

PROGRAMMATIC CATEGORICAL EXCLUSION
FOR STATE AND FEDERALLY FUNDED ACTIONS
Wisconsin Department of Transportation
Revised July 2015

WisDOT Design and Construction IDs 5163-09-00 (71/72/73)	Federal Project IDs (if available)	Legal Description (Township, Range, Section) T14N/7W/Sec. 28 & 33 T13N/7W/Sec. 4,9,16,21, 2 & 32	County Vernon
Project Name Genoa to Stoddard		Project Termini/ Location STH 56 – N. Village Limits of Stoddard Logical Termini - (STH 56 – Proksch Coulee Rd)	
Name of Route or Facility to be Improved WIS 35	Facility Classification Principle Arterial	Improvement Type Recondition	
Estimated Project Cost in Year of Expenditure \$ (include R/W Cost) \$9,914,938		Funding Source(s) (check all that apply) <input checked="" type="checkbox"/> State (71/72) <input checked="" type="checkbox"/> Federal (71/72) <input checked="" type="checkbox"/> Local (73)	
23 CFR 771.117(d) Project Type Number and Text (see Table 1 below) (d) (13) Modernization of a highway by rehabilitation.			
Section 4(f) <input type="checkbox"/> None <input checked="" type="checkbox"/> <i>De Minimis</i> <input type="checkbox"/> Bikeway/ Walkway <input type="checkbox"/> Minor Park/ Rec <input type="checkbox"/> Minor Historic <input type="checkbox"/> Net Benefit <input type="checkbox"/> Exception			
Right of Way Acquisition 0.85 Total Acres 0.01 Fee Simple Acres 0.00 Permanent Easement Acres 0.84 Temporary Easement Acres			
Number of Buildings Acquired <input type="checkbox"/> None Vacant Buildings Occupied Buildings			
Name of Individual/ Firm Preparing this Form Tom Oldenburg/WisDOT-SW LaCrosse		CE Preparation Date 12-19-2016	Project Start Date March-2015

**WisDOT Region Environmental Coordinator or
Local Program Management Consultant**

I certify that I meet the requirements for staff who review and recommend approval of Categorical Exclusion (CE) actions, specified in the FHWA – WisDOT CE Agreement. I further certify that I have reviewed this document, and agree with the determination that the proposed project and resultant impacts meet the definition of a CE as described in 23 CFR 771.117(a) & (b), and will not result in significant environmental impacts. I recommend this CE for approval.



(Signature)

Steve Vetsch Jr.

(Print Name)

1/17/2017

(Date)

**WisDOT Region, Central Office, or Local Program
Project Manager**

I certify that I am familiar with this proposed project and its impacts and that the information contained in this document is accurate and can be relied upon for documentation decisions. I further certify that the mitigation measures and commitments proposed herein will be incorporated into the project plans and contract documents. I approve this CE.

(Signature)

(Print Name)

(Date)

Section One: Introduction & Regulatory Requirements

1.1 Purpose and Eligibility

The FHWA – WisDOT Categorical Exclusion Programmatic Agreement (Agreement) allows WisDOT to make categorical exclusion (CE) determinations on FHWA's behalf for certain projects listed in 23 CFR 771.117(d) when the projects do not exceed the environmental impact criteria specified in the Agreement. The Programmatic Categorical Exclusion (PCE) is the acceptable form of documentation for these projects. While the PCE is based on the Agreement with FHWA, it may also be used to document certain projects that require only state and/or local funding and approvals.

The actions described in Table 1 are eligible for PCE consideration if (1) they meet the definitions of an action, (2) they do not include significant impacts, (3) they do not include unusual circumstances that warrant the preparation of an Environmental Report (ER), Environmental Assessment (EA), or Environmental Impact Statement (EIS), and (4) they do not exceed the environmental impact thresholds specified in the Agreement. Any project that does not meet these criteria or that has been determined to have substantial controversy based on environmental grounds is not eligible for PCE consideration.

A determination that this project satisfies the criteria for a PCE does not relieve the applicant of the requirement to comply with other laws and regulations including, but not limited to, Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Section 4(f) of the US Department of Transportation Act. Coordination to comply with these other laws may require FHWA involvement. Furthermore, designation of this project as a PCE does not relieve the requirement for WisDOT to coordinate with WDNR under the Cooperative Agreement. Any correspondence or documentation used to comply with federal, state, or local laws or regulations should be maintained in the project file and provided with this checklist upon request.

23 CFR 771.117(d)(13) allows the actions described in 23 CFR 771.117(c)(26-28) to be processed as (d)-list actions if they do not meet the criteria in 23 CFR 771.117(e). An action that does not meet the criteria in paragraph (e) may be documented with a PCE *unless* it is disqualified by the environmental impact criteria of Section VII.A. of the Agreement, which are reflected on this PCE form. If an action fails to meet both sets of criteria, it must be documented with an ER, EA, or EIS, as applicable.

Table 1: Eligible Categorical Exclusion Project Types

<p>23 CFR 771.117(d)</p> <p>(1-3) Reserved</p> <p>(4) Transportation corridor fringe parking facilities.</p> <p>(5) Construction of new truck weigh stations or rest areas.</p> <p>(6) Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.</p> <p>(7) Approvals for changes in access control.</p> <p>(8) Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.</p> <p>(9) Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.</p> <p>(10) Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.</p> <p>(11) Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.</p> <p>[Note: 23 CFR 771.117(d)(12) "Acquisition for hardship or protective purposes" may not be processed with a PCE]</p> <p>(13) Actions described in paragraphs (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section.*</p> <p><i>*23 CFR 771.117(c)(26-28) appear below. If processing a project of this type with the PCE, use number (d)(13) and the appropriate CE type description where necessary.</i></p> <p>(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes).</p> <p>(27) Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting.</p> <p>(28) Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings.</p>

1.2 Project is a Complete FHWA Action

Check all boxes that apply to the proposed project. To process your project with this checklist, you must be able to check all boxes.

23 CFR 771.111(f) In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall:

- ☒ (1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope
- ☒ (2) Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made
- ☒ (3) Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements

1.3 Unusual Circumstances

Check all boxes that apply to the proposed project. If any boxes in this section are checked, evaluate the scope of the project and coordinate with FHWA regarding the completion of more detailed environmental documentation.

23 CFR 771.117(b) Any action which normally would be classified as a CE but could involve unusual circumstances will require the FHWA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

- ☐ (1) Significant environmental impacts
- ☐ (2) Substantial controversy on environmental grounds – project is ineligible for PCE
- ☐ (3) Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act
- ☐ (4) Inconsistencies with any federal, state, or local law, requirement or administrative determination relating to the environmental aspects of the action
- ☐ Other unusual circumstances not listed in FHWA regulations (describe below)
(In Wisconsin, auxiliary lane and capacity expansion projects that are proposed for processing with this checklist are examples of unique or unusual circumstances and will require consultation with FHWA before proceeding with the project.)

Describe any unique or unusual circumstances and subsequent coordination with FHWA:

Intersection of WIS 162 with WIS 35 at the south end of the village of Stoddard, will require the taking of less than 0.001 acres (118 sqft) of FEE (RoW) and 0.05 acres (2,491 sqft) of temporary easement from the 4f park lands in order to upgrade this intersection. The village of Stoddard is also requesting sidewalk be placed along the north and west sides of the 4f lands (village park) to allow for pedestrian access to the park. In addition to this 4f lands, a FNOS was determined on one historical property where the PE (private entrance) will be replaced along with the sidewalk in front of the historical property. This can be found in the section 106 and DNOE for the property. See Exhibit A.

1.4 Tribal Lands

For projects, regardless of project type, located partially or entirely on Tribal lands in trust, allotted, or reservation status, WisDOT Region and Local Program staff shall consult with WisDOT Central Office Environmental Staff prior to preparing PCE documentation. In certain cases, the involvement of Tribal land may warrant preparing higher level environmental documentation (e.g. ER instead of PCE) than what is normally required by the FHWA – WisDOT CE Agreement. WisDOT Central Office Environmental Staff will ensure adequate Tribal consultation by WisDOT and engage FHWA in consultation when necessary.

Describe any Tribal coordination:

A letter was sent to all Native American tribes that are known to have interest in the project area describing the project in detail and provided project location maps. No comments were received. A copy of this letter is included along with a form showing all Native American tribes that were contacted. See Exhibit B.

1.5 Preparing the Programmatic Categorical Exclusion

Once eligibility has been determined for a project, the PCE and associated documentation can be assembled. Each PCE document must include the following:

- ✓ Project Map (with title, cardinal directions, legend, scale, and state locator) Exhibit C – Project Plans
 - Aerial photograph (preferred) – Exhibit D
 - Project boundaries/limits – Exhibit D
 - Identify any public lands, waterways, and water bodies within or adjacent to the project boundary – Exhibit D
 - Identify existing and new conditions if the project includes additional right of way (ROW) – Exhibit C, Project Plans
 - Additional maps as needed to demonstrate project eligibility
- ✓ Appendices

- Studies
- Reports – Appendix A (Phase I and Phase II, Environmental - MVAC)
Appendix B (Historical Report – Mead & Hunt)
Appendix C (DNOE & FNOS – Mead & Hunt)
- *De Minimis* or Programmatic Section 4(f) documentation – Appendix D
- Agency coordination/documentation
- ✓ Other documentation as necessary

Section Two: Description of the Project and Alternatives

2.1 Project Description

Provide a brief description of the proposed action. Include a discussion of the purpose and need (e.g. system linkage(s), transportation demand, legislation, social demands or economic development, modal interrelationships, safety, and roadway deficiencies as applicable).

WIS 35 is classified as a Principle Arterial roadway under the National Highway System, Long Truck Route and is a major north/south corridor on the western half of Wisconsin between the cities of La Crosse and Prairie du Chien. This highway is also known as a Great River Road and is situated between the Mississippi River and the bluffs adjacent to the river. The section of WIS 35 between Genoa and Stoddard, where WIS 35 intersects with WIS 56 on the south end of Genoa to Stoddard where WIS 35 intersects with Proksch Coulee Road on the north end of the village of Stoddard.

WIS 35 underwent a major reconstruction in 1950's which re-aligned the roadway to its current location and put in place three structures over tributaries to the Mississippi River, B-62-009 (1954), B-62-015 (1959) and B-61-016 (1959). Since that time, WIS 35 has seen some improvements to the roadway in widening and general maintenance (resurfacing). The existing roadway utilizes the same pavement substructure that was in place back in the 1959 when it was re-aligned with the exception of the shoulders which have been widened since the 1950s. The most recent improvement project for this section of highway was done in 1987 and was classified as a resurfacing project where the existing asphalt surface was milled off and replaced.

The need for this project are the following:

- Structures that are approaching their life span of 75 years.
- Structures with substandard clear roadway widths, existing width 28-feet.
- Section loss in the substructures of the existing three bridges B-62-09, B-62-015 & B-62-016
- Poor pavement condition that has been maintained to its maximum potential.
 - 2013 International Roughness Index (IRI) Urban - IRI: 85, (Rural – 5.82 mile segment) – IRI: Ave. 166
 - 2013 Pavement Condition Index (PCI) Urban - PCI: 71, (Rural – 5.82 mile segment) – PCI: Ave. 54
- Failing roadway sub-base in the roadway fill areas.

The purpose of the project is to have new pavement surface and three new structures on WIS 35, from Genoa to Stoddard, that have roadway widths of 44-Ft by 2020. This is known as the (Rural Section) of the project. Within the village limits of Stoddard, (Urban Section), will consist of a complete pavement replacement within the village limits. This include the replacement of all sanitary sewer, water main and storm water under WIS 35.

2.2 Improvement Type

Identify the number and text of the 23 CFR 771.117 (d)-List project type (see Table 1) and provide a brief description of how the project fits this CE.

This project is placed into a CE (categorical exclusion) based on section 23 CFR 771.117 (d)(13)(26)&(28) Modernization of a highway by re-surfacing, reconstruction, addition of shoulders, or adding auxiliary lanes. Bridge rehabilitation, reconstruction or bridge replacement.

2.3 Alternatives

Provide a brief description of any alternatives considered for this project, if multiple alternatives were considered.

No Build Alternative – This alternative does nothing to address the deficiencies in the existing roadway pavement structure or the existing bridges and box culvert. This alternative will increase current maintenance costs for the maintenance of the structures and roadway which will eventually need replacement at a later time which will

see an increased cost in the construction due to inflation. Both the roadway and structures have out lived their life expectancies.

The Following alternatives all take into consideration the issue of replacing the deteriorating pavement structure on WIS 35 and the replacement of the substandard/obsolete structures along this section of WIS 35.

Alternative 1 – Recondition:

This alternative replaces the pavement on STH 35 from STH 56 in Genoa to Proksch Coulee Road in Stoddard, Wisconsin. It is also proposed to replace structures B-62-09, B-62-15 and B-62-15. The rural portion of this project is going to have 12-ft travel lanes 7-ft wide shoulders. These shoulders will be paved for 6-ft and 1-ft of gravel. Intersections throughout the rural section will be brought up to current geometric standards. B3eam guard will be replaced throughout this rural section. Three bridge structures and one box culvert in this rural section will also be replaced. The new structures will have a roadway width of 40ft.

The urban section will consist of 12-ft lanes and 8-ft parking lanes. This will give Stoddard a consistent width throughout the village limits and will allow bike accommodations. The sidewalk will be added or replaced in the urban section of this project to accommodate pedestrians. Village utilities (sanitary sewer and water services) along with storm sewer will be replaced in the urban section of this project. Intersections will be up-graded throughout the urban section. The intersection of STH 162 and STH 35 will have a right turn lane added to the north bound lane. This alternative was selected because it fulfills our purpose and need for the project. It replaces the three structures and pavement on this project.

A two staged detour will be used during the construction of this project. This traffic control was ultimately decided to be used for the preferred alternative taking into account an early start, the possibility of high water (spring runoff) and the school bussing route accommodation.

Stage I detour – This stage will take into consideration the possibility of high water in the spring with the spring run off on the Mississippi River and the school district of De Soto still being in session at this time. Traffic will be allowed to utilize WIS 35 up to WIS 162 where it will be detoured over to USH 14 and then back over to WIS 35 in La Crosse. At this time, work will begin in the Village of Stoddard as well as the intersection at WIS 56 and WIS 35 with the addition of a right turn bay onto WIS 56.

Stage II detour- Once the Mississippi River has receded to a more normal level, WIS 35 will be closed from WIS 56 to the north village limits in Stoddard where work may begin on the rural portion of the project as well as the three bridge and one box culvert replacements. The detour will utilize WIS 56 to USH 14 and back to WIS 35 in La Crosse WIS 35 will be open to local traffic only during this time.

Other traffic control options that were considered:

Staged Construction (No Detour) - The staged construction no-detour alternative looked at maintaining traffic on WIS 35 while construction is being done. This would require that all three bridged be built under staged construction. This alternative is fine except that the bridge that spans the Coon Creek just south of Stoddard is a structure that cannot be constructed in stages and it is not feasible to have a construction joint down the center of that structure. This eliminates this alternative from consideration.

Alternative 2 - Staged Construction (Coon Creek Detour) – This alternative looked at detouring WIS 35 traffic along a short stretch of town road then onto a county road and then onto WIS 162 on the south end of Stoddard. This alternative has issues with Archeological Resources located along the town road which would be impacted by the upgrades that would be required on the town road in order to bring it up to county roadway standards in order to allow traffic to move freely along that section of the detour. In addition, there was public opposition to this alternative due to the noise impacts it would have in a minor subdivision area adjacent to the town road. With the cost associated with this detour, the environmental impacts and sociological impacts incurred with this alternative, this Staged Construction (Coon Creek Detour) alternative was withdrawn from consideration.

Alternative 3 - WIS 35 Detour (Stoddard) – This alternative was looked at briefly and then eliminated. The reasons this alternative was eliminated was due to there not being a direct route through the village of Stoddard, the majority of the detour would have ran along village side street which would have required modifications in order to allow semi traffic to pass freely around urban residential intersections which are not design accordingly. In addition, the pavement structure of these side streets is not adequate enough to accommodate the heavier vehicles that would be utilizing those streets. Lastly, this alternative would have also required the detour portion of the alternative Staged Construction (Coon Creek Detour), and with the concerns with that alternative, this WIS 35 Detour (Stoddard), this alternative is just not feasible and was removed from consideration.

2.4 Agency/Local Unit of Government Coordination and Public Involvement

Provide a brief description of coordination conducted with agencies and local unit(s) of government. Describe any unresolved issues and how they will be resolved. Attach evidence of agency and local unit of government coordination as applicable.

All agency/local units of government were given project notification letters at the start of the project. In addition to those initial letters additional coordination may have been required due to comments and or regulatory agreements with those agencies of government, i.e. Native American Correspondence, DNR initial concurrence, Village Correspondence (utilities), etc. An initial public informational meeting was held in October of 2015, where all people with a physical mailing address to Wis35 within the project limits were mailed a notice of the meeting and given a project map and description prior to the meeting. Additionally this meeting was posted in the local newspapers and broadcasted on the local radio station. Attached is the initial project notification letter to the public and various units of government as well as the public informational meeting notice.

The department has had several meetings with the Village of Stoddard with regards to the design of the intersection at WIS 162 and WIS 35, located next to the village park on the south end of the village limits. Attached are the notes from the initial meeting with the village and a letter from the village with regards to the construction project not posing an adverse effect on the park lands.

Provide a brief discussion of public involvement efforts. Describe any concerns expressed, how those concerns were resolved and how any unresolved concerns will be resolved.

Public involvement was address above. Prior to the public informational meeting in Oct. 2015, the department was looking at alternatives for a detour route. One route ran along a town road onto a county highway then to a state highway. The section along the town road would have seen considerable increase in traffic and some of the public that lived along that road return letters with concerns after the initial project notice was sent out. Those concerns were taken into account and the detour along that town road was ultimately eliminated from consideration. At this time, there are no other outstanding or unresolved concerns with the public. Additional public informational meetings are planned prior to construction in 2020.

Section Three: WisDOT Programmatic Categorical Exclusion Criteria

3.1 Right-of-Way Acquisition

Right of way (ROW) for the proposed action may be acquired by fee simple purchase, permanent or temporary easement, right of entry, gift, or other means.

Will additional ROW be acquired?

- ☐ No
☒ Yes

If yes, provide the number of ROW acres to be acquired below and identify the acquisition(s) on the project map.

- ☒ Fee simple purchase – 0.01 acres
☐ Permanent easement - acres
☒ Temporary easement – 0.84 acres
☐ Right of Entry - acres
☐ Gift - acres
☐ Other, additional description:

3.2 Displacement or Relocation

A project is ineligible to use the PCE if any displacements or relocations occur as a result of the project. Vacant buildings that are not significant historic resources may be acquired.

Does the project require any displacements?

- ☒ No
☐ Yes – project is ineligible for PCE unless building is vacant

3.3 Burial Sites

A project is ineligible to use the PCE if it adversely affects burial sites.

Does the project adversely affect a burial site?

- ☒ No burial sites are affected by proposed actions.
- ☐ Proposed actions occur within a burial site without adverse effects. Wisconsin Statute 157.70 burial authorization is required prior to commencing proposed project actions.
- ☐ Proposed actions adversely affect a burial site – project is ineligible for PCE

3.4 Historic Properties (cultural resources) [Note: For projects with no federal participation, complete this section. For projects with federal participation, skip this section and complete Section 4.5 of this form.]

The state register of historic places includes districts, sites, buildings, structures, and objects which are significant in national, state, or local history, architecture, archaeology, engineering, and culture. A project is ineligible to use the PCE if it will affect a property listed on the state register.

Does the project affect any historic properties on the state register?

- ☐ There is, or will be, federal participation in this proposed project and this section does not apply. Section 4.5 will be completed.
- ☒ WisDOT has determined the proposed action will not affect a property that is listed on the state register or on the list of locally designated historic places under Wisconsin Statutes 44.45.
- ☐ WisDOT has determined its proposed action will affect a historic property – project is ineligible for PCE.

3.5 Wetlands, Streams, Lakes and other Water Bodies

When a project results in placement of fill into a wetland, stream, lake, or other water of the United States below the ordinary high water mark (OHWM), a permit is required from the US Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. The USACE may issue a General Permit if specific criteria are met.

Will fill be added to the waters of the United States, including below the OHWM?

- ☐ No
- ☒ Yes

If yes, begin WDNR and USACE coordination and indicate type of permit under consideration for the action.

- ☒ General Permit
- ☐ Individual Permit – project is ineligible for PCE

If a Section 404 permit is required, include the WDNR letter with the specified Section 401 action and status of Section 401 Water Quality Certification in the appendix.

- ☐ Waived
- ☒ Section 401 Action pending final plan and/or erosion control plan
- ☐ Granted
- ☐ Granted with conditions – include a copy of the permit with the PCE
- ☐ Denied – project is ineligible for PCE

3.6 Agriculture

The Department of Agriculture, Trade and Consumer Protection (DATCP) should be notified of any project which may involve the acquisition of land from a farm operation (see FDM 20-45-35).

Do land acquisitions from farm operations require preparation of an Agricultural Impact Statement (AIS)?

- ☒ Does not apply – no acquisitions from farm operations
- ☐ No – DATCP has been notified of non-significant farmland acquisitions
- ☐ No – Form DT1999, Agricultural Impact Notice has been sent to DATCP and DATCP has determined an AIS WILL NOT be prepared.
- ☐ Yes – Form DT1999 has been sent to DATCP and DATCP has determined an AIS WILL be prepared – project is ineligible for PCE

3.7 Air Quality

Projects must be consistent with the State Implementation Plan (SIP) for air quality. This criterion is met for projects in counties designated as attainment for all criteria pollutants if the project is included in the State Transportation Improvement Program (STIP).

Regional conformity is required for counties designated as nonattainment or maintenance for ozone or PM_{2.5}. If the project occurs in a nonattainment county, check the appropriate box and include appropriate documentation in the appendix (if needed).

- ☐ The project is included in the approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's Metropolitan Planning Organization (MPO). The TIP was determined to conform by the Federal Highway Administration and the Federal Transit Administration.

Provide RTP name, TIP name, MPO name and TIP number:

- ☐ The project is located outside of a Metropolitan Planning Organization's boundaries and has received conformity determination per the rural conformity section of the WisDOT/WDNR Memorandum of Agreement.

Provide conformity finding date(s):

- ☐ The project is exempt per 40 CFR 93.126 or is a traffic signal synchronization project under 40 CFR 93.128.
☒ The project has been determined to be Not Regionally Significant per 40 CFR 93.101.
☐ The project is non-conforming – project is ineligible for PCE

WisDOT and FHWA have also determined that the project types included in this Programmatic Categorical Exclusion agreement, as defined under 23 CFR 771.117(d), would not meet or exceed the criteria that would require a qualitative or quantitative hot-spot analysis for mobile source air toxics or fine particulate matter (PM_{2.5}). This determination must be made in consultation with FHWA for auxiliary lane construction and new or expanded bus and rail terminals and transfer points.

Is the proposed action an auxiliary lane or new or expanded bus/rail terminal or transfer point project?

- ☒ No
☐ Yes – Consultation with FHWA has resulted in a determination that the action IS NOT a project of local air quality concern
☐ Yes – Consultation with FHWA has resulted in a determination that the action IS a project of local air quality concern – project is ineligible for PCE

3.8 Noise

Is this a Type I project (see FDM 23-10-1.1) for noise, thus requiring a noise analysis?

- ☒ No – the project does not meet the Type I project criteria
☐ Yes – a noise analysis has been performed and no impacts have been identified (attach Factor Sheet D-3, Traffic Noise Evaluation)
☐ Yes – a noise analysis has been performed and impacts will occur – project is ineligible for PCE

Sections 107.8 (6) and 108.7.1 of the WisDOT Standard Specifications for Highway and Structure Construction provide standard specifications for construction noise including hours of operation and equipment requirements. Will any Special Provisions, not including changes to the hours of operation, be required for mitigating construction noise impacts?

- ☒ No
☐ Yes – project is ineligible for PCE

3.9 Contaminated Sites

Acquisition of contaminated sites with hazardous materials or waste is the responsibility of the acquiring agency.

Will properties with hazardous materials or wastes be acquired for this project? If yes, contact the regional environmental coordinator for guidance on how to proceed.

- ☐ No
☒ Yes

Will a utility or other infrastructure be installed in, or adjacent to a contaminated property?

- ☐ No
☒ Yes

Are there conflicts with project construction according to the Utility Accommodation Policy (UAP)?

- ☒ No

☐ Yes

If yes, describe how conflicts with the UAP be managed.

Will the project include rehabilitation, reconstruction, or replacement of an existing bridge structure?

☐ No
☒ Yes

Is asbestos present? If yes, include any required special provisions in the appendix.

☒ No
☐ Yes

Include any special provisions in the appendix to address contamination that may be encountered within the right of way during construction, e.g., contaminated soil disposal, installation of contaminant migration barriers, or management of contaminated groundwater during construction dewatering.

3.10 Threatened and Endangered Species

Threatened and endangered species and their critical habitat are protected by both state and federal laws. The Wisconsin Department of Natural Resources (WDNR) can provide information on these species. Include a copy of the WDNR coordination in the appendix. The United States Fish and Wildlife Service (USFWS) is responsible for federally listed threatened and endangered species. Include any coordination with USFWS in the appendix.

Will the project result in a determination of "may affect, likely to adversely affect" for any threatened or endangered species or critical habitat?

☒ No
☐ Yes – project is ineligible for PCE

Describe species considered and coordination with WDNR and USFWS:

3.11 Bald and Golden Eagle Protection Act (BGEPA)

The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d) prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. WisDOT will coordinate with WDNR to identify known eagle nesting areas near the project prior to commencing construction. More information can be found at <http://www.fws.gov/midwest/midwestbird/eaglepermits/bagepa.html>

Has eagle habitat and a nesting site(s) been identified in the project area?

☐ No
☒ Yes – Coordination with WDNR and USFWS has indicated their concurrence that the proposed project **WILL NOT** result in a take or disturbance of the habitat or nest(s)
☐ Yes – Coordination with WDNR and USFWS has indicated their concurrence that the proposed project **WILL** result in a take or disturbance of the habitat or nest(s) – project is ineligible for PCE

3.12 Access Control

Access controls are used to maintain traffic operations, facilitate orderly development, and promote safety along a highway system. Under the PCE, minor adjustments in access for individual parcels are acceptable, but may require additional consultation prior to proceeding with the PCE.

Does the project include any access modifications?

☒ No
☐ Yes – check all boxes that apply and provide a brief description of the access changes below. Attach an aerial photograph of the project clearly showing access modifications.

- ☐ Existing access will be changed through minor regrading or minor longitudinal shifts along the same alignment. The number of access points will not change.
- ☐ Existing access points will be consolidated or relocated to a different road, but access to all parcels will be provided. Requires consultation with FHWA before proceeding with PCE if the project is federally-funded and the access modification is controversial (document below).
- ☐ New access will be provided where none currently exists. Requires consultation with FHWA before proceeding with PCE if the project is federally-funded or with the REC, LPMC or EPDS liaison if the project is state-funded only (document below).
- ☐ The access modification will occur on the Interstate Highway System – project is ineligible for PCE.
- ☐ All access to a parcel will be removed and will not be replaced – project is ineligible for PCE.

Describe project access changes and required consultation:

3.13 Consistency with Existing Plans

Projects must be included in and consistent with the most recent version of Statewide Transportation Improvement Program (STIP), and the Transportation Improvement Program (TIP) if the project is located within the boundaries of one of Wisconsin's fourteen Metropolitan Planning Organizations (MPO). Projects must also be compatible with other plans approved at the region, county and local level.

Describe the applicable plans (e.g. State Transportation Improvement Program, Regional Transportation Plan, Transportation Improvement Program (TIP), local land use plan, bike/ walkway plan, etc.) for the area in which the action is proposed. Include the plan name, approval date(s), TIP number and other plan information as applicable. Identify whether or not the proposed action is consistent with the identified plan. If the proposed action is not consistent with an identified plan, the project is ineligible for PCE.

The project is included in the 2017-2020 STIP and is also consistent with the Vernon County Comprehensive Plan.

3.14 Coastal Zone

The Coastal Zone Management Plan guides development in the counties that have coastline on Lake Michigan or Lake Superior. Consistency with the Coastal Zone Management Plan requires project coordination and agreement from WDNR.

Is the proposed action consistent with the goals of the Coastal Zone Management Program?

- ☒ Yes
- ☐ No – project is ineligible for PCE

3.15 Flood Plains

Projects that require work encroaching on a regulatory floodway or any work affecting the base floodplain (100-year flood) elevations of a water course or lake are ineligible to use the PCE.

Will the proposed action cause changes to the floodplain?

- ☒ No
- ☐ Yes – project is ineligible for PCE

3.16 Public Lands

Special protections exist for public lands, including, parks, fishing access areas, and wildlife management areas purchased or improved using federal funding sources under Section 6(f) of the Land and Water Conservation Act of 1965 (LAWCON or LWCF), Dingle/Johnson funds (Federal Aid in Fish Restoration Act), or Pittman/Robertson funds (Federal Aid in Wildlife Restoration Act). Special protections may also apply to other uniquely-funded lands such as those purchased under the Knowles-Nelson Stewardship Program, Wetland Reserve Program and the North American Wetlands Conservation Act. The Regional WDNR Liaison can determine if these funding sources were used to acquire the property. Projects that acquire property from Pittman/Robertson, Dingle/Johnson, LWCF or other uniquely-funded lands are not eligible for a PCE.

Will the project acquire any lands purchased or improved with LWCF, Dingle/Johnson, or Pittman/Robertson funds or other uniquely-funded lands?

- ☒ No
☐ Yes – project is ineligible for PCE

3.17 Groundwater, Wells, and Springs

Is there potential for the project to have an impact on groundwater (including dewatering), springs, or wells (including groundwater monitoring wells from remediation projects) located in the project area?

