

# Categorical Exclusion Checklist (CEC)

02-29-2024

Wisconsin Department of Transportation

## Project Summary [\(guidance\)](#)

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                |                                                                                                                                                                                  |                                                                               |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| Project Design ID<br>5221-09-00 (Study)<br>5221-09-01 (Design)                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Construction ID<br>5221-09-72/73/74/75/76                                                      | Project Title<br>La Crosse Corridors – WIS 35 Corridor Study                                                                                                                     |                                                                               |
| Project Route or Facility<br>WIS 35                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Project Termini<br>US 14/61 to US 53                                                           | Funding Sources <i>(check all that apply)</i><br><input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Local |                                                                               |
| County<br>La Crosse                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Municipality (City, Village, Town)<br>City of La Crosse                                        | Estimated Total Project Cost (design, construction, real estate, etc). Include delivery cost in Year of Expenditure (YOE).<br>\$82.4M in YOE dollars                             |                                                                               |
| National Highway System (NHS) Route<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No<br>State Long Truck Route / Restricted Truck Route<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No<br>Designated Oversized/Overweight (OSOW) Freight Network<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No                                                                                                                                          | Section / Township / Range<br>Sec.17, 20, 29 & 31. T. 16 N., R7W.<br>Sec. 6, 8. T. 15 N., R7W. | Real Estate Acquisition Portion of Estimated Cost (YOE)<br>\$4.4M in YOE dollars                                                                                                 |                                                                               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                | Utility Relocation Portion of Estimated Cost (YOE)<br>\$2.9M in YOE dollars                                                                                                      |                                                                               |
| Section 4(f):<br><input type="checkbox"/> No Section 4(f)<br><input checked="" type="checkbox"/> Exception to Section 4(f)<br><input checked="" type="checkbox"/> De Minimis Section 4(f)<br><input type="checkbox"/> Programmatic Section 4(f)<br><input type="checkbox"/> Individual Section 4(f) Evaluation                                                                                                                                                                                                 | Bridge Number(s) (if applicable)<br>B-32-32<br>B-32-62                                         | Number of Relocations:<br>Residential 0 Business 0 Other 0                                                                                                                       |                                                                               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                | Right of Way Acquisition                                                                                                                                                         | Acres                                                                         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                | Fee                                                                                                                                                                              | 0.1                                                                           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                | Permanent Limited Easement (PLE)                                                                                                                                                 | 0                                                                             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                | Temporary Limited Easement (TLE)                                                                                                                                                 | 2                                                                             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                | Highway Easement (HE)                                                                                                                                                            | 0                                                                             |
| <b>Functional Classification of Existing Route (FDM 4-1-10 &amp; 4-1-15)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>Urban</b>                                                                                   | <b>Rural</b>                                                                                                                                                                     | <b>Improvement Strategy – Improvement Type</b>                                |
| Freeway/Expressway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <input type="checkbox"/>                                                                       | <input type="checkbox"/>                                                                                                                                                         | Perpetuation – Preservation/Restoration <input type="checkbox"/>              |
| Principal Arterial                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <input type="checkbox"/>                                                                       | <input type="checkbox"/>                                                                                                                                                         | Perpetuation – Resurfacing <input type="checkbox"/>                           |
| Minor Arterial                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <input checked="" type="checkbox"/>                                                            | <input type="checkbox"/>                                                                                                                                                         | Perpetuation – Pavement Replacement <input type="checkbox"/>                  |
| Major Collector                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input type="checkbox"/>                                                                       | <input type="checkbox"/>                                                                                                                                                         | Perpetuation – Bridge Rehabilitation <input type="checkbox"/>                 |
| Minor Collector                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <input type="checkbox"/>                                                                       | <input type="checkbox"/>                                                                                                                                                         | Perpetuation – Bridge Preventative <input type="checkbox"/>                   |
| Local                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/>                                                                       | <input type="checkbox"/>                                                                                                                                                         | Rehabilitation – Preservation/Restoration <input checked="" type="checkbox"/> |
| No Functional Class                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <input type="checkbox"/>                                                                       | <input type="checkbox"/>                                                                                                                                                         | Rehabilitation – Resurfacing <input type="checkbox"/>                         |
| Other                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/>                                                                       | <input type="checkbox"/>                                                                                                                                                         | Rehabilitation – Pavement Replacement <input checked="" type="checkbox"/>     |
| Is any part of a 23 CFR 667, Facilities Repeatedly Requiring Repair and Reconstruction (F4R) site within the Project Termini: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (reference information link is below) ( <a href="https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/f4r.aspx">https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/f4r.aspx</a> )<br>If “Yes” is checked, the project’s alternative analysis must comply with FDM 3-22 |                                                                                                |                                                                                                                                                                                  | Rehabilitation – Reconstruction <input type="checkbox"/>                      |
| Environmental Process Start Date: May 14, 2024                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                |                                                                                                                                                                                  | Rehabilitation – Bridge Rehabilitation <input checked="" type="checkbox"/>    |
| 23 CFR 771.117(c) or (d) -or- Trans 400 WI Admin Code Project Type Number and Text:<br>23 CFR 771.117(d) (13) Actions described in <a href="#">paragraphs (c)(26), (c)(27), and (c)(28)</a> that do not meet the constraints in <a href="#">paragraph (e)</a> .                                                                                                                                                                                                                                                |                                                                                                |                                                                                                                                                                                  | Rehabilitation - Bridge Replacement <input type="checkbox"/>                  |
| Name of Individual & Agency/Firm Preparing this Form:<br>Ola Hussien- AECOM                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                |                                                                                                                                                                                  | Modernization - Expansion <input type="checkbox"/>                            |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                |                                                                                                                                                                                  | Preventative Maintenance <input type="checkbox"/>                             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                |                                                                                                                                                                                  | State Majors <input type="checkbox"/>                                         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                |                                                                                                                                                                                  | Other – Describe: <input type="checkbox"/>                                    |

**WisDOT Region Environmental Coordinator (REC) or Central Office Bureau of Technical Services Environmental Services Section (ESS) or Environmental Process and Documentation Section (EPDS) Staff Member:**

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

Anna Jahns, REC - WisDOT

Print – Name and Affiliation

Signature

(Date – m/d/yy)

**WisDOT Region or Central Office Project Manager or ESS/EPDS Staff Member:**

I certify that I am familiar with this proposed project and its impacts and that the information contained in this document is accurate and can be relied upon for documentation decisions. I further certify that the mitigation measures and commitments proposed herein will be incorporated into the project plans and contract documents. If this CE is a type delegated to WisDOT for approval under the CE-PA, I approve this CE. If this CE is a type retained for approval by FHWA, I recommend this CE for approval.

Michael Richardson, P.E. -WisDOT SWR PM

Print – Name and Affiliation

Signature

(Date – m/d/yy)

**FHWA Approval**



This CEC has been prepared for a CE listed in 23 CFR 771.117(d) that has not been delegated to WisDOT for approval by FHWA through the CE-PA, Section VI. B. 1. WisDOT has consulted with FHWA per CE-PA Section VII. A. 3 and determined a CEC is acceptable documentation for the proposed action. FHWA must review and approve this CEC prior to WisDOT proceeding with final design, acquisition of right of way or construction. FHWA approves this CE.

(Signature)

(Date)

This template may be used for National Environmental Policy Act (NEPA) documentation and/or Wisconsin Environmental Policy Act (WEPA) CE documentation.

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

**I. Fiscal Constraint ([guidance](#))**

Projects identified in the WisDOT Statewide Transportation Improvement Program (STIP) per 23 CFR 450.218(g), which are typically FHWA or Federal Transit Administration (FTA) funded projects, must demonstrate fiscal constraint. In addition, and regardless of funding source, projects defined as regionally significant per 23 CFR 450.104 and 23 CFR 450.218(h), must also demonstrate fiscal constraint.

Indicate whether a project ID for a subsequent phase following design (either a project ID for meaningful right-of-way acquisition or a project ID for construction) is included in the most recent version, or a previous version of the STIP, included in a STIP amendment, or listed in the STIP with a Backlog Advanceable Pilot Program (BAPP) STIP label. One of the boxes must be checked to demonstrate fiscal constraint.

If the proposed project is within a metropolitan planning area, it also must be in the metropolitan planning organization (MPO) transportation improvement program (TIP).



The proposed action is not federally funded with FHWA or FTA funds per 23 CFR 450.218(g), does not require federal approval, and is not considered a regionally significant project. Federal fiscal constraint requirements do not apply.

|                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> | <p>The proposed action is federally funded with FHWA or FTA funds per 23 CFR 450.218(g), requires federal approval, or is considered a regionally significant project. The proposed action is approved <b>in the most recent version of the STIP or included in a STIP amendment.</b></p> <p><u>Name of STIP or STIP Amendment:</u> <b>June CY26 STIP Amendment</b></p> <p><u>STIP Date and Page Number on which the project can be found:</u> June 2026, page 2 of 6</p> <p><u>Include a copy of the page from the STIP as an attachment:</u> <input checked="" type="checkbox"/> Included as: <b>Attachment 1: STIP/TIP</b></p> <p>For projects in metropolitan planning areas, it must also be in the metropolitan planning organization (MPO) transportation improvement program (TIP).</p> <p><u>Name of the TIP or TIP amendment:</u> <b>2025-2028 Transportation Improvement Program Amended Projects (TIP ID# 243-23-022)</b></p> <p><u>TIP Date and Page Number on which the project can be found:</u> May 20, 2026, page 1 of 1</p> <p><u>Include a copy of the page from the TIP as an attachment:</u> <input checked="" type="checkbox"/> Included as: <b>Attachment 1: STIP/TIP</b></p> |
| <input type="checkbox"/>            | <p>The proposed action is federally funded with FHWA or FTA funds per 23 CFR 450.218(g), requires federal approval, or is considered a regionally significant project. The proposed action was approved <b>in a previous version of the STIP but is no longer included in the most recent STIP because initial project funding authorization has occurred.</b></p> <p><u>Name of STIP or STIP Amendment:</u></p> <p><u>STIP Date and Page Number on which the project can be found:</u></p> <p><u>Include a copy of the page from the STIP as an attachment:</u> <input type="checkbox"/> Included as: Attachment</p> <p>For projects in metropolitan planning areas, it must also be in the metropolitan planning organization (MPO) transportation improvement program (TIP).</p> <p><u>Name of the TIP or TIP amendment:</u></p> <p><u>TIP Date and Page Number on which the project can be found:</u></p> <p><u>Include a copy of the page from the TIP as an attachment:</u> <input type="checkbox"/> Included as: Attachment</p>                                                                                                                                                               |

## II. Proposed (c)-list Categorical Exclusion 23 CFR 771.117(c)26, (c)27 or (c)28

Projects proposed for approval as (c)(26), (c)(27), or (c)(28) actions must not include any of the conditions specified in 23 CFR 771.117(e). If project is being processed as any other CE category skip to question III.

Check all boxes that apply to the proposed project. **If any boxes are checked, the project cannot be documented with (c)(26), (c)(27), or (c)(28) and FHWA approval is required.** Consult REC and/or EPDS to determine appropriate environmental document type.

- ☐ An acquisition of more than a minor amount of right of way or that would result in any residential or non-residential displacements  
\*In Wisconsin, a minor amount of right of way is defined as fee or PLE acquisition ≤ 1 acre/ mile on average for (c)(26) actions and ≤ 0.5 acre total for (c)(27)&(28) actions.
- ☐ An action that needs a bridge permit from the US Coast Guard
- ☐ An action that does not meet the terms and conditions of a US Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act of 1899
- ☐ A finding of "adverse effect" to historic properties under the National Historic Preservation Act
- ☐ The use of a resource protected under 23 USC 138 or 49 USC 303 (Section 4(f)) except for actions resulting in *de minimis* impacts  
\*If a project includes a Section 4(f) de minimis determination or programmatic evaluation, the Section 4(f) documentation must be submitted to FHWA for review and approval before final approval of this CE
- ☐ A finding of "may affect, likely to adversely affect" a threatened or endangered species or critical habitat protected by the Endangered Species Act
- ☐ Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions  
\*In Wisconsin, projects resulting in major traffic disruptions are those that require a Transportation Management Plan Type 3, as defined in FDM 11-50-5
- ☒ Changes in access control  
\*Existing access may be modified as long as access is maintained in a similar fashion as it existed prior the project being implemented. Creation of new access for the purposes of new development, removal of existing access without replacement or existing appropriate alternate access being available, or substantial changes that would modify existing circulation patterns on the parcel would disqualify the project.
- ☐ A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreation trails, bicycle and pedestrian paths); construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers

III. Description of Purpose and Need, Alternatives Considered and Preferred Alternative

Project Background

WIS 35 is a north-south state trunk highway connecting the historic river towns that line the east bank of the Mississippi River. This corridor project focuses on the 4.8-mile urban section of WIS 35 between US 14/61 (South Avenue) and US 53 (Rose Street) in the city of La Crosse in La Crosse County. See **Figure 1: Project Overview** and **Attachment 2: Project Location Map**.

This portion of WIS 35 is one of three primary north-south transportation corridors within the city that traverse the La Crosse River, connecting I-90 to the city center. This portion of the WIS 35 corridor is not on the National Highway System (NHS). Within the project limits, WIS 35 also carries the local street designations West Avenue, Lang Drive, and George Street. The corridor provides access to numerous residential, commercial, medical, and educational areas and serves as a key transit corridor. Trucks represent 2.8% of overall traffic along the corridor. Notable destinations served by WIS 35 in this area include the University of Wisconsin-La Crosse campus (approximately 10,500 students), Mayo Clinic, Aquinas High School, Dahl Family YMCA, and several parks, shopping districts, and employment centers.

To incorporate the public concerns, needs, and values of the city of La Crosse, stakeholders, businesses, and the general public, as defined by the project’s meaningful public engagement, the corridor was split into seven sections. These seven Sections (A-G) reflect varying lane configurations, traffic conditions, and adjacent land uses. An overview of the sections is shown in **Table 1: WIS 35 Existing Corridor Characteristics by Section**, listing the sections from south to north.

