia Mill Complex is privately owned, and eligible for listing in the National Register of Historic Places. The East Arcadia Mill was constructed in 1900 and is a two-story, side gable, vernacular gristmill that is the only extant water-powered mill remaining in the community. The mill building, shed, schoolhouse, dam, and bridge are all contributing features to the historic complex.

The existing bridge is a single-span, pin-connected, metal, half-hip, Pratt pony truss constructed in 1910. The bridge has been closed to traffic for many years due to its advanced state of deterioration. The bridge once carried Mill Road across Turton Creek. It is 66 feet long with a single 17.7-foot wide travel lane. The structure is directly above a concrete dam and adjacent to a shed, old schoolhouse, and feed mill. Because it is a contributing element to the mill complex, removal of the bridge would constitute a Section 4(f) use of the mill complex.

The project sponsors concluded that removal of the Mill Road Bridge is the most prudent alternative, and that the action constitutes an adverse effect pursuant to Section 106 of the National Historic Preservation Act, as amended (36 CFR 800.5(a)(1)). Alternatives that would avoid removal of the bridge were considered, but the project sponsors determined that there is no feasible and prudent alternative that would meet the purpose and need of the project and avoid the use and impact of the Section 4(f) property.

The Department's review concurs with the determination that there is no feasible or prudent alternative to the removal of the Mill Road Bridge.

The Town of Arcadia, Wisconsin State Historic Preservation Office (SHPO), Wisconsin Department of Transportation, and FHWA have signed a memorandum of agreement regarding mitigation for the removal of the bridge. Removal would be mitigated through recordation and research. The Department therefore has no objection to the 4(f) evaluation and concurs with the measures to mitigate the removal of the Mill Road Bridge.

The Department has a continuing interest in working with the FHWA and the Wisconsin Department of Transportation to ensure impacts to resources of concern are adequately addressed. For issues concerning Section 4(f) resources, please contact Tokey Boswell, Chief, Planning and Compliance Division, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, or by telephone at 402-661-1534.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Lindy Nelson", with a stylized flourish at the end.

Lindy Nelson
Regional Environmental Officer