- ☒ No
☐ Yes – Contact the region environmental coordinator, local program management consultant, or EPDS liaison to determine if the level of impact results in the project being ineligible for PCE.

Description of impacts:

3.18 Environmental Justice

The President's Executive Order 12898 on Environmental Justice requires each Federal agency, to the greatest extent practicable and permitted by law, to achieve environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects or economic effects, of its programs, policies, and activities on minority populations and low-income populations.

Will this project result in a disproportionately high adverse effect to a low-income population or a minority population?

- ☒ No
☐ Yes – project is ineligible for PCE

Describe steps taken to identify minority and low-income populations:

Section Four: Federal-Aid Criteria

4.1 Federal-Aid Criteria

Projects that receive funding or require an approval from FHWA must meet additional federal-aid criteria. In certain circumstances, projects with no FHWA funding or approvals, may still need to meet selected criteria below depending on whether another federal agency is involved and the scope of its involvement.

Will the project require funding and/or an approval from FHWA?

- ☐ No – checklist is complete
☒ Yes – proceed with Section 4

4.2 Section 4(f)

Section 4(f) of the US DOT Act of 1966 protects significant historic sites, parks and recreation areas, and waterfowl and wildlife refuges. Section 4(f) prohibits the "use" of these resources by a transportation project unless there is no feasible and prudent avoidance alternative and the action includes all possible planning to minimize harm, or FHWA determines that the use will have a *de minimis* (minor) impact. Use of Section 4(f) property occurs when: (1) land is permanently incorporated into a transportation facility; (2) there is a temporary occupancy that is adverse; or (3) there is a constructive use of the Section 4(f) property. Projects may include a use of Section 4(f) property only if it is *de minimis* or meets the criteria of one of the Section 4(f) programmatic evaluations (except the Programmatic Evaluation for Historic Bridges).

Does this project result in a use of Section 4(f) property?

- ☐ No – Section 4(f) resources are not present in the project area.
☐ No – Section 4(f) resources are present, but the project does not result in use of Section 4(f) resources.
☐ No – a Section 4(f) exception applies (see 23 CFR 774.13). Provide a description of the exception below.
☒ Yes – type of Section 4(f) documentation is indicated below.

Description of Section 4(f) exception:

This project will upgrade intersection geometrics which will require 116 sq. ft. of 4(f) park lands in right of way. In addition to the FEE, there will be 0.05 acres needed in temporary easement required to put in place new sidewalk around the 4(f) parklands for access to that park that does not currently exist.

If a Section 4(f) use will occur, indicate the type of Section 4(f) evaluation or determination that applies. Include the Section 4(f) documentation in the appendix. The Section 4(f) evaluation or determination will require review and approval by FHWA prior to the WisDOT approval of the PCE. A draft of the PCE should be sent to FHWA as supporting documentation for their Section 4(f) review.

- ☒ *De Minimis* impact determination
- ☐ Programmatic for Independent Walkway and Bikeway Construction Projects
- ☐ Programmatic for Minor Involvement with Historic Sites
- ☐ Programmatic for Minor Involvement with Parks, Recreation Areas, and Waterfowl and Wildlife Refuges
- ☐ Programmatic for Net Benefits to a Section 4(f) Property
- ☐ An Individual Section 4(f) Evaluation is required – project is ineligible for PCE

4.3 FHWA Statewide Wetland Finding

The FHWA Statewide Wetland Finding applies to bridge replacement or highway reconstruction projects which meet the following standards:

- (1) on existing location (i.e. within 0.3 mi of the existing),
- (2) affect a total of less than 7.4 acres of wetlands, and
- (3) have been coordinated with WDNR and WDNR has expressed no significant concerns over the proposed use of the wetlands.

Does the project meet the above standards for FHWA Statewide Wetland Finding? If no, include the FHWA wetland finding in the appendix.

- ☐ Does Not Apply – no wetlands impacted
- ☒ Yes
- ☐ No – FHWA individual wetland finding required – project is ineligible for PCE

4.4 Farmland

The U.S. Farmland Protection Policy Act requires coordination with the U.S. Department of Agriculture – Natural Resources Conservation Service (NRCS) whenever a project receives a score 60 or more points in Part VI of form AD-1006, Farmland Conversion Impact Rating or form NRCS-CPA-106, Farmland Conversion Impact Rating for Corridor Type Projects. If additional coordination with NRCS and final completion of either form results in a score of more than 160 points, there is potential for adverse impacts to farmland

Does the completion of either NRCS form identified above result in a score greater than 160 points?

- ☒ Does not apply – the project does not impact farmland
- ☐ No
- ☐ Yes – project is ineligible for PCE

4.5 Historic Properties (cultural resources)

Historic properties (cultural resources) are any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places maintained by the National Park Service.

Does the project affect any historic properties?

- ☐ There are no historic properties in the area of potential effect (APE).
- ☒ A determination of “no potential to effect historic properties” or “no adverse effects to historic properties” has been reached. Documentation may include WisDOT form DT1635 or a “screening list” decision and commitments. *See Appendix C*
- ☐ The proposed project will have adverse effects to historic properties – project is ineligible for PCE.

4.6 Wild and Scenic Rivers

Lands and waters of rivers designated as Wild and Scenic Rivers by the U.S. Government have special protections.

Does the project require construction in, across, or adjacent to a river designated as a component of or proposed for inclusion in the National System of Wild and Scenic Rivers published by the U.S. Department of the Interior/ U.S. Department of Agriculture?

- ☒ No
☐ Yes – project is ineligible for PCE

4.7 U.S. Coast Guard Permits

Under Section 9 of the Rivers and Harbors Act of 1899, the United States Coast Guard requires permits be obtained for bridge projects over navigable waters which are generally tributary to the Great Lakes or the Mississippi River. See Procedure 20-50-1.3 and 20-50-1.4 of the WisDOT Facilities Development Manual for a list of waters covered by Section 9.

Will the project require a permit from the United States Coast Guard (USCG)?

- ☒ No
☐ Yes – project is ineligible for PCE

Section Five: Environmental Commitments

List any environmental mitigation measures or commitments that will be incorporated into the project. Any items listed below must be incorporated into the project plans and contract documents. *Attach a copy of this page to the design study report (DSR) and the plans, specifications, and estimate (PS&E) submittal package.*

Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
General Economics	No special or supplemental commitments required
Business	No special or supplemental commitments required
Agriculture	No special or supplemental commitments required
Community or Residential	No special or supplemental commitments required
Indirect Effects	No special or supplemental commitments required
Cumulative Effects	No special or supplemental commitments required
Environmental Justice	No special or supplemental commitments required
Historic Resources	No special or supplemental commitments required, see Exhibit A (Sec 106 & DNOE) and Appendix B.
Archaeological/Burial Sites	No special or supplemental commitments required, see Exhibit A (Sec 106 & DNOE) and Appendix A.
Tribal Coordination/Consultation	No special or supplemental commitments required
Section 4(f) and 6(f) or Other Unique Areas	4f De Minimis is being approved. No special commitments are needed as there were no adverse effects on features, functions or attributes to the 4f property. The existing retaining wall around the planter will reconstructed as part of the project.
Aesthetics	No special or supplemental commitments required
Wetlands	Wetland impacts (acreages) in the rural section of the project will be mitigated. The mitigation sites have not been selected at this time by WisDOT and WisDNR. The location and size of these wetlands and mitigation areas will be documented in the final WisDNR concurrence letter.
Rivers, Streams and Floodplains	No special or supplemental commitments required
Lakes or other Open Water	No special or supplemental commitments required
Groundwater, Wells and Springs	No special or supplemental commitments required
Upland Wildlife and Habitat	No special or supplemental commitments required
Coastal Zones	No special or supplemental commitments required
Threatened and Endangered Species	Swallow Nesting Special added into contract
Air Quality	No special or supplemental commitments required
Construction Stage Sound Quality	No special or supplemental commitments required
Traffic Noise	No special or supplemental commitments required
Hazardous Substances or Contamination	A phase I investigation was conducted. An additional phase II investigation on a couple of parcels is still required. See Appendix E
Storm Water	No special or supplemental commitments required
Erosion Control	No special or supplemental commitments required
Other (Structure Removal)	STSP 203-020, Removing Old Structure Over Waterway With Minimal Debris

Exhibit - A

Section 106 & Determination of No Adverse Effect (DNOA)

**SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION**Wisconsin Department of Transportation
DT1635 6/2014RECEIVED
SEP 16 2016
16-0974/VE
SHPO

BY:

For instructions, see FDM Chapter 26.**I. PROJECT INFORMATION**☐ Amended Submittal (include new information only)

Project ID 5163-09-00	Highway – Street STH 35	County Vernon
Project Termini STH 56 Intersection S.Genoa - Stoddard North Village Limits		Region – Office SW-La Crosse
Regional Project Engineer – Project Manager Dan Kleinertz (Project Manager)		(Area Code) Telephone Number (PL) 608-789-5703, (PM) 608-789-5709
Consultant Project Engineer – Project Manager		(Area Code) Telephone Number
Archaeological Consultant		(Area Code) Telephone Number
Architecture/History Consultant		(Area Code) Telephone Number
Date of Need 8-1-2015	SHSW Number	
Return a Signed Copy of This Form to Tom Oldenburg (Project Leader), DTSD SW-LaCrosse, 3550 Mormon Coulee Rd, La Crosse, WI 54601		

II. PROJECT DESCRIPTION

Project Length 7.2 miles	Land to be Acquired: Fee Simple 0.36 acres	Land to be Acquired: Easement 0.64 acres
-----------------------------	---	---

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	Varies	Same	Terrace Width Varies	5	3
Shoulder existing pav'd 3' (rural) 8' (village)	8	7	Sidewalk Width Varies, 3-5'	4	5
Slope Intercept Maintain Existing SI	Same	Same	Number of Lanes 2-12' travel lanes (exist)	2	2
Edge of Pavement 2-12' travel lanes	12	12	Grade Separated Crossing 3 structures, B-62-124/125/126	34'	40'
Back of Curb Line 44.5-46.5	44.5-46.5	48.5	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	30' Width
Other – List:			Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Tree Topping and/or Grubbing	<input type="checkbox"/> Yes	<input checked="" 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.

See attached narrative.

☒ Add continuation sheet, if needed.

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 checked="" type="checkbox"/> Public Information Meeting Notice | <input checked="" type="checkbox"/> Public Information Meeting Notice | <input checked="" type="checkbox"/> Public Info. Mtg. Notice |
| <input checked="" type="checkbox"/> Letter - Required for Archaeology | <input checked="" type="checkbox"/> Letter | <input checked="" type="checkbox"/> Letter |
| <input type="checkbox"/> Telephone Call | <input 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.

See project narrative for the location of the APE.

V. PHASE I – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

- | ARCHAEOLOGY | HISTORY |
|---|--|
| <input checked="" type="checkbox"/> Archaeological survey is needed | <input checked="" type="checkbox"/> Architecture/History survey is needed |
| <input type="checkbox"/> Archaeological survey is not needed | <input type="checkbox"/> Architecture/History survey is not needed |
| <input type="checkbox"/> Screening list (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 checked="" 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 checked="" 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 | |

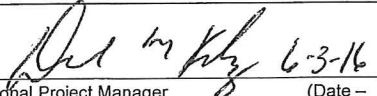



VIII. COMMITMENTS/SPECIAL PROVISIONS – must be included with special provisions language

- ☐
- Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.

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  (Regional Project Manager Signature) (Date – m/d/yy)	X  (WisDOT Historic Preservation Officer Signature) (Date – m/d/yy)	X  (State Preservation Officer Signature) (Date – m/d/yy)
		
X (Consultant Project Manager Signature) (Date – m/d/yy)		

Project ID: 5163-09-00 (Design)
5163-09-71 (Rural pavement replacement)
5163-09-72/73 (Urban reconstruct/utilities)

Genoa to Stoddard
STH 56 – Stoddard, North Village Limits
Vernon County

Project: 5163-09-71

The project limits for this project are from the intersection of STH 56 with STH 35 on the south end of Genoa, WI extending north to the south village limits of Stoddard, WI. This project will be a pavement replacement project limited to the existing slope intercepts with the exception of these locations:

Intersection Improvements:

- STH 35 & STH 56 (Genoa – south) Intersection upgrade will include a right turn lane constructed onto STH 56 – Work here will be limited to the existing toe of slope plus an additional 20ft beyond that existing toe of slope.
- STH 35 & N. Main Street (Genoa) – Intersection upgrade will include a dedicated left and right turn bays from STH 35 onto N. Main St. Grading work will be limited to existing right of way on the west and to the existing toe of slope on the east plus an additional 20 feet.

Structure Replacements:

- Replacement of Structure B-62-9. Currently WisDOT is looking to utilize STH 162, CTH O and a local road (Sylvan Glen Rd.) as an alternate route during construction, but the department would like to review the area to the east of the existing structure for a possible temporary by-pass.
- Structure B-62-15 is located within the village limits of Genoa on STH 35. Currently the department is looking to utilize STH 56 and N. Main Street thru Genoa as an alternate route around this structure during construction, but will also look at the possibility of a temporary by-pass roadway on either side of the structure as well in lieu of the alternate route.
- Structure B-62-16 will utilize a temporary bypass that will be constructed to the east of STH 35 within WisDOT right of way. New right of way will be purchased for the construction of the temporary by-pass with an additional 10ft of right of way being purchased from the adjacent land owner to the east paralleling the existing right of way along STH 35 from roughly Sta. 722 to 738.
- Structure C-62-36 will be either extended or replace in kind, type has not been determined. The slope intercepts here will be out to the existing right of way on both sides of the highway

Additional Ground Disturbances

- Additional ground disturbances will include: culvert replacements along the highway, beam guard installations, curb and gutter at intersections, highway sign replacement and the grading around intersections are various local town roads along STH 35.

Project 5163-09-72/73

This project will consist of an Urban Reconstruct and the upgrading of the village of Stoddard's utilities underneath STH 35 under the project ID 5163-09-73. This project will be limited to the existing right of way plus 5ft on each side of the right of way limits for matching slopes back into existing yards. See plans. The roadway cross section will consist of 2, 12-ft travel lanes, 4-ft bike lanes, 6-ft shoulders and 30" curb and gutter. There will be a 3-ft terrace width and 5ft of sidewalk behind the terrace for an overall roadway cross section width of 65-ft. Within the roadway work, the village water and sanitary sewer will be replaced as well as the storm sewer trunk line down STH 35.

Traffic control for the overall project: This project will be done under traffic with the exception of project 5163-09-72/73, that portion of the project will be detoured utilizing STH 162 and USH 14. Local Traffic within the village of Stoddard will be able to utilize local side streets to the west and east of STH 35. The project will be staged in three separate stages to minimize the impacts to local business and the local pedestrians.

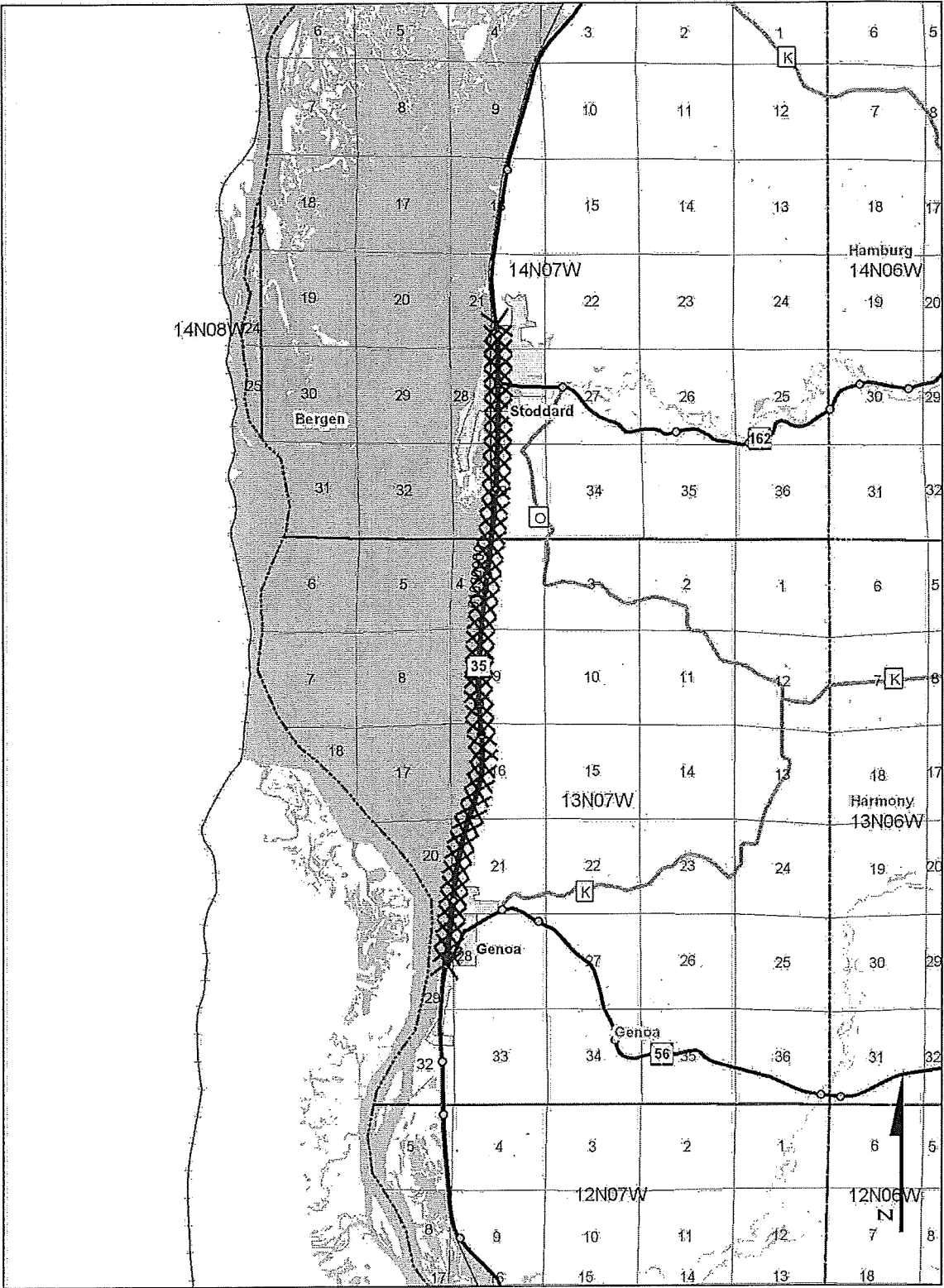
AREA OF POTENTIAL EFFECTS:

The areas of potential effect for the STH 35 project are as follows:

5163-0971 (Genoa to southerly village limits of Stoddard) – The APE in this area will be limited as follows, West Limit (stated on plans) 50-ft from the centerline of the easterly most railroad track. East Limit will be located 20-ft beyond the existing toe or slope or existing ditch line, whichever is nearest to the highway. At the side road intersection the APE will extend 60 feet to either side of the side roads centerline.

5163-09-72/73 (Village Limits of Stoddard) – the APE in this section will be limited to the existing right of way as noted on the plans, EXCEPT where there is sidewalk. Where sidewalk is present, the APE shall extend an additional 5-ft behind the sidewalk. Side Streets, the APE extending back along side streets will be a constant width of 40-ft from the center of the street. The proposed project will extend 150-ft on each side street with in the village limits of Stoddard from the centerline of STH 35. The exception being, Badger Street, the project limits will extend the length of Badger Street down to the BNSF Railroad Tracks, where the APE will extend to the existing toe of slope of the railroad bed.

CDR Map



16-0974/VE
RECEIVED
SEP 16 2016

BY:
Wisconsin Historical Society
Determination of Eligibility Form

(Revised May 2013)

WisDOT Project ID #: 5163-09-00

WHS #: _____

Property Name(s): Less's Service Station
Address/Location: 201 N. Main Street
City & County: Stoddard, Vernon County Zip Code: 54658
Town: _____ Range: _____ Section: _____
Date of Construction: 1933, c.1940

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.

Steven W. Krebs
Steven W. Krebs, P.E., WisDOT Historic Preservation Officer Date 9/14/2016

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.

Jim Draeger
Jim Draeger, State Historic Preservation Officer Date 10/30/16

Comments (FOR AGENCY USE ONLY):

Concur w/eligibility for C
but as a residential-style
gas station and not as a
service station. 10/9/24/16

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

Exhibit - B

Tribal Letters – Project Notice



Division of Transportation System Development

Southwest Region
3550 Mormon Coulee Road
La Crosse, WI 54601

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

Telephone: 608-785-9022
Facsimile (FAX): 608-785-9969
E-mail: swr.dtsd@dot.wi.gov

March 4, 2015

Bad River Band of Lake Superior *Chippewa Indians of Wisconsin*

Attn: Edith Leoso, THPO

P.O. Box 39

Odanah, WI 54861

Re: Notice of federal undertaking and request for comments under 36 CFR 800

I am writing to you in regards to the following project:

5163-09-00 (71/72/73)

Genoa – Stoddard

STH 35

Vernon County, WI

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration, is considering an undertaking located on State Trunk Highway (STH) 35 in Vernon County, WI. The project starts at the intersection of STH 56 with STH 35 and extends to the north to the north village limits of Stoddard, WI. The proposed project is 7.2 miles in length and consists of a pavement replacement along the rural section of STH 35 and then a total reconstruct within the village limits of Stoddard, WI where the village utilities will be replaced under the highway as well. The roadway cross section will remain the same with the addition of turning lanes at STH 56 and North Main Street in Genoa, WI. In addition to the pavement replacement, there are three bridge structures along this section of highway that will be replaced with the project. All three structures will be bypassed by detours around the structures or a temporary bypass on WisDOT right of way. Through traffic will be detoured for the duration of the project on STH 162 to USH 14/61. Right of Way purchases will consist of Temporary Easements through the Village of Stoddard and a small purchase of permanent right of way near a structure for the relocation of a power line.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist in consultation on the scope of identification efforts, which includes the determination and documentation of the area of potential effects (APE).

WisDOT would be pleased to receive any comments your tribe wishes to share regarding this undertaking, the determination of the APE, and any potential impacts to historic properties and/or burials.

Environmental studies may be conducted for this undertaking such as, archaeological site identification survey, architecture/history survey, endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Results of these studies and comments provided by you will assist the engineers in the design to avoid, minimize or mitigate effects upon cultural and natural resources. To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this undertaking, please contact WisDOT Project Leader, Tom Oldenburg at 3550 Mormon Coulee Rd, La Crosse, WI 54601 or via phone at 608-789-5703.

Sincerely,

Thomas D. Oldenburg

Project Leader

CC: Rebecca Burkel, WisDOT Bureau of Technical Services

Attachments: Project Location Map
Project Title Sheet

NATIVE AMERICAN ADDRESSES
Updated – October 2013

Tribal Address	Comments
Bureau of Indian Affairs – Midwest Regional Office Attn: Timothy J. Guyah, M.A. 5600 W. American Blvd. Suite 500 Bloomington, MN 55437	Send only EIS documents to BIA Website: http://www.kstrom.net/isk/maps/mn/mpisbia.html
Bad River Band of Lake Superior Chippewa Indians of Wisconsin Attn: Edith Leoso, THPO P.O. Box 39 Odanah, WI 54861	Website: www.badriver.com
Forest County Potawatomi Community of Wisconsin Attn: Melissa Cook, THPO Tribal Office P.O. Box 340 Crandon, WI 54520	Website: http://www.fcpotawatomi.com/
Fond du Lac Band of Lake Superior Chippewa Attn: LeRoy Defoe, THPO 1720 Big Lake Road Cloquet, MN 55720	Website: http://www.fdlrez.com/
Ho-Chunk Nation Attn: William Quackenbush, THPO Executive Offices P.O. Box 667 Black River Falls, WI 54615	Website: http://ho-chunknation.com/
Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin Attn: Jerry Smith, THPO Tribal Office 13394 W. Trepania Road Hayward, WI 54843	Website: http://www.lco-nsn.gov/index.htm
Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin Attn: Melinda Young, THPO Tribal Historic Preservation Office P.O. Box 67 Lac du Flambeau, WI 54538	Website: http://www.lacduflambeautribe.com/

Tribal Address	Comments
Menominee Indian Tribe of Wisconsin Attn: Dave Grignon, THPO P.O. Box 910 Keshena, WI 54135	Fed Ex Address: Menominee Indian Tribe of Wisconsin W3426 CTH V V West Keshena, WI 54135 Website: http://www.menominee-nsn.gov/
Oneida Tribe of Indians of Wisconsin Attn: Corina Williams, THPO Tribal Office P.O. Box 365 Oneida, WI 54155-0365	Website: www.oneidanation.org
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin Attn: Larry Balber, THPO Red Cliff Band of Lake Superior Chippewa Indians 88385 Pike Road, Highway 13 Bayfield, WI 54814	Website: www.redcliff-nsn.gov
St. Croix Band Chippewa Indians of Wisconsin Attn: Wanda McFaggen, THPO Tribal Historic Preservation Office 24663 Angeline Ave. Webster, WI 54893-9246	Website: http://www.stcclw.com/home.aspx
Sokaogon Chippewa Community Mole Lake Band Attn: Cultural Resource Director 3051 Sand Lake Road Crandon, WI 54520	Website: www.sokaogonchippewa.com
Stockbridge Munsee Community of Wisconsin Attn: Sherry White, THPO Tribal Office W13447 Camp 14 Road Bowler, WI 54416	Website: www.mohican-nsn.gov/

Tribal Address	Comments
Sac and Fox Nation of Oklahoma Attn: Sandra Massey, NAGPRA Rep. RR 2, Box 246 Stroud, OK 74079	Website: http://www.sacandfoxnation-nsn.gov/
Sac and Fox Nation of Missouri in Kansas and Nebraska Attn: Edmore Green 305 N. Main Reserve, Kansas 66434	Website: http://www.sacandfoxcasino.com/tribal-history.html
Sac and Fox of the Mississippi in Iowa Attn: Jonathan Buffalo, NAGPRA Rep. 349 Meskwaki Road Tama, Iowa 52339-9629	Website: http://www.meskwaki.org/
Iowa Tribe of Oklahoma Cultural Preservation Office RR 1, Box 721 Perkins, OK 74059	Website: http://www.iowanation.org/
Prairie Band Potawatomi Nation Attn: Hattie Mitchell 16281 Q Road Mayetta, KS 66509	Website: http://www.pbpindiantribe.com/
Prairie Island Indian Community Attn: Marc Mogan Minnesota Mdewakanton Sioux 5636 Sturgeon Lake Road Welch, MN 55089	Tribal Engineer Website: http://www.prairieisland.org/
Lac Vieux Desert Band of Lake Superior Chippewa Indians Attn: giijewigizhigookway Martin, THPO Ketegitigaaning Ojibwe Nation P.O. Box 249 Watersmeet, MI 49969	Website: http://www.lvdtribal.com/

* Environmental Documents (all EIS and when appropriate EA or ER) are sent to BOTH the Tribal Chair/President and the Historic Preservation Offices. Please contact EPDS before sending documents to the Tribal Chair/President.