Figure 1: Project Overview

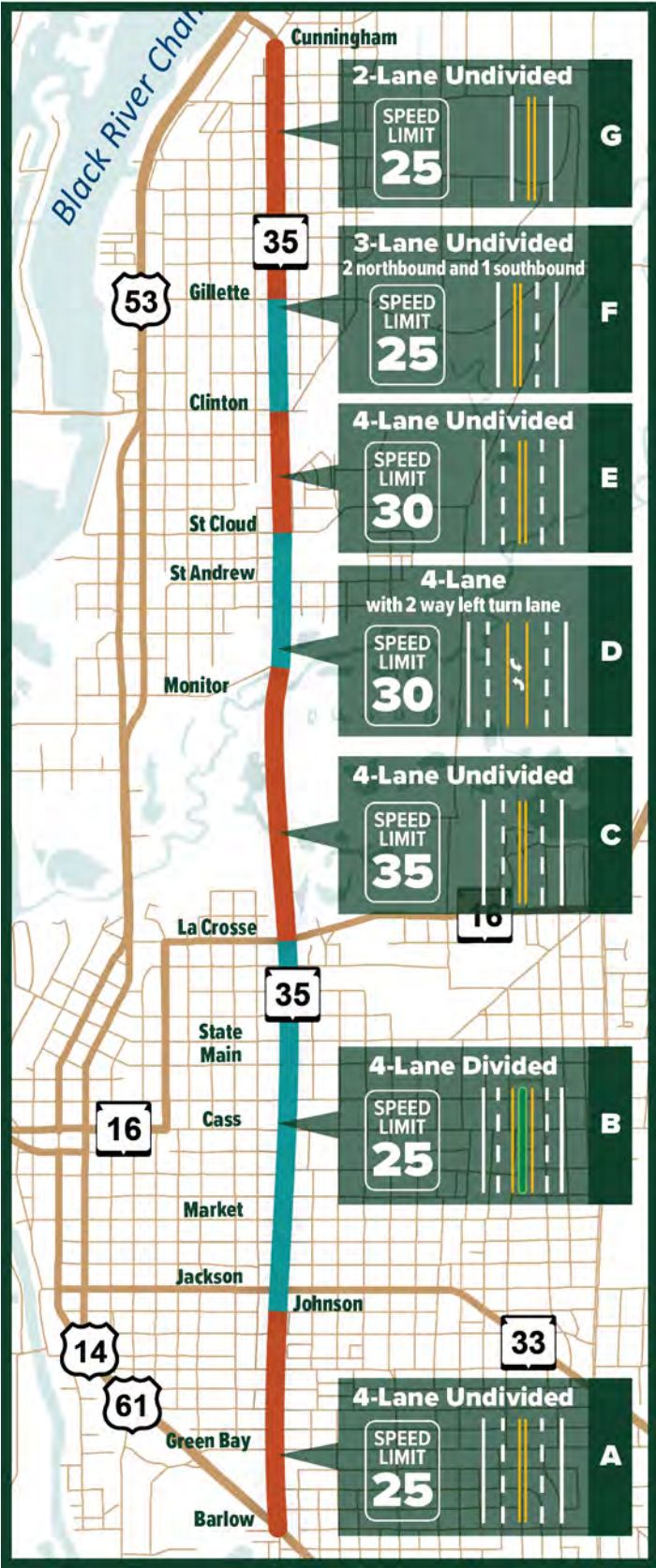


Table 1: WIS 35 Existing Corridor Characteristics by Section

| Section Name                                                | A                         | B                                                               | C                                                                                                   | D                                               | E                                                       | F                                                                              | G                                        |
|-------------------------------------------------------------|---------------------------|-----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-------------------------------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------|------------------------------------------|
| Section Limits                                              | Barlow St. to Johnson St. | Johnson St. to La Crosse St.                                    | La Crosse St. to Monitor St.                                                                        | Monitor St. to St. Cloud St.                    | St. Cloud St. to Clinton St.                            | Clinton St. to Gillette St.                                                    | Gillette St. to Cunningham St.           |
| Construction ID                                             | 5221-09-72                | 5221-09-73                                                      | 5221-09-74                                                                                          | 5221-09-75                                      | 5221-09-76                                              | 5221-09-76                                                                     | 5221-09-76                               |
| Improvement Type                                            | Pavement Replacement      | Preservation/ Restoration                                       | Pavement Replacement w/ Bridge Rehabilitation (B-32-62)                                             | Pavement Replacement                            | Pavement Replacement w/ Bridge Rehabilitation (B-32-32) | Pavement Replacement                                                           | Pavement Replacement                     |
| Statewide Transportation Improvement Program (STIP) Listing | 2025-2028                 | 2025-2028                                                       | 2025-2028                                                                                           | 2025-2028 (June CY26 STIP Amendment)            | 2025-2028 (June CY26 STIP Amendment)                    | 2025-2028 (June CY26 STIP Amendment)                                           | 2025-2028 (June CY26 STIP Amendment)     |
| Section Length (mi) / Pavement Type                         | 0.6 / Full-depth asphalt  | 1.24 / Full-depth concrete                                      | 0.85 / Asphalt surface over concrete base                                                           | 0.37 / Full-depth concrete                      | 0.38 / Full-depth concrete                              | 0.35 / Asphalt surface over concrete base                                      | 0.7 / Asphalt surface over concrete base |
| Existing Average Daily Traffic (ADT) (2017 ~2021~)          | ~10,400~                  | 22,400 ~17,000~                                                 | ~19,900~                                                                                            | ~14,100~                                        | ~14,100~                                                | ~9,300~                                                                        | ~9,300~                                  |
| No-Build Average Daily Traffic (ADT) (2050)                 | 10,800                    | 20,200 - 24,100                                                 | 24,900                                                                                              | 17,400                                          | 17,500                                                  | 10,500                                                                         | 10,500                                   |
| Posted Speed Limit (mph)                                    | 25                        | 25                                                              | 35                                                                                                  | 30                                              | 30                                                      | 25                                                                             | 25                                       |
| Curb-to-Curb width [Right of way width] (feet)              | 48 [78]                   | 84 [92]                                                         | 48 [72]                                                                                             | 62 [82]                                         | 48 [61]                                                 | 44 [58]                                                                        | 44 [66]                                  |
| Lane Layout                                                 | Four-lane undivided       | Four-lane divided                                               | Four-lane undivided                                                                                 | Four-lane roadway with a two-way left turn lane | Four-lane undivided                                     | Three-lane undivided roadway with two northbound lanes and one southbound lane | Two-lane undivided                       |
| Dedicated Bicycle Facilities                                | Not present               | Not present. A dedicated bicycle lane crosses at Jackson Street | Not present. Recreation trails have access points on either side of WIS 35 near the La Crosse River | Not present                                     | Not present                                             | Not present                                                                    | Not present                              |

| Section Name                                                                              | A                                                                                                          | B                                                                                                                                                                                                                             | C                                                                                                                   | D                                                                                                 | E                                        | F                                                                            | G                                                                                                |
|-------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| Section Limits                                                                            | Barlow St. to Johnson St.                                                                                  | Johnson St. to La Crosse St.                                                                                                                                                                                                  | La Crosse St. to Monitor St.                                                                                        | Monitor St. to St. Cloud St.                                                                      | St. Cloud St. to Clinton St.             | Clinton St. to Gillette St.                                                  | Gillette St. to Cunningham St.                                                                   |
| <b>Sidewalks</b>                                                                          | Present on both sides                                                                                      | Present on both sides                                                                                                                                                                                                         | Present on both sides.<br>Willow/Vietnam Veterans Trail access points on either side of WIS 35 near La Crosse River | Present on both sides                                                                             | Present on both sides                    | Present on both sides                                                        | Present on both sides                                                                            |
| <b>Bicycle Activity Rank at Counted Intersections *</b><br>(Total Bikes Counted)          | 5th (5)                                                                                                    | 2nd (20)                                                                                                                                                                                                                      | 4th (8)                                                                                                             | 1st (30)                                                                                          | 3rd (10)                                 | 6th (2)                                                                      | N/A                                                                                              |
| <b>Pedestrian Activity Rank at Counted Intersections *</b><br>(Total Pedestrians Counted) | 5th (25)                                                                                                   | 1st (347)                                                                                                                                                                                                                     | 6th (6)                                                                                                             | 4th (27)                                                                                          | 3rd (39)                                 | 2nd (40)                                                                     | N/A                                                                                              |
| <b>Transit Routes</b>                                                                     | Present: US 14/61 to Denton Street                                                                         | Present: Jackson to La Crosse                                                                                                                                                                                                 | Present: Entire section                                                                                             | Present: Entire section                                                                           | Present: Entire section                  | Present: Entire section                                                      | Present: Bus routes cross this section at Gillette, Livingston, Hayes/Palace, and George Streets |
| <b>Transit Stops</b>                                                                      | Travis St                                                                                                  | Mississippi St<br>Winnebago St<br>Market St<br>Division St<br>Madison St<br>Cass St<br>State St<br>Pine St<br>La Crosse St                                                                                                    | La Crosse St                                                                                                        | Island St<br>Hagar St<br>Monitor St                                                               |                                          | Sill St<br>Clinton St                                                        | N/A                                                                                              |
| <b>Land Use</b>                                                                           | Industrial/ residential area<br><br>Some schools, businesses, apartment buildings, and single-family homes | Residential with single-family homes and apartment buildings<br><br>Community facilities including YMCA, churches, La Crosse Historical Society, multiple schools, two universities, Mayo Clinic, businesses, and Powell Park | La Crosse River, wetlands, and the Willow/Vietnam Veterans Trail                                                    | Industrial and commercial land use<br><br>Some single-family homes and larger apartment complexes | Residential<br><br>Some industrial sites | Residential single-family homes with on-street parking<br><br>Schools nearby | Residential with on-street parking<br><br>Some businesses                                        |

| <b>Section Name</b>                                                                                                                                                           | <b>A</b>                  | <b>B</b>                     | <b>C</b>                                                                                                             | <b>D</b>                     | <b>E</b>                                                                     | <b>F</b>                    | <b>G</b>                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|----------------------------------------------------------------------------------------------------------------------|------------------------------|------------------------------------------------------------------------------|-----------------------------|--------------------------------|
| <b>Section Limits</b>                                                                                                                                                         | Barlow St. to Johnson St. | Johnson St. to La Crosse St. | La Crosse St. to Monitor St.                                                                                         | Monitor St. to St. Cloud St. | St. Cloud St. to Clinton St.                                                 | Clinton St. to Gillette St. | Gillette St. to Cunningham St. |
| <b>Structures</b>                                                                                                                                                             | N/A                       | N/A                          | Bridge (Structure B-32-62) carries WIS 35 over the La Crosse River, wetlands, and the Willow/Vietnam Veterans Trail. | N/A                          | Bridge (Structure B-32-32) carries WIS 35 over the Canadian Pacific railyard | N/A                         | N/A                            |
| <i>* Bicycle and pedestrian counts were conducted in April 2019 at select WIS 35 intersections under dry, clear conditions over a seven-hour period on multiple Tuesdays.</i> |                           |                              |                                                                                                                      |                              |                                                                              |                             |                                |

The project corridor is fully developed (except for extensive floodplain wetlands in Section C surrounding the La Crosse River between La Crosse Street and Monitor Street) and is densely populated with economically diverse communities. WIS 35 carries multiple local transit routes, including one of only two routes in the city that cross the La Crosse River. La Crosse Municipal Transit provides nearly 606,000 rides annually (2024 data). Approximately 459,400 of those rides – 76% of the total – take place along WIS 35 corridor routes.

In the city of La Crosse, WIS 35 infrastructure was developed over decades as a primary corridor drawing traffic south into the city center from the interstate highway system. Many regional improvement projects have been undertaken on WIS 35; notable recent examples include:

- Reconstruction of US 53 near I-90 included the reconstruction of WIS 35 from Cunningham Street to US 53 in 2019
- Reconstruction of US 14/61 from Green Bay Street to Ward Avenue in 2023 included construction of three roundabouts, one of which is located at the highway’s intersection with WIS 35
- Multiple spot safety projects such as adding a raised median and crosswalks at Logan Street and King Street, constructing offset left turn lanes at WIS 16 (La Crosse Street) and WIS 33 (Jackson Street), installing a rectangular flashing beacon at Badger Street, and reconfiguring travel lanes between Clinton and Gillette Streets

**Purpose:**

The purpose of the WIS 35 Project is to improve the utility of WIS 35 for all travelers/road users by addressing safety, corridor infrastructure deterioration, and multimodal access and connectivity.

**Need:**

Multiple needs were identified for the WIS 35 project, including safety, infrastructure conditions, and multimodal travel. Relevant needs by section are summarized in **Table 2: Relative Severity of Corridor Transportation Needs**. Red indicates the pressing needs by section, gold indicates medium severity of deficiencies, and mint green indicates the least pressing needs. The High-Medium-Low scale is defined by the metrics in **Table 3: Transportation Needs Metrics**.

*Table 2: Relative Severity of Corridor Transportation Needs*

| Need                     | Sec A | Sec B | Sec C | Sec D | Sec E | Sec F | Sec G |
|--------------------------|-------|-------|-------|-------|-------|-------|-------|
| Safety                   |       |       |       |       |       |       |       |
| Infrastructure Condition |       |       |       |       |       |       |       |
| Multimodal Travel        |       |       |       |       |       |       |       |

*Table 3: Transportation Needs Metrics*

| Severity Scale | Safety                                                | Infrastructure Conditions                                                                                           | Multimodal Travel                                                     |
|----------------|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| High           | >10 multimodal crashes and >4 flagged intersections   | Pavement unserviceable before 2050 or surface age >25 years or PCI 0-60 and utilities installed ≥100 years ago      | ≥8 high-stress crossings or ≥4 deficient or near side transit stops   |
| Medium         | 4-10 multimodal crashes and 1-4 flagged intersections | Pavement unserviceable after 2050 and surface age 11-25 years or PCI 61-80 and utilities installed 75-100 years ago | 3-7 high-stress crossings or 2-4 deficient or near side transit stops |
| Low            | <4 multimodal crashes and 0 flagged intersections     | Pavement unserviceable after 2050 or surface age <25 years or PCI >80 and utilities installed <75 years ago         | 0-3 high stress crossings or 0-1 deficient or near side stops         |

## Safety

The primary safety concerns along the WIS 35 corridor include intersection safety and multimodal safety.

To characterize safety conditions in the corridor, WisDOT identified “flagged” roadway sections and intersections with the highest potential for crash reduction. A flagged section indicates elevated safety concerns during a five-year screening period. These flags are based on a comparison of historical crash frequency, total and injury crash rates, and pedestrian/bicycle crashes to the statewide average for similar facilities across the state.

As part of previous studies, a detailed evaluation of the screening tools was completed for the 2015-2019 period. The 2016-2020, 2017-2021, and 2018-2022 periods have also been evaluated to provide insight on how the safety screening results have changed over time (crash trends).

Crash trends are measured using two rates: total crash rate and crash severity. Severity is evaluated using the KABCO scale, categorizing crash severity into five levels: Fatal Injury (K), Suspected Serious Injury (A), Suspected Minor Injury (B), Possible Injury (C), and Property Damage Only/No Apparent Injury (O).