	Counties of Tribal Interest for Project Notification																			
	Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Forest County Potawatomi Community of Wisconsin	Fond du Lac Band of Lake Superior Chippewa	Ho-Chunk Nation	Iowa Tribe of Oklahoma	Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin	Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin	Lac Vieux Desert Band of Lake Superior Chippewa Indians	Menominee Indian Tribe of Wisconsin	Oneida Tribe of Indians of Wisconsin	Prairie Band Potawatomi Nation	Prairie Island Indian Community	Minnesota Mdewakanton Sioux	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Sac and Fox Nation of Missouri in Kansas and Nebraska	Sac and Fox Nation of Oklahoma	Sac and Fox of the Mississippi in Iowa	Sokaogon Chippewa Community Mole Lake Band	St. Croix Band Chippewa Indians of Wisconsin	Stockbridge Munsee Community of Wisconsin
Adams	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Ashland	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Barron	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Bayfield	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Brown	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Buffalo	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Burnett	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Calumet	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Chippewa	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Clark	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Columbia	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	No	No	No
Crawford	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Dane	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	No	No	No
Dodge	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	No	No	No
Door	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Douglas	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Dunn	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Eau Claire	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Florence	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Fond du Lac	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	No
Forest	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Grant	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	No	No	No
Green	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	No	No	No
Green Lake	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	No	No	No
Iowa	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	No	No	No

	Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Forest County Potawatomi Community of Wisconsin	Fond du Lac Band of Lake Superior Chippewa	Ho-Chunk Nation	Iowa Tribe of Oklahoma	Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin	Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin	Lac Vieux Desert Band of Lake Superior Chippewa Indians	Menominee Indian Tribe of Wisconsin	Oneida Tribe of Indians of Wisconsin	Prairie Band Potawatomi Nation	Prairie Island Indian Community	Minnesota Midewakanton Sioux	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Sac and Fox Nation of Missouri in Kansas and Nebraska	Sac and Fox Nation of Oklahoma	Sac and Fox of the Mississippi in Iowa	Sokaogon Chippewa Community Mole Lake Band	St. Croix Band Chippewa Indians of Wisconsin	Stockbridge Munsee Community of Wisconsin
Rock	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	No	No	No
Rusk	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
St. Croix	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Sauk	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	No	No	No
Sawyer	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Shawano	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Sheboygan	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Taylor	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Trempealeau	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Vernon	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Vilas	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Walworth	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	No
Washburn	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Washington	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	No
Waukesha	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No	No
Waupaca	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Waushara	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Winnebago	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Wood	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No

Exhibit - C

Project Plans

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

5163-09-71/72

GENOA - STODDARD

STH 35

VERNON

STATE PROJECT NUMBER
5163-09-71/72

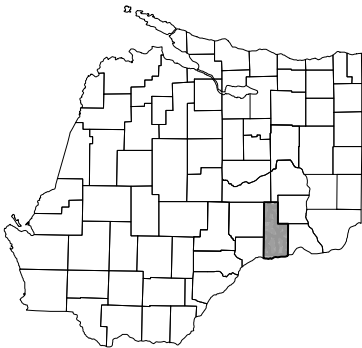
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5163 -09- 71		
5163 -09- 72		

STATE OF WISCONSIN	
DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	SURVEYOR _____
Designer	TOM OLDENBURG _____
Project Manager	PROJECT DAN KLEINERTZ _____
Regional Examiner	REGIONAL EXAMINER _____
Regional Supervisor	JOSEPH GREGAS _____
APPROVED FOR THE DEPARTMENT	
DATE:	(Signature) _____

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details
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 =



z 

END PROJECT 5163-09-72
STATION 975+60
(URBAN RECONSTRUCT)

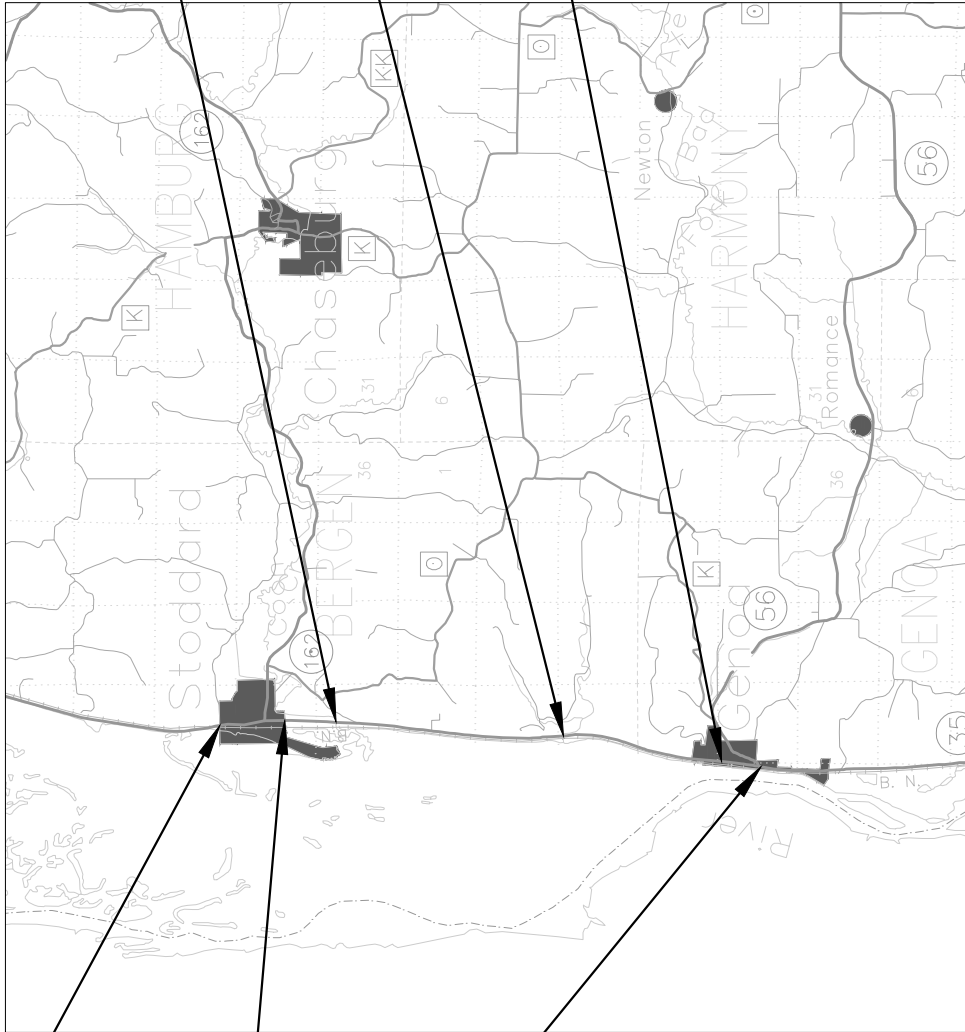
END PROJECT 5163-09-71
(PAVEMENT REPLACEMENT)
BEGIN PROJECT 5163-09-72
(URBAN RECONSTRUCT)
STATION 912+64

BEGIN PROJECT 5163-09-71
STATION 595+00
(PAVEMENT REPLACEMENT)

BRIDGE REPLACEMENT
STATION 878+09 TO 881+41
B-62-124 (LENGTH 332.5 FT)

BRIDGE REPLACEMENT
STATION 730+98 TO 732+02
B-62-125 (LENGTH 104.2 FT)

BRIDGE REPLACEMENT
STATION 619+48 TO 620+52
B-62-126 (LENGTH 104.2 FT)




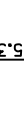



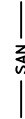
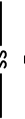
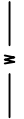
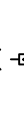
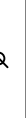




LAYOUT

SCALE 0 2

TOTAL NET LENGTH OF CENTERLINE = 6.78

[illegible]

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

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

FILE NAME : N:\PDS\C3D\51630900\SHEETPLAN\51630971_TT.DWG

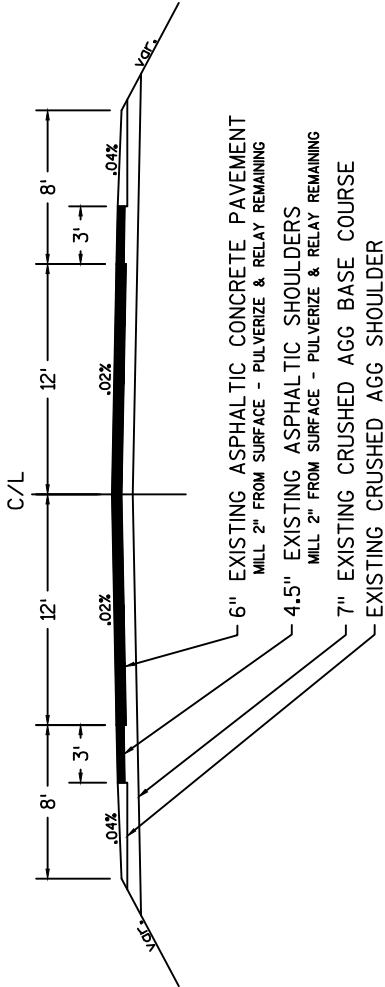
PLOT DATE : 3/4/2015 4:33 PM PLOT BY : OLDENBURG, THOMAS D PLOT NAME :

WISDOT/CADDs SHEET 10

PROJECT ID:
WITH:

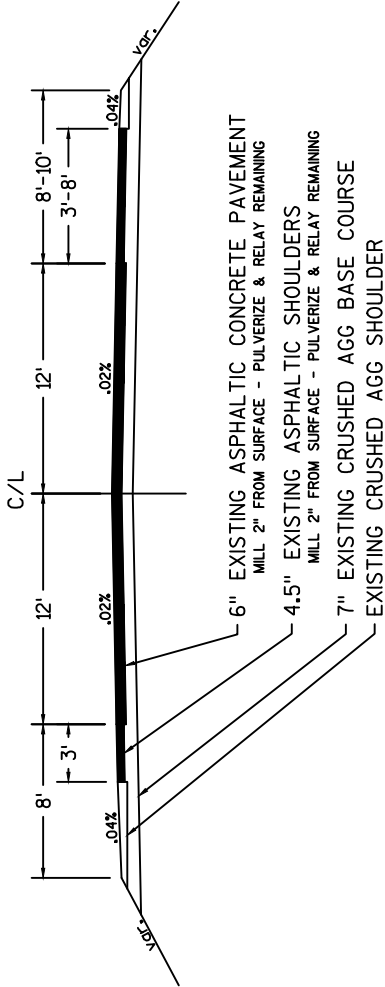
5163-09-71/72

COUNTY: **VERNON**



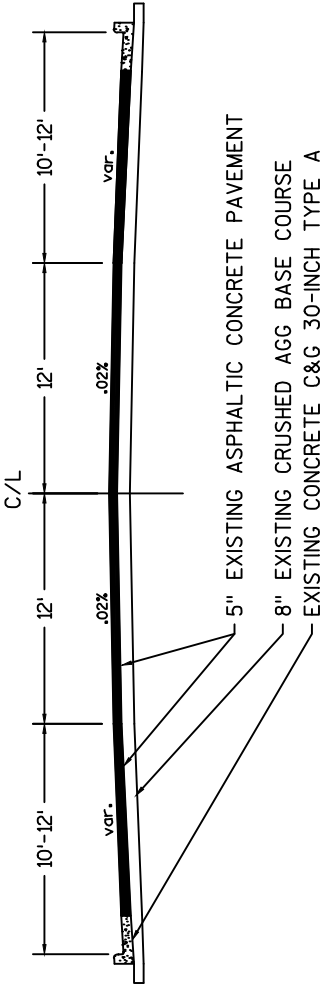
EXISTING TYPICAL RURAL SECTION

STA 602+71.38 TO STA 605+50.64
STA 616+37.52 TO STA 632+00.00
STA 638+00.00 TO STA 693+78.39
STA 725+41.86 TO STA 730+90.00
STA 731+90.00 TO STA 878+20.00
STA 881+50.00 TO STA 921+30.00



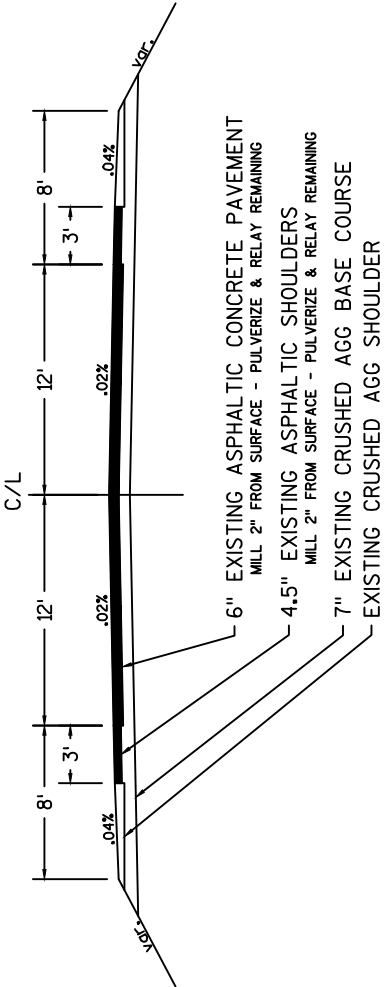
EXISTING TYPICAL SECTION

STA 921+30.0 TO STA 923+28.2



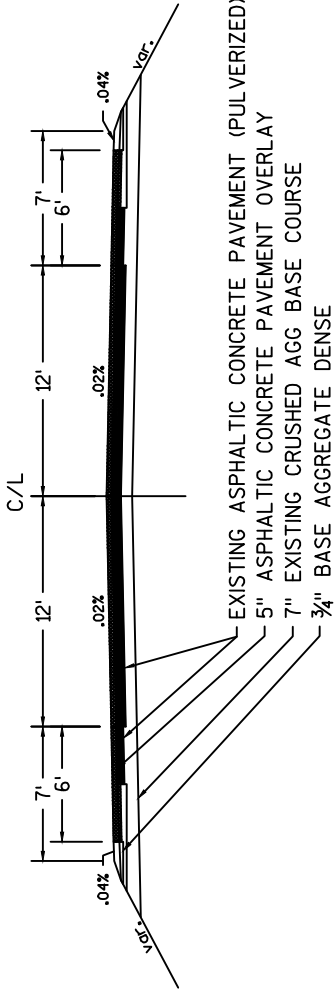
EXISTING URBAN TYPICAL SECTION

DIVISION ST. TO PROKSCH COULEE RD.
STA 923+25 TO STA 953+57.6



EXISTING TYPICAL SECTION

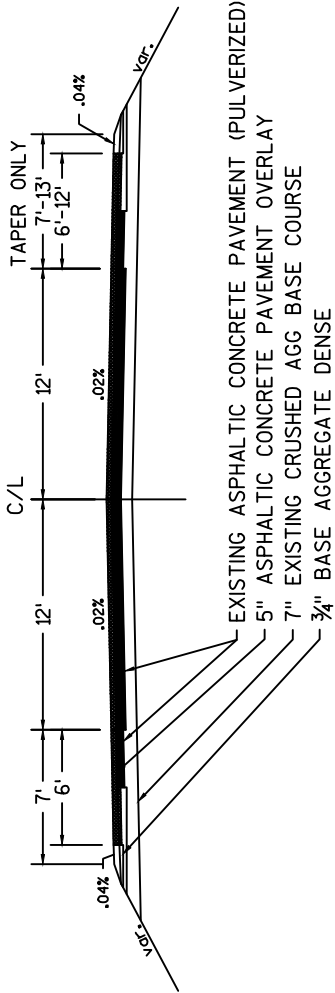
PROKSCH COULEE RD. TO PROJECT LIMITS
STA 953+57.6 TO STA 959+10



** EXISTING ASPHALTIC CONCRETE PAVEMENT
TO BE MILLED 2" PRIOR TO PULVERIZING.

PROPOSED TYPICAL RURAL SECTION

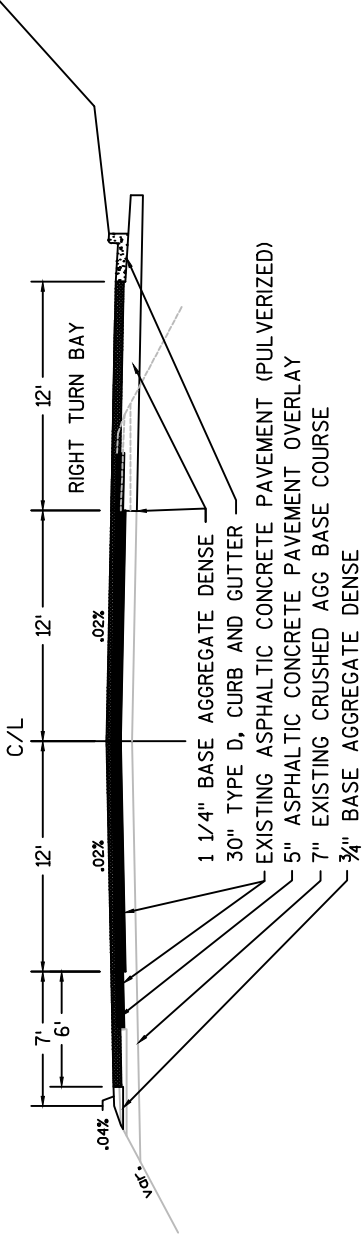
STA 602+71.38 TO STA 619+46.29
STA 620+50.92 TO STA 730+89.57
STA 631+93.85 TO STA 879+14.13
STA 881+48.30 TO STA 912+64.42



** EXISTING ASPHALTIC CONCRETE PAVEMENT
TO BE MILLED 2" PRIOR TO PULVERIZING.

PROPOSED TYPICAL SECTION

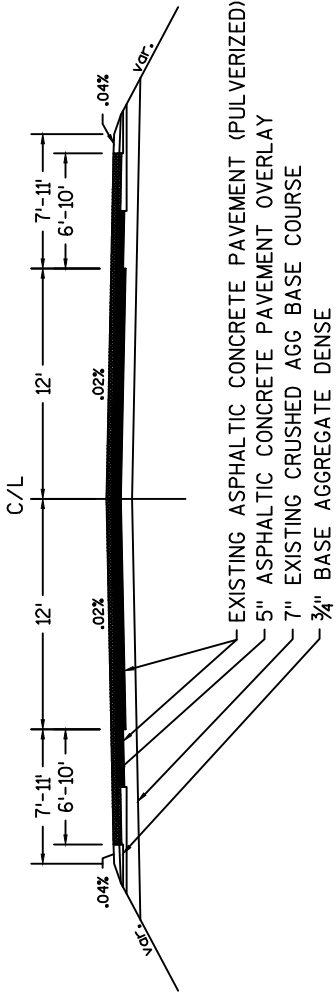
RIGHT TURN BAY AT STH 56
STA 595+00 TO STA 597+00
STA. 601+40 TO STA. 602+71.38



** EXISTING ASPHALTIC CONCRETE PAVEMENT
TO BE MILLED 2" PRIOR TO PULVERIZING.

PROPOSED TYPICAL SECTION

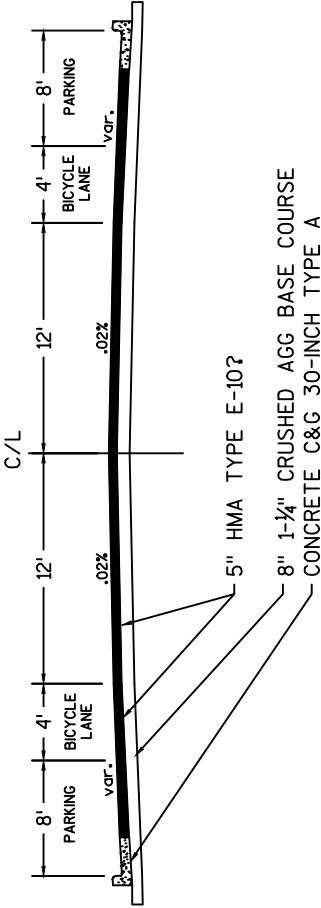
RIGHT TURN BAY AT STH 56
STA 597+00 TO STA 601+40



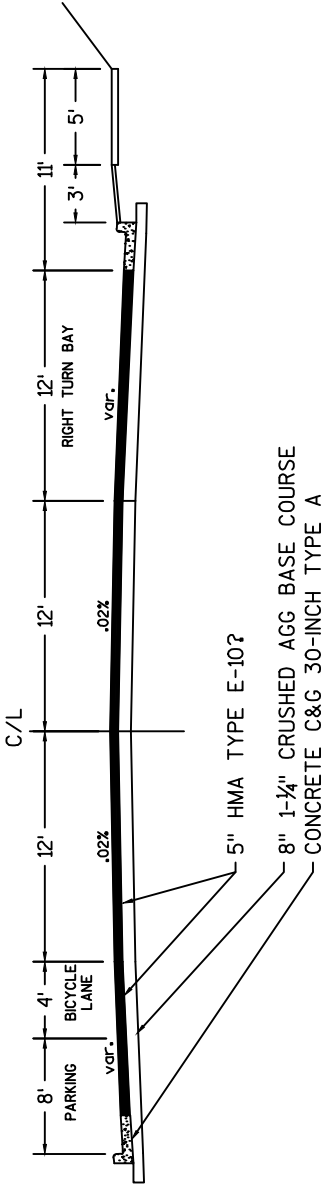
** EXISTING ASPHALTIC CONCRETE PAVEMENT
TO BE MILLED 2" PRIOR TO PULVERIZING.

PROPOSED TYPICAL SECTION

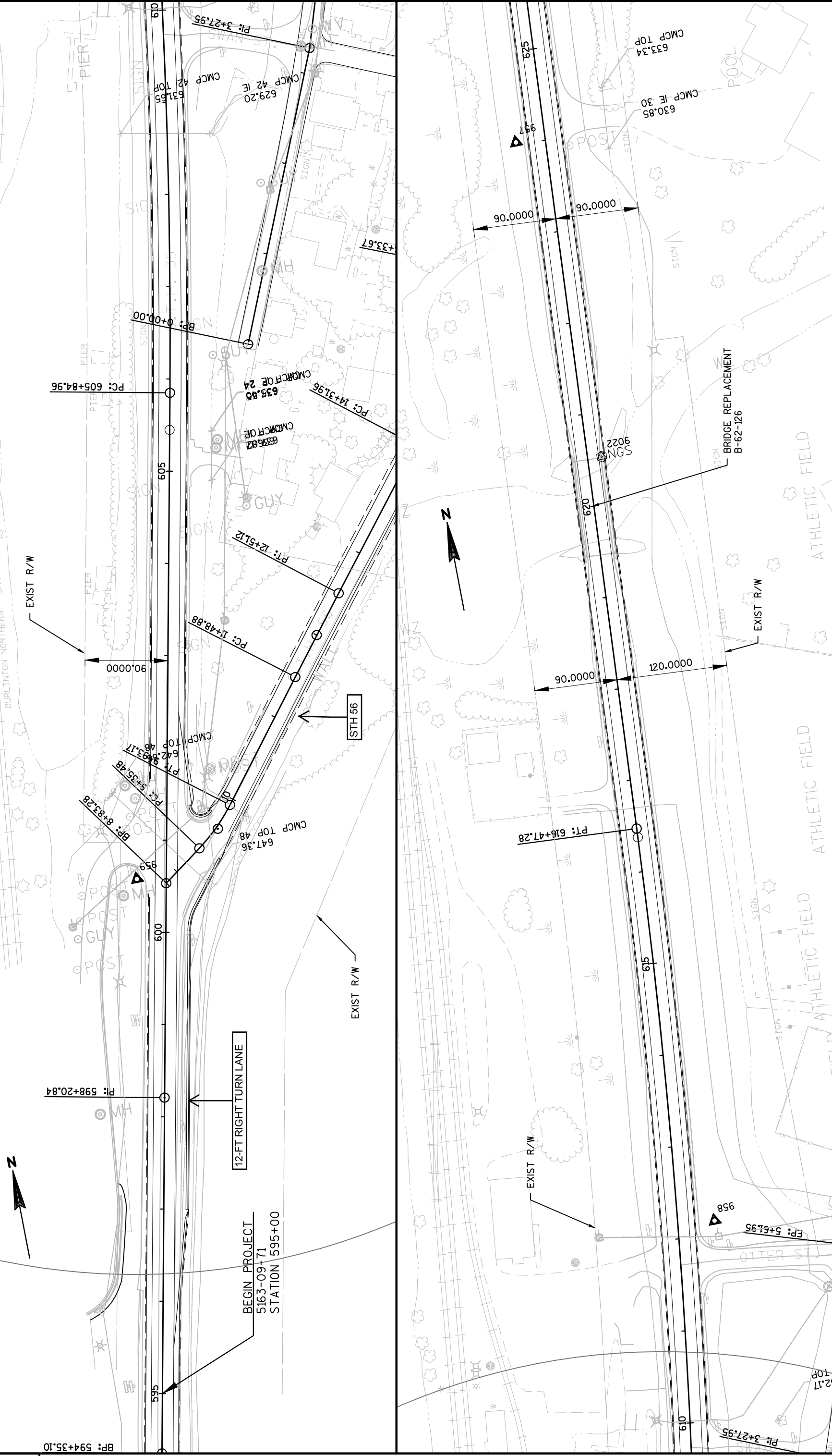
TRANSITION SECTION RURAL TO URBAN
STA. 912+64.42 TO 922+50
STA. 955+10 TO STA. 957+58.86

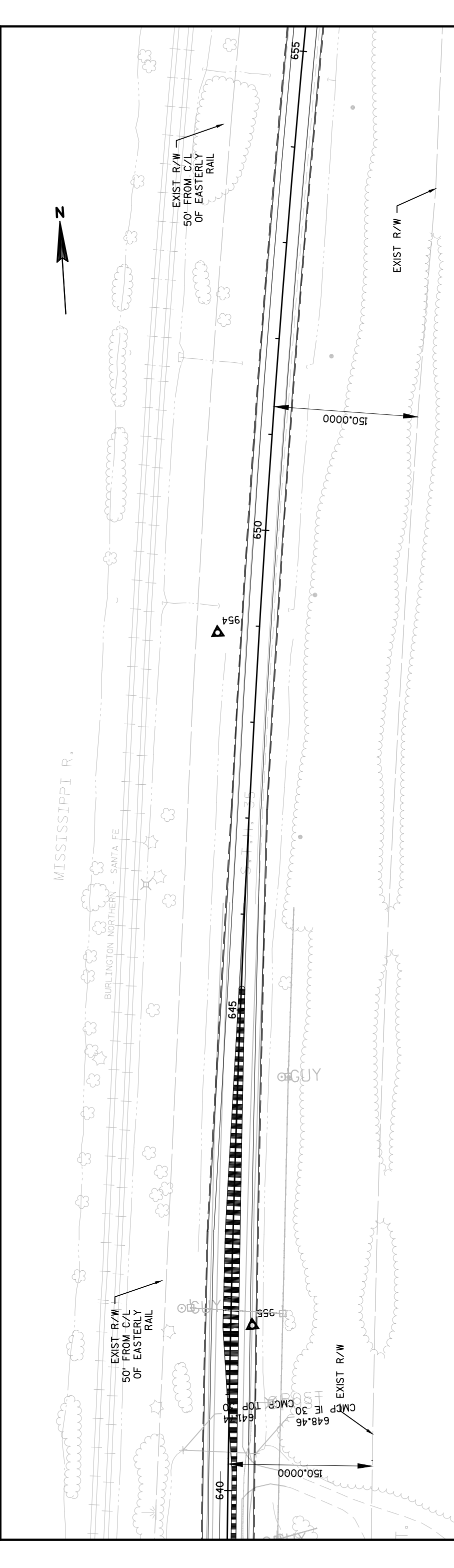
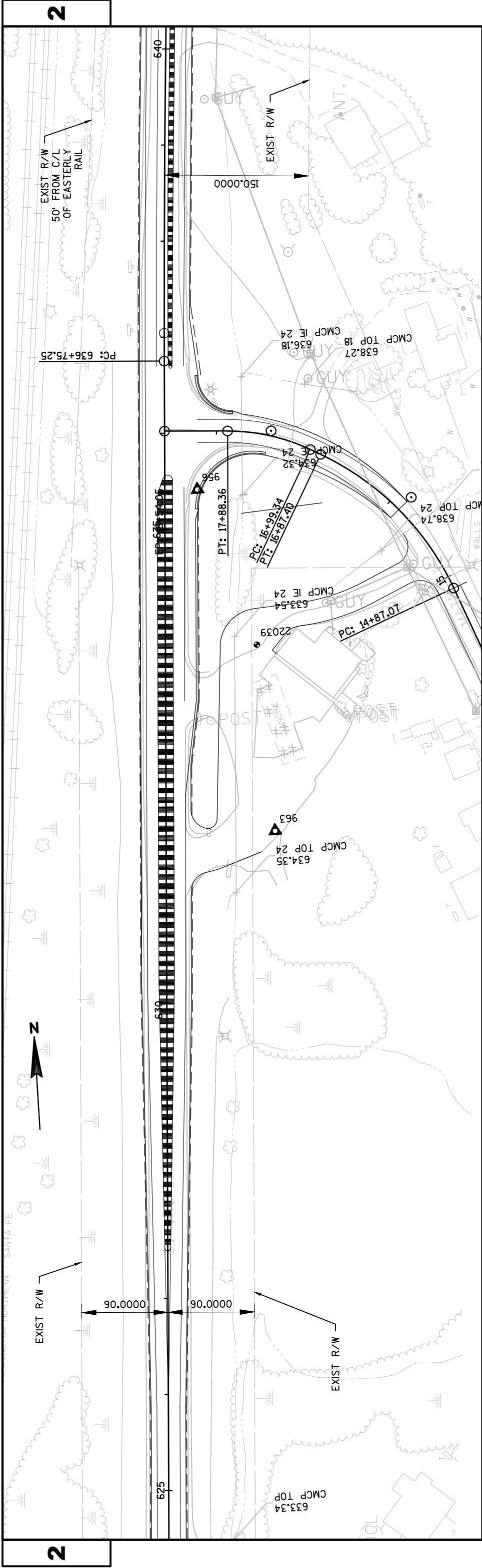


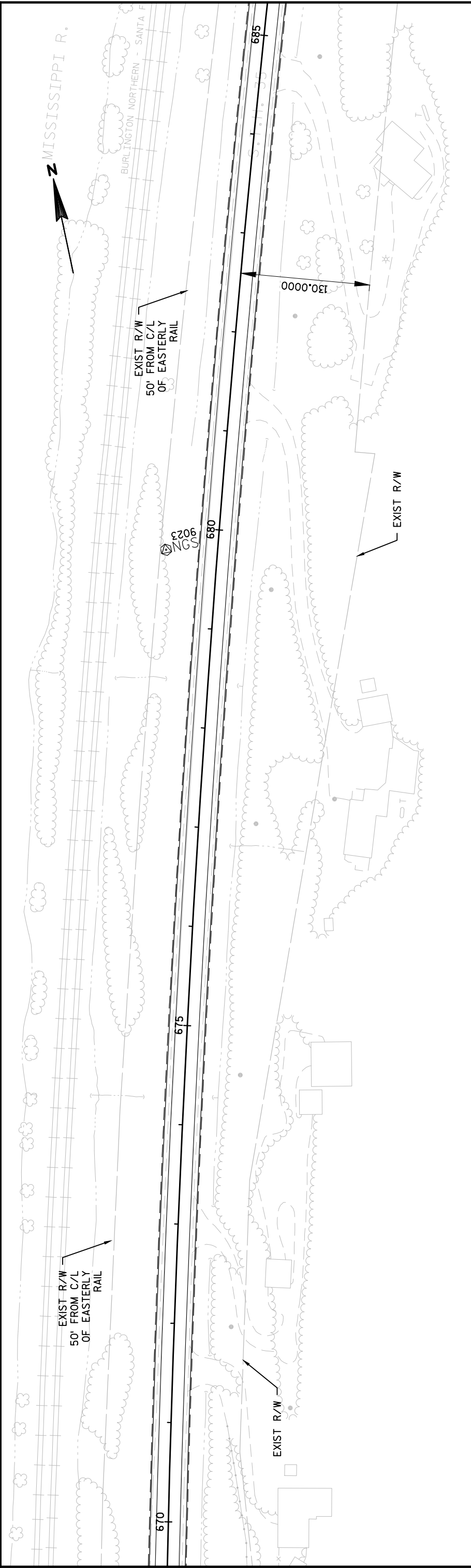
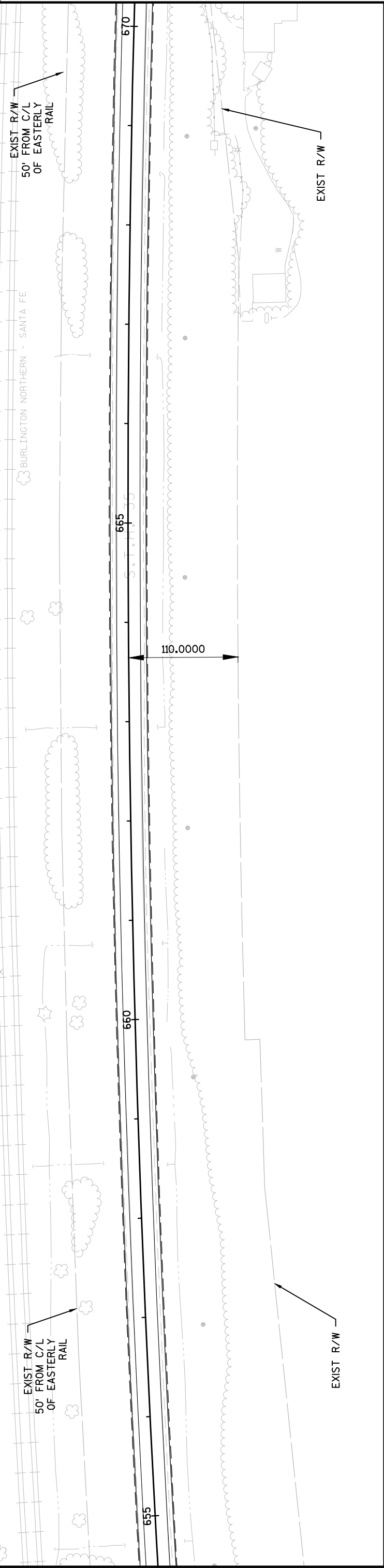
PROPOSED TYPICAL SECTION
URBAN RECONSTRUCT LIMITS
STA 922+50 TO STA 955+10

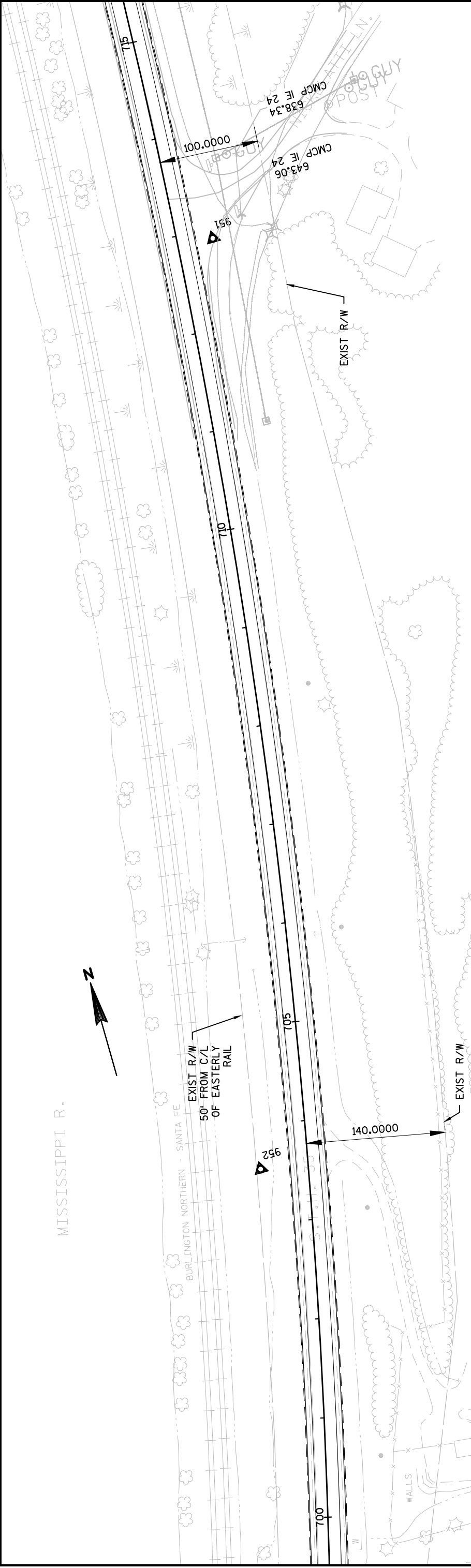


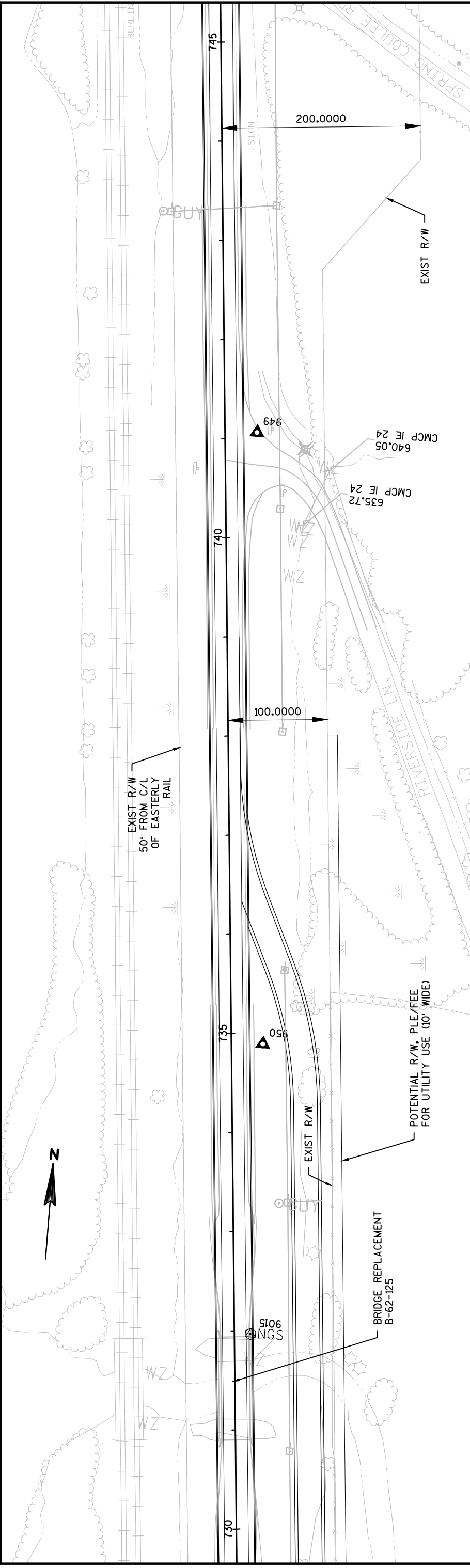
PROPOSED TYPICAL SECTION
STH 162 RIGTH TURN BAY
STA 922+50 TO STA 925+50

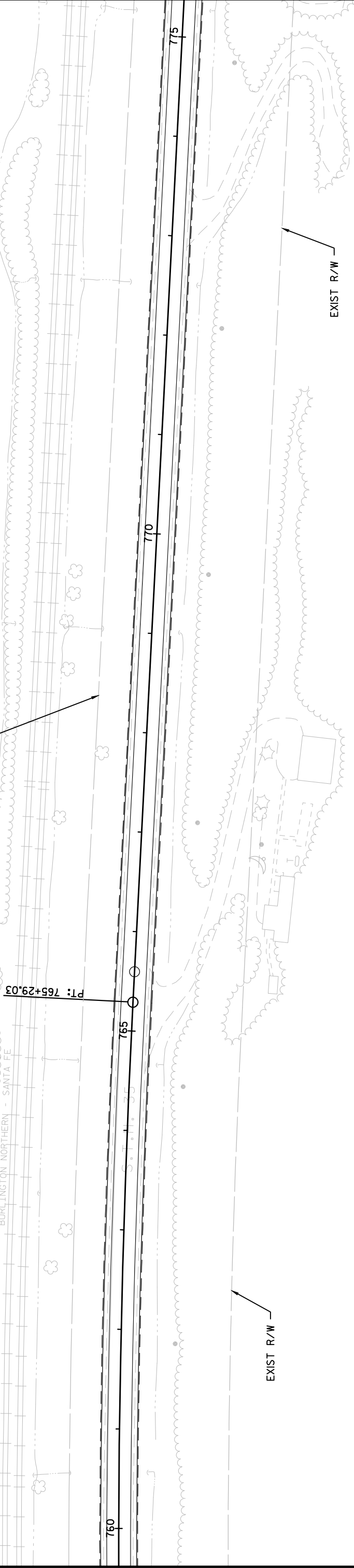
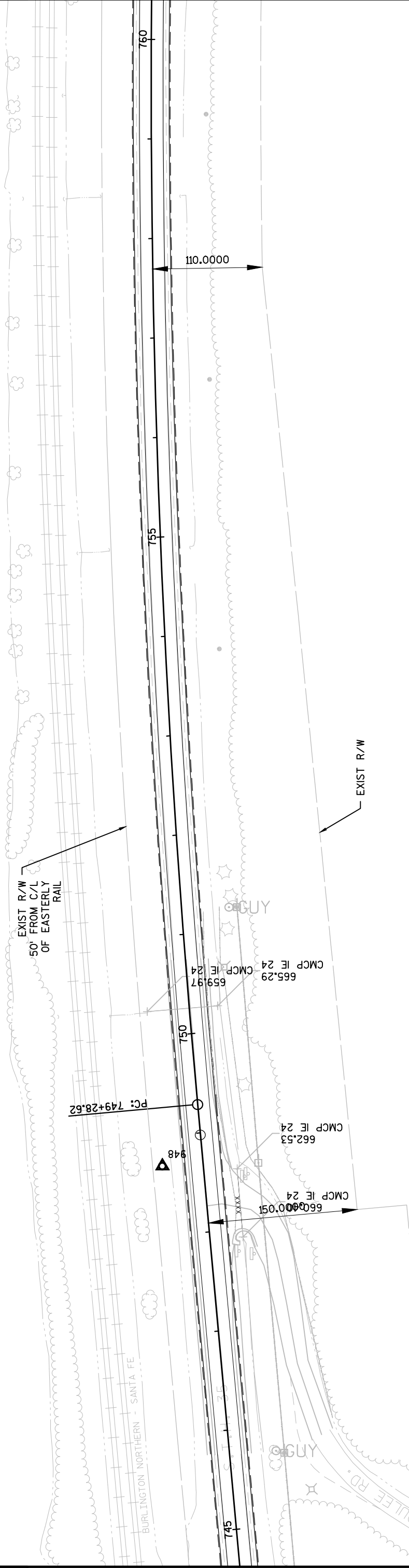


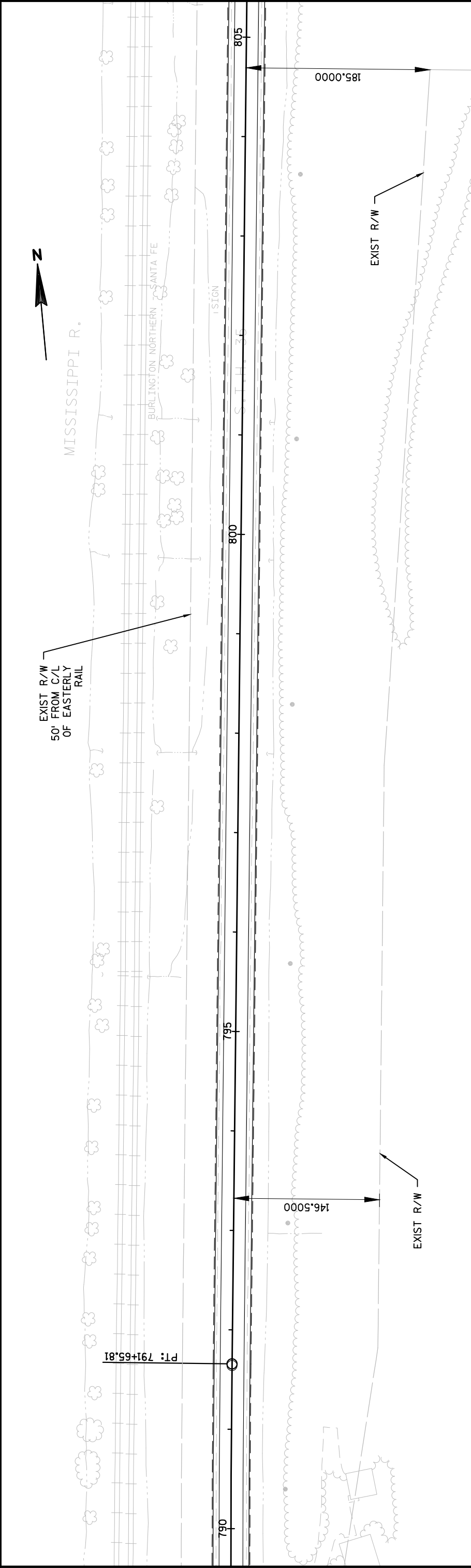


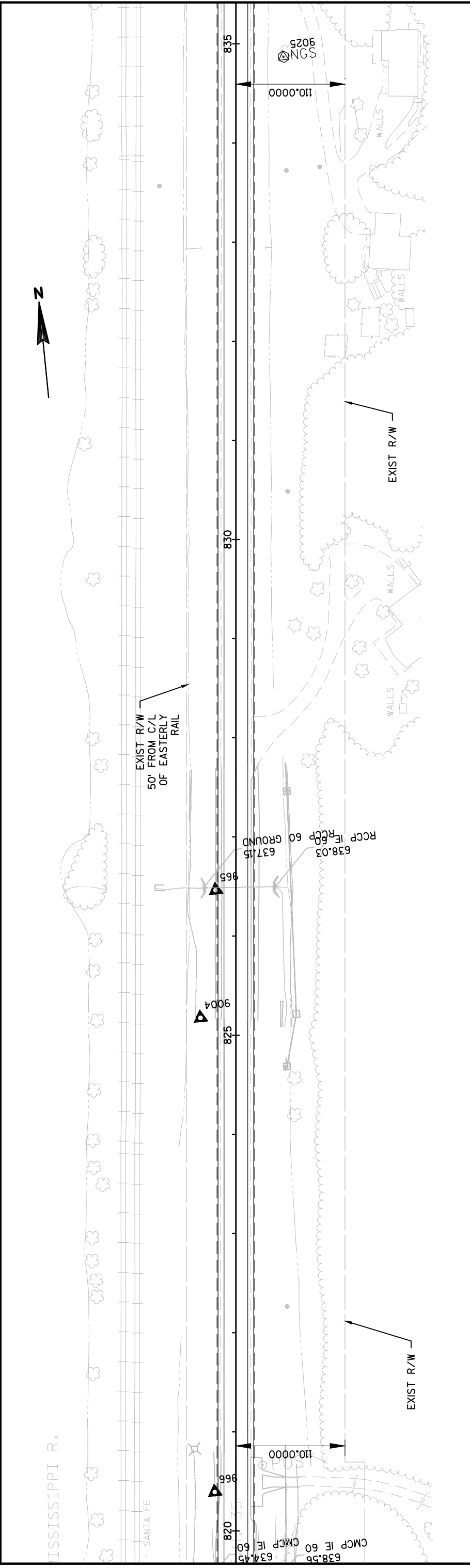
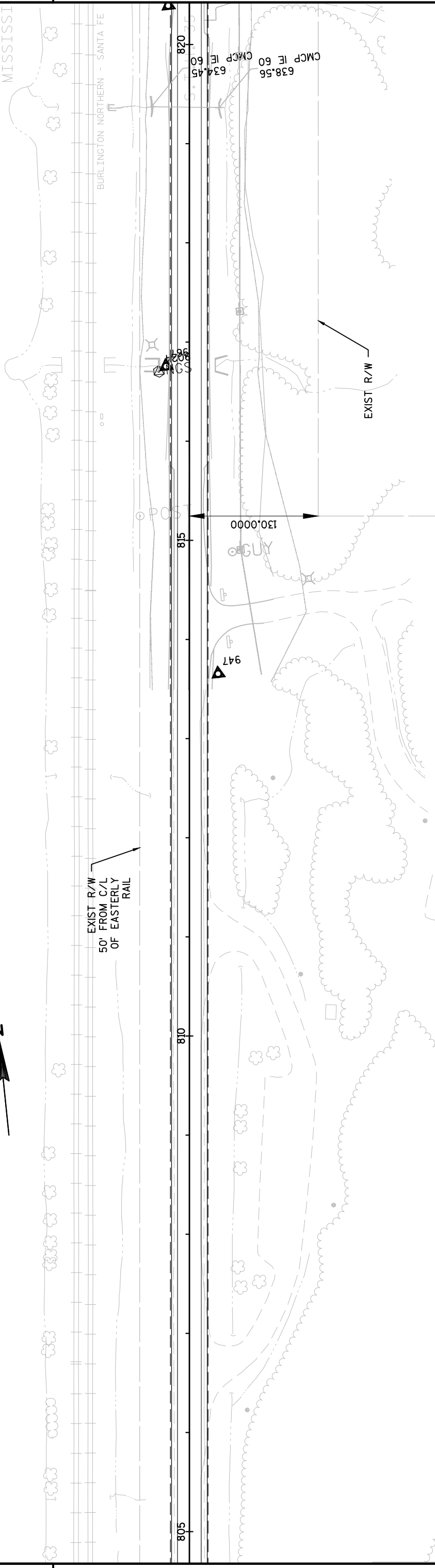


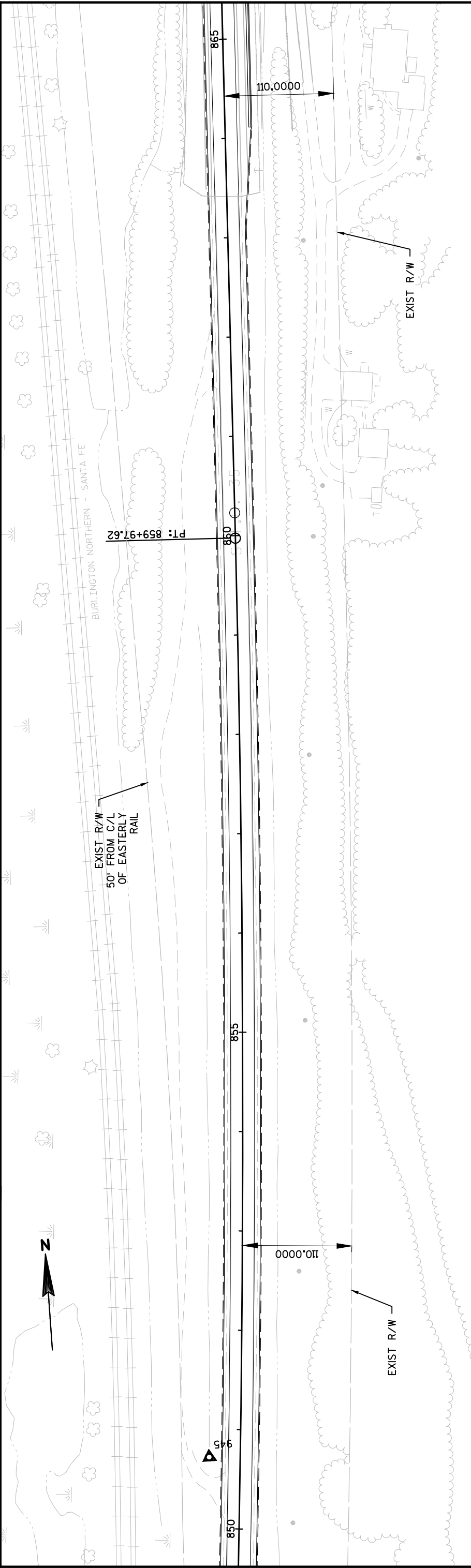
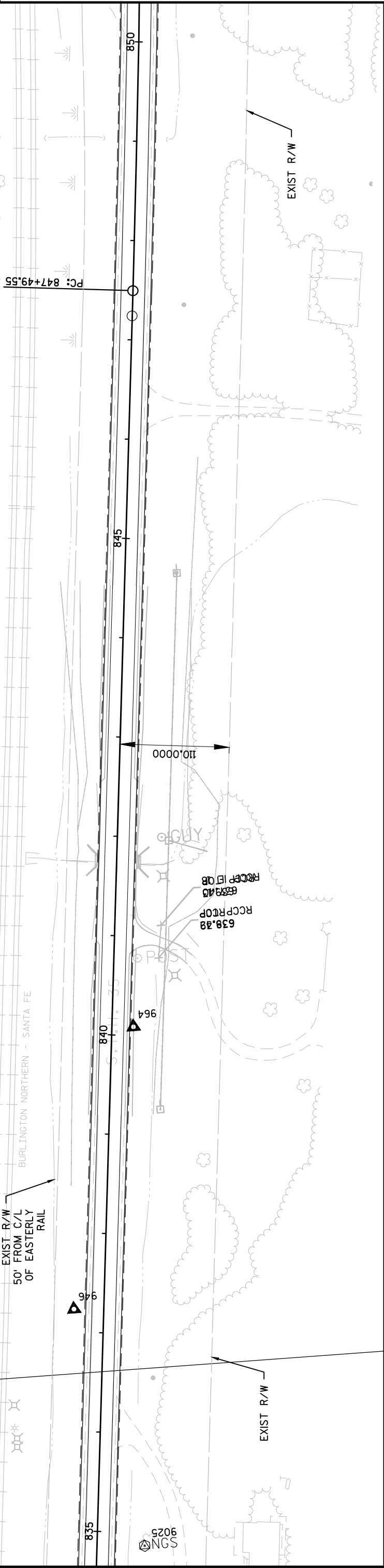
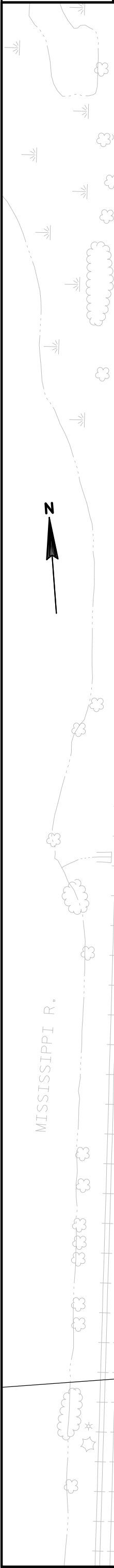




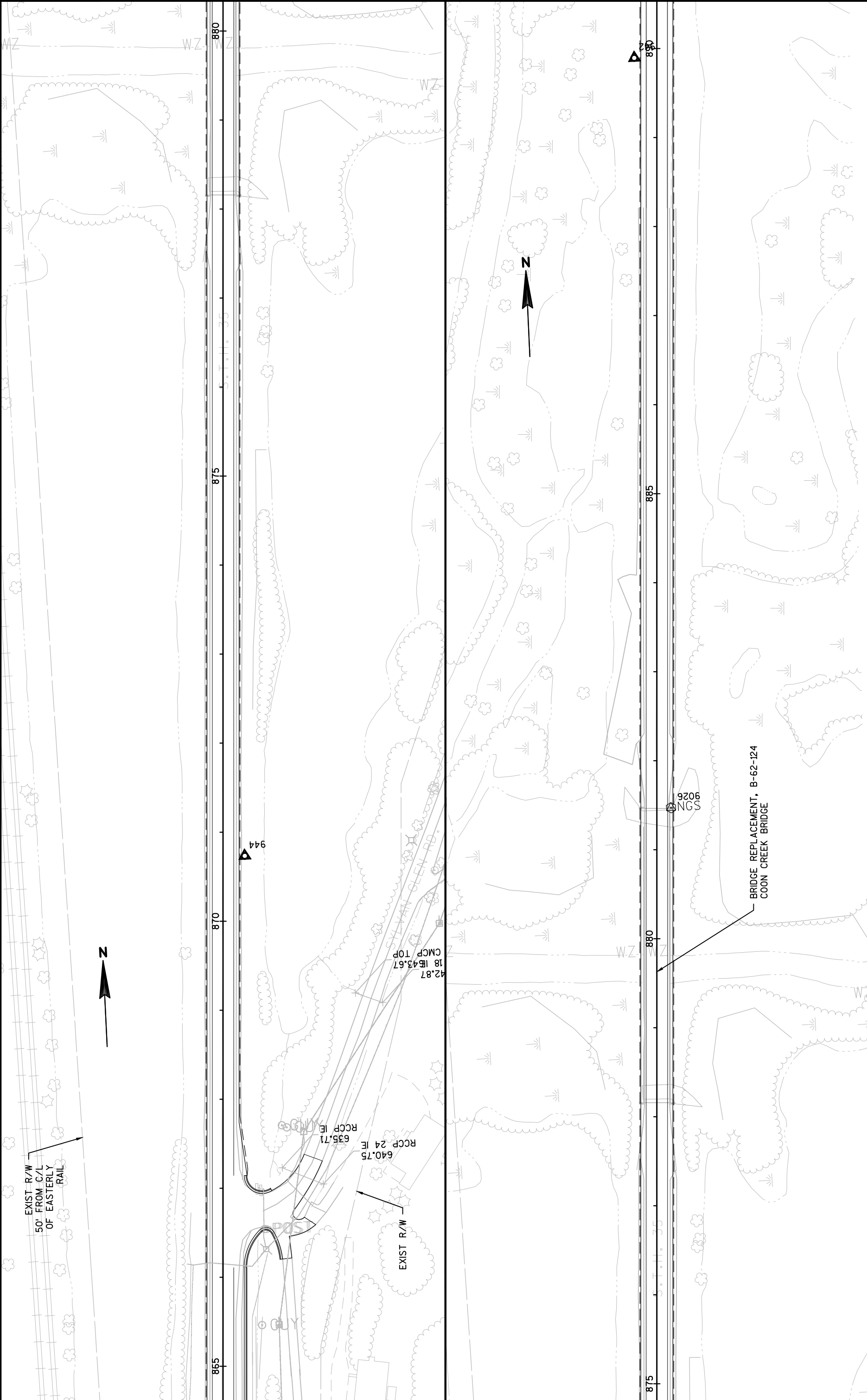
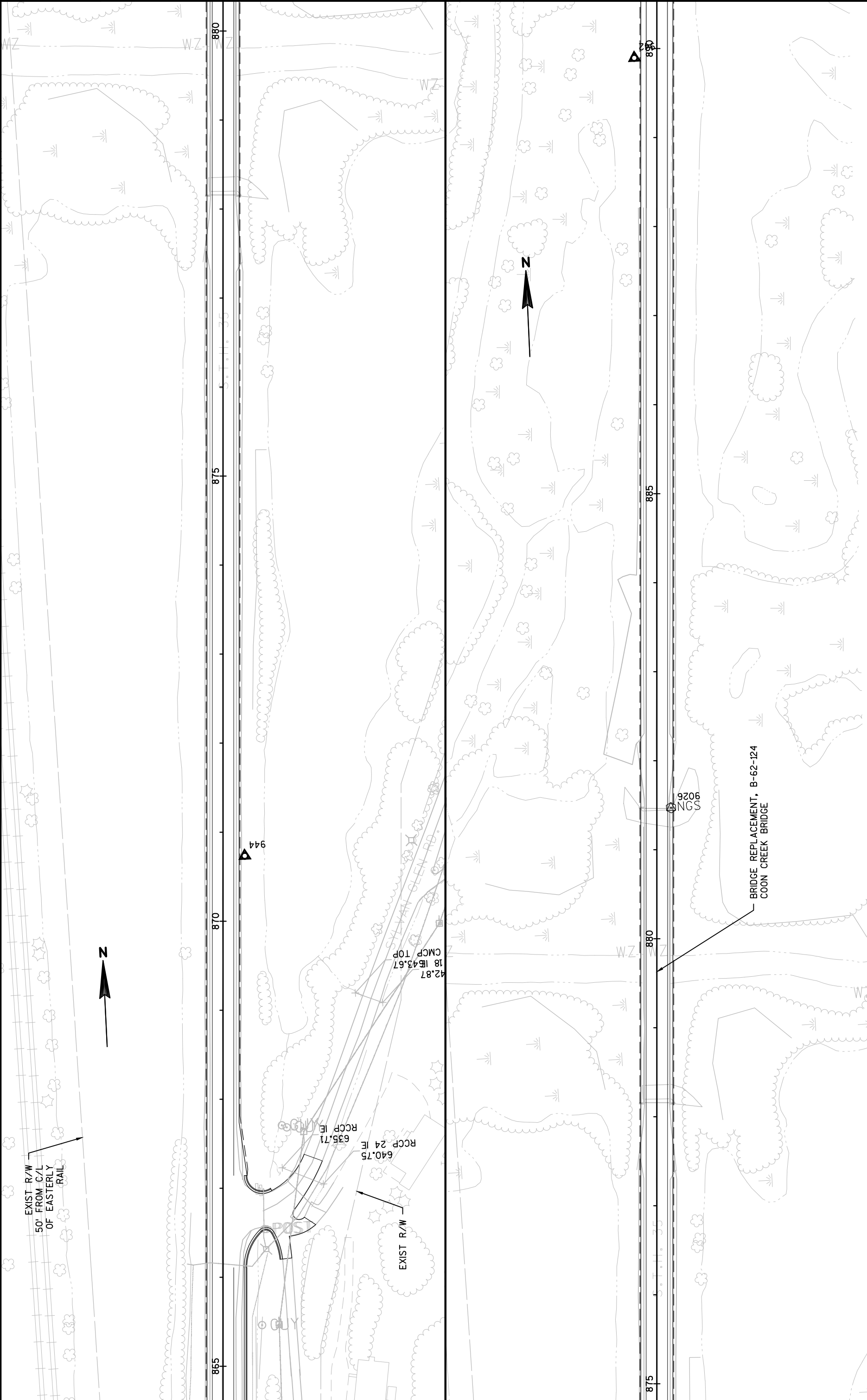
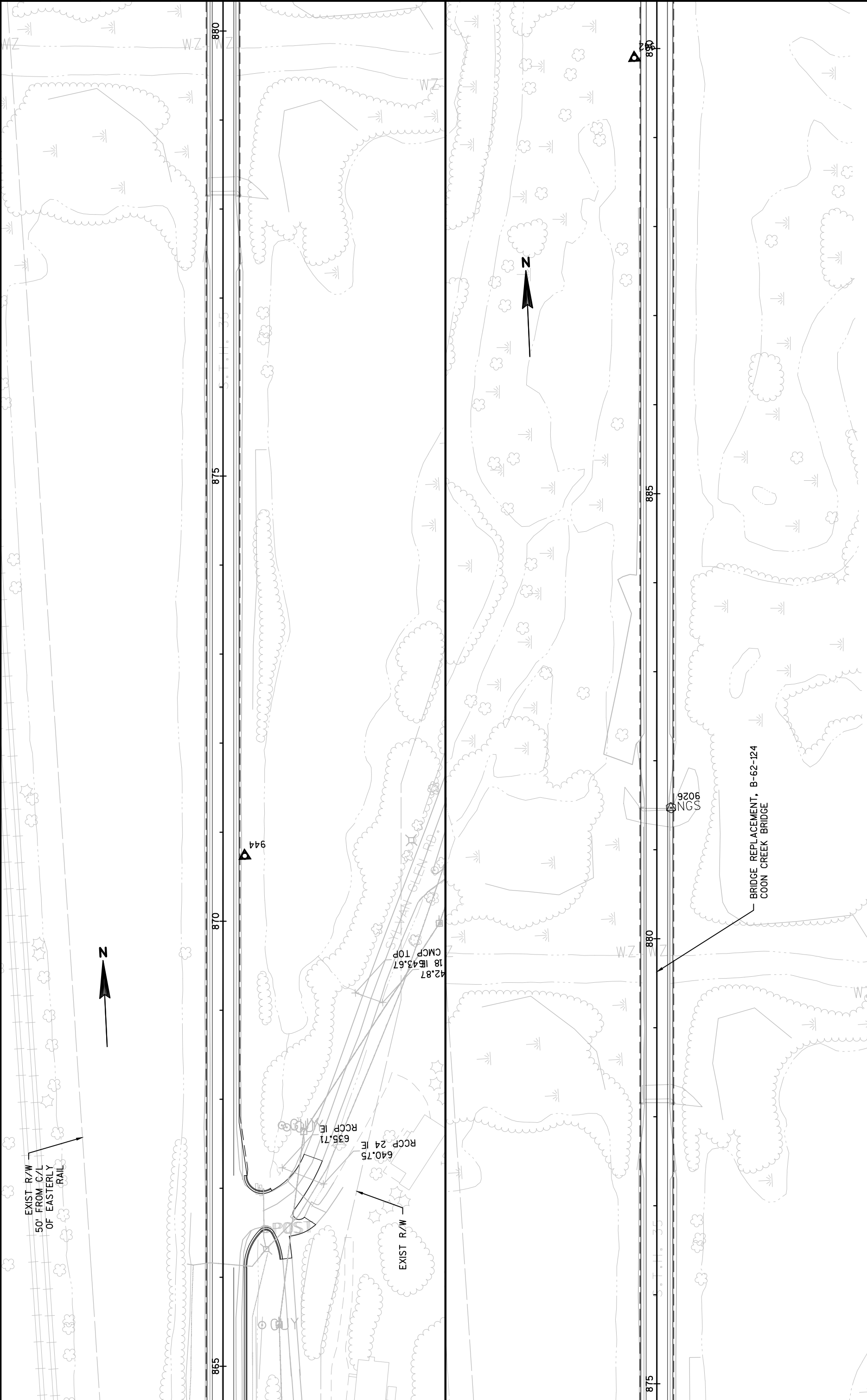








EXIST R/W
50' FROM C/L
OF EASTERLY
RAIL



EXIST R/W 50' FROM C/L OF EASTERLY RAIL

BRIDGE REPLACEMENT, B-62-124
COON CREEK BRIDGE

SULLY GLEN RD.