Since 2015, the corridor has averaged 175 crashes per year. Contributing factors include limited sight distance, left-turn lane design, high traffic volumes and speeds, and inadequate traffic control devices. **Table 4: Crash Trends During Screening Periods** shows how crash trends evolved during the multiple screening periods. On the following pages, **Table 5: Safety Needs** shows a Section-by-Section summary of the corridor’s safety needs.

*Table 4: Crash Trends During Screening Periods*

| 2015-2019                                         | 2016-2020                              | 2017-2021                              | 2018-2022                      |
|---------------------------------------------------|----------------------------------------|----------------------------------------|--------------------------------|
| ~75% of corridor flagged for high crash potential | Pandemic-related dip in crashes (2020) | Pandemic-related dip in crashes (2020) | Crash numbers rebounded (2022) |

### Overall Corridor Safety

- 75% of corridor flagged for high crash potential
- 58% of the corridor was flagged for high-severity (KAB) crashes (2015–2019)
- 34% of all crashes resulted in injury
  - 0 fatal injuries (K)
  - 14 serious injuries (A)
  - 111 minor injuries (B)
- Non-motorized travelers:
  - 92% of pedestrian crashes resulted in injury
  - 50% of serious injuries (A) along the corridor involved pedestrians
  - 80% of bicycle crashes resulted in injury
- Severe crash hotspots intersections include:
  - La Crosse Street, Jackson Street, Badger Street, Cass Street, Gillette Street, Market Street, and State Street
- Since the 2015-2019 crash study, ongoing severe crashes have occurred
  - Monitor Street: 1 fatal crash, 5 serious injury crashes
  - Additional incidents at Gillette Street, Gohres Street, Livingston Street, and Market Street

### Crash flag trends:

- Flagged segments and intersections remained generally consistent year to year, but specific crash severity locations change somewhat
- Changes in crash flags from 2019–2022 may be due to reduced crash volumes during the COVID-19 pandemic (2020–2021)

## Intersection Safety

- Intersections account for 90% of crash locations
- 70% of intersection crashes occurred at the 12 signalized intersections shown in **Figure 2: 12 Intersections with the Highest Crash Frequency**
- La Crosse Street, Jackson Street, and Clinton Street account for 40% of intersection crashes
- Common crash types and contributing factors:
  - Rear-end collisions (53% of intersection crashes)
    - Often involve vehicles stopped for pedestrians or bicyclists
  - Angle crashes (15% of intersection crashes)
    - Primarily occur at the La Crosse Street (WIS 16) and 12<sup>th</sup> Street intersection
    - 12<sup>th</sup> Street hot spot is likely due to its close spacing with the WIS 35 and La Crosse Street intersection
  - Signal visibility may contribute to intersection crashes as most WIS 35 intersections have signals only over the outside lane

## Multimodal Safety

- Bicycle and Pedestrian crashes account for 5% of all crashes in the corridor
- Bicycle and pedestrian crashes are generally more severe than vehicle-only crashes. (See Crash Severity section below for corridor data)
- 77% of bicycle and pedestrian related crashes occurred in Section B
- Particularly high concentrations of crashes occurred near UW-La Crosse at Badger Street, Vine Street, and Pine Street intersections
- This area has a dense cluster of crossing locations and heavy non-motorized travel
- Sections F and G also see concentrations of bicycle and pedestrian crashes, potentially due to visibility issues caused by parked vehicles

Figure 2: 12 Intersections with the Highest Crash Frequency

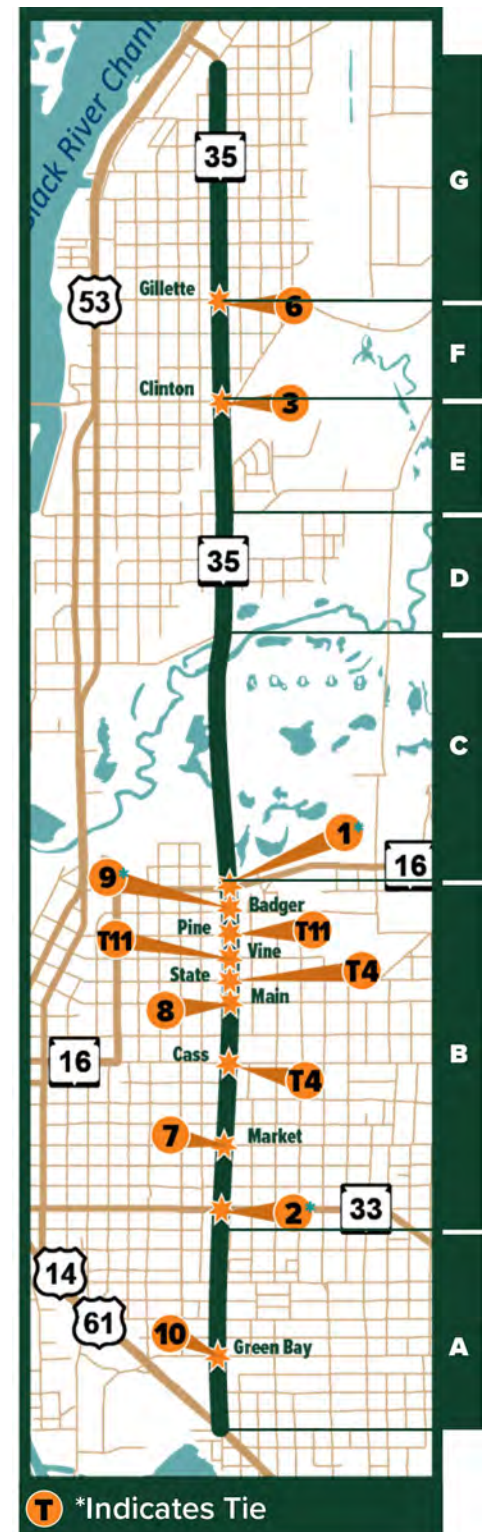


Table 5: Safety Needs

| Section                                                                                                              | Crash Analysis 2015-2019                                                                                                                               |                                                                                                               |                                                                                                          | Crash Trends 2019-2022                                                                              |                                           |
|----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-------------------------------------------|
|                                                                                                                      | High Crash Frequency Intersection (Rank)                                                                                                               | Pedestrian Safety<br>Pedestrian Crashes<br>(Vehicular crashes when a pedestrian was present but not involved) | Bicyclist Safety<br>Bicycle Crashes<br>(Vehicular crashes when a bicyclist was present but not involved) | Section Consistently Flagged for High Crash Trends<br>Total crash rate and/or severe crash concerns | Intersections with Ongoing Crash Concerns |
| A                                                                                                                    | Green Bay St (10)                                                                                                                                      | 1 (0)                                                                                                         | 5 (0)                                                                                                    | Y                                                                                                   | 1                                         |
| B                                                                                                                    | Jackson St (2)<br>Market St (7)<br>Cass St (T4)<br>Main St (8)<br>State St (T4)<br>Vine St (T11)<br>Pine St (T11)<br>Badger St (9)<br>La Crosse St (1) | 18 (47)                                                                                                       | 17 (7)                                                                                                   | Y                                                                                                   | 6                                         |
| C                                                                                                                    | None                                                                                                                                                   | 0 (0)                                                                                                         | 2 (0)                                                                                                    | Y                                                                                                   | 0                                         |
| D                                                                                                                    | None                                                                                                                                                   | 2 (0)                                                                                                         | 2 (0)                                                                                                    | Y                                                                                                   | 0                                         |
| E                                                                                                                    | Clinton St (3)                                                                                                                                         | 0 (0)                                                                                                         | 4 (0)                                                                                                    | Y                                                                                                   | 0                                         |
| F                                                                                                                    | Gillette St (6)                                                                                                                                        | 1 (3)                                                                                                         | 1 (0)                                                                                                    | Y                                                                                                   | 0                                         |
| G                                                                                                                    | None                                                                                                                                                   | 2 (2)                                                                                                         | 2 (0)                                                                                                    | Y                                                                                                   | 1                                         |
| T indicates a tie for that rank (T4 means tied for 4 <sup>th</sup> place; T11 means tied for 11 <sup>th</sup> Place) |                                                                                                                                                        |                                                                                                               |                                                                                                          |                                                                                                     |                                           |

## Infrastructure Conditions

Infrastructure along the corridor consists of three primary components: pavement, structures, and utilities. **Table 6: Infrastructure Conditions by Section** provides a Section-by-Section summary of the corridor's infrastructure conditions. **Figure 3: Pavement Condition, Replacement Schedule, and Age** provides a Section-by-Section summary of the corridor's pavement condition, age, and replacement schedule.

### Pavement Condition

- Pavement Condition Index (PCI)
- PCI is a measurement of pavement distress and cracking. A PCI of 100 shows no pavement distress. A PCI of 0 shows severe pavement distress
- Sections A, C, E, and G demonstrate the most pavement distress and cracking; an example is shown in Figure 4: Pavement cracking and distress at the St Cloud Street and WIS 35 intersection looking north

### Pavement Surface Age

- Refers to the number of years since the pavement was last constructed, reconstructed or resurfaced
- The pavement in Section E is the oldest on the corridor, at 26-50 years of age
- According to WisDOT's FDM 14-10, average design life or performance period for pavement is 20 years before requiring rehabilitation or reconstruction under typical traffic loads, environmental conditions and usage

### End of Serviceable Life

- A comprehensive analysis was used to predict when the pavement in the corridor would reach the end of its serviceable life. The analysis utilizes pavement conditions and factors such as age, cracking, rutting, ride quality among others
- Sections A, C, E, F, and G are estimated to require pavement replacement prior to 2050
- Section B and D are the only sections expected to remain functional beyond 2050, however, they are expected to experience progressive wear and declining conditions over time

### Structures Condition

- Two bridges are present in the study area: Bridge B-32-032 carries WIS 35 over the Canadian Pacific railyard and Bridge B-32-062 crosses the La Crosse River

Figure 3: Pavement Condition, Replacement Schedule, and Age

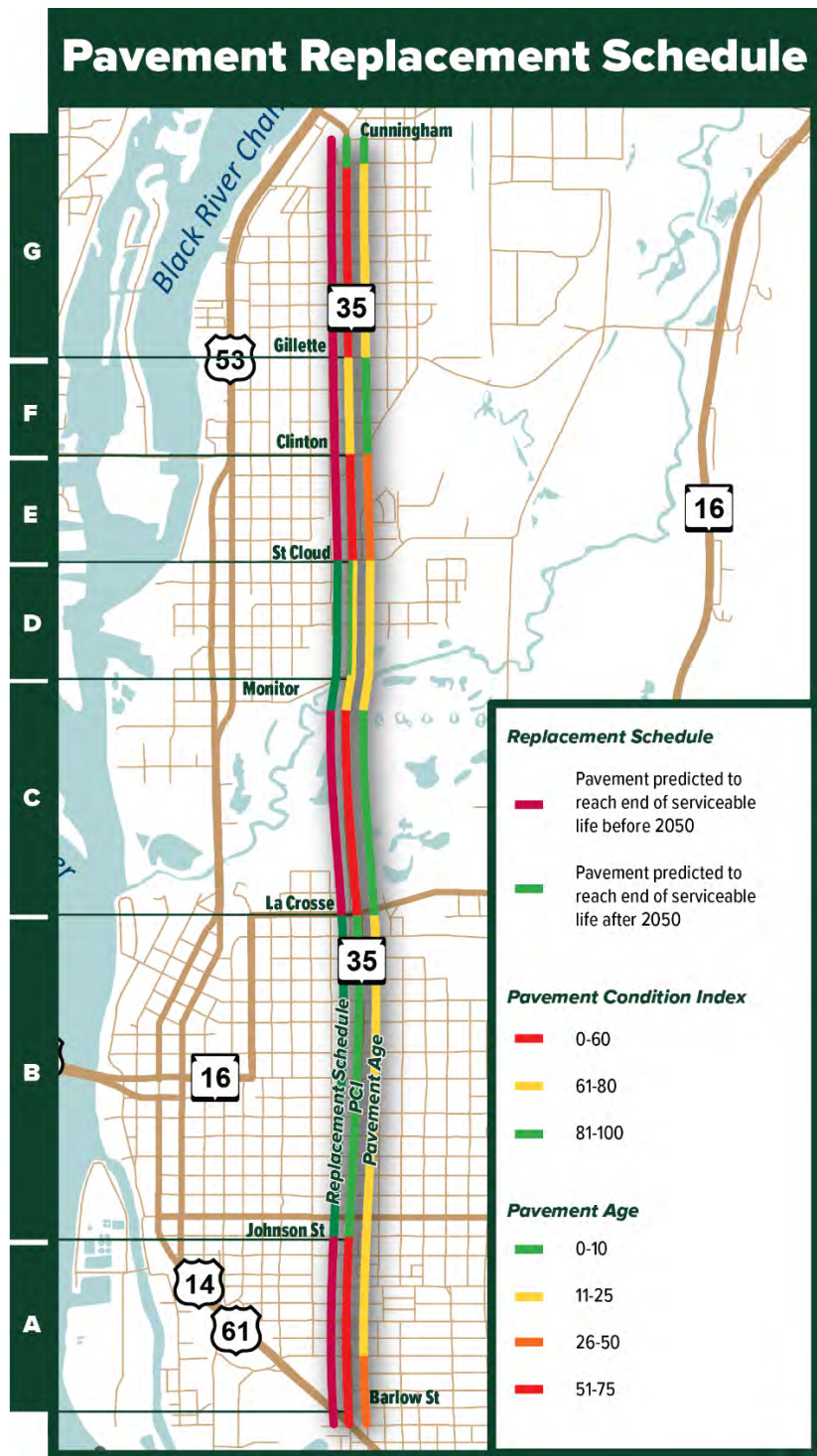
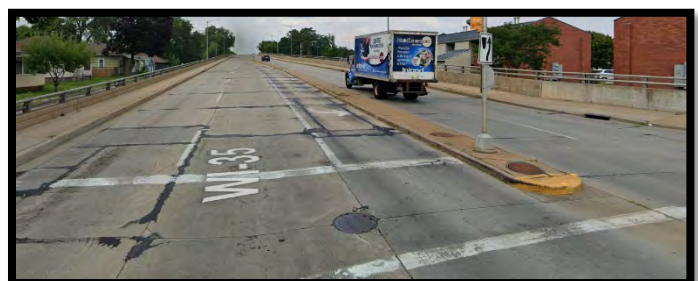


Figure 4: Pavement cracking and distress at the St Cloud Street and WIS 35 intersection looking north.