CMCP TOP 18 1643.67

RCCP 24 IE 640.75

RCCP 1E 635.71

NGS 9026

944

PROJECT NO: 5163-09-71	HWY: STH 35	COUNTY: VERNON	PLAN - RURAL	SHEET
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PROJECT NO: 5163-09-71	HWY: STH 35	COUNTY: VERNON	PLAN - RURAL	SHEET
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PROJECT NO: 5163-09-71	HWY: STH 35	COUNTY: VERNON	PLAN - RURAL	SHEET
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PROJECT NO: 5163-09-71	HWY: STH 35	COUNTY: VERNON	PLAN - RURAL	SHEET
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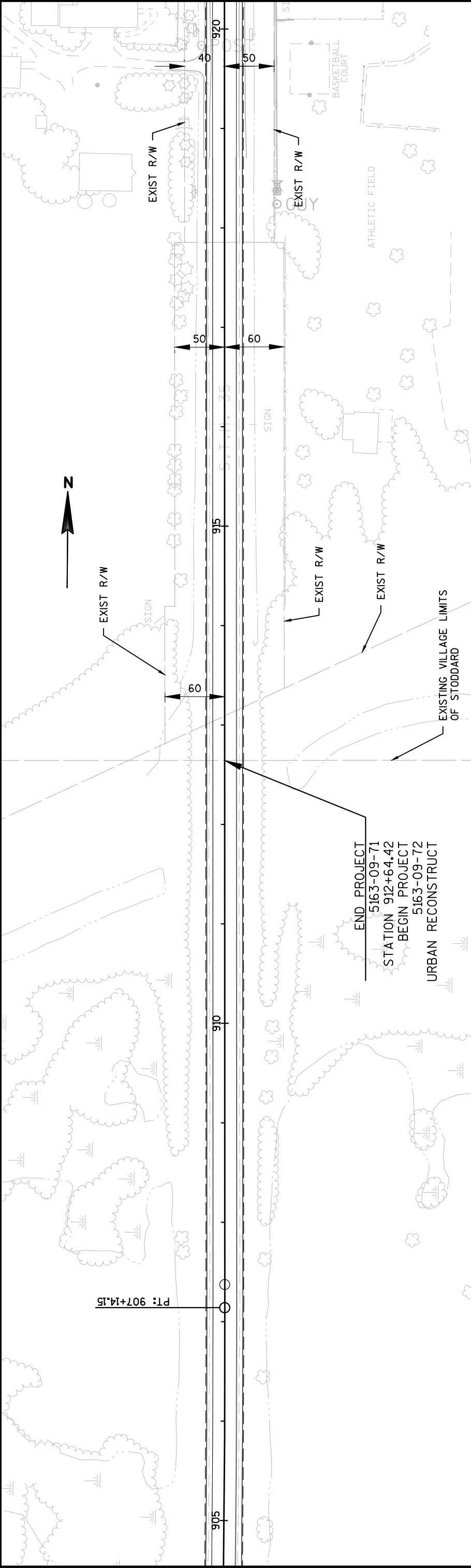
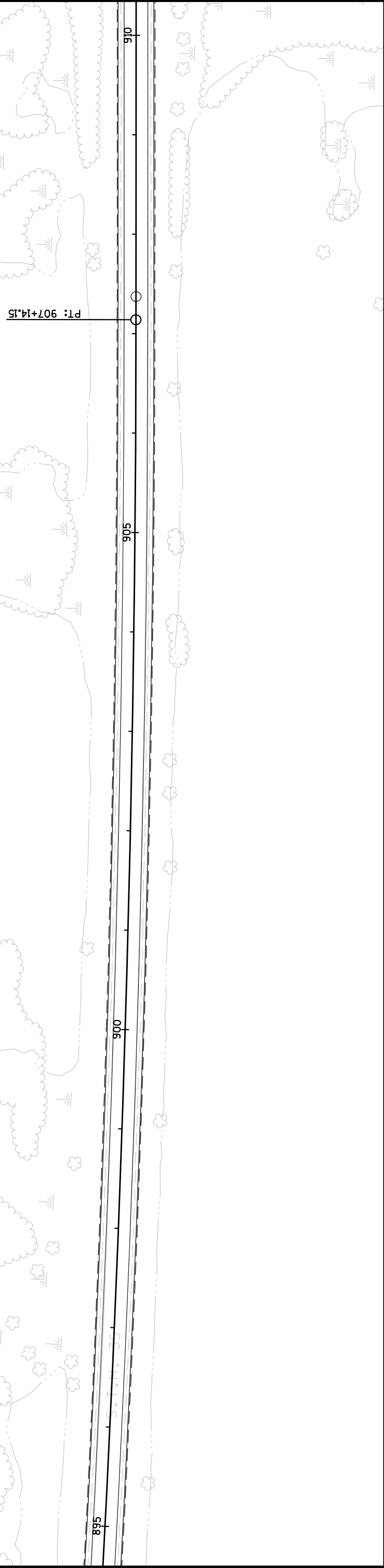
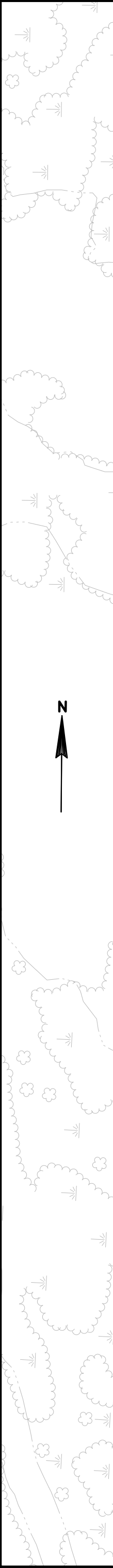
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WISDOT/CADD\$ SHEET 44

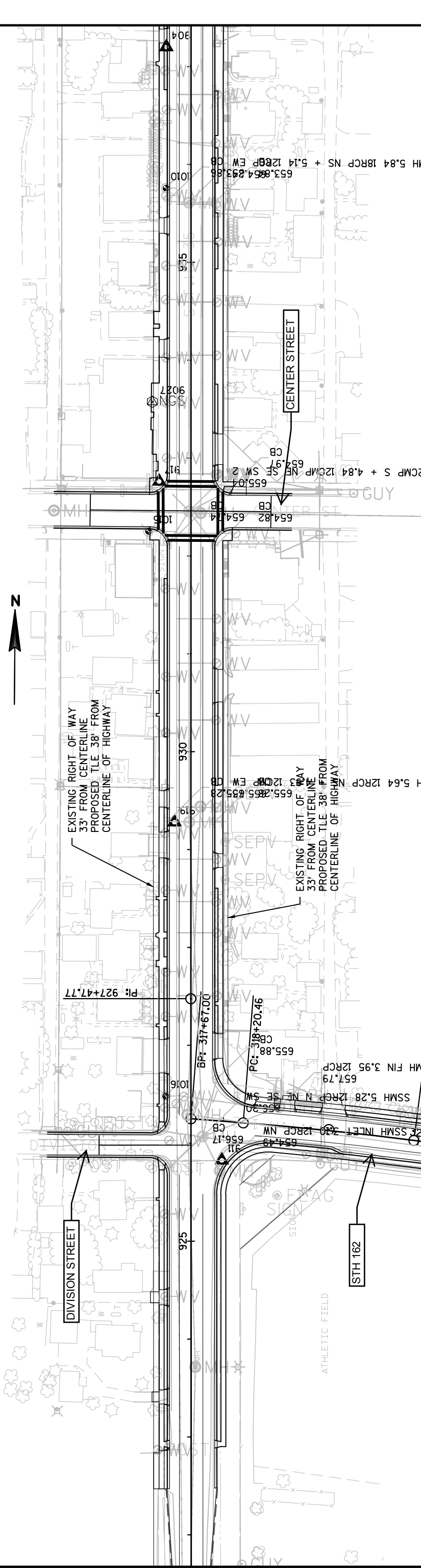
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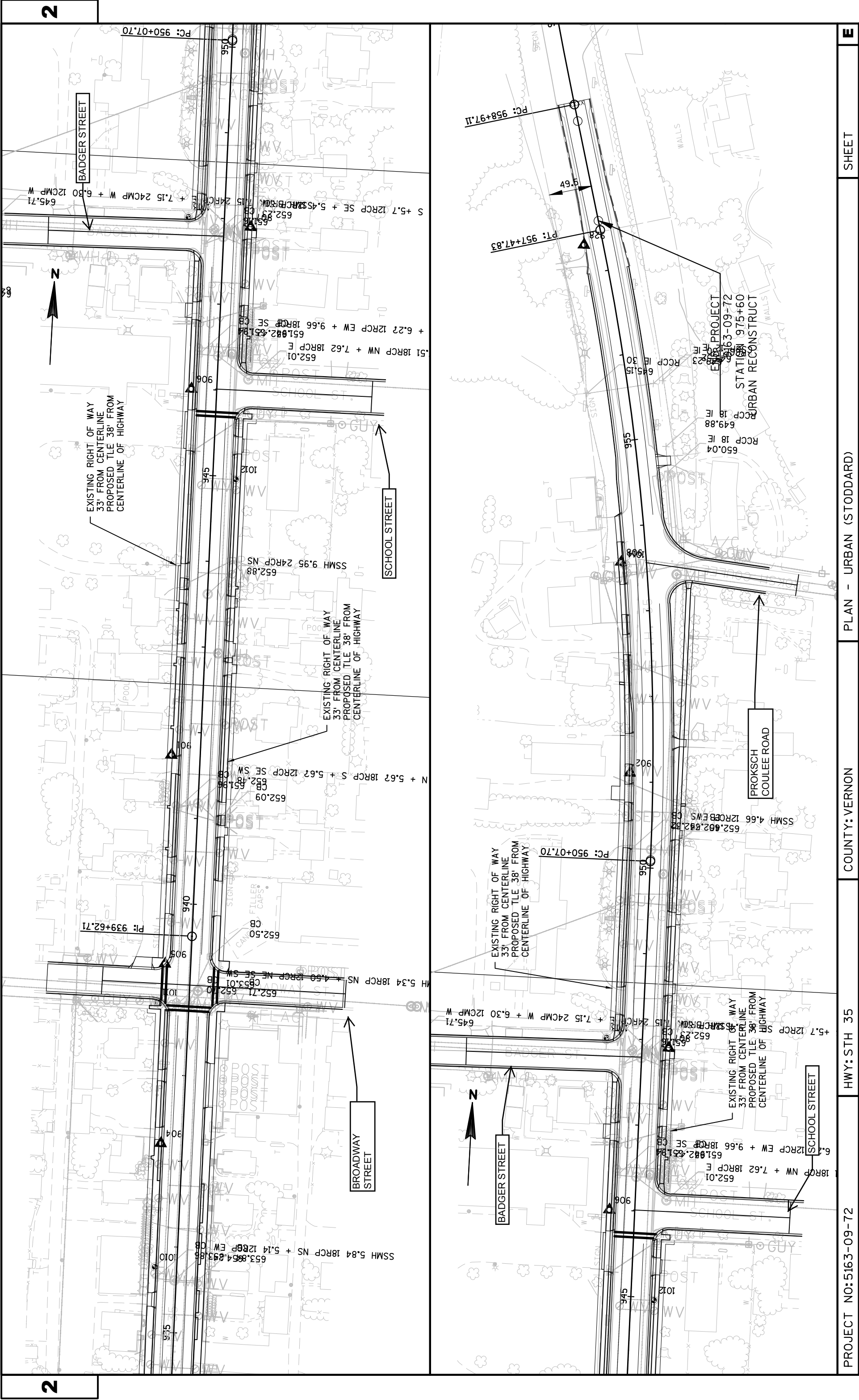
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PLOT NAME :
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WISDOT/CADD\$ SHEET 44

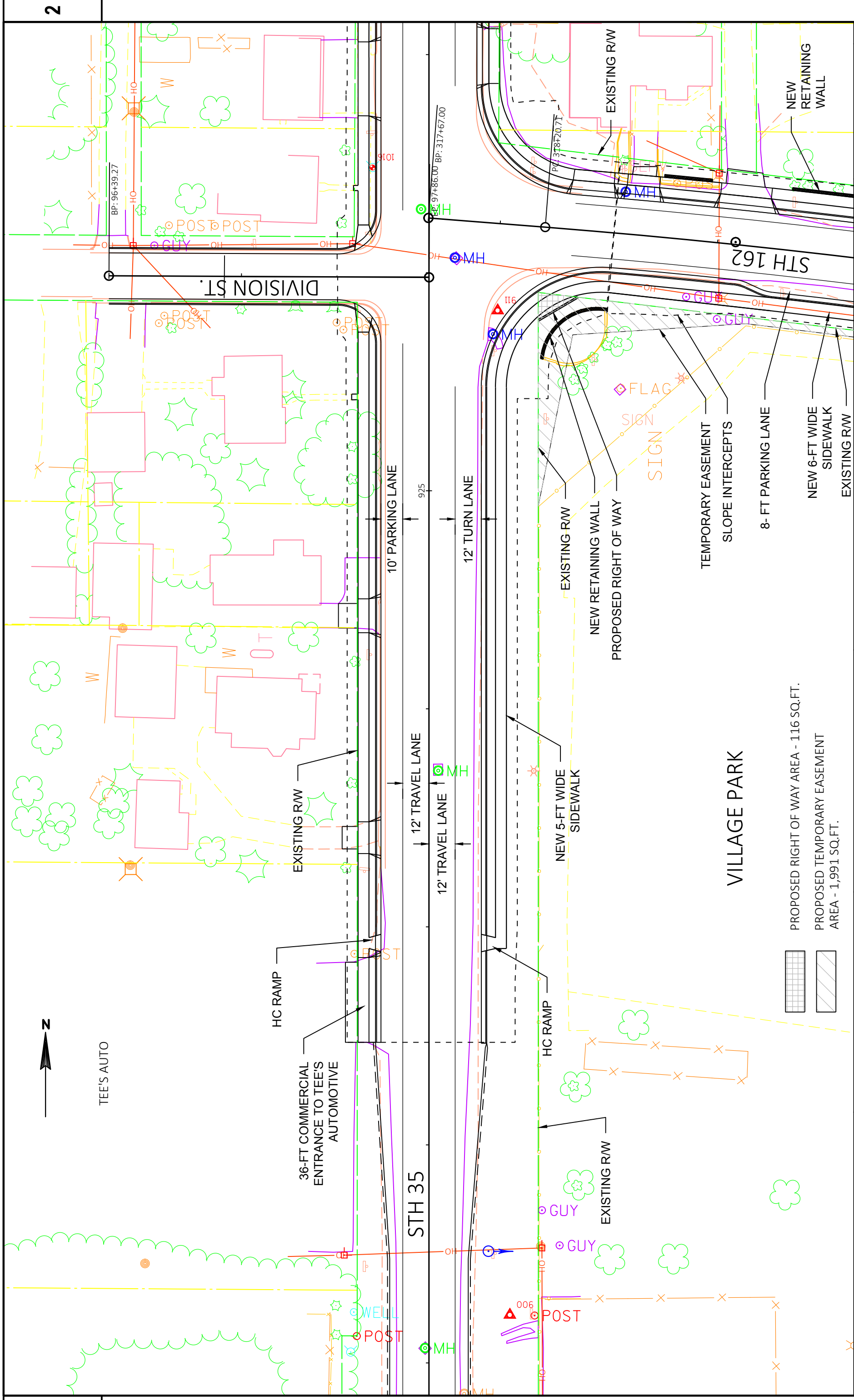
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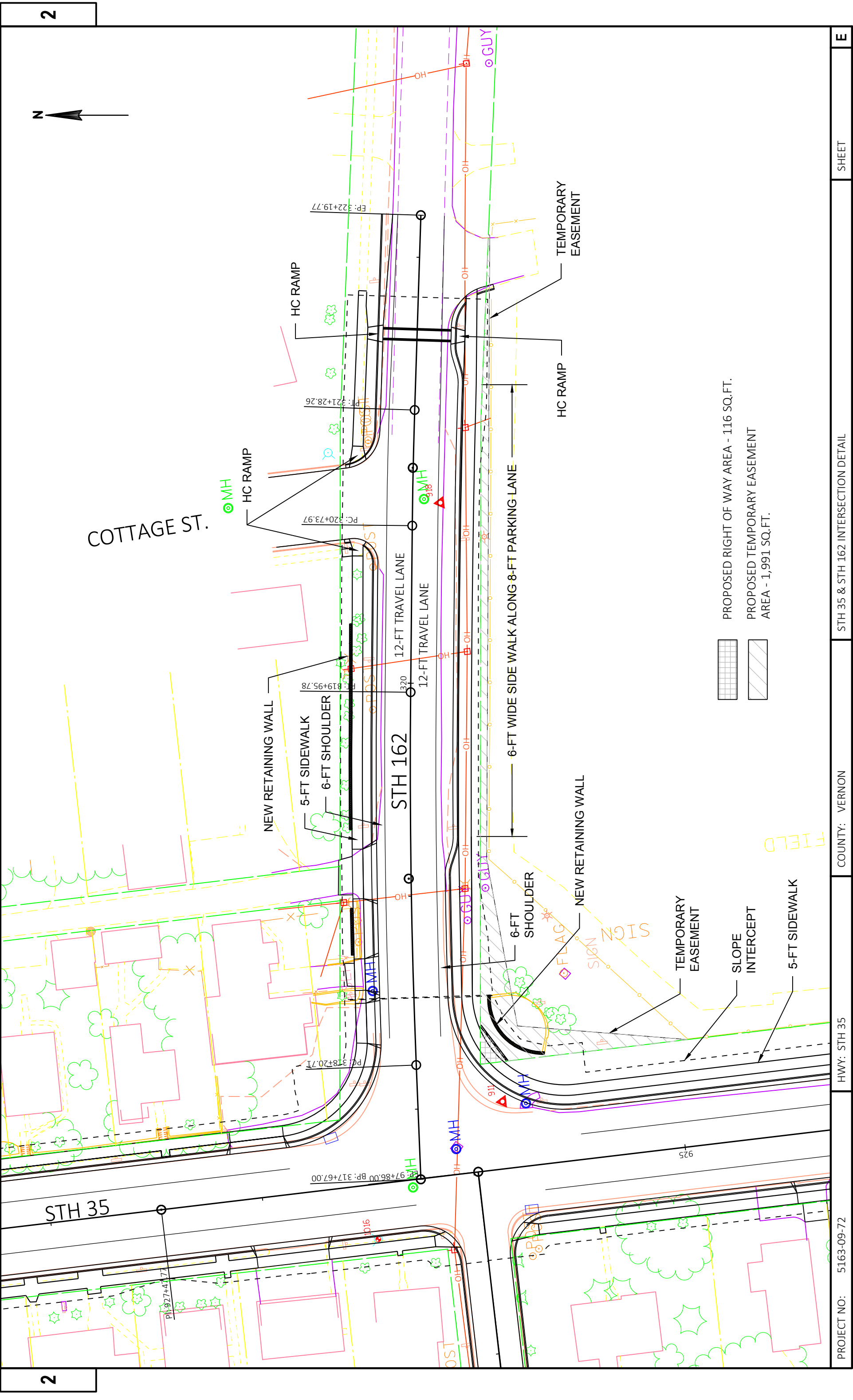
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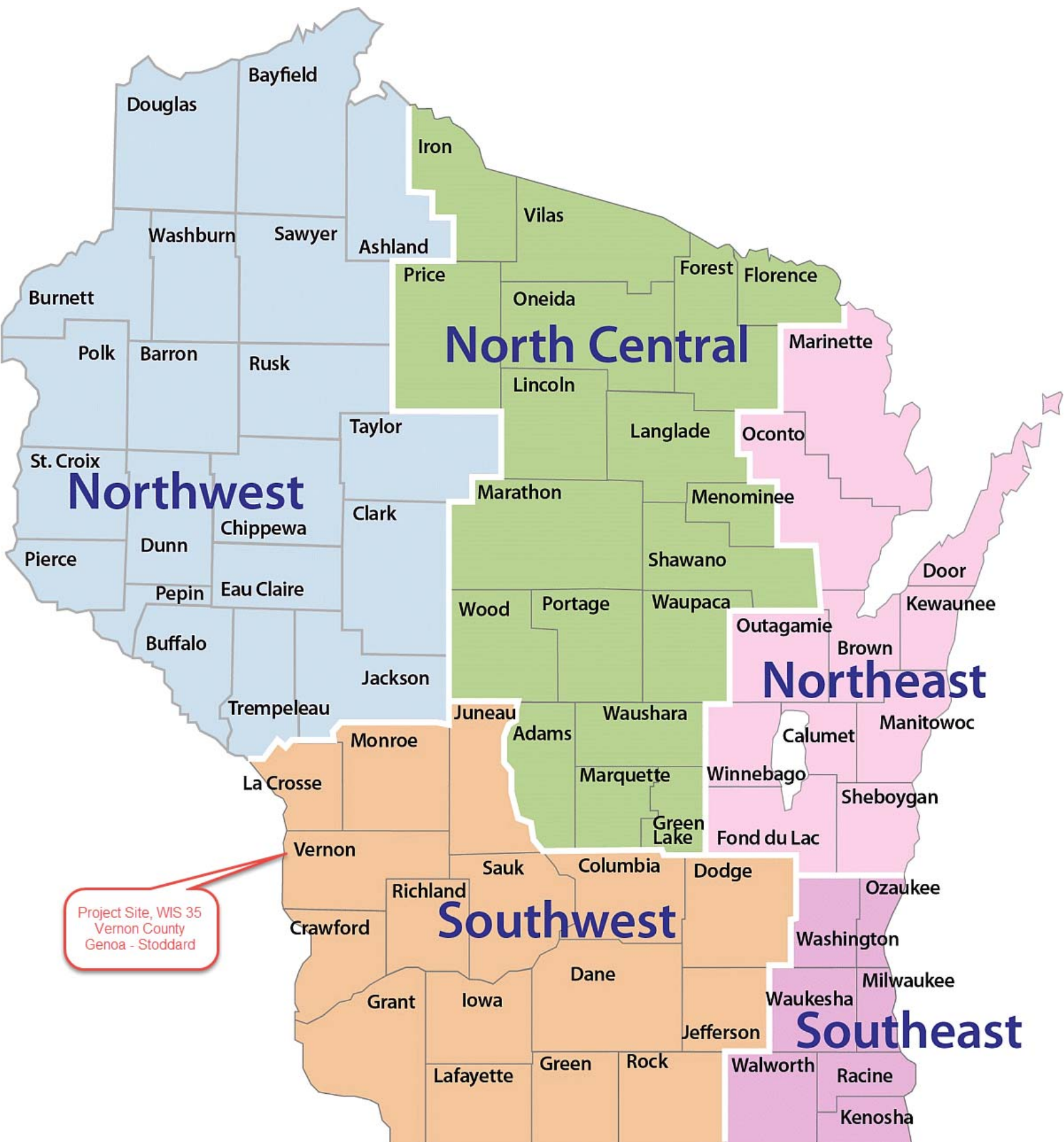




PROPOSED RIGHT OF WAY AREA - 116 SQ. FT.
PROPOSED TEMPORARY EASEMENT
AREA - 1,991 SQ. FT.

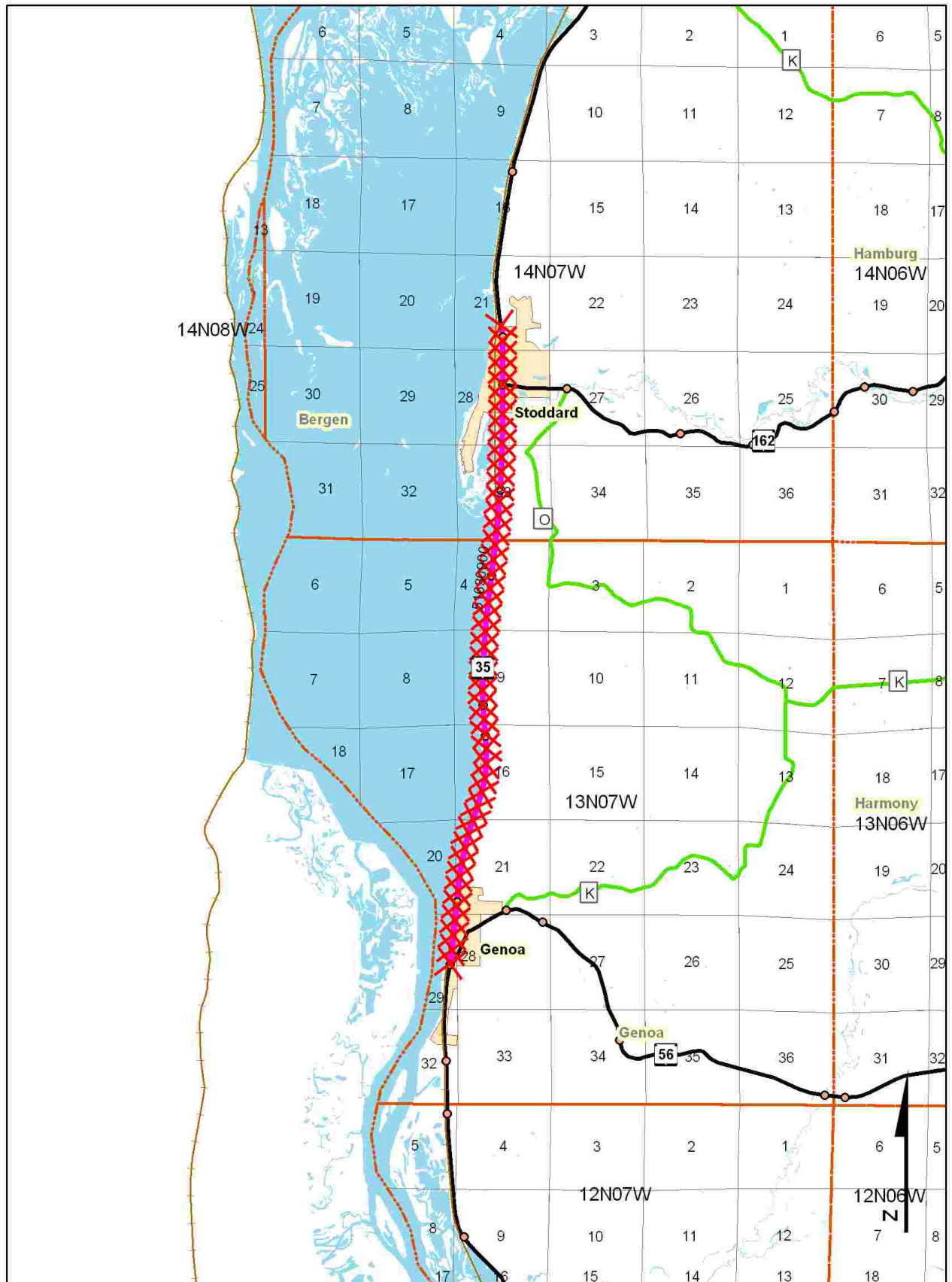
Exhibit - D

Project Limits/Boundaries – Aerial Map



Project Site, WIS 35
Vernon County
Genoa - Stoddard

CDR Map



SOUTH
PART

BERGEN

NORTH
PART

GENOA

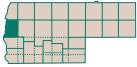
T.13N.-R.7W.

W1300

W900

W500

W100



N1300

N900

N500

N100

S3700

S4100

S4500

S4900

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E500

E900

SEE PAGE 20

E1300

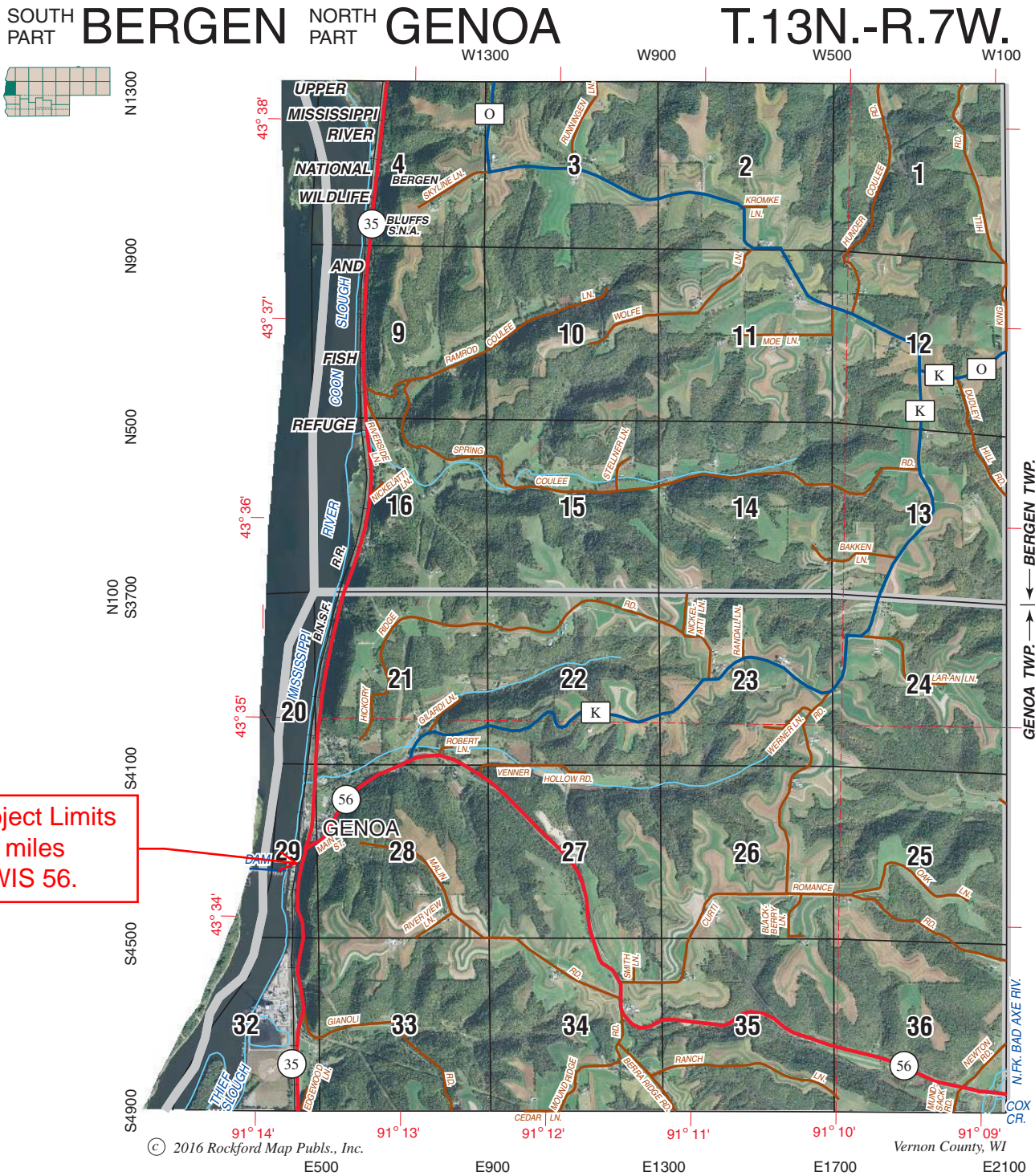
E1700

Vernon County, WI

E2100

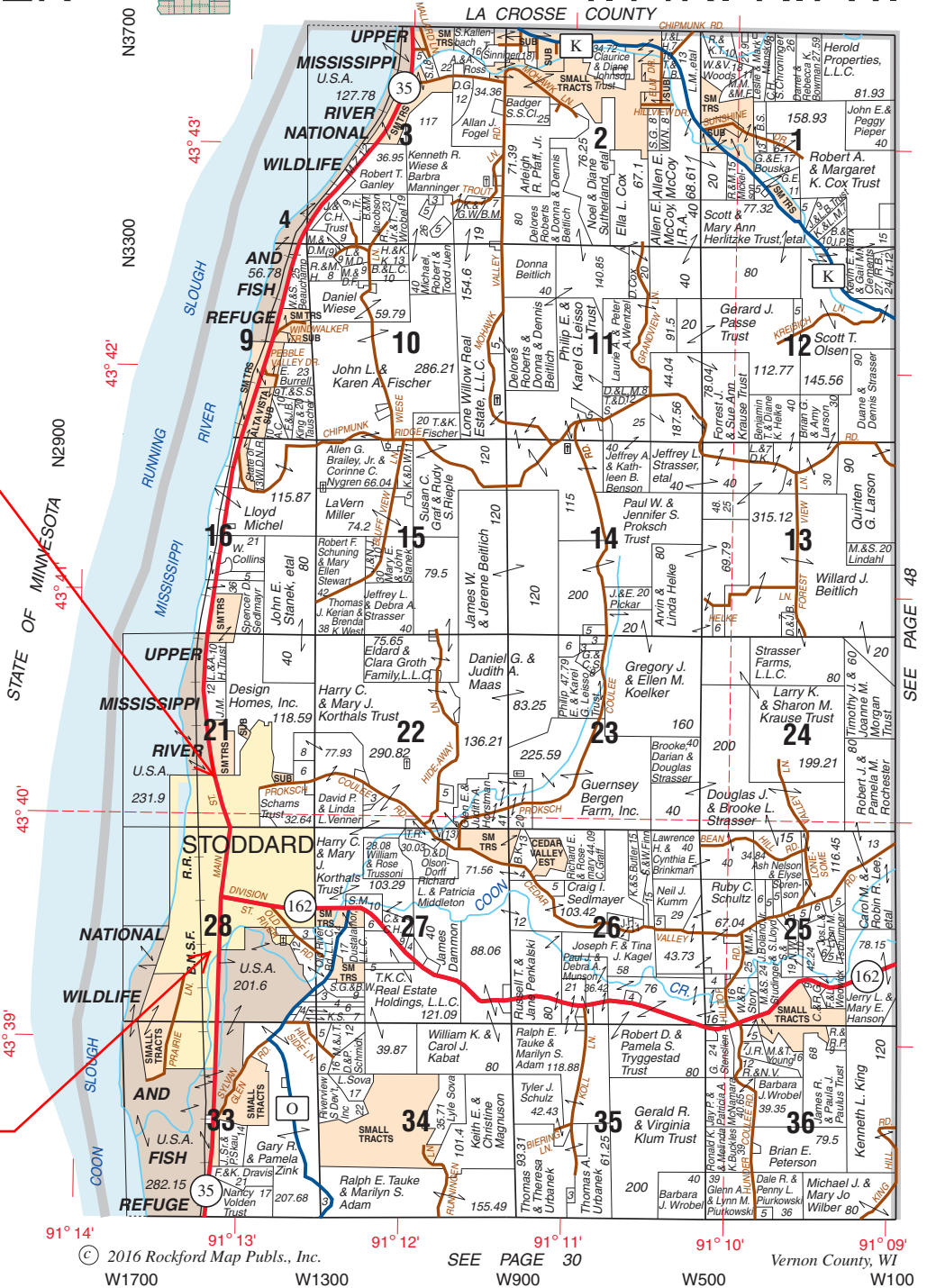
South Project Limits
(71), 0.28 miles
south of WIS 56.





North project limits
WIS 35 & Proksch
Coulee Road

South Project Limits
(72/73), North Project
Limits (71) 0.28 miles
south of WIS 162.



SEE PAGE 48

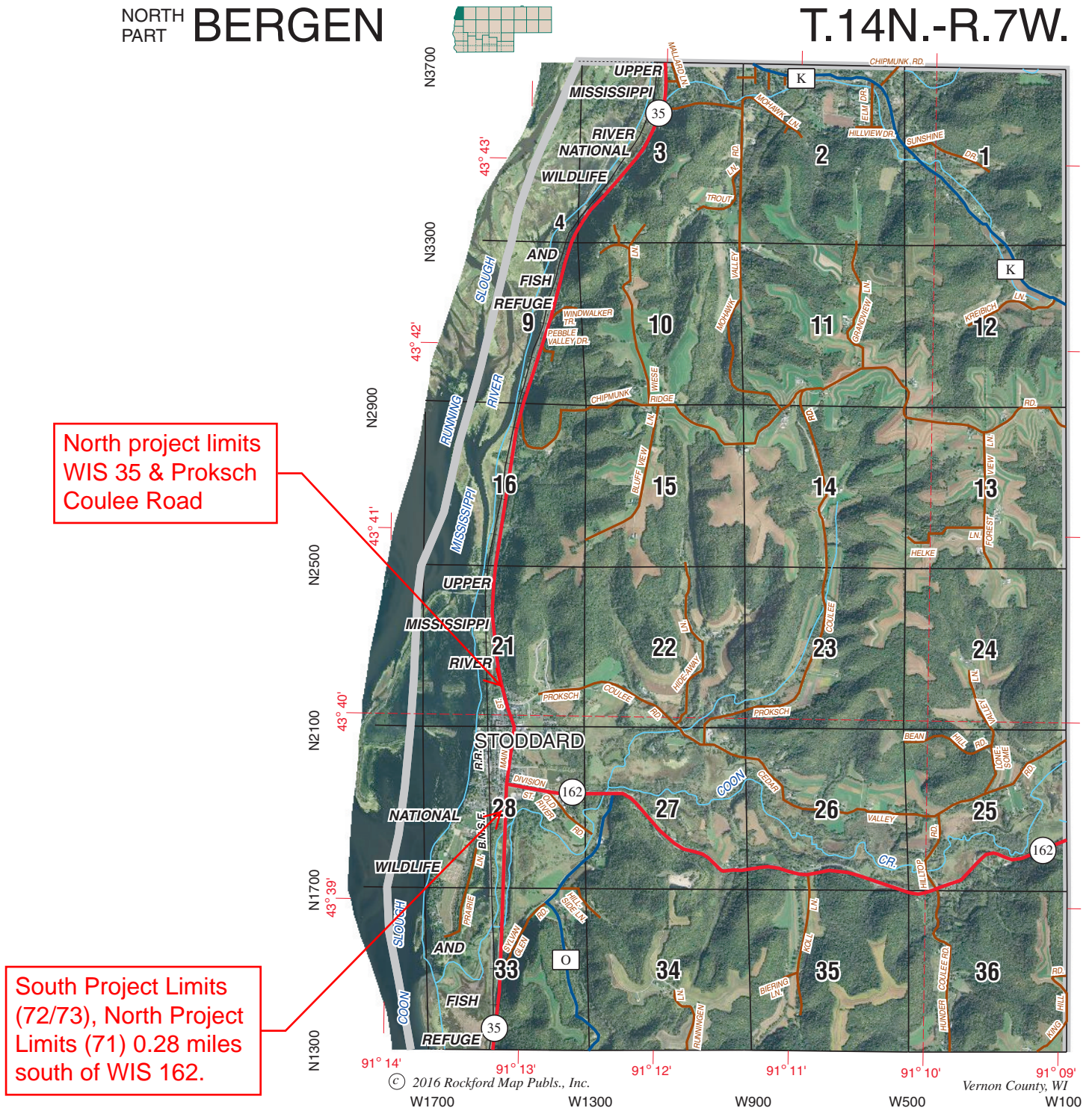


Stoddard... 608-457-2100
Holmen... 608-781-9095 De Soto... 608-648-2130 Bangor... 608-486-2356 Barre Mills... 608-786-2999
Sparta... 608-269-1277 Ferryville... 608-734-3440
Westby... 608-634-2311 Coon Valley... 608-452-2828
(S) LaCrosse... 608-788-6300 (N) LaCrosse... 608-784-8900

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Latitude and Longitude

Latitude and longitude information is a coordinate system written in degrees (°) and minutes (') and uses a grid that enables us to precisely locate a particular place or point on the earth's surface.

Latitude lines, or parallels, run horizontally across the surface of the map and is the angular distance north or south from the equator of a particular point on the earth's surface. The degrees continue 90° north and south, with 0° being located at the equator.

Degrees latitude and longitude are divided into minutes and seconds for more precision in finding a particular point on the earth. There are 60 minutes in each degree and each minute is divided into 60 seconds. Rockford Map Publishers is located at 42°16'N, 89°5'W (42 degrees and 16 minutes north of the equator and 89 degrees and 5 minutes west of the meridian in Greenwich, England).

Longitude lines, or meridians, run vertically and is the angular distance of a particular point east or west of the prime meridian at 0° located in Greenwich, England. The degrees continue 180° east and 180° west where they come together to form the International Date Line in the Pacific Ocean.

Appendix - A

(Phase I and Phase II, Environmental -
Mississippi Valley Archaeological Center)

A copy of the full report is available upon request from WisDOT-DTSD-SW La Crosse.

ARCHAEOLOGICAL SURVEY FIELD REPORT

Wisconsin Department of Transportation
DT1978 6/2007 (Replaces ED864)

PROJECT INFORMATION

Project ID 5163-09-00	Highway/Street STH 35	County Vernon	SHSW Compliance Number 15-0347 VE
Project Termini Genoa-Stoddard, STH 56 to N. Village		Project Size ~8.5 miles	12 acres
Township(s) Village of Stoddard, Village of Genoa, Towns of Berns and Genoa	Town/Range T14 North, R7 West T13 North, R7 West	Sections 21, 28, and 33 4, 9, 16, 21, and 28	
Project Type <input checked="" type="checkbox"/> Reconstruction <input checked="" type="checkbox"/> Reconditioning <input type="checkbox"/> Bridge <input type="checkbox"/> Wetland Mitigation <input type="checkbox"/> Other			
Landowners Contacted - If No, Explain <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			Permits Obtained - If Yes, Attach <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

LITERATURE SEARCH

Previously Reported Sites in Project Area <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Archaeology and Records Literature Search <input checked="" type="checkbox"/> Attached	Cemetery in Project Area <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
--	---	---

FIELDWORK

Dates of Field Work 5/22/2015, 5/27/2015, and 5/28/2015	Crew Size 3	Area Surveyed 5.5 acres
---	----------------	----------------------------

SURVEY TECHNIQUES - Attach project plans showing survey coverage.

<input checked="" type="checkbox"/> Shovel Testing ~5 acres 15 meter interval	<input checked="" type="checkbox"/> Surface Collection ~0.5 acres 15 meter interval	<input type="checkbox"/> Other - Describe
---	---	---

Describe Visibility

Most of the project area was in lawn, grass, or wooded areas with no surface visibility. There were some plowed fields adjacent to the project area along CTH O/Sylvan Glen Road which had between 25 and 80 percent surface visibility that were surface surveyed.

LAND USE – Describe. Also, attach map, showing location.

Were there area(s), which were not surveyed? If yes, show on project plans and explain.

☒ Yes ☐ No Areas with steep slope, those impacted by previous road construction or those in wetland or standing water were not surveyed. A significant portion of the WisDOT right of way on both sides of the road between Stoddard and Genoa was on steep slope - see description below and photos attached.

Were there area(s), which were extensively impacted? If yes, show on project plans and explain.

☒ Yes ☐ No The construction of the railroad tracks located on the west side of STH 35 and the construction of the highway itself significantly impacted the terrain. Most of the STH 35 project area between the Villages of Genoa and Stoddard was disturbed and/or on slope. The project area within the Village of Genoa has almost been entirely disturbed by previous road construction.

Comments

The project included surveying portions of STH 35 in the Village of Genoa, along STH 35 between the Villages of Genoa and Stoddard, and within the Village of Stoddard. Additionally, Sylvan Glen Road/CTH O was surveyed as a possible alternate for traffic re-routing. In the Village of Stoddard, construction limits were just beyond the existing sidewalk along STH 35 and along each side street down the next intersecting street. Most shovel tests within the Village of Stoddard limits exhibited a remnant prairie soil below the current topsoil, and all these shovel tests were excavated into sterile subsoil below the prairie soil. Both modern and historic debris was found within some of the shovel tests in the village. The WisDOT ROW between the Village of Stoddard and Village of Genoa ranged from between 100 feet to 200 feet on the east side of the road, and 50 feet from the centerline of the existing railroad track on the west side of the road. Much of the area between the two villages was not surveyed per WAS (2012) guidelines. The area to the south of Stoddard was standing water/wetland and much of the rest of the area was on steep slope or obviously disturbed by previous road or driveway construction, construction of the existing railroad tracks, or utilities (see photo examples). Any areas that did not obviously appear to be disturbed or on slope were shovel tested in 15 meter intervals, but these areas were only a few hundred feet in length, and many of these shovel tests showed previous disturbance. In some areas between the two villages, the project would encroach upon land owned by the Corps of Engineers but maintained by Fish and Wildlife. However, all this land was either wet, disturbed, or on slope, and not surveyed. Within the Village of Genoa, the entire WisDOT ROW was surveyed and some village property and almost every shovel test showed previous disturbance from road construction. Originally, Sylvan Glen Road/CTH O was proposed to be used for traffic re-routing during STH 35 construction, and was surveyed as part of this project. Survey parameters included the existing WisDOT right of way, which is between 33 and 35 feet from the existing centerline of the road and possible improvements to the CTH O intersection, where it heads north. Along Sylvan Glen Road/CTH O, previously recorded sites 47VE553/BVE216, 47VE555, 47VE617, and 47VE620 were located within or immediately adjacent to the WisDOT right of way. Although

47VE553/BVE216 was located in a plowed field, at the time of the survey, it was covered in alfalfa with poor surface visibility. Shovel testing in 10 meter intervals within the project area did not find any artifacts or evidence of human remains. This site was recorded as a burial site in the 1960's as a Native American burial was reported to have been found during the placing of a utility. The current landowner was a teenager when the body was discovered, and his family owned the farmland then also, and he indicated to MVAC personnel that the body was found in the middle in the field, farther away from the road. A portion of 47VE555 within the current project area was on steep slope leading down to a cow pasture and the rest was in a plowed field. The edge of the plowed field was pedestrian surveyed, but no evidence of 47VE555 was found near the road. 47VE617 is located southwest of the intersection of County Road O/Sylvan Glen Road and STH 162. Although the WHPD shows the map overlapping County Road O/Sylvan Glen Road, the site description states that the site is located 50 meters west of CTH O and 100 meters south of STH 162 along a fenceline west of the residential house and buildings, which would place the site out of the WisDOT ROW. Irregardless, the WisDOT ROW in this area has obviously been disturbed by road construction and is on slope next to a residential yard. 47VE620 is a small rockshelter on the west side of CTH O that was recorded in the mid 1980's. It was described as being located along the base of a bedrock bench with a relatively shallow overhang and the WHPD indicates that the some flakes, FCR, and core fragment were found (however, neither the WHPD or MVAC's records for this site indicate where the artifacts came from). MVAC relocated what appeared to be the rockshelter, which is outside the right of way. This is on a very steep slope and there does not appear to be much of an overhang now. MVAC personnel did not see any artifacts on the ground near the overhang, but again, this was actually outside the WisDOT ROW. Although one other site, 47VE554 is close to the WisDOT right of way just north of the intersection of Sylvan Glen Road and STH 35, using the WHPD shapefiles loaded into a hand held GPS unit, the site does not cross on to Sylvan Glen Road and all the WisDOT ROW near this site is disturbed or on slope. Ultimately, WisDOT decided not to use Sylvan Glen Road/County Road O as an alternate for re-routing traffic. The only ground disturbance that will take place along this road will be the placing of some beam guards immediately adjacent to the gravel shoulder in areas that have a steep drop. Based on this, none of the previously recorded sites should be affected by this work. However, if project plans change and there will be ground disturbance near the burial site, 47VE553/BVE216, archaeological monitoring during construction will be required per state statute 157.70. For the remainder of the project along STH 35, no new sites were discovered and no previously recorded sites overlap the project area, therefore no further work is recommended. However, since no survey is completely exhaustive, if archaeological deposits or human remains are found during construction, construction must stop immediately in that area and the Wisconsin Historical Society needs to be contacted.

References Cited:

WAS - Wisconsin Archeological Survey Guideline Committee
2012 Guide for Public Archaeology in Wisconsin, compiled by M. Dudzik, J. Tiffany, and K. Stevenson, edited by K. Stevenson. Wisconsin Archeological Survey. Madison, Wisconsin.

ISOLATED FINDS – Describe. Also, attach map, showing location.

N/A

I certify that the literature search and all fieldwork conducted for this report was done according to the Wisconsin Archeological Survey Guidelines. No archeological sites were identified in the project area.

Mississippi Valley Archaeology Center

(Print Name of Firm or Institution)

Vicki L. Twinde-Javner

(Print Name of Archaeologist)

Vicki Twinde-Javner

(Signature of Archaeologist)

Oct 8, 2015

(Date)

Note: Current archaeological methods may not detect buried sites or burial areas. If artifacts, or human remains are discovered during construction, immediately stop construction in that area and notify the Wisconsin Department of Transportation, Bureau of Equity & Environmental Services.

ARCHAEOLOGICAL LITERATURE AND RECORDS REVIEW

DT1459 3/2003

Wisconsin Department of Transportation

PROJECT INFORMATION

Project ID 5163-09-00	Highway/Street STH 35	County Vernon	SHSW Compliance Number 15-0347 VE
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Project Termini

STH 56 Intersection S Genoa-Stoddard Village Limits

Township(s) Village of Stoddard, Village of Genoa, Towns of Bergen and Genoa	Town/Range T14 North, R7 West T13 North, R7 West	Sections 21, 28, and 33 4, 9, 16, 21, and 28
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USGS Quadrangle(s)

Stoddard and Genoa, WI 7.5' Quadrangles

SOURCES RESEARCHED

☐ See Continuation Sheet

<input checked="" type="checkbox"/> OSA USGS Maps	<input checked="" type="checkbox"/> Previous Surveys	<input type="checkbox"/> CEB Atlas
<input type="checkbox"/> WI Land Economic Inventory (WLEI)	<input type="checkbox"/> County History	<input type="checkbox"/> CEB Manuscripts
<input checked="" type="checkbox"/> Burial Sites Office	<input type="checkbox"/> Archival Maps:	

Publisher WHPD	Year 2015	Publisher	Year
-------------------	--------------	-----------	------

Publisher	Year	Publisher	Year
-----------	------	-----------	------

☐ Other

SITES IN PROJECT AREA

☒ See Continuation Sheet

Total Number of Sites	Prehistoric	Historic	Cemeteries/Burials
	3	0	1
Code	Type	Affiliation	
#47 VE-553/BVE216	Campsite/Village, Burial Cemetery	Middle Woodland	
#47 VE-555	Campsite/Village	Unknown Prehistoric	
#47 VE-617	Campsite/Village	Unknown Prehistoric	

SITES WITHIN ONE MILE OF THE PROJECT AREA

☒ See Continuation Sheet

Total Number of Sites	Prehistoric	Historic	Cemeteries/Burials
	63	8	19
Code	Type	Affiliation	
#47 BVE-34	Cemetery/Burial	Historic Euro-American	
#47 BVE-35	Cemetery/Burial		
#47 BVE-36	Cemetery/Burial		

☒ Sites Reported in the Project Area ☒ Sites Reported Within One Mile ☐ No Sites Reported in the Project Area

Research Conducted by
Vicki Twinde-Javner

Date
3/31/2015

I certify that the literature search was done according to the Wisconsin Survey Guidelines.

Vicki Twinde-Javner

(Print Name of Archaeologist)

Mississippi Valley Archaeology Center

(Print Name of Firm or Institution)

Vicki Twinde-Javner

(Signature of Archaeologist)

Oct. 8, 2015

(Date)

Appendix - B

(Historical Report – Mead & Hunt)

A copy of the full report is available upon request from WisDOT-DTSD-SW La Crosse.

ARCHITECTURE/HISTORY SURVEY COVER SHEET

Wisconsin Department of Transportation
DT1446 3/2013

Instructions: Please complete this cover sheet and Worksheets A and B for all Wisconsin Department of Transportation (WisDOT) architecture/history surveys. Directions for completing the worksheets are included in the [Survey Manual](#). If a letter report is appropriate, the cover sheet **must** be completed, but Worksheets A and B are not required.

1. PROJECT INFORMATION

WisDOT Project ID 5136-09-00	County Vernon
Highway/Street Wisconsin State Highway (WIS) 35	City/Town/Village Stoddard and Genoa
Project Termini Stoddard North Village Limits to intersection of WIS 35 and WIS 56 in Genoa	
USGS Topographic Map/Survey Map Genoa and Stoddard 7.5' Quadrangles	
Prepared By Mead & Hunt, Inc.	Survey Date (m/d/yy) 6/9/15

2. RECOMMENDATIONS

Based on the work described on Worksheets A and B, the following steps are recommended to complete the Section 106 Review:

- ☐ No listed, eligible, or potentially eligible buildings/structures are identified – No further work recommended.
- ☒ Listed, eligible, or potentially eligible buildings/structures are identified – Check all that apply:
 - ☐ Listed or previously determined eligible properties – List each property below:

- ☒ Potentially eligible properties (DOE recommended) List each property and applicable National Register criteria below:
Proksch Gas Station, 201 North Main Street, Stoddard - Criterion C: Architecture

- ☒ Potentially eligible properties (DOE **NOT** recommended) List each property and applicable National Register criteria and explain why a DOE is not recommended:
Northern Wisconsin Co-operative Tobacco Pool Warehouse, northwest corner of WIS 35 and Otter Street, Genoa - Criterion A: History and Criterion C: Architecture

The Northern Wisconsin Co-operative Tobacco Pool Warehouse is set back approximately 160 feet from the centerline of the highway and separated from it by a drainage ditch. Proposed project activities at this location are currently limited to the existing roadway footprint and will not encroach upon the warehouse or its setting. The building will not be impacted by the construction activities associated with the pavement replacement. If project activities change, the need for a DOE may need to be reassessed.

3. ATTACHMENT CHECK LIST

- ☒ Architecture/History Survey Worksheet A
- ☒ Architecture/History Survey Worksheet B
- ☐ Letter report (if applicable) with supplemental information
- ☒ Map with surveyed properties clearly labeled
- ☒ Digital survey images on CD or DVD
- ☒ 1 set of labeled color prints for WisDOT
- ☒ 1 set of labeled color prints for SHPO

ARCHITECTURE/HISTORY SURVEY WORKSHEET A

1. Project Description and Area of Potential Effects (APE)

Briefly describe project activities and the APE for buildings/structures.

The project is located on Wisconsin State Highway (WIS) 35 between the villages of Stoddard and Genoa in Vernon County, Wisconsin. The Wisconsin Department of Transportation (WisDOT) proposes to improve a 7.2-mile portion of WIS 35 between the northern limits of the village of Stoddard and the intersection of WIS 35 and WIS 56 in Genoa in the south. The project will replace the existing pavement, improve existing intersections, and install beam guard; additionally, curb and gutter, culverts, and signage will be added and/or replaced as needed. The project will also replace the following four bridges:

- B-62-009 (1954 steel deck girder)
- B-62-015 (1958 concrete slab)
- B-62-016 (1958 concrete slab)
- C-62-036 (2009 concrete slab)

Within Stoddard, project activities will also include water, sanitary, and storm sewer replacement. The Area of Potential Effects (APE) was defined to include properties adjacent to the WIS 35 corridor within the project limits that may be directly or indirectly impacted by project activities.

2. Previously Identified/Surveyed Properties and Previous Surveys within the Area of Potential Effects

(APE) - Indicate if any properties within the APE are included in the following categories (enter *None* if there are no properties in the category):

Locally designated historic sites/landmarks

None.

Properties included in the Wisconsin Inventory of Historic Places

AHI No. 72228, Northern Wisconsin Co-op Tobacco Pool Warehouse, adjacent to WIS 35 at the west end of Otter Street, Genoa. Resurveyed, appearance unchanged.

Previous surveys within the project area

Windshield survey, 1976.

3. Historic Context for Project Area - Provide a brief historic context that explains development within the project area and relates to the existing built environment in the APE (use footnotes to cite sources).

The project corridor begins at the northern edge of the village of Stoddard and extends south along the Mississippi River through the village of Genoa before terminating at the WIS 56 intersection. The former Chicago, Burlington & Northern

(CB&N) railway extends between the villages on a north-south axis adjacent to the eastern bank of the Mississippi River. WIS 35, which is also signed as the Great River Road and Main Street within Stoddard, serves as the main vehicular arterial between the two communities. The railroad and the highway served as the principal transportation corridors and played an important role in the development and history of the communities.