- Structures B-32-032 and B-32-062 were inspected in April 2024. Inspections reported signs of wearing surfaces, cracks and spalls on roadway pavement and sidewalks
- According to WisDOT's Highway Structures Information System:
  - Both structures are structurally satisfactory
  - Deck of structure B-32-032 over the Canadian Pacific railyard is showing signs of deterioration

#### Utilities Condition

- The city of La Crosse conducted a sanitary and storm sewer conditions assessment for the corridor in 2024 and 2025
- Watermain and sanitary sewer in Sections A, B, F and G are over 100 years old
- Systems are outdated and unable to meet current demand
- Watermain deficiencies
  - Aging, deteriorating, and undersized for current demand
- Sanitary system deficiencies
  - Manhole pipe connections are failing
  - Manhole floors are deteriorating
- Stormwater system deficiencies
  - Catch basins are experiencing failing pipe connections, showing deteriorating floors
  - Stormwater pipes are crumbling
  - Some installed as early as 1941

Table 6: Infrastructure Conditions by Section

| Section                                                                                                                     | Pavement Conditions                                                                                 |                                                                                                     |                                                                                                                                   | Utility Installation year                                                              |                                                                                            |                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
|                                                                                                                             | Pavement Predicted to Reach End of Serviceable Life                                                 | Pavement Surface Age                                                                                | Pavement Condition Index                                                                                                          | Watermain                                                                              | Sanitary System                                                                            | Storm System                                                      |
| A                                                                                                                           | Barlow Street to Green Bay Street Beyond 2050<br><br>Green Bay Street to Johnson Street Before 2050 | Barlow Street to Green Bay Street 26-50 years<br><br>Green Bay Street to Johnson Street 11-25 years | Barlow Street to Green Bay Street 0-60<br><br>Green Bay Street to Adams Street 61-80<br><br>Adams Street to Johnson Street 81-100 | Pre 1900                                                                               | 1912-1920                                                                                  | Unavailable by section<br><br>Portions installed as early as 1941 |
| B                                                                                                                           | Beyond 2050                                                                                         | 11-25 years                                                                                         | 81-100                                                                                                                            | Johnson Street to Badger Street Pre 1901<br><br>Badger Street to La Crosse Street 2004 | 1889-1907                                                                                  |                                                                   |
| C                                                                                                                           | Before 2050                                                                                         | 0-10 years                                                                                          | 61-80                                                                                                                             | N/A                                                                                    | N/A                                                                                        |                                                                   |
| D                                                                                                                           | Beyond 2050                                                                                         | 11-25 years                                                                                         | NB 61-80<br>SB 81-100                                                                                                             | 1950                                                                                   | 1949-1957                                                                                  |                                                                   |
| E                                                                                                                           | Before 2050                                                                                         | 26 -50 years                                                                                        | 0-60                                                                                                                              | 1961                                                                                   | 1949-1961                                                                                  |                                                                   |
| F                                                                                                                           | Before 2050*                                                                                        | 0-10 years*                                                                                         | 81-100*                                                                                                                           | 1896-1913                                                                              | 1900-1909                                                                                  |                                                                   |
| G                                                                                                                           | Before 2050                                                                                         | 11-25 years                                                                                         | 0-60                                                                                                                              | 1891                                                                                   | Gillette Street to Palace Street 1900- 1966<br><br>Palace Street to Cunningham Street 2003 |                                                                   |
| *The pavement surface is in good condition due to a recent resurface, but the pavement structure is more than 50 years old. |                                                                                                     |                                                                                                     |                                                                                                                                   |                                                                                        |                                                                                            |                                                                   |

## Multimodal Travel Conditions

Multimodal travel conditions for the corridor was assessed by Level of Traffic Stress (LTS), sidewalk curb ramp conditions, and transit facility conditions.

Details are provided in **Attachment 3: Multi-modal Assessment Report. Table 7: Multimodal Travel Conditions by Section** provides a Section-by-Section summary of multimodal travel conditions.

### Level of Traffic Stress

- A Level of Traffic Stress (LTS) evaluation was completed on multimodal crossing facilities along WIS 35
- Multimodal crossing facilities refers to crossings utilized by both pedestrians and bicyclists for this corridor. WIS 35 has no bicycle facilities
- LTS is a nationally recognized quantitative method for evaluating multimodal crossing facilities, it ranges from High stress (red) to Very Low Stress (dark green)
- Factors contributing to high stress conditions include:
  - Vehicle speeds over 25 mph
  - Multiple lane crossings for vulnerable users
  - Substandard facilities for people with disabilities
  - Sidewalks directly adjacent to travel lanes
  - Inadequate traffic control
  - High traffic volumes
- Over 70% of multimodal crossings are classified as high stress for both bicyclists and pedestrians (**Figure 5: Multimodal Crossing Level of Stress**)

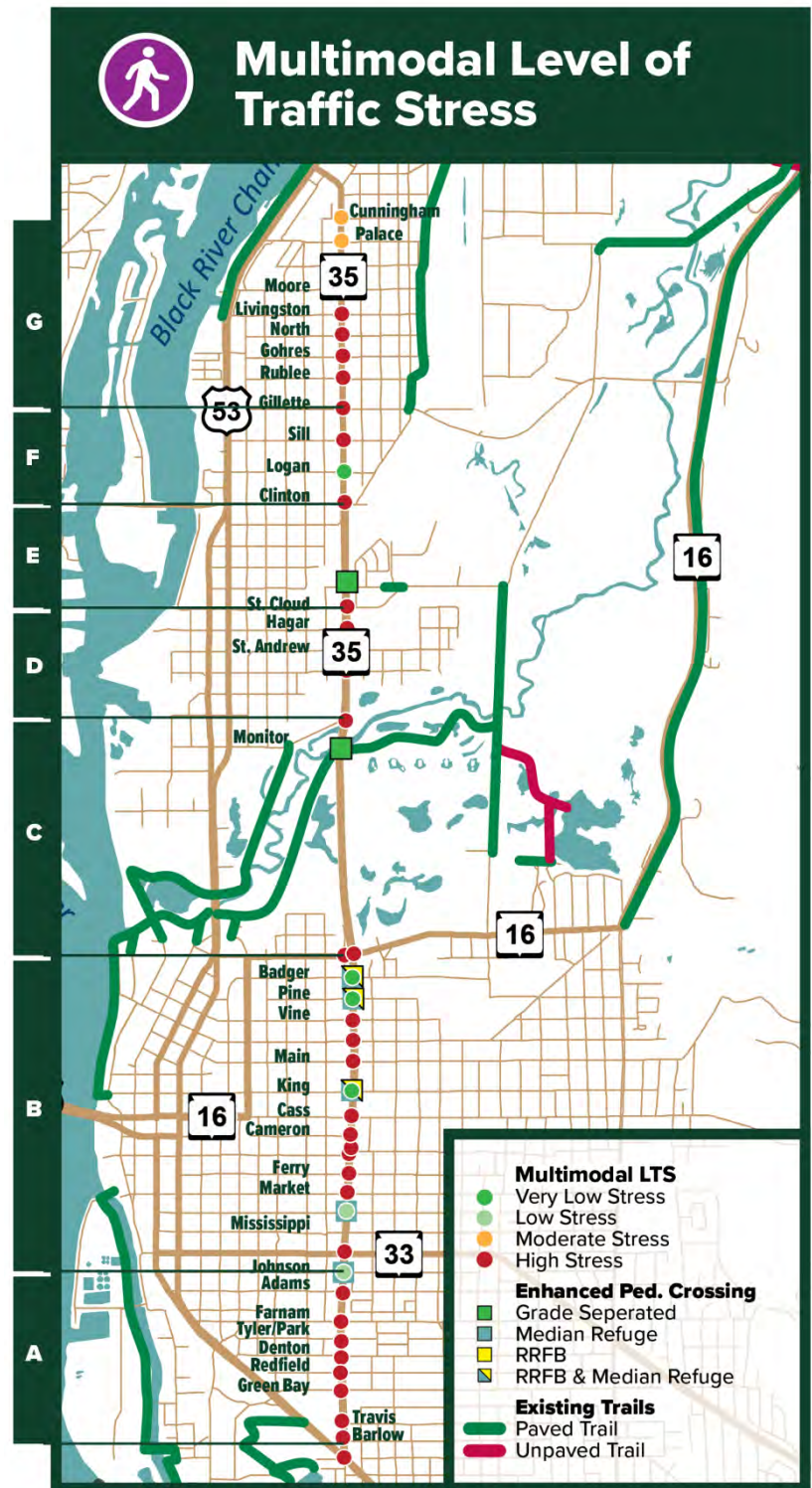
### Sidewalk Curb Ramp Conditions

- Sidewalk curb ramps were assessed for compliance with the Americans with Disabilities Act (ADA)
- ADA compliant sidewalk curb ramps feature:
  - Maximum slope of 8.33% and cross slope under 2.08%
  - Minimum 36-inch width with a 48-inch level landing
  - Detectable warning surface with raised truncated domes
  - Side flares  $\leq 1:10$  slope, aligned with curb and within marked crossings (if applicable)
- Of the 232 sidewalk curb ramps assessed, 215 were found to be non-compliant with ADA standards

### Transit Facilities

- WIS 35 corridor includes 24 transit stops serving Route 5, Circulator 1, and other intersecting routes
- The existing transit stops see moderate activity, with stops averaging up to ten daily boardings
- The 24 existing transit stops along the corridor were evaluated to identify deficiencies in design and/or location
- Near-side transit stops can obstruct visibility, disrupt traffic flow, and create conflicts with turning vehicles, posing safety and operational issues
- Bus stops are considered deficient if they lack one or more of these features:

Figure 5: Multimodal Crossing Level of Stress



- Transit signs
- Accessible boarding from pedestrian access (sidewalk) route to boarding area
- Firm and level boarding area
- Lighting in the form of streetlight or bus shelter with lighting
- 25% of transit stops on the corridor were found to either be deficient or located on the near-side of an intersection

Table 7: Multimodal Travel Conditions by Section

| Section | Number of Multimodal High Stress Crossings | Deficient Transit Stops                                                                                                                                                               |
|---------|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A       | 8                                          | 2 (Travis St. NB and SB)                                                                                                                                                              |
| B       | 12                                         | 1 (Madison St. SB)<br>8 stops on near side of intersection creating conflicts (Mississippi St. NB, Market St. NB and SB, Madison St. NB, Cass St. NB and SB, La Crosse St. NB and SB) |
| C       | 1                                          | N/A                                                                                                                                                                                   |
| D       | 3                                          | N/A                                                                                                                                                                                   |
| E       | 1                                          | N/A                                                                                                                                                                                   |
| F       | 3                                          | 2 stops on near side of intersection creating conflicts (Sill St. NB and SB)                                                                                                          |
| G       | 4                                          | N/A                                                                                                                                                                                   |

#### **Alternatives:**

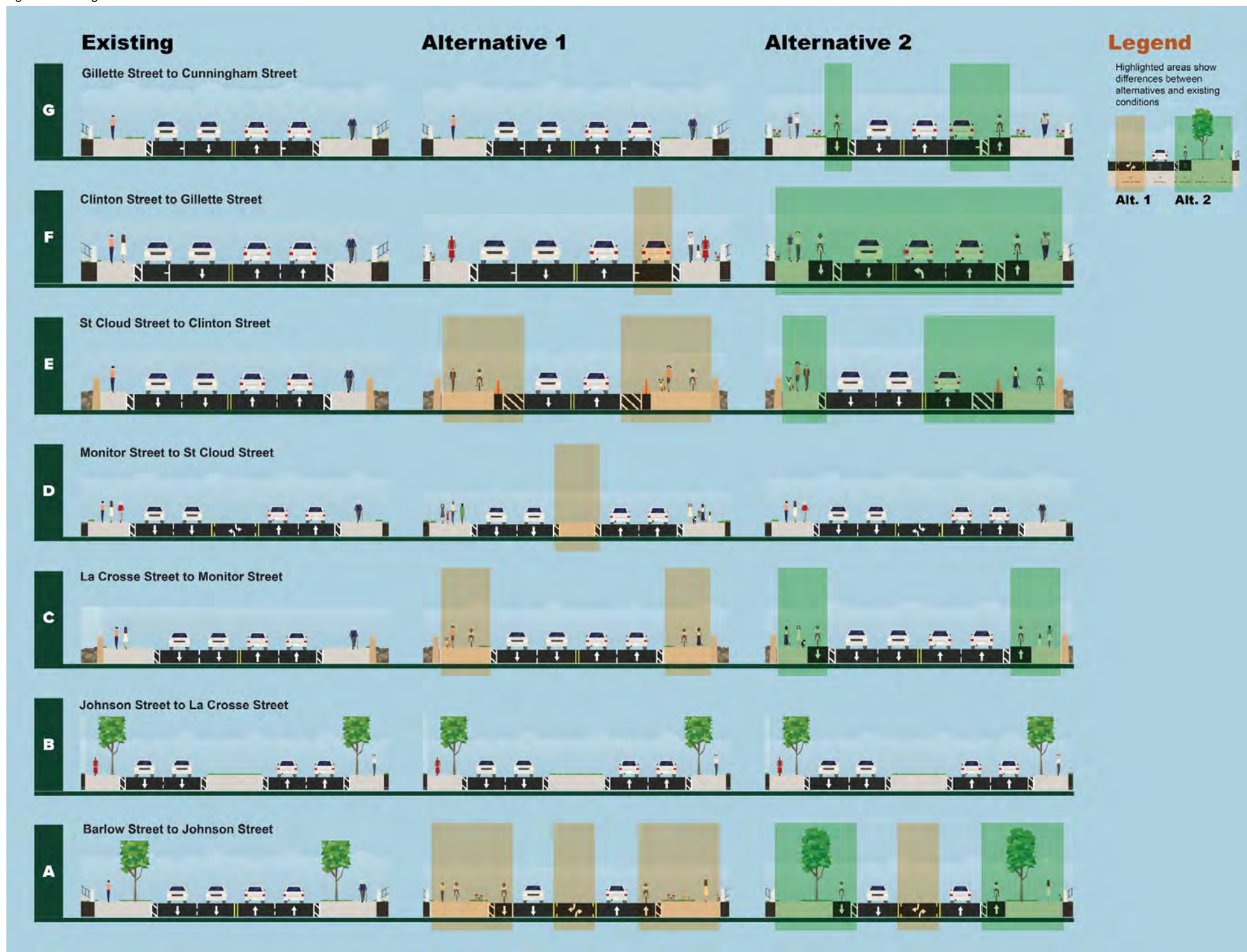
One no-build and two build alternatives were developed and evaluated for their ability to meet the project purpose and need and to avoid or minimize adverse impacts to the natural, physical, socio-economic, and cultural environments in the project area. All alternatives are limited to actions that, for the most part, take place within the existing right-of-way (with small exceptions to enable access for construction in some places, and for improving intersection sidewalk curb ramps to meet ADA specifications). The alternatives are described in the following section. **Figure 6: Existing and Build Alternatives Overview** shows the key differences in the proposed roadway layout between alternatives. **Following technical evaluation and input from stakeholders and the public, a third alternative was developed adopting elements from both build alternatives. That alternative – Alternative 3: Hybrid Alternative – is also described below. Alternative 3 is the preferred alternative.**

Additionally, spot improvements to enhance safety and operations are applicable at various locations throughout the corridor under any of the build alternatives. Examples of spot improvements include:

- Rectangular Rapid Flashing Beacons (RRFB)
- Right-in/right-out medians
- Crosswalk markings
- Signalized intersections
- Lighting improvements
- Business driveway consolidations
- Public street access changes
- Transit stop relocations and upgrades

The spot improvements proposed as part of the preferred alternative are summarized in the **Description of the Preferred Alternative Section** and detailed in **Attachment 4: Detailed Alternatives Evaluation Report**.