Arrival of the railroad in Vernon County

Stoddard and Genoa are located in western Vernon County, which was established in the 1840s.¹ Prior to the arrival of the railroad, the primary industry for settlers was subsistence farming. Slowly and steadily the county's population grew as greater numbers of settlers arrived and began to establish farms. According to the 1860 federal census, approximately 11,000 citizens resided in Vernon County, which was more than double the number counted in the 1855 state census.²

Farming activities increased with the arrival of the railroad in the mid-1880s. Principal crops grown and transported to markets via rail at this time included wheat, corn, oats, and potatoes.³ Farmers transported these products to one of two railroad lines in the county: the CB&N line along the county's western edge or the Chicago, Milwaukee & St. Paul (CM&StP) Railroad. The CB&N line, established in 1885, provided direct access to La Crosse and Dubuque, Iowa, markets from station stops in both Stoddard and Genoa. In comparison, the CM&StP took a more circuitous route to regional markets as it extended first to Sparta before continuing east to La Crosse or west to Madison.⁴

The arrival of the railroad and construction of railroad stations within Stoddard and Genoa had an important impact on the development of both communities. Notably the arrival of the CB&N led to the platting of Stoddard in 1886, which prior to this time was a small settlement site within the town of Bergen.⁵ Community founder Henry White laid out the community to be bounded on the east by Main Street and to the west by the railroad corridor.⁶ In addition to the depot, a number of industries that utilized the railroad for shipping established buildings along the corridor. For example, by 1896 a beehive factory, warehouse, and spoke factory were erected along the line.⁷

In the early twentieth century tobacco cultivation joined wheat, corn, and oats as a principal crop grown in Vernon County. As a result, industrial buildings were established along the railroad route.⁸ An extant example within the project APE includes the tobacco warehouse at the western end of Otter Street in Genoa (AHI No. 72228). In 1904 W.S. Cargill constructed the La Crosse & Southeastern Railway through Stoddard. The line extended south from La Crosse,

¹ *History of Vernon County, Wisconsin* (Springfield, Ill.: Union Publishing Company, 1884), 116, 477, 527.

² *History of Vernon County, Wisconsin*, 274, 776.

³ *History of Vernon County, Wisconsin*, 424.

⁴ "Vernon County Outline Map," *Vernon County 1896 Atlas*, scale not given (n.p.: C.M. Foote & Co., 1896); Rand McNally Company, *Wisconsin*, 1:1,500,000 (Chicago: Rand McNally & Co., 1889).

⁵ Peter Cicco, *History of Stoddard, Wisconsin* (Stoddard, Wis.: Chipmunk Press, 1976), <http://cgee.hamline.edu/GE04Guide/Files/Section3/08Stoddard.htm>, 3.

⁶ Cicco, 3.

⁷ "Stoddard, Coon Valley P.O., Bloomingdale, Newton," *Vernon County 1896 Atlas*, scale not given (n.p.: C.M. Foote & Co., 1896); Cicco, 5.

⁸ Barbara Wyatt, *Cultural Resource Management in Wisconsin: A Manual for Historic Properties, Volume 2* (Madison, Wis.: State Historical Society of Wisconsin, 1986), 7-2, 7-15; Cicco, 16.

paralleling the CB&N railway, and turned east in Stoddard on its way to Viroqua. It served as a competitive alternative to transport grain, livestock, and tobacco shipments from inland portions of Vernon County to La Crosse markets.⁹

Arrival of automobiles and development of WIS 35

Beginning in the early twentieth century Americans took to the open road in the increasingly affordable motor vehicle. Former wagon roads extending from farms to village railroad stations were improved and upgraded to support all-weather automobile travel. By 1915, as shown on the *Bergen Township Atlas*, a permanent road between Stoddard and Genoa was established.¹⁰ The road followed the former wagon route that extended southwest from Stoddard and generally followed the CB&N railway to Genoa.¹¹ Between 1924 and 1927 the route was formally designated as WIS 35.¹² Few road-related resources remain from the pre-World War II (WWII) period of road development along WIS 35, though three former gas stations are located within Stoddard. Two of the stations, located on Center and Division Streets, are heavily altered. The third is a largely intact 1933 gas station (AHI No. 230329) at the northwest corner of Main Street and Broadway Street. No road-related resources are located within the APE in Genoa.

WIS 35 is part of the Great River Road, a scenic route that extends nearly 3,000 miles along the Mississippi River. Planning for the Great River Road began as early as 1936, with representatives of the 10 states bordering the river meeting to plan an interstate parkway system; however, WWII halted most progress on the project. It was not until the early 1950s and through the 1960s that state highway departments prepared plans and undertook improvements, which included division of the route near metropolitan centers, bypass of communities where possible, widening of shoulders, beautification, and construction of scenic overlooks, parking areas, and historical and informational markers.¹³ An example of a marker erected along WIS 35 as part of the Wisconsin Highway Department effort includes the 1958 "Dams on the Mississippi" plaque located south of Genoa across from Lock and Dam No. 8. The plaque is situated within a roadside parking area that affords a view of the lock and dam and Mississippi River. By 1967 the Wisconsin Highway Department made improvements to WIS 35, including straightening the highway south of Stoddard to follow the railroad corridor and bypass of Genoa.¹⁴

Community development

The village of Stoddard, located at the northern end of the project corridor, was established in 1896 following the arrival of the railroad, and formally incorporated in 1904.¹⁵ It grew through the early twentieth century around the railroad and to the east of Main Street. A mix of residential and commercial development dating from the late nineteenth to mid-twentieth century lines WIS 35, which extends through the center of the village. The village remains a small community of under

⁹ Tom Sharratt, "Hometown History: La Crosse and Viroqua Area Once Linked by Rail Service," *La Crosse Tribune*, February 15, 2010.

¹⁰ "Bergen Township, Stoddard," *Vernon County 1915 Atlas*, scale not given (n.p.: Webb Publishing Company, 1915).

¹¹ "Plat of Bergen," *Vernon County 1896 Atlas*, scale not given (n.p.: C.M. Foote & Co., 1896).

¹² Rand McNally and Company, *Commercial Atlas of America, Rand McNally Auto Trails Map, District Number 8, Wisconsin, Northern Ill., Northern Mich.*, 1:928,000 (Chicago: Rand McNally & Co., 1924); Rand McNally and Company, *Rand McNally Junior Auto Road Map Wisconsin*, 1:1,700,000 (Chicago: Rand McNally & Co., 1927).

¹³ Karen Hass Smith, "The Great River Road Celebrates 60 Years," *Public Roads* 62(3), n.p.; Bureau of Public Roads and National Park Service, *Parkway for the Mississippi, Part II (Technical), a Report to the Congress by the Bureau of Public Roads, Department of Congress and the National Park Service, Department of the Interior* (Washington, D.C.: U.S. Government Printing Office, 1952), 244-245.

¹⁴ Title Atlas Company, "Bergen Township, Stoddard," *Vernon County 1967 Atlas*, scale not given (n.p.: Title Atlas Company, 1967).

¹⁵ Cicco, 6.

1,000 residents, though a modern gas station and fire station at the corner of Main Street and Division Street represent continued development.

The village of Genoa, located at the southern end of the project corridor, was established in 1854 prior to the arrival of the railroad. Since its conception the community has been a small village nestled between the bluffs and the Mississippi. Area farmers traveled to Genoa to load goods onto steamers that stopped at the Genoa landing. In later years the railroad station served the same purpose.¹⁶ Commercial and residential development dating to the late nineteenth and early twentieth centuries centered along Main Street (located to the east and parallel to WIS 35). The street served as the principal highway alignment prior to the 1960s, when the highway was realigned to the west, bypassing the community.

4. Physical Setting - Briefly describe the overall physical setting of surveyed properties. The description should include a discussion of the following issues as they relate to the findings of the survey: existing and historical land uses, density of development, settlement patterns and general types of properties identified in the APE.

The proposed project is located in and between the villages of Stoddard and Genoa in Vernon County, located in southwestern Wisconsin along the Mississippi River, which forms the state's western border. WIS 35, which incorporates the Great River Road and Stoddard's Main Street in the project area, is a two-lane, paved, State Highway. The northern terminus is the northern village limits of Stoddard. The highway extends through downtown Stoddard and features on-street parking flanked by a grassy terrace and sidewalks. Altered late-nineteenth- through mid-twentieth-century residential and commercial buildings line the corridor. The highway continues south approximately 4.5 miles and coincides with the Wisconsin portion of the Great River Road. The former CB&N Railroad corridor and the Mississippi River extend along the west side of the highway; tall bluffs tower over the highway to the east. A few mid-twentieth-century and more recent residential properties and modern parking areas and overlooks are located along the east side of the highway. The highway skirts the west side of Genoa, bypassing the downtown, and continues south past the Mississippi River Lock and Dam No. 8 and terminates near a nuclear power plant erected in the late 1960s (both outside the APE).

5. Methodology – Briefly describe the steps taken to identify and evaluate historic properties within the APE, including a brief summary of research efforts and an explanation for how you developed a threshold for survey based on the physical context of the survey area.

Mead & Hunt, Inc. (Mead & Hunt) architectural historians conducted a reconnaissance-level survey in June 2015 to identify and photograph historic structures in the APE. Prior to the field survey, records in the Wisconsin Historic Preservation Database (WHPD) were examined to identify properties in the project area that were previously surveyed, determined eligible, or listed in the National Register of Historic Places (National Register); surveyors reviewed these properties in the field. Current and historic maps and aerial photographs were consulted and the threshold for survey was developed to include all properties 40 years of age or older that appeared to retain sufficient integrity at the time of the survey and meet the WisDOT survey criteria. Additional materials at the Wisconsin Historical Society (WHS) Library and the WHS site files were used in conjunction with *Cultural Resource Management in Wisconsin* to develop the historic context and evaluate the surveyed properties.

¹⁶ Earl Rogers, ed., *Memoirs of Vernon County* (Madison, Wis.: Western Historical Association, 1907), 264-265.

6. Bibliography - List sources consulted.

"Aladdin Read-Cut Homes." *Annual Sales Catalogue for 1941*.

https://www.cmich.edu/library/clarke/ResearchResources/Michigan_Material_Local/Bay_City_Aladdin_Co/Documents/1941_annual_sales_catalog.pdf.

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Cicco, Peter. *History of Stoddard, Wisconsin*. Stoddard, Wis.: Chipmunk Press, 1976.

<http://cgee.hamline.edu/GE04Guide/Files/Section3/08Stoddard.htm>.

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Hass Smith, Karen. "The Great River Road Celebrates 60 Years." *Public Roads* 62, no. 3: n.p.

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Wyatt, Barbara. *Cultural Resource Management in Wisconsin: A Manual for Historic Properties*. Volumes 1-3. Madison, Wis.: State Historical Society of Wisconsin, 1986.

Maps

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"Plat of Bergen." *Vernon County 1896 Atlas*. Scale not given. N.p.: C.M. Foote & Co., 1896.

Rand McNally and Company. *Commercial Atlas of America, Rand McNally Auto Trails Map, District Number 8, Wisconsin, Northern Ill., Northern Mich.* 1:928,000. Chicago: Rand McNally & Co., 1924.

Rand McNally and Company. *Rand McNally Junior Auto Road Map Wisconsin*. 1:1,700,000. Chicago: Rand McNally & Co., 1927.

Rand McNally and Company. *Wisconsin*. 1:1,500,000. Chicago: Rand McNally & Co., 1889.

"Stoddard, Coon Valley P.O., Bloomingdale, Newton." *Vernon County 1896 Atlas*. Scale not given. N.p.: C.M. Foote & Co., 1896.

Title Atlas Company. "Bergen Township, Stoddard." *Vernon County 1967 Atlas*. Scale not given. N.p.: Title Atlas Company, 1967.

"Vernon County Outline Map." *Vernon County 1896 Atlas*. Scale not given. N.p.: C.M. Foote & Co., 1896.

ARCHITECTURE/HISTORY SURVEY WORKSHEET B

1. Survey Results – For each surveyed property in the APE, provide a brief description, relevant property-specific history, a statement of significance that addresses both the applicable National Register Criteria and integrity, and a National Register eligibility recommendation. Complete the formatted heading for each surveyed property. Copy and paste the formatted heading if you have additional properties.

Address	AHI #/Map Code	NRHP Evaluation
201 N. Main Street, Stoddard	230329	Potentially Eligible

Township-Range-Section (Rural Properties Only)

Description

This one-and-one-half-story former gas station in the English Cottage-form was constructed in 1933, as inscribed on the building plaque above the primary entry. The original owner was Mr. Lester Proksch, and his initials “LDP” are also included in the building plaque. The building is of frame construction with brick veneer and rests on a concrete slab foundation. The roof is a steeply pitched side gable covered with asphalt shingles and features a prominent cross gable on the front (east) facade. Windows on the front and side (south) elevation are original, fixed, single-light, wood sash; windows on the rear (east) elevation are replacement, double-hung vinyl. There are two entries, a replacement multi-light door on the front facade and an original multi-light wood door on the south elevation. The building features decorative herringbone and checkered brickwork, a limestone door surround and accents, and original, single-light, arched, fixed windows in the gable ends. A one-story, flat-roof, concrete-block building featuring two services bays and decorative brickwork in the cornice was added to the side (north) elevation c.1940. In the 1990s the service bays were enclosed with undersized, aluminum, multi-light windows; a shed roof addition was added to the side elevation; and the building’s interior was remodeled into office spaces.¹⁷ The gasoline pumps were removed at an unknown time. A small frame shed with clapboard siding is located at the rear of the property.

Proksch was a mason and carpenter and constructed much of the building himself, at a cost of \$1,700. During his tenure, the station was known as Less’s Service and he occupied the upstairs space. The building continued to operate as a service station until c.1990, when it was converted into an office space.¹⁸

Statement of Significance

The Proksch Gas Station was evaluated for the National Register under *Criteria A, B, and C*. Research did not reveal any significant associations under *Criterion A: History* or *Criterion B: Significant Person*. Under *Criterion C: Architecture*, it is potentially significant as an intact example of an early gas station in Stoddard and Vernon County. It retains character-defining features of the “English Cottage” (also commonly called the “House”) form in which the gas station resembles a typical residential home, including a steeply pitched roof, brick cladding, and Tudor Revival influences. Two other historic-age former gas stations are located in Stoddard; however, the other examples date to the post-WWII (postwar) period and have been heavily altered. Despite some alterations the Proksch Gas Station retains a high degree of architectural and

¹⁷ Jim Draeger and Mark Speltz, *Fill'er Up: The Glory Days of Wisconsin Gas Stations* (Madison, Wis.: State Historical Society of Wisconsin, 2008), 84-85.

¹⁸ Draeger and Speltz, 84.

historic integrity and is a good representative example of the English Cottage form popular in the late 1920s through the 1940s. A Determination of Eligibility (DOE) is recommended for this property.

Address	AHI #/Map Code	NRHP Evaluation
362 N. Main Street, Stoddard	230322	Not Eligible
Township-Range-Section (Rural Properties Only)		

Description

This one-and-one-half-story Tudor Revival-inspired house was constructed c.1940. It is of frame construction with brick veneer. The foundation material was not visible. Asphalt shingles cover the side gable roof and prominent projecting gables on the front (west) facade. A battered brick chimney is centrally located on the front facade. Windows are one-over-one, double-hung, wood sash with modern aluminum storms. An elevated concrete stoop leads to an original multi-light wood door with an arched soldier-course brick surround. A shed roof overhang with square supports has been added to the side (north) elevation. A sliding patio door has been added to this same side elevation.

Statement of Significance

The residence was evaluated for the National Register under *Criteria A, B, and C*. Research did not reveal any significant associations under *Criterion A: History* or *Criterion B: Significant Person*. In addition, it is a vernacular residential building with modest Tudor Revival-inspired details. No evidence was found that the house was a catalogue home, though many of its features resemble popular house plans available at the time.¹⁹ As such, it is not eligible under *Criterion C: Architecture*. A DOE is not recommended.

Address	AHI #/Map Code	NRHP Evaluation
Northwest corner of WIS 35 and Otter Street, Genoa	72228	Potentially Eligible
Township-Range-Section (Rural Properties Only)		

Description

This former tobacco warehouse was constructed c.1920.²⁰ It is of frame construction, sheathed in metal panels, and rests on a raised concrete foundation. Metal sheeting covers the front gable roof, which features a stepped parapet. Two brick chimneys and two ventilation pipes project from the roof. Windows are six-over-six, double-hung, wood sash, some of which are boarded over. At the time of the survey windows in the raised basement were being replaced with undersized vinyl sliders. The front (south) facade features a loading bay with an earthen ramp and "Northern Wis. Co-Op Tobacco Pool" in the gable end. Two entry doors are located on the side (east) elevation; one is accessed by a wood ramp. Historic shed roof additions with original ground-level entry doors are located on the front and rear (north) elevations. The former CB&N railroad siding and main line are adjacent to the west elevation.

¹⁹ Such as the Aladdin Co. "Hamilton" or the "Amhurst" plans or the Sears "Ridgeland" house plans; "Aladdin Read-Cut Homes," *Annual Sales Catalogue for 1941*, 25, 42, https://www.cmich.edu/library/clarke/ResearchResources/Michigan_Material_Local/Bay_City_Aladdin_Co/Documents/1941_annual_sales_catalog.pdf; Sears Archives, "Sears Homes 1933-1940," <http://www.searsarchives.com/homes/1933-1940.htm>.

²⁰ The building does not appear on a 1910 aerial postcard, but appears to be present on a 1925 photograph.

In 1922, in the wake of deflated tobacco prices, Wisconsin tobacco growers organized the Northern Wisconsin Cooperative Tobacco Pool, a statewide cooperative to warehouse and sell tobacco. The cooperative operated from 1923 through 1936 at its headquarters in Viroqua and had a membership of 6,000 to 7,000. Cooperative members typically erected warehouses along railroad lines statewide to store tobacco, such as the subject warehouse in Genoa. In 1936 southern-region tobacco growers split from the cooperative while northern growers, such as those in Vernon County, continued the cooperative operations.²¹ It is unclear how long the Genoa warehouse operated.

Statement of Significance

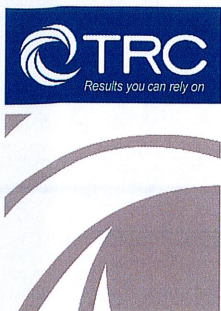
The Northern Wisconsin Co-operative Tobacco Pool warehouse was evaluated for the National Register under *Criteria A, B and C*. Research did not reveal any significant associations under *Criterion B: Significant Person*. Under *Criterion A: History* it may have a significant association with the Northern Wisconsin Co-Operative Tobacco Pool and Vernon County's tobacco industry. Aside from the replacement of windows, the building appears to be a highly intact example of an early-twentieth-century tobacco warehouse, and may have potential significance under *Criterion C* as an example of the property type. Proposed project activities at this location are currently limited to the existing roadway footprint and will not encroach upon the warehouse or its setting. The warehouse is set back approximately 160 feet from the centerline of the highway and separated from it by a drainage ditch. If project activities change, the need for a DOE will be reevaluated.

²¹ Florence Bell, *Farmer Co-ops in Wisconsin* (n.p: St. Paul Bank for cooperatives, [1941]), 32-33.

Appendix - C

(HAZMAT Report – TRC)

A copy of the full report is available upon request from WisDOT-DTSD-SW La Crosse.



708 Heartland Trail
Suite 3000
Madison, WI 53717

608-826-3600 PHONE
608-826-3941 FAX

www.TRCsolutions.com

December 15, 2016

Mr. Steve Vetsch
WisDOT SW Region – La Crosse
3550 Mormon Coulee Road
La Crosse, WI 54601

Subject: Phase 1 Hazardous Materials Assessment
STH 35 Genoa – Stoddard, Stoddard and Genoa, Vernon County, Wisconsin
WisDOT Project ID #5163-09-00

Dear Mr. Vetsch:

Enclosed please find the Phase 1 Hazardous Materials Assessment for the Genoa to Stoddard, Vernon County project.

Please contact me with comments or questions at, 608-826-3628.

Sincerely,

TRC Environmental Corporation

Daniel Haak
Project Manager

Attachments

cc: Tom Oldenburg, WisDOT (hard copy and pdf on CD)
Shar Tebeest, WisDOT (hard copy and pdf on CD)
Jim Morse, TRC

Executive Summary

The Wisconsin Department of Transportation (WisDOT) is planning highway improvements along STH 35 from Genoa to Stoddard between the intersection of STH 35 and STH 56 in Genoa to Stoddard's north village limit in Vernon County, Wisconsin. Construction on the project is anticipated to begin in 2020.

The project is expected to require minor fee acquisitions at the intersections in Stoddard and limited to strip fee or temporary limited easement acquisitions throughout the project. The preliminary plat was not available at the time of this report.

The WisDOT retained TRC to conduct a Phase 1 Hazardous Materials Assessment (HMA) for the STH 35 project. The purpose of this report is to provide the WisDOT with a summary of the Phase 1 HMA and to provide recommendations for additional investigation(s).

The Phase 1 HMA included a review of historical land use information, including historical WisDOT construction plans, aerial photographs, and Sanborn Fire Insurance Maps. The Phase 1 investigation also included a site reconnaissance visit, interviews with local officials, a review of the Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP) underground storage tank (UST) and aboveground storage tank (AST) database, a review of the Wisconsin Department of Natural Resources' (WDNR's) GIS Registry, a review of the WDNR's Bureau of Remediation and Redevelopment Tracking System (BRRTS), and reviews of other environmental databases. In addition, WDNR files for sites that were listed in WDNR BRRTS and are near the STH 35 corridor were reviewed. Relevant portions of the site investigation, remediation, and monitoring reports were copied during the file reviews and are included with this report.

Based on the findings of this Limited Phase 1 HMA, properties along the STH 35 corridor that were separated into three categories of hazardous materials concern, shown in Table 1. The parcel numbers are from the Vernon County parcel numbering system.

The first category consists of sites with potential contamination sources that are not expected to impact the project. These sites include properties with documented contamination that either was not present in the area of the project or has since undergone environmental cleanup and sampling. The portions of these properties to be acquired for the project are not expected to contain contamination sources.

The second category consists of sites that are believed to have contamination sources and have adequate contaminant information from previous investigations, thus not requiring additional investigations. Those sites are:

- Parcel 132 – Jerry Pedretti (Pedretti's Kwik Stop, 4050 STH 35, Genoa, WI)
- Parcel 204 – ZRH (Kwik Trip #308, 202 N Main Street, Stoddard, WI)

The third category consists of sites that are believed to have contamination sources and are recommended for additional investigations to adequately define their contamination. These sites include:

- Parcel 55 – John Riniker (Hood's Ice Cream Shop, 201 N Main Street, Stoddard, WI)
- Parcel 73 – Michael J Shultz & Shelly R, Finders Keepers Thrift Store (Former Kwik Trip Gas Station, 141 S Main Street, Stoddard, WI)
- Parcel 85 – A & A Auto Glass Plus (Former Gas Station, 108 N Main Street, Stoddard, WI)
- Parcel 240 – Mueller, Terry A (Tee's Auto Sales & Service, 222 S Main Street, Stoddard, WI)
- Parcel 296 – Swenson, Leroy (Riverview Auto Sales & Service, 403 N Main Street, Stoddard, WI)

The additional investigations for all of these sites, except that for parcel 240 and 246, should focus on possible petroleum impacts to the soil and groundwater. The additional investigation for Parcel 240 and 246 should focus on possible petroleum and machine shop (metals and solvents) impacts to the soil and groundwater.

Section 1

Introduction and Scope

1.1 Background Information

The Wisconsin Department of Transportation (WisDOT) is planning highway improvements along STH 35 from the Village of Genoa to the Village of Stoddard with the southern limit of the project being the intersection of STH 35 and STH 56 in Genoa and the northern limit being Stoddard's north village limit. The entire project is within Vernon County, Wisconsin. The project location is shown on Figures 1-12. Construction on the project is anticipated to begin in 2020. The preliminary construction plans are included in Appendix A.

The project is expected to require minor fee acquisitions at the intersections in Stoddard and limited to strip fee or temporary limited easement acquisitions throughout the project. The preliminary plat was not available at the time of this report.

1.2 Purpose and Scope

The purpose of this report is to provide the WisDOT with a Phase 1 Hazardous Materials Assessment (HMA) for the STH 35 project in Vernon County, Wisconsin, and WisDOT Project ID 5163-09-00.

The scope of this report generally follows the requirements and guidelines described in the WisDOT Facilities Development Manual under Chapter 21, Section 35, Subject 5, for Phase 1 HMAs, however for properties where the WisDOT is planning a strip acquisition in fee title or as a limited highway easement, the field reconnaissance did not include entry of the building(s) on the property. The scope of the assessment activities performed for this Phase 1 HMA and summarized in this report includes the following:

- Conducted an Environmental Database Review
 - Searched for information on sites within the project corridor on the Wisconsin Department of Natural Resources' (WDNR's) Bureau of Remediation and Redevelopment Tracking System (BRRTS). The search identified sites listed under the WDNR's Leaking Underground Storage Tank (LUST) list, Environmental Repair Program (ERP) list, and spills list.
 - Conducted a review of requested files sent to TRC from the WDNR office for relevant sites identified in the BRRTS search.

- Searched, downloaded information, and reviewed the DATCP Underground Storage Tank (USTs) and Aboveground Storage Tank (AST) Databases for sites in Stoddard and Genoa, Wisconsin.
- Searched on the WDNR's GIS Registry for contaminated sites.
- Searched for historical land use information
 - Reviewed WisDOT historical plan sets.
 - Reviewed WisDOT historical aerial photos.
 - Conducted a search for Sanborn Fire Insurance Maps. There were none found for this project.
- Conducted interviews with local officials.
- Obtained and reviewed previously published site investigation, remedial action, and spills reports for sites having hazardous materials concerns within the STH 35 project corridor.
- Conducted a field reconnaissance of the project corridor.
- Evaluated and summarized the aforementioned information in the Phase 1 HMA report.
- Completed a WisDOT Phase 1 HMA Site Summary form for each site that has the potential for contamination sources.

Appendix - D

(Section 106, DNOE - Determination of No Adverse Effect &
FNOS - Finding of No Significant Impact)

**SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION**Wisconsin Department of Transportation
DT1635 6/2014RECEIVED
SEP 16 2016
16-0974/VE
SHPO

BY:

For instructions, see FDM Chapter 26.**I. PROJECT INFORMATION**☐ Amended Submittal (include new information only)

Project ID 5163-09-00	Highway – Street STH 35	County Vernon
Project Termini STH 56 Intersection S.Genoa - Stoddard North Village Limits		Region – Office SW-La Crosse
Regional Project Engineer – Project Manager Dan Kleinertz (Project Manager)		(Area Code) Telephone Number (PL) 608-789-5703, (PM) 608-789-5709
Consultant Project Engineer – Project Manager		(Area Code) Telephone Number
Archaeological Consultant		(Area Code) Telephone Number
Architecture/History Consultant		(Area Code) Telephone Number
Date of Need 8-1-2015	SHSW Number	
Return a Signed Copy of This Form to Tom Oldenburg (Project Leader), DTSD SW-LaCrosse, 3550 Mormon Coulee Rd, La Crosse, WI 54601		

II. PROJECT DESCRIPTION

Project Length 7.2 miles	Land to be Acquired: Fee Simple 0.36 acres	Land to be Acquired: Easement 0.64 acres
-----------------------------	---	---

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	Varies	Same	Terrace Width Varies	5	3
Shoulder existing pav'd 3' (rural) 8' (village)	8	7	Sidewalk Width Varies, 3-5'	4	5
Slope Intercept Maintain Existing SI	Same	Same	Number of Lanes 2-12' travel lanes (exist)	2	2
Edge of Pavement 2-12' travel lanes	12	12	Grade Separated Crossing 3 structures, B-62-124/125/126	34'	40'
Back of Curb Line 44.5-46.5	44.5-46.5	48.5	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	30' Width
Other – List:			Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Tree Topping and/or Grubbing	<input type="checkbox"/> Yes	<input checked="" 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.

See attached narrative.

☒ Add continuation sheet, if needed.

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 checked="" type="checkbox"/> Public Information Meeting Notice | <input checked="" type="checkbox"/> Public Information Meeting Notice | <input checked="" type="checkbox"/> Public Info. Mtg. Notice |
| <input checked="" type="checkbox"/> Letter - Required for Archaeology | <input checked="" type="checkbox"/> Letter | <input checked="" type="checkbox"/> Letter |
| <input type="checkbox"/> Telephone Call | <input 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.

See project narrative for the location of the APE.

V. PHASE I - ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

- | ARCHAEOLOGY | HISTORY |
|---|--|
| <input checked="" type="checkbox"/> Archaeological survey is needed | <input checked="" type="checkbox"/> Architecture/History survey is needed |
| <input type="checkbox"/> Archaeological survey is not needed | <input type="checkbox"/> Architecture/History survey is not needed |
| <input type="checkbox"/> Screening list (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 checked="" 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 checked="" 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 | |

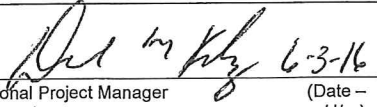
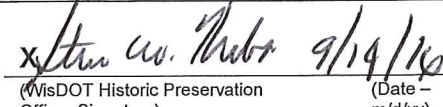

VIII. COMMITMENTS/SPECIAL PROVISIONS - must be included with special provisions language

- ☐
- Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.