Figure 6: Existing and Build Alternatives Overview



### Alternative 0: No Build

The No Build Alternative would include routine maintenance of the roadway and two structures (B-32-032 and B-32-062) without any additional activities to address project needs. Routine maintenance would include regular overlays and spot repairs as needed. Roadway pavement and bridges would continue to deteriorate even with routine maintenance. The absence of multimodal alternatives would continue to restrict mobility and limit traveler choice. Over time, the pavement on WIS 35 would become impassable and the corridor would become a barrier to sustainable transport. Safety issues along WIS 35 would not be addressed and crashes would continue to be a concern, particularly at intersections.

The No Build option is inconsistent with WisDOT's asset management policies and guidelines and would not slow deterioration, requiring more comprehensive and costly improvements in the future. While this alternative does not meet the purpose and need for this project, it does serve as a baseline for a comparison of impacts related to the preferred alternative.

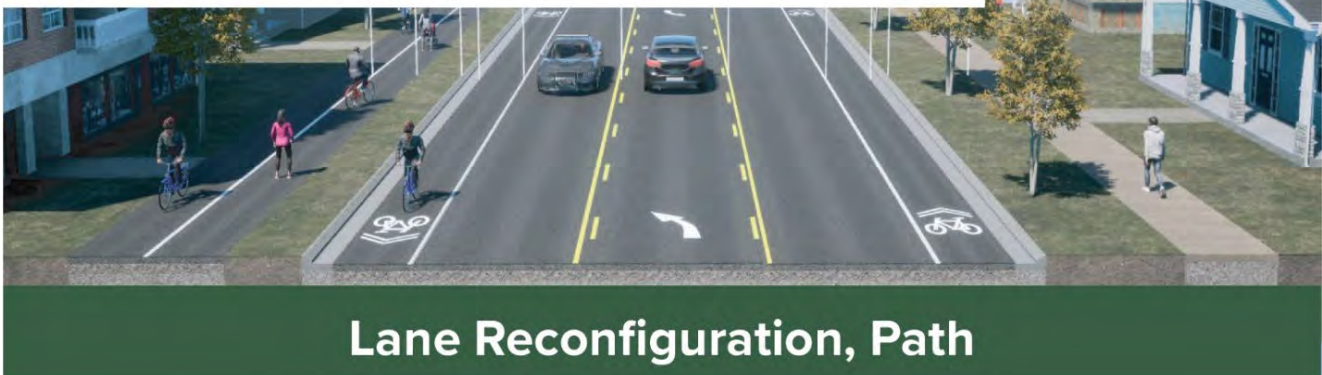
### Alternative 1

With this alternative, pavement would be replaced in five of seven sections of WIS 35 based on infrastructure needs described in the pavement replacement schedule (see **Figure 3**); the remaining two sections would receive a pavement rehabilitation to extend infrastructure life. The roadway layout would be modified on four sections to reconfigure motorized traffic lane layouts in order to widen the sidewalk, add on-street bicycle facilities, and improve traffic operations and safety. All sidewalk curb ramps would be upgraded to meet ADA standards.

From south to north, Alternative 1 would:

- Section A: Replace pavement and curb and gutter; remove one travel lane in each direction and add a two-way left turn lane (TWLTL); replace the existing 6-foot sidewalk on the west side with a 10-foot path and add on-street bicycle lanes in both directions; replace east sidewalk in kind.

## **Alt 1 : Section A (Barlow St to Johnson St)**



- Section B: Rehab pavement and implement spot improvements maintaining roadway layout; add a median through the Vine Street intersection with RRFB and bicycle median openings at Vine and Badger Streets; signalize the Pine Street intersection; remove median and right slip lane from east approach at the Pine Street intersection.

## **Alt 1 : Section B (Johnson St to La Crosse St)**



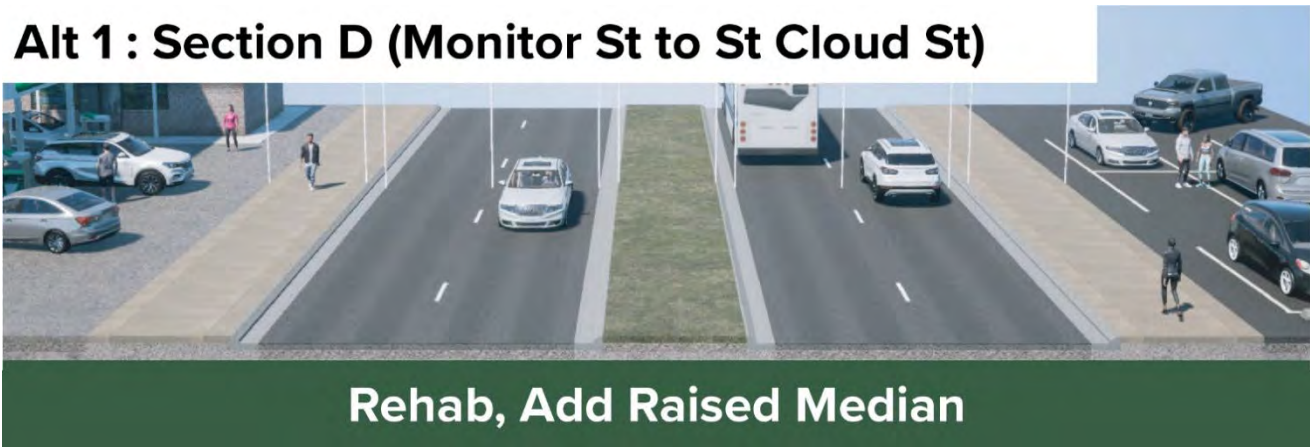
- Section C: Replace pavement and curb and gutter; retain current travel lane configuration with two lanes in each direction; replace west-side sidewalk and paved terrace with 10-foot shared use path and 3-foot grass terrace; replace east-side sidewalk and paved terrace with 9-foot shared use path and 3-foot grass terrace; concrete overlay on bridge B-32-062 over the La Crosse River.

### **Alt 1 : Section C (La Crosse St to Monitor St)**



- Section D: Rehab pavement and replace existing TWLTL with raised 10-foot-wide median, maintaining full access at intersections and one full business access opening between Monitor and Island Streets.

### **Alt 1 : Section D (Monitor St to St Cloud St)**



- Section E: Replace pavement, sidewalk, and curb and gutter; retain current travel lane configuration; concrete overlay on bridge B-32-032 over the railroad.

### **Alt 1 : Section E (St Cloud St to Clinton St)**



- Section F: Replace pavement, sidewalk, and curb and gutter; move merge point from north of Logan Street to south of Logan Street; add an 8-foot parking lane adjacent to a 12-foot travel lane north of Logan Street; increase southbound parking lane from six feet to eight feet and reduce southbound travel lane from 14 feet to 12 feet; add left turn lanes at each intersection.

### **Alt 1 : Section F (Clinton St to Gillette St)**



- Section G: Replace pavement, sidewalk, and curb and gutter; retain current travel lane and parking configuration; add curb extensions at each intersection.

### **Alt 1 : Section G (Gillette St to Cunningham St)**



#### Alternative 1 Evaluation

Alternative 1 meets project purpose and need with minimal impacts to the natural, physical, and socio-economic environments. This alternative would address infrastructure deficiencies by replacing pavement in Sections A, C, E, F, and G and rehabilitating the pavement in Sections B and D. General safety would be improved through lane reconfiguration on Sections A and F and narrowing travel lanes to reduce speeds. Safety would also be improved by limiting left turn locations to reduce conflict points with a raised median in Section D. The median would also provide a pedestrian refuge, enhancing multimodal safety. For multimodal access, Sections A and C would see the improved sidewalks and/or addition of bicycle facilities, separating motorized from non-motorized traffic. The alternative would add ADA-compliant curb extensions that narrow travel lanes and shorten crossing distances while providing compliant facilities for travelers with disabilities. Additionally, though not related to purpose and need, this alternative would add 26 on-street parking spaces, mostly in the north end of the corridor.

## Alternative 2

Alternative 2 would replace pavement in five of the seven sections of WIS 35 based on infrastructure needs (see **Figure 3**); the remaining two sections would receive a pavement rehabilitation to extend infrastructure life. On the five pavement replacement sections, the alternative would alter the existing roadway layout to provide bicycle and pedestrian improvements, while keeping construction activities, where practicable, within the existing right-of-way. Dedicated, separated bicycle facilities would be provided in sections where width allows. All sidewalk curb ramps would be upgraded to meet ADA standards.

From south to north, Alternative 2 would:

- *Section A:* Replace pavement, sidewalk, and curb and gutter; remove one travel lane in each direction and add a TWLTL; on both sides of the street, add a 6-foot, sidewalk-level bicycle lane adjacent to the travel lane; on both sides of the street, narrow the existing 9-foot terrace to seven feet with space for street trees to separate the 6-foot sidewalk from the bicycle lane.

### **Alt 2 : Section A (Barlow St to Johnson St)**



- *Section B:* Rehab pavement with no changes to roadway layout and implement spot improvements; raise the Vine Street intersection; add RRFBs and bicycle median openings at Pine Street and Badger Street; remove right turn slip lane from east approach at Pine Street.

### **Alt 2 : Section B (Johnson St to La Crosse St)**



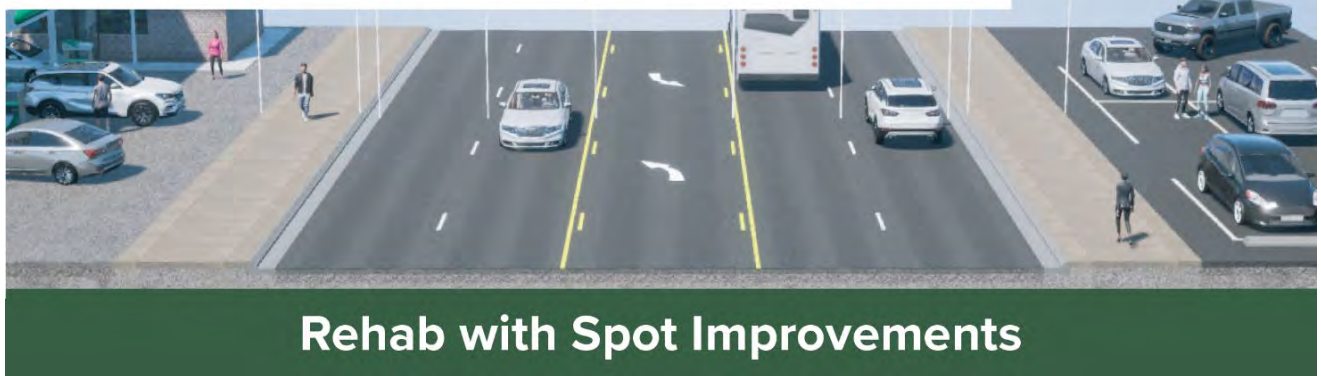
- *Section C:* Replace pavement; retain current travel lane configuration; on both sides of the street, add a 5-foot, sidewalk-level bicycle lane adjacent to the travel lane; reconstruct sidewalks on both sides, adjacent to the bicycle lane, to provide a 7-foot west sidewalk and a 6-foot east sidewalk; concrete overlay on bridge B-32-062 over the La Crosse River.

## Alt 2 : Section C (La Crosse St to Monitor St)



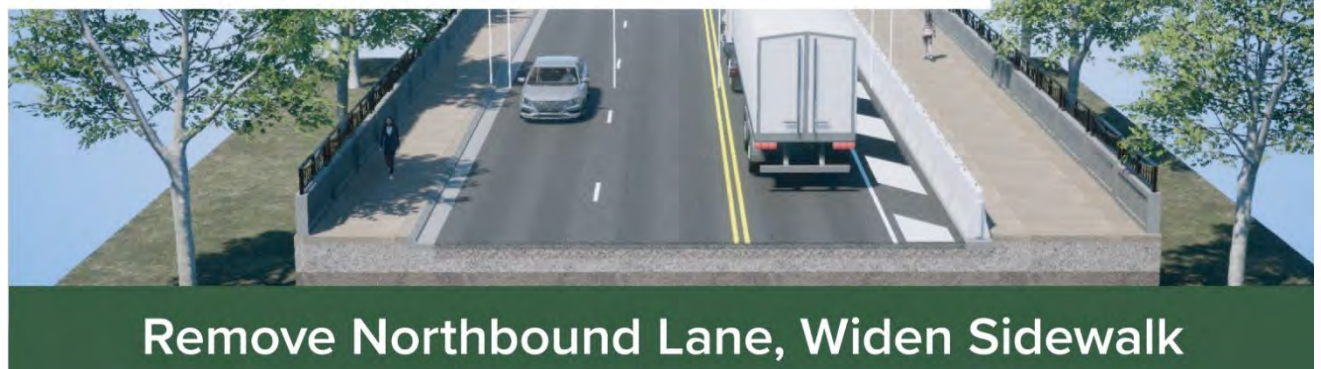
- *Section D:* Rehab pavement in its current configuration; implement spot improvements.

## Alt 2 : Section D (Monitor St to St Cloud St)



- *Section E:* Replace pavement, sidewalk, and curb and gutter; remove one northbound travel lane (lane drop occurs between St. Cloud Street and railroad bridge (B-32-032)); widen east sidewalk from eight to 12 feet; separate the east sidewalk from motor vehicles with a barrier wall and 5-foot painted buffer between the south end of railroad bridge and Clinton Street; widen the west sidewalk within the existing right-of-way from six to eight feet; concrete overlay and partial deck replacement on bridge B-32-032 over the railroad.