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  (Date - m/d/yy) 6-3-16	X  (Date - m/d/yy) 9/14/16	X  (Date - m/d/yy) Oct 3 2016
(Regional Project Manager Signature)	(WisDOT Historic Preservation Officer Signature)	(State Preservation Officer Signature)
X _____ (Date - m/d/yy)		
(Consultant Project Manager Signature)		

Project ID: 5163-09-00 (Design)
5163-09-71 (Rural pavement replacement)
5163-09-72/73 (Urban reconstruct/utilities)

Genoa to Stoddard
STH 56 – Stoddard, North Village Limits
Vernon County

Project: 5163-09-71

The project limits for this project are from the intersection of STH 56 with STH 35 on the south end of Genoa, WI extending north to the south village limits of Stoddard, WI. This project will be a pavement replacement project limited to the existing slope intercepts with the exception of these locations:

Intersection Improvements:

- STH 35 & STH 56 (Genoa – south) Intersection upgrade will include a right turn lane constructed onto STH 56 – Work here will be limited to the existing toe of slope plus an additional 20ft beyond that existing toe of slope.
- STH 35 & N. Main Street (Genoa) – Intersection upgrade will include a dedicated left and right turn bays from STH 35 onto N. Main St. Grading work will be limited to existing right of way on the west and to the existing toe of slope on the east plus an additional 20 feet.

Structure Replacements:

- Replacement of Structure B-62-9. Currently WisDOT is looking to utilize STH 162, CTH O and a local road (Sylvan Glen Rd.) as an alternate route during construction, but the department would like to review the area to the east of the existing structure for a possible temporary by-pass.
- Structure B-62-15 is located within the village limits of Genoa on STH 35. Currently the department is looking to utilize STH 56 and N. Main Street thru Genoa as an alternate route around this structure during construction, but will also look at the possibility of a temporary by-pass roadway on either side of the structure as well in lieu of the alternate route.
- Structure B-62-16 will utilize a temporary bypass that will be constructed to the east of STH 35 within WisDOT right of way. New right of way will be purchased for the construction of the temporary by-pass with an additional 10ft of right of way being purchased from the adjacent land owner to the east paralleling the existing right of way along STH 35 from roughly Sta. 722 to 738.
- Structure C-62-36 will be either extended or replace in kind, type has not been determined. The slope intercepts here will be out to the existing right of way on both sides of the highway

Additional Ground Disturbances

- Additional ground disturbances will include: culvert replacements along the highway, beam guard installations, curb and gutter at intersections, highway sign replacement and the grading around intersections are various local town roads along STH 35.

Project 5163-09-72/73

This project will consist of an Urban Reconstruct and the upgrading of the village of Stoddard's utilities underneath STH 35 under the project ID 5163-09-73. This project will be limited to the existing right of way plus 5ft on each side of the right of way limits for matching slopes back into existing yards. See plans. The roadway cross section will consist of 2, 12-ft travel lanes, 4-ft bike lanes, 6-ft shoulders and 30" curb and gutter. There will be a 3-ft terrace width and 5ft of sidewalk behind the terrace for an overall roadway cross section width of 65-ft. Within the roadway work, the village water and sanitary sewer will be replaced as well as the storm sewer trunk line down STH 35.

Traffic control for the overall project: This project will be done under traffic with the exception of project 5163-09-72/73, that portion of the project will be detoured utilizing STH 162 and USH 14. Local Traffic within the village of Stoddard will be able to utilize local side streets to the west and east of STH 35. The project will be staged in three separate stages to minimize the impacts to local business and the local pedestrians.

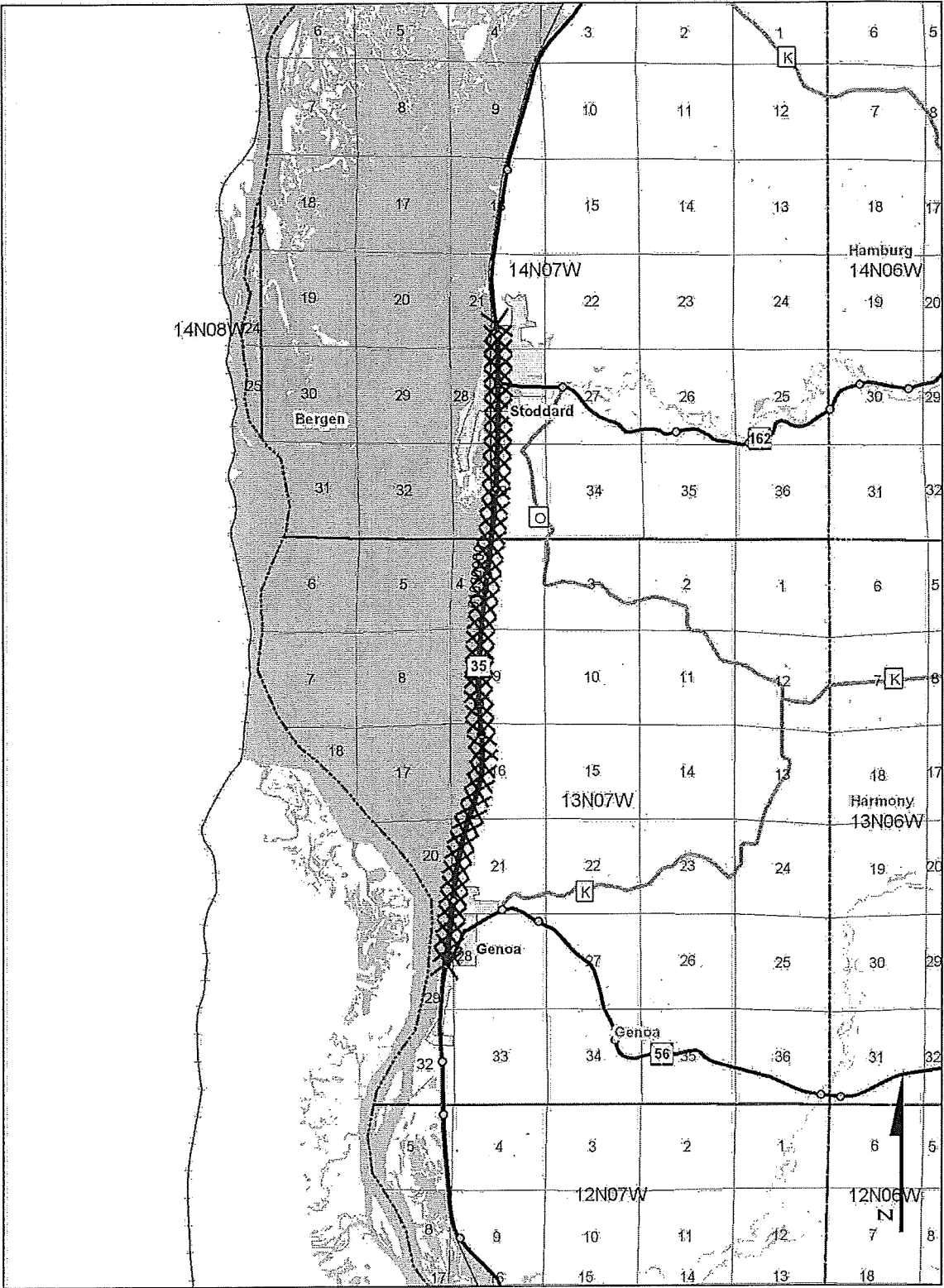
AREA OF POTENTIAL EFFECTS:

The areas of potential effect for the STH 35 project are as follows:

5163-0971 (Genoa to southerly village limits of Stoddard) – The APE in this area will be limited as follows, West Limit (stated on plans) 50-ft from the centerline of the easterly most railroad track. East Limit will be located 20-ft beyond the existing toe or slope or existing ditch line, whichever is nearest to the highway. At the side road intersection the APE will extend 60 feet to either side of the side roads centerline.

5163-09-72/73 (Village Limits of Stoddard) – the APE in this section will be limited to the existing right of way as noted on the plans, EXCEPT where there is sidewalk. Where sidewalk is present, the APE shall extend an additional 5-ft behind the sidewalk. Side Streets, the APE extending back along side streets will be a constant width of 40-ft from the center of the street. The proposed project will extend 150-ft on each side street with in the village limits of Stoddard from the centerline of STH 35. The exception being, Badger Street, the project limits will extend the length of Badger Street down to the BNSF Railroad Tracks, where the APE will extend to the existing toe of slope of the railroad bed.

CDR Map



16-0974/VE
RECEIVED
SEP 16 2016

BY:
Wisconsin Historical Society
Determination of Eligibility Form

(Revised May 2013)

WisDOT Project ID #: 5163-09-00

WHS #: _____

Property Name(s): Less's Service Station
Address/Location: 201 N. Main Street
City & County: Stoddard, Vernon County Zip Code: 54658
Town: _____ Range: _____ Section: _____
Date of Construction: 1933, c.1940

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.

Steven W. Krebs
_____, WisDOT Historic Preservation Officer
Steven W. Krebs, P.E. Date *9/14/2016*

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.

Jim Draeger
_____, State Historic Preservation Officer Date *10/30/16*

Comments (FOR AGENCY USE ONLY):

Concur w/eligibility for C
but as a residential-style
gas station and not as a
service station. *10/9/24/16*

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

Appendix - E

(*de minimis* Section 4(f) documentation)

Wisconsin
Federal Highway Administration
**Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and
Waterfowl Refuges**

WISDOT ID: 5163-09-00 (71/72/73)

Route: STH 35

Termini: Genoa – Stoddard, WIS 56 to Stoddard N. Village Limits

Logical Termini: WIS 35 intersection with WIS 56 northerly to the intersection of WIS
35 with Proksch Coulee Road

City/County: Vernon County

Name of 4(f) Resource: Stoddard Village Park

The 5163-09-71 project is located in Sections 28 & 33, T14N, R7W and Sections 4, 9, 16, 21 & 28, T13N, R7W, in Vernon County. The 5163-09-72/73 project is located in Sections 21 & 28, T14N, R7W, Village of Stoddard, Vernon County. The combined estimated project cost for this entire project is \$9,914,938 (including 15% construction engineering).

(71 – Rural Pavement Replacement) the proposed action with the 71-project consists of a rural pavement replacement with intersection upgrades and structure replacement. This section of the project extends from the intersection of WIS 35 with WIS 56 near Genoa northerly to the village limits of Stoddard (72-73 project)

Project Description: (72/73 – Village of Stoddard) the proposed action consists of the reconstruction of WIS 35 through the village limits of Stoddard, located in Vernon County, Wisconsin. This work includes the entire replacement of all storm sewer, sanitary sewer, water main and sidewalk. In addition, the work will include right turn bay from WIS 35 onto WIS 162 with 200 feet of storage. WIS 162, travels along the north side of the Stoddard Village Park. The design of the right turn bay onto WIS 162 will allow the turning movements from STH 35 to move safely out of the thru lane of traffic on WIS 35 and onto WIS 162.

This project will be purchasing permanent right of way from a Section 4(f) park located in the village of Stoddard.

1. A. *What the activities, features, and attributes are that qualify [name of the resource] for protection under Section 4(f).*

Stoddard Village Park is located on the south end of the village along WIS 35 & WIS 162 and is 11.54 acres in size. The park contains an athletic field, two shelters, two restroom facilities and a large pavilion. The park is generally open from May until October. Approximately 5,000 people use the park each year. De Soto High School plays its spring baseball games in the park as well as summer little league baseball, adult softball leagues, American Legion Baseball and an amateur baseball team also plays on the field. The village of Stoddard

also holds its annual Park Fun Days, Lion's Club Easter Egg Hunt and the Stoddard Bergen Fire Department Labor Day Celebration here as well. In addition to the public events held here each year, there are approximately 50 plus privately held party's where the shelter house is rented out for family reunions, graduations, picnics, etc. See Exhibit A – Email from Village of Stoddard.

B. What the transportation use of the Section 4(f) resource.

WIS 35 & WIS 162 parallel the village park on two sides and intersect at the North West corner of the park. The park entrance is off WIS 162 from the north side of the park. By constructing a right turn bay for turning movements onto WIS 162 this will increase the foot print of the highway within the intersection impacting parklands adjacent to the project. Approximately 0.01 acres of Permanent Fee (RoW) and 0.04 acres of Temporary Easement Fee (TLE) acres of park land will be needed to accommodate the new sidewalk and curbed radius for the new intersection. This also affects an existing planter area within the park lands. This planting area will be reconstructed under the project. See Exhibit B – Aerial Map/Photo & Plan Sheet of Stoddard Village Park

C. How this use does not adversely affect the activities, features, and attributes listed in 1.A., above. In making this determination, consideration may be given to any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project; and

A letter was sent by the Village of Stoddard on December 5, 2016 stating that the parks functions and attributes will not be diminished as a result of the WisDOT project. WisDOT plans for the intersection will include the use of a new retaining wall around the existing planting area/park signage and flag so that we are eliminating the amount of slope work in that area. The addition of new sidewalk around the park will also make it easier for pedestrians to access the park via the sidewalk, where in the past there was not sidewalk to the park. See Exhibit C – Letter from Village of Stoddard

2. *Kent Hatlestad, Village of Stoddard Administrator/Clerk/Treasure* has been informed that FHWA may make a *de minimis* finding under 4(f) and may use *Kent Hatlestad* 's written concurrence that the project does not adversely affect the activities, features, and attributes listed in 1.A., above that qualify the property for protection under Section 4(f) in making that finding; and
3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource. A public involvement meeting was held on October 1, 2015 at the Stoddard Elementary School. The impacts to the Stoddard Village Park were on display at this meeting (*Exhibit B – Intersection Detail Sheets*). No comments pertaining to the impacts at Stoddard Village Park were received. See Exhibit C – Letter from Village of Stoddard

4. No federal encumbrances [such as 6(f)] on *Stoddard Village Park*, Not Applicable.

This *de minimis* documentation was prepared by

December 13, 2016
Date

Thomas D. Oldenburg
Tom Oldenburg, *Project Leader*

This *de minimis* documentation was reviewed and approved by

1/17/2017
Date

Steve Vetsch
Steve Vetsch, *Regional Environmental Coordinator*

Date

, ESS (*Liaison or Section Manager*)

Date

, Federal Highway Administration

Cc: WISDOT Bureau of Technical Services / Environmental Services Section

Exhibit - A

From: [Village of Stoddard](#)
To: [Oldenburg, Thomas - DOT](#)
Subject: Stoddard Park
Date: Thursday, September 29, 2016 4:13:16 PM

Tom,

Here are some details about Stoddard Park:

Park is generally open from May to October

Approximately 5,000 people use the park every year

Public events include - De Soto High School baseball

Stoddard-Bergen-Genoa little league

35's baseball (we need better
scheduling :)

American Legion baseball

Bar league softball

Park Fun Days

Daily use by citizens

Lion's Club Easter Egg Hunt

SBFD Labor Day Celebration

Private events include - Shelter rentals - approx. 50+ each season -
used for picnics, reunions, weddings, graduation parties, etc..

Lions Club meetings

The park is 11.54 acres in size

Hope this helps.

Taking the land at STH 35 & 162 will cause absolutely NO disruption of
park use

Thanks for all your help.

I will get the letter drafted and send you a copy soon.

Kent

Exhibit - B

North project limits
STH35 & Proksch
Coulee Road

South Project
Limits (72/73), 0.28
miles south of STH
162.



© 2016 Rockford Map Publs., Inc. SEE PAGE 30 Vernon County, WI
W1700 W1300 W900 W500 W100

SEE PAGE 48



River Bank

Stoddard... 608-457-2100

Holmen 608-781-9095 De Soto 608-648-2130
Sparta 608-269-1277 Ferryville 608-734-3440
Westby 608-634-2311 Coon Valley 608-452-2828
(S) LaCrosse 608-788-6300 (N) LaCrosse 608-784-8900



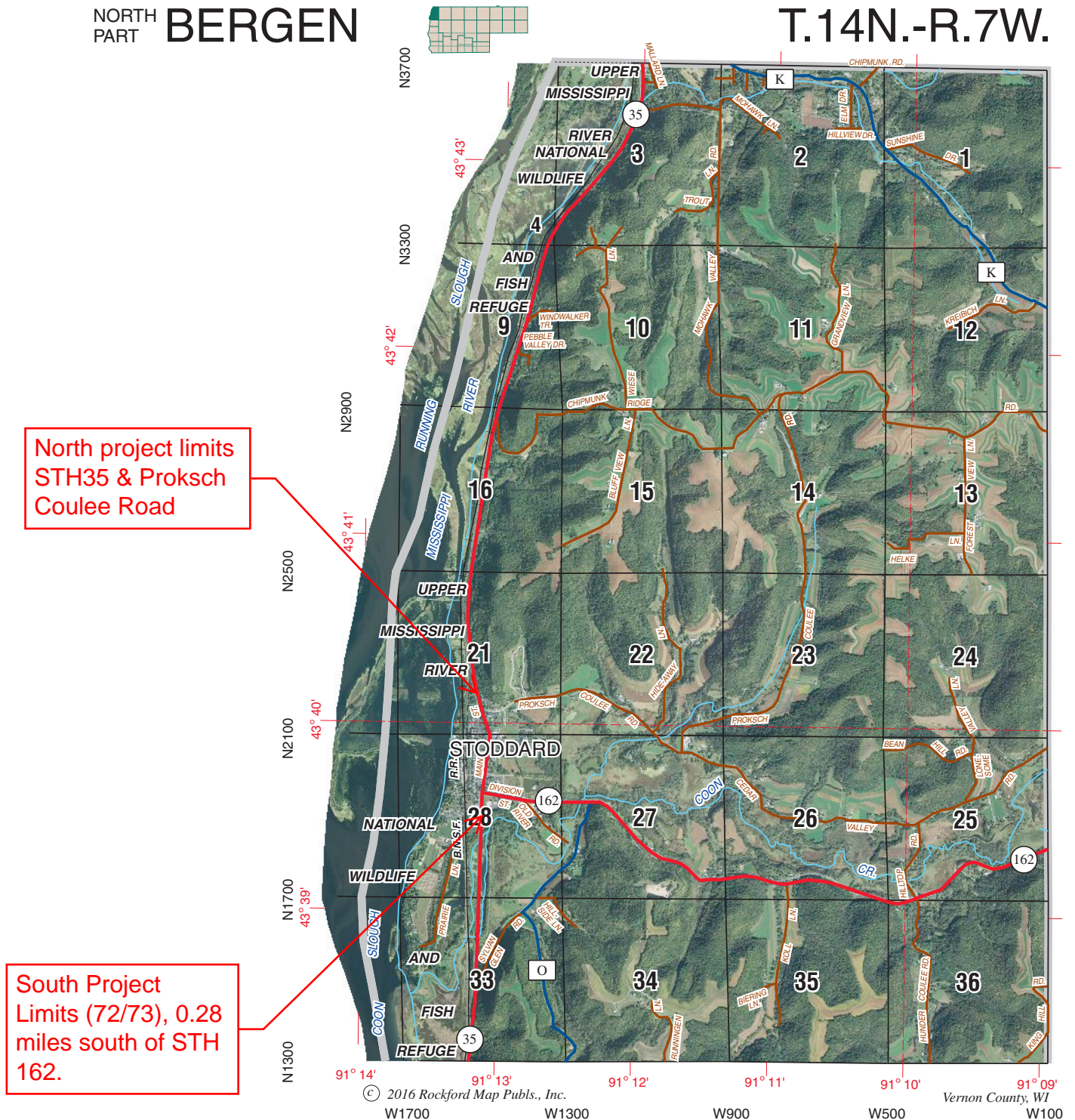
FARMERS STATE BANK
Branches of River Bank

Bangor 608-486-2356 Barre Mills 608-786-2999

MEMBER
FDIC

www.riverbank.biz





Latitude and Longitude

Latitude and longitude information is a coordinate system written in degrees (°) and minutes (') and uses a grid that enables us to precisely locate a particular place or point on the earth's surface.

Latitude lines, or parallels, run horizontally across the surface of the map and is the angular distance north or south from the equator of a particular point on the earth's surface. The degrees continue 90° north and south, with 0° being located at the equator.

Degrees latitude and longitude are divided into minutes and seconds for more precision in finding a particular point on the earth. There are 60 minutes in each degree and each minute is divided into 60 seconds. Rockford Map Publishers is located at 42°16'N, 89°5'W (42 degrees and 16 minutes north of the equator and 89 degrees and 5 minutes west of the meridian in Greenwich, England).

Longitude lines, or meridians, run vertically and is the angular distance of a particular point east or west of the prime meridian at 0° located in Greenwich, England. The degrees continue 180° east and 180° west where they come together to form the International Date Line in the Pacific Ocean.



Stoddard Village
Park

© 2016 Google

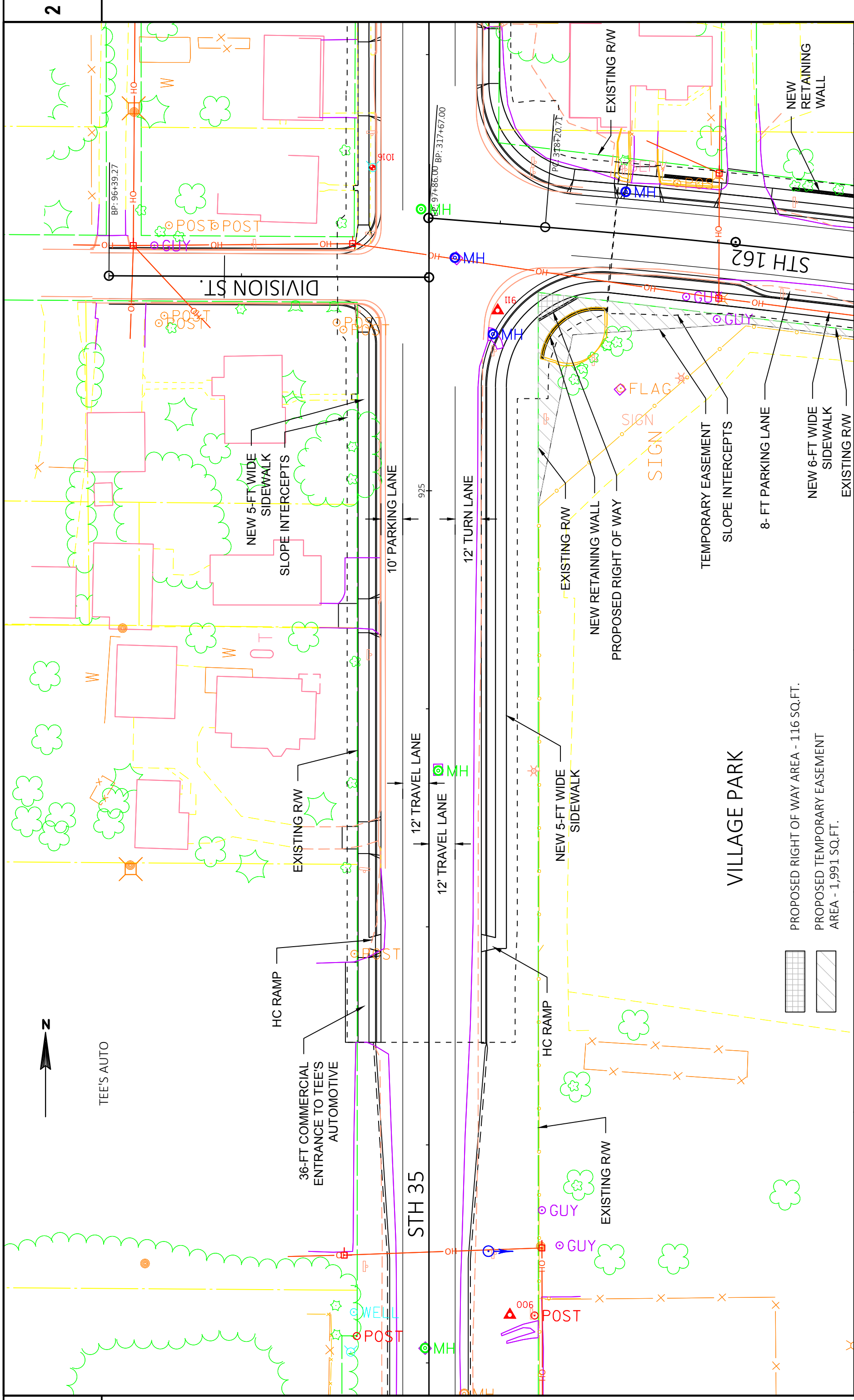
Imagery Date: 9/28/2016



New Retaining Wall - Approx. 2.5 ft. high

Stoddard Village Park

New sidewalk to follow around radius of new roadway, and extend down both sides of park to



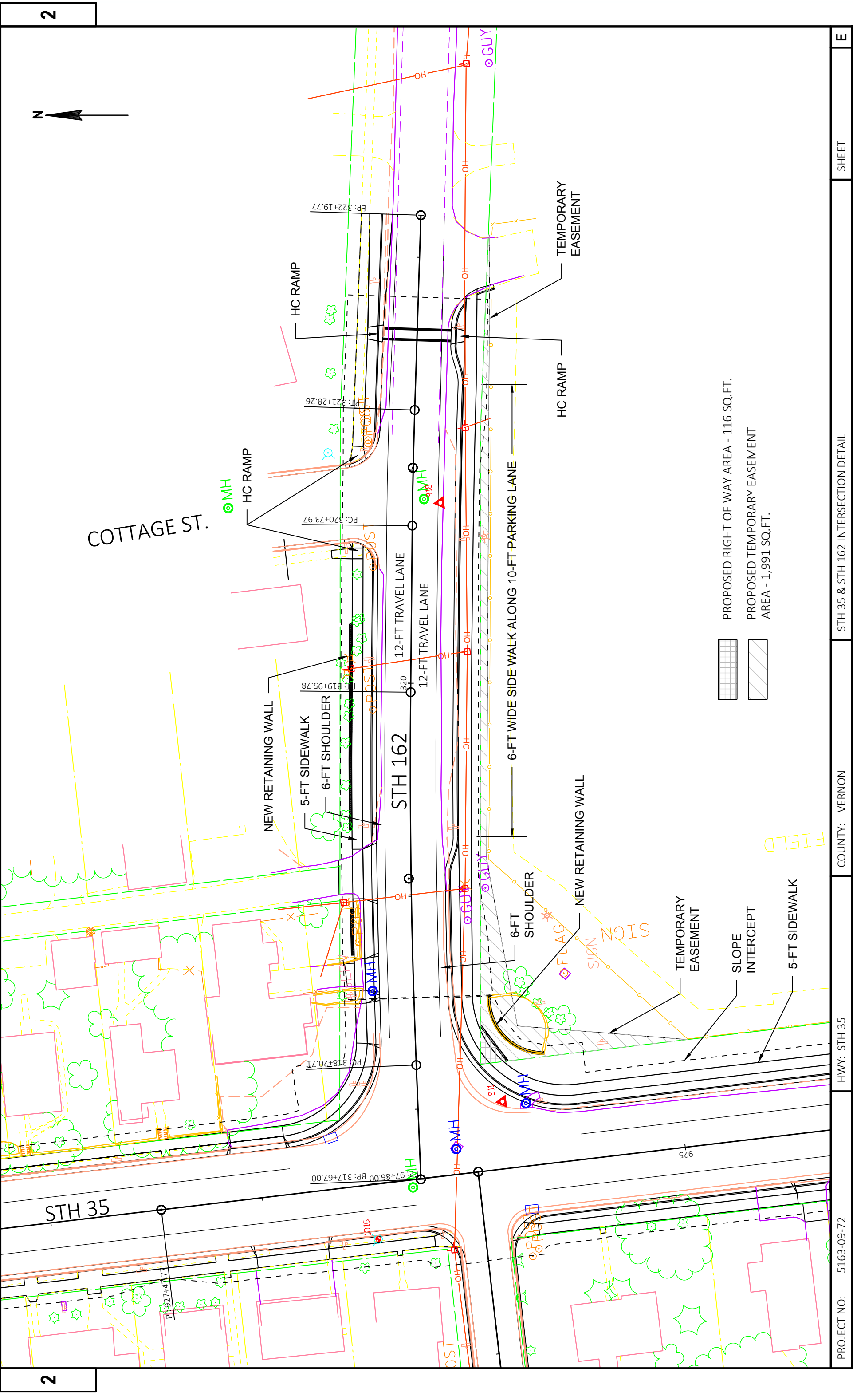


Exhibit - C

VILLAGE OF STODDARD

Village Board – Telephone (608) 457-2136
Regular Meetings Second Tuesday Each Month
Village Hall, 180 N. Main Street
Stoddard, WI 54658
Website: stoddardwi.tripod.com
Email: vilstodd@mwt.net

VACANT- PRESIDENT

Garry Oliver	Robin Palmer
Robert Wurtzel	Kevin Miller
Steve Davis	Martin Osinski

December 5, 2016

Wisconsin Department of Transportation
3550 Mormon Coulee Road
La Crosse, WI 54601
Attn: Thomas Oldenburg

RE: Stoddard Village Park
Genoa-Stoddard, STH 56 to Stoddard N. Village Limits
STH 35
Vernon County
WISDOT ID: 5163-09-00 (72/73)

Mr. Oldenburg:

This letter is to satisfy the requirement of *de minimus agreement* required by the Wisconsin Department of Transportation (WisDOT) for acquiring Section 4 (f) parklands. The Village understands that the Department is proposing the construction of a right turn bay from STH 35 onto STH 162 with 200 feet of storage. STH 162 travels along the north side of the Stoddard Village Park. The design of the right turn bay onto STH 162 will allow the turning movements from STH 35 to move safely out of the lane of thru traffic on STH 35 and onto STH 162.

According to the proposed plans, the Village of Stoddard understands that this project will have permanent adverse effects on Section 4 (f) parklands. Constructing a right turn bay for turning movements onto STH 162 will increase the foot print of the highway within the intersection impacting parklands adjacent to the project. Approximately 0.01 acres of park land will be needed to accommodate the sidewalk and curbed radius of the new intersection. This also affects an existing planter area within the existing radius. This planting area will be reconstructed under the project. The Village agrees that the impacts on the features, functions and attributes of the park are not diminished as a result of WisDOT's purchase and conversion of parklands to highway right-of-way.

If you have questions or comments please feel free to contact the Stoddard Village Hall at (608) 457-2136.

Sincerely,

Kent Hatlestad
Village of Stoddard
Administrator/Clerk/Treasurer