## Alt 2 : Section E (St Cloud St to Clinton St)



- *Section F:* Replace pavement, sidewalk, and curb and gutter; reconfigure roadway layout between Logan Street and Gillette Street to include two travel lanes (one in each direction) and back-to-back left turn lanes at intersections; include a second southbound lane for one block between Clinton Street and Logan Street; remove parking from west side of street; add 5-foot sidewalk-level bicycle lane in each direction, immediately adjacent to 6-foot sidewalks.

## Alt 2 : Section F (Clinton St to Gillette St)



- *Section G:* Replace pavement, sidewalk, and curb and gutter; maintain one vehicle travel lane in each direction and the 8-foot parking lane on the east side of the street; remove parking on the west side of the street; add 6-foot, sidewalk-level bicycle lane in each direction, separated from a 6-foot sidewalk by a 3-foot grass terrace.

## Alt 2 : Section G (Gillette St to Cunningham St)



### Alternative 2 Evaluation

Alternative 2 meets project purpose and need with minimal impacts to the natural, physical, and socio-economic environments. It would address infrastructure deficiencies by replacing pavement in Sections A, C, E, F, and G and rehabbing Sections B and D. Crash frequency and crash severity would be reduced through a lane reconfiguration in Section F and lane reduction on Sections A and E, which reduces speed and conflict points. Multimodal safety issues would be addressed by implementing sidewalk-level bicycle lanes in Sections A, C, F, G and separating the bicycle facilities from the road with a barrier on Section E. This alternative would enhance multimodal travel by widening the sidewalk on the east side of the bridge over the railroad, separated from motorized traffic by a barrier wall. Although not related to purpose and need, this alternative would remove 136 on-street parking spaces.

### Alternative 3: Hybrid Alternative (Preferred Alternative)

The Hybrid Alternative is a combination of Alternatives 1 and 2, developed after public engagement and additional technical evaluation. It would replace pavement in five of the seven sections of WIS 35; the remaining two sections would receive a pavement rehabilitation. On six sections, the alternative would alter the existing roadway layout to provide physically separated bicycle and pedestrian improvements while keeping within the existing right-of-way. Separated facilities are strongly preferred by the city and the public. All sidewalk curb ramps would be upgraded to meet ADA standards. The roadway layout for each of the seven sections is shown in **Figure 7: Preferred Alternative Roadway Layout by Section**

From south to north, the Hybrid Alternative would feature the changes as depicted in **Figure 8: Proposed Actions**. The proposed action for each roadway section is preferred for the following reasons:

- *Section A*: Alternative 2 is preferred for the addition of sidewalk-level bicycle lanes and fewer tree removals. The design was modified to replace signals at and resurface the Barlow Street intersection railroad crossing and to remove the Green Bay Street railroad crossing following coordination with the WisDOT Bureau of Rails and Harbors
- *Section B*: Alternative 1 is preferred for this section due to fewer driveway closures and adding a higher level of traffic control at each intersection near UW-La Crosse
- *Section C*: Alternative 1 is preferred for its simplified bicycle facility transition and fewer bicycle crossings at intersections. Design has been modified to apply a methacrylate flood seal rather than a concrete overlay to bridge B-32-062 over the La Crosse River
- *Section D*: Alternative 1 is preferred for its lower predicted crash frequency and fewer conflict points. Design has been modified to replace the pavement rather than rehab the pavement due to deficiencies in underground utilities, watermain, storm and sanitary systems
- *Section E*: Alternative 2 is preferred for its lower predicted crash frequency, improved pedestrian facilities, and additional protection for non-motorized travelers with the addition of a barrier wall on the east side
- *Section F*: Alternative 2 is preferred for its lower predicted crash frequency and addition of sidewalk-level bicycle lanes
- *Section G*: Alternative 2 is preferred for its lower predicted crash frequency, improvements to pedestrian crossings, and the addition of sidewalk-level bicycle lanes

#### Alternative 3: Hybrid Alternative (Preferred Alternative) Evaluation

The Hybrid Alternative meets the project's purpose and need throughout the corridor as follows:

##### **Safety:**

- General safety would be improved through lane reconfiguration in multiple sections, which would reduce the number of travel lanes and calm traffic
- Intersection safety would be improved through signalizing intersections, offsetting left turn lanes, improving sign visibility, installing medians, removing slip lanes, and closing or restricting driveway access near intersections
- Multimodal safety would be addressed by implementing sidewalk-level bicycle lanes to the extent practicable.

##### **Infrastructure conditions:**

- Infrastructure needs in all areas of the corridor where pavement is expected to reach the end of its serviceable life before 2050 would be addressed
- Pavement would be replaced in all sections where utilities are failing, ageing and showing signs of deterioration

##### **Multimodal travel conditions:**

- Pedestrians would be buffered with sidewalk-level bicycle lanes in multiple sections along the corridor
- The sidewalk on the east side of the roadway in Section E would be widened and separated from motorized traffic with a barrier wall
- Up to 215 sidewalk curb ramps and select transit stops would be upgraded to meet ADA standards or relocated

Although not related to purpose and need, this alternative removes 136 parking spaces in Sections F and G.

Alternative 3 prioritizes traveler safety and minimizes some environmental and operational impacts, such as tree removals, driveway closures, and complex transitions between the variety of bicycle facilities.

Figure 7: Preferred Alternative Roadway Layout (Hybrid) by Section

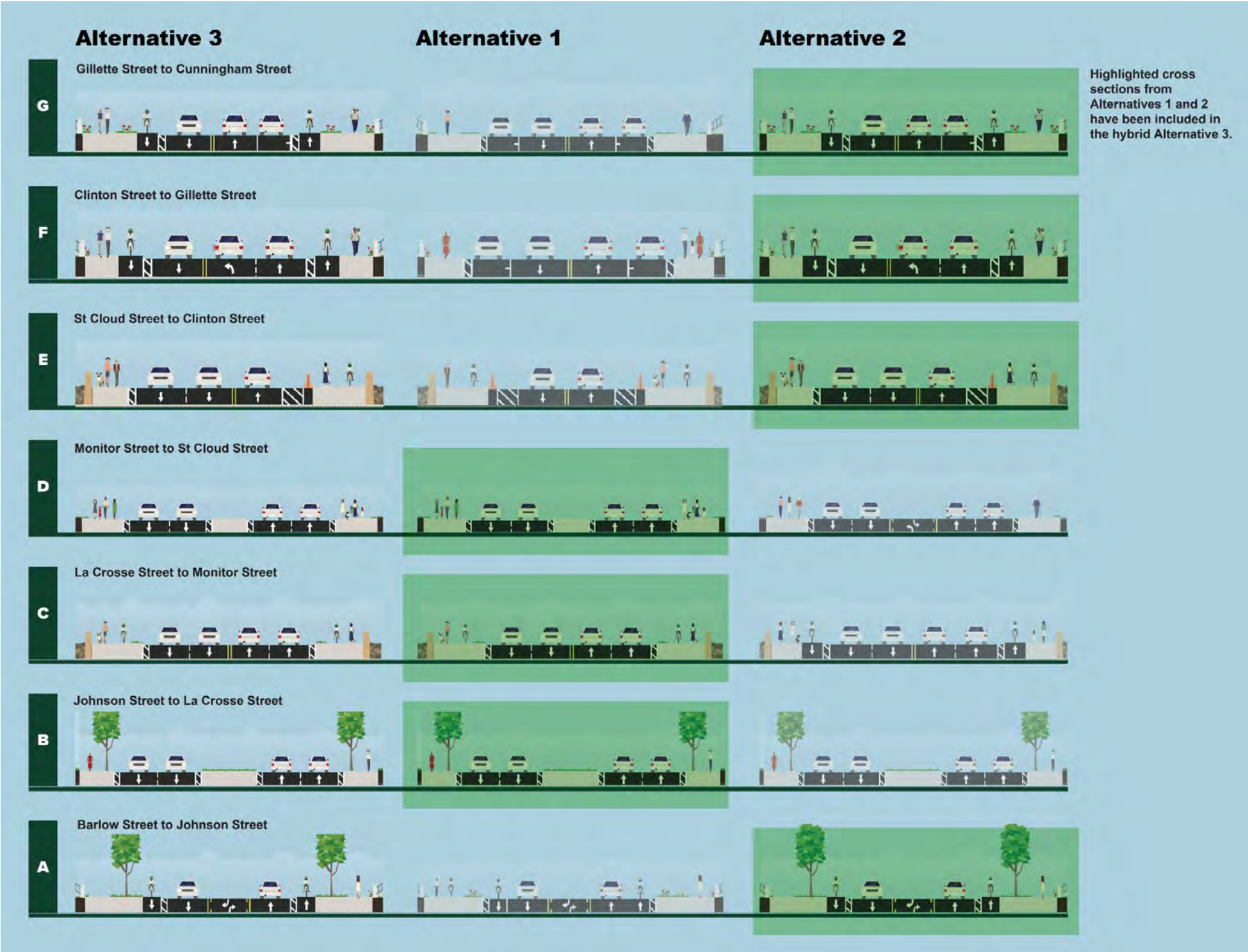
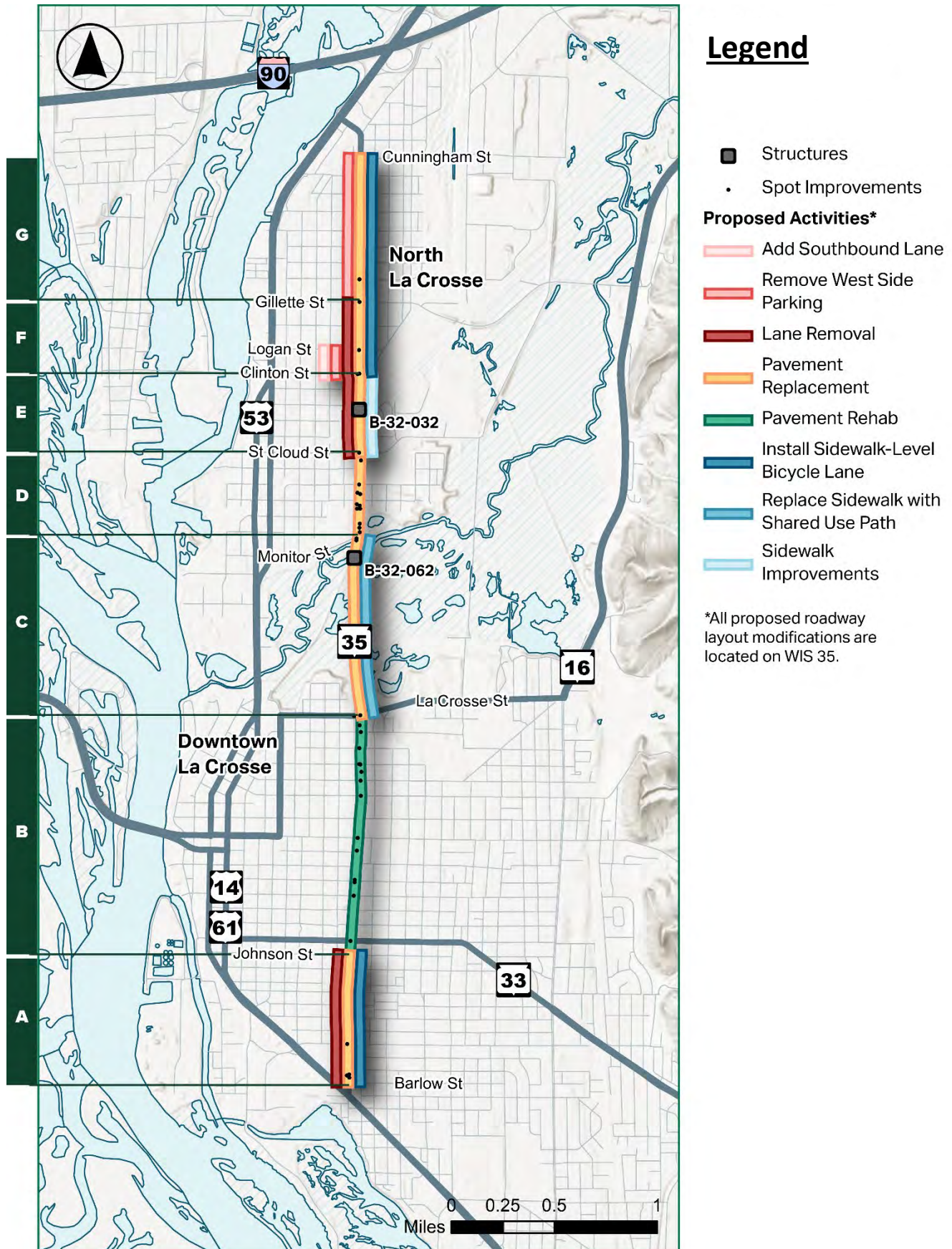


Figure 8: Proposed Actions



## **Description of the Preferred Alternative**

If Alternative 3: Hybrid Alternative is selected, the following activities would be undertaken:

1. Construct infrastructure improvements at multiple locations on WIS 35:
  - Rehabilitate existing pavement on Section B. Depth of removal for overlay would be determined during final design
  - Remove and replace existing pavement on six sections of WIS 35: Sections A, C, D, E, F, and G. The minimum assumed depth of removal is approximately 32" for concrete pavement replacement. This depth may increase with deeper utility replacements. Further pavement evaluation would confirm the exact depth
  - Remove and replace existing sidewalk, and curb and gutter on WIS 35 Sections A, C, E, F and G. Replace sidewalk, and curb and gutter were necessary due to storm sewer repairs in Section D
  - Apply methacrylate flood seal on bridge B-32-062 over the La Crosse River on Section C
  - Concrete overlay and partial deck replacement on bridge B-32-032 over the railroad on Section E
  - Replace in-kind and repair public water mains, sanitary sewer and storm sewer infrastructure in sections of pavement replacement. For storm sewer, this includes repair and in-kind replacement of pipes and catch basins, repair of joints and hinges, manholes, inlet repairs and outfall clean out. For sanitary sewer repair, upscale and/or in-kind replace pipes and sanitary manholes
  - Replace storm sewer outfalls and marsh equalizer pipes in Section C
2. Modify road layout on several sections of WIS 35:
  - *Section A (Barlow Street to Johnson Street)* – Reduce travel lanes from four to two and add a TWLTL
  - *Section B (Johnson Street to La Crosse Street)* – None
  - *Section C (La Crosse Street to Monitor Street)* – None
  - *Section D (Monitor Street to St Cloud Street)* – Replace TWLTL with raised median
  - *Section E (St Cloud Street to Clinton Street)* – Remove northbound travel lane
  - *Section F (Clinton Street to Gillette Street)* – Reduce lanes from three to two and add back-to-back left turn lanes at intersections; add second southbound lane from Clinton Street to Logan Street; remove parking from west side
  - *Section G (Gillette Street to Cunningham Street)* – Remove parking from west side
3. Modify multimodal facilities on several sections of WIS 35:
  - *Section A (Barlow Street to Johnson Street)* – Add 6-foot sidewalk-level bicycle lanes on both sides, separated from the sidewalk by a 7-foot terrace
  - *Section B (Johnson Street to La Crosse Street)* – None
  - *Section C (La Crosse Street to Monitor Street)* – Replace sidewalk and paved terrace with 10-foot and 9-foot shared use paths on the west and east sides, respectively, with 3-foot grass terraces
  - *Section D (Monitor Street to St Cloud Street)* – None
  - *Section E (St Cloud Street to Clinton Street)* – Widen east sidewalk from eight to 12 feet, separated from traffic by a barrier wall and 5-foot painted buffer; widen west sidewalk from six to eight feet
  - *Section F (Clinton Street to Gillette Street)* – Add 5-foot sidewalk-level bicycle lanes on both sides, adjacent to 6-foot sidewalks
  - *Section G (Gillette Street to Cunningham Street)* – Add 6-foot sidewalk-level bicycle lanes on both sides, separated from 6-foot sidewalks by 3-foot grass terraces
4. Implement spot improvements at multiple locations along WIS 35 (see **Figure 9: Spot Improvements**):
  - Upgrade up to 215 sidewalk curb ramps to meet current ADA standards and add curb extensions in select locations; ADA compliant sidewalk curb ramps to feature a maximum slope of 8.33% and cross slope under 2.08%, minimum 36-inch width with a 48-inch level landing, detectable warning fields with raised truncated domes, side flares not exceeding 1:10 slope, aligned with curb and within marked crossings (if applicable)
  - Add bicycle and pedestrian safety features, such as pedestrian refuges at the Ferry Street, Monitor Street, Island Street, Hagar Street, and St. Cloud Street intersections with WIS 35
  - Install rectangular Rapid Flashing Beacons (RRFB) with overhead indicators at WIS 35 intersections with Vine Street and Rublee Street on both crosswalks; upgrade existing RRFBs at Badger Street and Logan Street to add overhead beacons; add bicycle median openings with RRFB push buttons for bicycles at the curb at Badger Street and Vine Street

- Open the median at the Pine Street intersection; remove the westbound right turn lane from Pine Street; signalize the Pine Street & WIS 35 intersection
- Install crosswalk markings at locations where dedicated bicycle facilities on WIS 35 cross side streets at signalized intersections, including the WIS 35 intersections with Green Bay Street and Gillette Street. CSD funding may be used to upgrade crosswalk markings to high visibility green crosswalk markings
- Modify signalized intersections by adjusting left turn lane alignment, improving signal visibility with monotube signal poles, installing flashing yellow arrows at Jackson Street and La Crosse Street, and adding leading pedestrian intervals to pedestrian signals; install these improvements at WIS 35 intersections with Green Bay Street, Jackson Street, Market Street, Cass Street, Main Street, State Street, La Crosse Street, Monitor Street, St Cloud Street, Clinton Street and Gillette Street
- Modify streetlighting and install downward-facing, full cut-off luminaires at multiple locations, including transit stops; add new lighting between Barlow Street and Cass Street and between La Crosse Street and Monitor Street. CSD funding may be used to upgrade existing fixtures to a decorative lighting system from Monitor Street to Clinton Street
- Relocate three business driveways in Sections C and D at 510 West Ave N, at 223 Lang Drive, and 400 Lang Drive. Close three driveways in Section B and C at 530 West N, and 1201-1205 La Crosse Street
- Close the median at the WIS 35 and Vine Street intersection, the WIS 35 and Rublee Street intersection, and the La Crosse Street and 12th Street intersection, resulting in right turns only at each cross street; open the median at the WIS 35 and Pine Street intersection; extend the median between George Street and its frontage road on the southwest quadrant of the Clinton Street intersection to restrict turning movements to right turns only onto the George Street frontage road. Construct right-in/right-out medians in Section D and a short section of Section A ; these medians would impact access by preventing left turns to and from driveways at 223 Lang Drive, 400 Lang Drive, 418 Lang Drive, 431 Lang Drive, 507 Lang Drive, and 710 George Street in Section D and 1917 West Avenue S, 1900 West Avenue S and 1903 West Ave S in Section A
- Upgrade transit stops to meet ADA landing standards (maximum slopes as in curb ramp standards, 5-foot x 8-foot level landing pads); relocate some transit stops following coordination with Municipal Transit Utility (MTU)
  - Upgrade: Travis Street (Northbound and Southbound) and Madison Street (Southbound)
  - Relocate to far side and upgrade:
    - Mississippi Street (Northbound), Market Street (Northbound and Southbound), Madison Street (Northbound), Cass Street (Northbound and Southbound), La Crosse Street (Northbound and Southbound), and Sill Street (Northbound and Southbound)
  - Consolidate: Winnebago Street (Southbound) with Market Street (Southbound)

See **Attachment 5: Preferred Alternative Exhibit**.

Implementing the actions of the preferred alternative would require a traffic detour route during construction. See **Figure 10: Proposed Detour Route**.

Coordination with the city of La Crosse is ongoing to determine community sensitive design (CSD) elements to be included at select locations; eligible and approved CSD components throughout the corridor will be agreed upon by the city, WisDOT, and FHWA. Elements being considered include signal and lighting improvements, decorative light poles, black treatments on poles, pedestrian-scale lighting, aesthetic treatments like street trees, planters, and additional landscaping. Bicycle and pedestrian enhancements considered include colored crosswalks, bicycle racks, and wayfinding signs. These elements were developed in consultation with the city and local stakeholders to enhance safety, encourage multimodal travel, improve the visual appeal of the area, and create a more welcoming and accessible environment for all users.

Figure 9: Spot Improvements

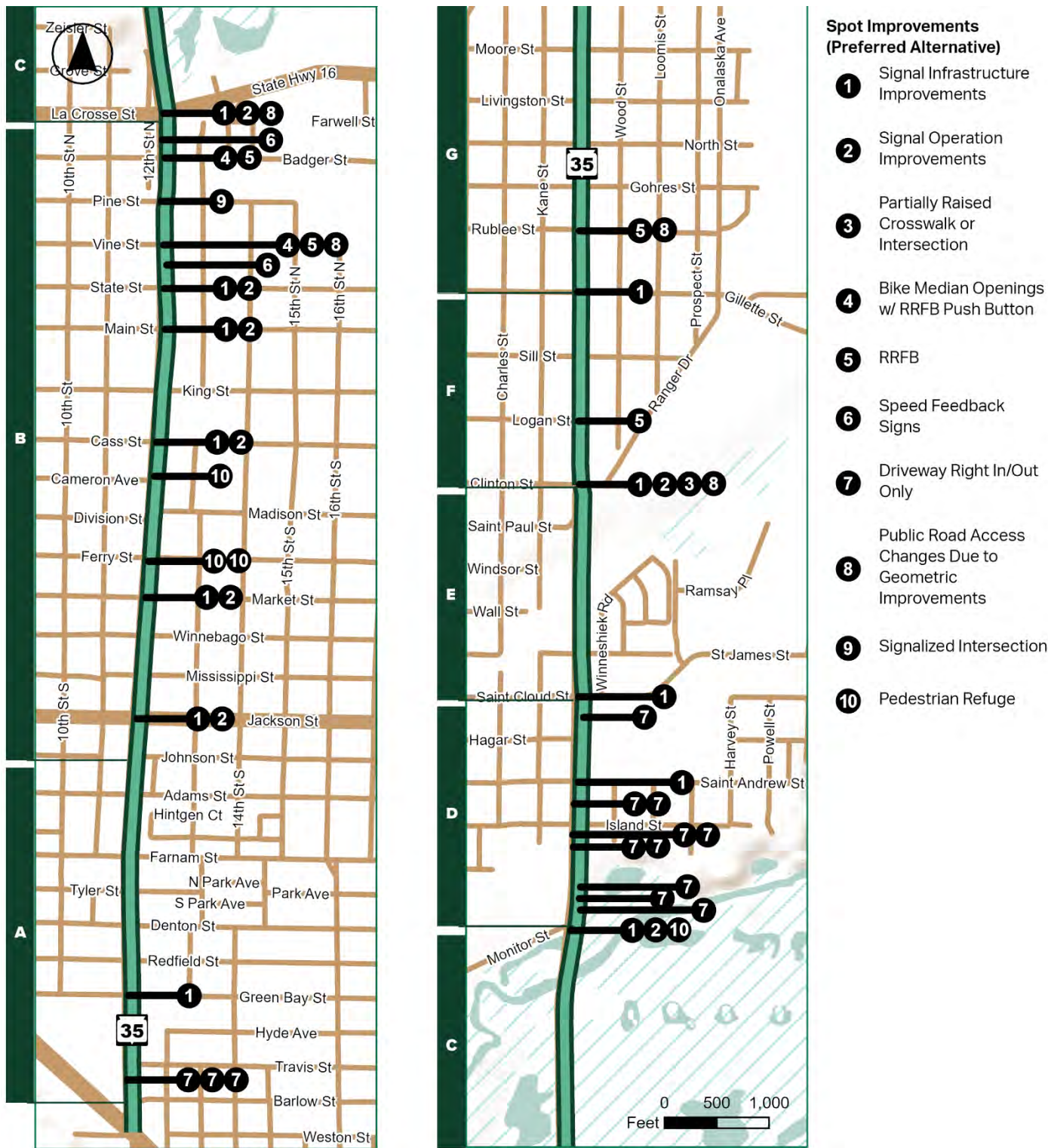
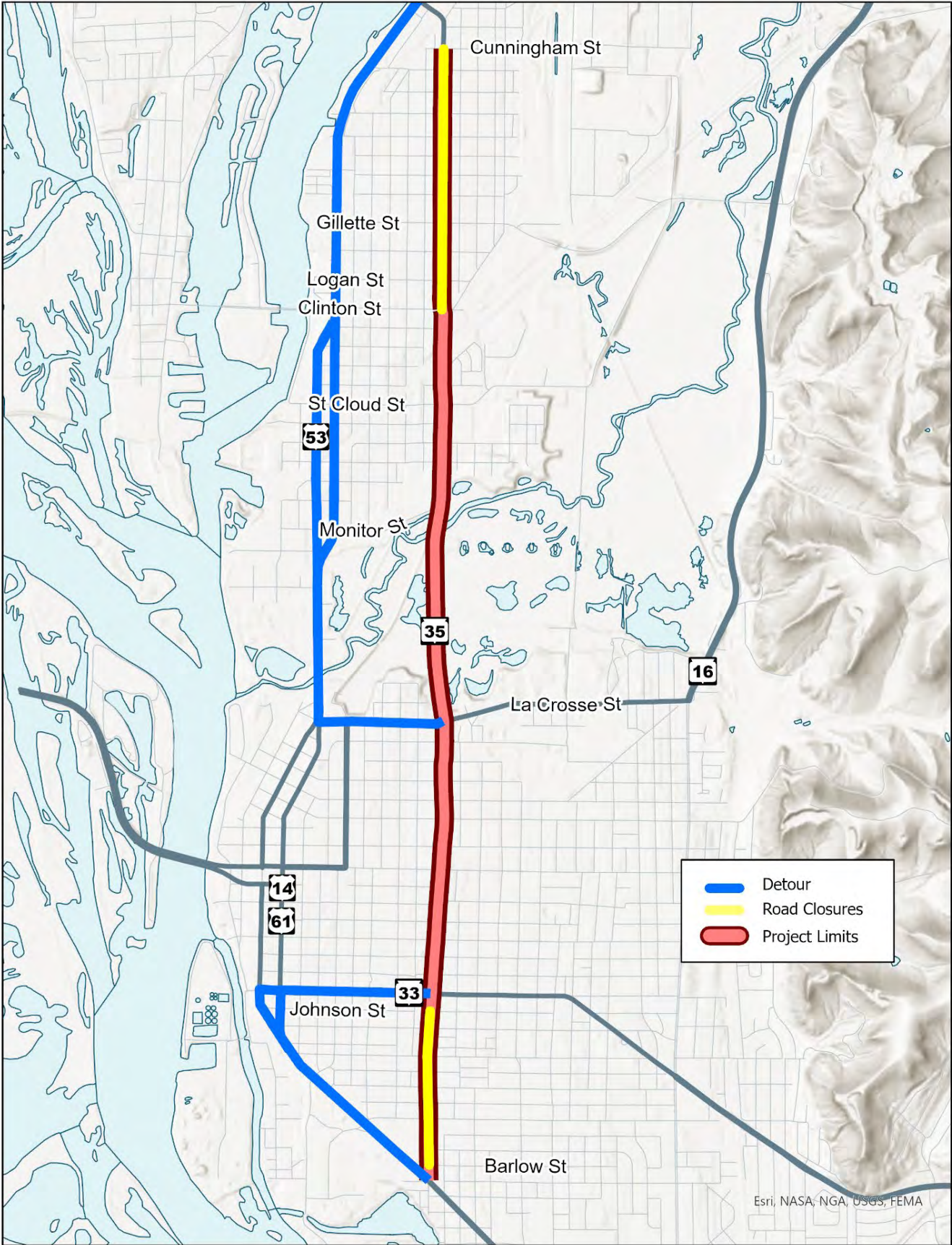


Figure 10: Proposed Detour Route



#### IV. Project is a Complete FHWA Action

To process your project with this checklist you must be able to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, to demonstrate it is a complete FHWA action, pursuant to 23 CFR 771.111(f).

Check all boxes that apply to the proposed project. You must check all of boxes 1-3, or the last box. **If you are unable to check either all of boxes 1-3 or the last box in this section, you cannot complete this document and must reassess the project scope to meet the criteria.**

Proposed projects being developed under WEPA must also meet these criteria.

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

#### V. Categorical Exclusion Definition

Categorical exclusions (CEs) are actions which, based on experience with similar actions, do not involve significant environmental impacts (23 CFR 771.117(a)).

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

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

#### VI. Unusual Circumstances ([guidance](#))

23 CFR 771.117(b) Any action which normally would be classified as a CE but could involve unusual circumstances may require the FHWA, in cooperation with the applicant, to conduct additional environmental studies to determine if the CE classification is proper. In addition; if the project includes auxiliary lanes and/or capacity expansion WisDOT must consult with FHWA to determine whether a CEC is appropriate. Proposed projects being developed under WEPA must also meet these criteria.

Check all boxes that apply to the proposed project. **If any boxes in this section are checked, coordination with the REC, EPDS and FHWA is required prior to making a final CE determination.**

- ☐ Significant environmental impacts
- ☐ Substantial controversy on environmental grounds
- ☐ Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act (not required for WEPA document, consult with REC or EPDS for requirements)
- ☐ Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action
- ☐ Project includes auxiliary lanes or capacity expansion

Describe any coordination with the REC, EPDS and FHWA related to any unusual circumstances, including auxiliary lanes or capacity expansion:

#### VII. Tribal Lands

For projects, regardless of project type, located partially or entirely on Tribal lands in trust, allotted, or reservation status, WisDOT Region staff shall consult with WisDOT EPDS staff prior to preparing CEC documentation. In certain cases, the involvement of Tribal land may warrant preparing higher level environmental documentation (e.g. ER instead of CEC). Prior to approval, the document preparer will send the CEC to the WisDOT EPDS liaison for review so EPDS can ensure adequate Tribal consultation by WisDOT and engage FHWA in consultation when necessary.

Describe any Tribal coordination (enter "N/A" if project is not on tribal lands):

N/A

## **VIII. Tribal/Agency/Local Unit of Government Coordination and Public Involvement ([guidance](#))**

Provide a brief description of Tribal coordination. Describe any unresolved issues and how they will be resolved. Attach evidence of coordination as applicable:

### **Native American Tribes**

Tribal notification letters were sent on May 14, 2024. No responses have been received, and no additional coordination is needed.

See **Attachment 6: Tribal Notification**

Provide a brief description of coordination conducted with agencies and local unit(s) of government. All projects at a minimum should include a discussion about coordination conducted with the Wisconsin Department of Natural Resources (WDNR), U.S. Fish and Wildlife Service (USFWS), Federal Aviation Administration (FAA), and WisDOT-Bureau of Aeronautics (BOA). Coordination conducted with other agencies and local unit(s) of government should be included, as appropriate. Describe any unresolved issues and how they will be resolved. Attach evidence of agency and local unit(s) of government coordination as applicable:

### **US Fish and Wildlife Service (USFWS)**

Using the USFWS information for Planning and Consultation (IPAC) website:

1. An official species list was updated on July 1, 2026
2. On September 4, 2025 the project was processed under the Minnesota-Wisconsin Federal Endangered Species Determination key satisfying requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) and resulted in a No Effect determination for two species and a May Affect for three of the species considered. Informal consultation was initiated with the USFWS and acknowledgement of a No Effect determination for the three species was issued on December 8, 2025.
3. On December 9, 2025, the FHWA, FRA, FTA Programmatic determination indicated the project may affect – likely to adversely affect (LAA) the endangered northern long-eared bat (*Myotis septentrionalis*, NLEB) or the tricolored bat (*Perimyotis subflavus*). A bridge assessment was conducted on November 14, 2023, where a bat and bat guano were observed on structure B-32-032, and no indicators of bat presence were observed on bridge B-32-062. Bridge assessments were conducted again on December 5, 2025, with no evidence of bat use on the bridges. Section 7 Consultation with USFWS was initiated on December 9, 2025 outlining the project-specific avoidance and minimization measures for lighting and tree removal. The project also includes a commitment to inspect the bridges for bats once within two years of construction start date and to re-coordinate if new information about bat use is discovered. USFWS concurred with this LAA determination on December 12, 2025 for NLEB and tricolored bats and that the effects are consistent with the Biological Opinion and not likely to jeopardize the species, provided all applicable mitigation measures are implemented. An Incidental Take Statement was provided, defining surrogate habitat quantities covered for this project. WisDOT must reinitiate consultation if the amount or extent of take is exceeded.  
  
An additional bat assessment was completed in December 2025, and no bats were present on the bridges. A follow-up assessment will be needed in or before December 2027, if the bridge work is not completed before then.
4. On November 26, 2025, the project was processed under the Determination Key for Rusty Patched Bumble Bees reaching a may affect, not likely to adversely affect determination. Concurrence letter generated December 4, 2025.

See **Attachment 7: USFWS Coordination**

### **Federal Aviation Administration (FAA)**

On December 1, 2024, the Pre-Screening Tool on FAA's Obstruction Evaluation website was used to determine whether a notice of proposed construction for the temporary equipment would need to be filed. Proposed work exceeds the Notice Criteria, and the project is required to file notice with the FAA prior to construction.

See **Attachment 8: FAA Coordination**

### **WisDOT Bureau of Aeronautics (BOA)**

The WisDOT BOA coordination tool for Transportation projects was reviewed, project lies within the Changes to Stormwater Facilities (Yellow buffer area on the Webmap). Although stormwater work is planned with this project, pipes would be replaced in-kind, in-situ, and would not attract waterfowl or create a wildlife hazard to aircraft. The project will require re-

coordinate with BOA after receiving a determination letter from the FAA if FAA issues a Notice of Presumed Hazard or requires mitigation by an airport.

See **Attachment 9: BOA Coordination**

**Wisconsin Department of Natural Resources (WDNR)**

December 22, 2023: Certified Endangered Resources (ER) Review (ER Log #23-907)

Completed by the project team and approved by the Wisconsin Department of Natural Resources.

May 14, 2025: Initial Review Letter

Indicated the presence of Wetlands, WDNR land and potential Section 4(f) protected park land within the project area. The letter also indicated that there are special flood hazard areas within the project limits and that proposed temporary or permanent changes in the floodplain requires coordination with La Crosse County Zoning Department.

May 9, 2025: WisDOT and WDNR stormwater meeting

WisDOT met with WDNR to discuss preliminary TSS reduction actions for the project. The project area includes wetlands and urban corridor areas, each requiring different stormwater treatment approaches with limited land available for stormwater treatment alternatives. It was agreed that the project would move forward assuming the TSS reduction would be accomplished with street cleaning, sweeping, and pipe replacement in-kind. While this may not achieve the required 40% reduction, WDNR agrees that it is the “maximum extent practicable” at this point in project design.

September 19, 2025: Natural Heritage Inventory (NHI) review by WDNR

September 22, 2025: ER Review

The updated review indicated the presence of state-threatened species. The WDNR response included recommended measures for avoidance and minimization of effects for those species and to follow the Broad Incidental Take Permit/Authorization for Common Activities (BITA/A) for one of the species.

September 22, 2025: WDNR IRL amendment:

Addresses temporary wetland impacts associated with the replacement of a storm sewer pipe. The letter identified potential effects on the La Crosse Marsh Natural Resource Area, WDNR-owned land. Wetland impacts must be avoided or minimized, and any unavoidable losses must be appropriately compensated in accordance with the DNR/DOT Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline.

See **Attachment 10: WDNR Coordination**

**Wisconsin State Historic Preservation Office (SHPO)**

Investigation to determine the presence of historic and archeological resources in the project’s area of potential effect (APE) resulted in a determination of “No Adverse Effect” for the four historic properties within Cass and King Street residential Historic District and the eight properties potentially eligible for National Register. WisDOT Cultural Resources and the State Historic Preservation Office agreed with this determination and signed form DT 1635 on May 12, 2025.

See **Attachment 11: Cultural Resources - Section 106 Concurrence**

**WisDOT Railroads and Harbors**

Coordination with WisDOT Rails and Harbors occurred between October 7 and October 10, 2025, via email and a meeting to discuss the impacts of the WIS 35 preferred alternative on the three railroad crossing locations in the corridor. Locations on WIS 35 include: Barlow Street grade crossing, Green Bay Street grade crossing and the grade separated crossing over the Canadian Pacific railyard (B-32-032). The following agreements were reached:

- WIS 35 RR crossing at Barlow Street: Replace signals and resurface as part of the WIS 35 project (5221-09-72)
- WIS 35 RR crossing at Green Bay Street: Rails and Harbors is coordinating with Burlington Northern Santa Fe (BNSF) railway to remove this crossing. BNSF plans to remove the rail before the beginning of the WIS 35 corridor construction
- WIS 35 grade-separated crossing over Canadian Pacific railyard (B-32-032): Rails and harbors had no concerns, coordination for work will begin in final design

The proposed detour of WIS 35 between Barlow Street and Johnson St follows a section of US 14/61 that includes an at-grade rail crossing near Green Bay Street. Coordination with the Bureau of Rails and Harbors indicated there was no concern with the impacts of this detour on the rail crossing.

See **Attachment 12: WisDOT Railroads Coordination**

### **City of La Crosse**

Throughout study development, regular meetings were held with city representatives to provide updates, resolve design details, and gather input on key municipal priorities including storm sewer utilities and preferences for Community Sensitive Design elements. 13 meetings were held between December 2023 and February 2025.

#### **City of La Crosse Department of Parks and Recreation**

Public recreation lands eligible for consideration under Section 4(f) of the US Department of Transportation Act were determined to be impacted by the proposed action: The Willow/Vietnam Veterans Trails and Powell Park. Both resources are owned by the city of La Crosse. WisDOT coordinated with the city to determine that the project's impacts are temporary and would ultimately enhance the park and trails' recreation functions. The city concurred with the enhancement exception determination in correspondence signed March 21, 2025. See **Section 4(f) factor sheets and Enhancement Exception Determination**

#### **City of La Crosse Board of Public Works (BPW)**

The purpose and need, outreach efforts, preferred alternative, CSD elements, and project schedule were presented at a hybrid BPW meeting on August 11, 2025. The presentation also covered MTU transit stop upgrades, bicycle and pedestrian accommodations, changes at at-grade railroad intersections, and spot improvements near UW–La Crosse. Overall, feedback was positive toward the proposed improvements.

### **La Crosse Area Planning Commission Policy Board**

The study team presented project details to the La Crosse Area Planning Commission Policy Board on January 15, 2025 to provide an update on preferred alternative selection, the results of public involvement, and to receive input on study design details.

### **Local Coordination**

In addition to monthly design meetings with the city of La Crosse engineering and planning staff—held between June 12, 2023, and February 2, 2025—where city staff provided input and refinement on all aspects of the project, stakeholder groups have also been formed and engaged. These include city of La Crosse committees and other meetings to provide updates and gather feedback throughout the study. Future coordination will include floodplain notification with the La Crosse County Zoning Department. These groups are identified below:

- Community Advisory Committee (CAC)
  - Includes large employers, neighborhood associations, and business groups along the corridor
  - Shares study information with employees and members, and provides feedback from community and business perspectives
- Technical Advisory Committee (TAC)
  - Includes local and regional transportation professionals, planning staff, and law enforcement
  - Provides technical input on study aspects, including needs, alternative development and screening and information specific to the jurisdictions that members represent
- Local Official Advisory Committee (LOAC)
  - Includes local and elected officials from state, counties, cities, villages, other municipalities, and government agencies within the corridor

- Provides valuable information about the study that local officials can share with their constituents and stakeholders
- Bicycle and Pedestrian Advisory Committee (BPAC)
  - Includes city employees, council members, emergency service representatives, a business community representative, community organization representatives (such as Safe Routes to School and Healthy Living initiatives), a bicycle and pedestrian advocacy representative, and members of the general public
  - Provides valuable information about the project needs and alternative development
- Committee for Citizens with Disabilities (CCD)
  - Includes city officials and advocacy group members
  - Authorized to review and make recommendations on any issue pertaining to persons with disabilities and those who are regarded as having disabilities

Committee meetings took place prior to and during the public involvement process. A summary of these meetings is below:

- Design meetings
  - Monthly from June 12, 2023 to February 2, 2025
  - Virtual via Microsoft Teams
  - Discuss, present and gather feedback on concepts and alternatives developed throughout the study process
- TAC/LOAC Combined Meeting #1:
  - January 30, 2024
  - 28 attendees
  - Hybrid meeting held via Microsoft Teams and at the WisDOT Southwest Region Office
  - Presented draft purpose and need and proposed concepts along the corridor
- CAC Meeting #1:
  - Feb 20, 2024
  - 27 attendees
  - Hybrid meeting held via Microsoft Teams and at the WisDOT Southwest Region Office
  - Presented draft purpose and need and proposed concepts along the corridor
- BPAC Meeting:
  - March 12, 2024
  - 7 attendees
  - In person at City Hall
  - Presented draft purpose and need and preliminary alternatives along the corridor
  - Elicited input on issues and preferences related to non-motorized travel
- CCD Meeting:
  - March 14, 2024
  - 6 attendees
  - In person at City Hall
  - Presented draft purpose and need and preliminary alternatives along the corridor
  - Elicited input on issues and preferences related to accommodations for people with disabilities
- TAC/LOAC Combined Meeting #2:
  - July 24, 2024
  - 29 attendees
  - Virtual meeting held via Microsoft Teams
  - Presented detailed alternatives being evaluated along the corridor
  - Elicited alternative preferences and comments via poll
  - In July and August 2024 committee members were given an electronic survey to identify travel needs and design preferences in the corridor, 11 survey responses were received

- TAC Meeting #3:
  - o December 10, 2024
  - o 23 attendees
  - o Hybrid meeting held via Microsoft Teams and at the WisDOT Southwest Region Office
  - o Presented the recommended alternative along the corridor
  - o Elicited alternative preferences and comments via Mentimeter Poll
- LOAC Meeting #3:
  - o December 10, 2024
  - o 17 attendees
  - o Hybrid meeting held via Microsoft Teams and at the WisDOT Southwest Region Office
  - o Presented the recommended alternative along the corridor
  - o Elicited alternative preferences and comments via Mentimeter Poll
- CAC Meeting #2:
  - o January 15, 2025
  - o 18 attendees
  - o Hybrid meeting held via Microsoft Teams and at the WisDOT Southwest Region Office
  - o Presented the recommended alternative along the corridor
  - o Elicited alternative preferences and comments via Mentimeter Poll

**Table 8: Local Officials and Public Involvement Summary** summarizes comments and concerns that were received during the meetings, and how the study team addressed the comment or concern.

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:

Multiple public involvement meetings (PIM), targeted outreach activities, and direct stakeholder communications were facilitated to gather stakeholder and public input between January 2024 and March 2025. The engagement activities included:

Public Involvement Meeting (PIM) #1:

- Feb 20, 2024
- 46 participants
- Open house meeting held at the La Crosse Public Library
- Invitations sent to approximately 4,000 residents, property owners, and businesses located within 1,000 feet of the corridor
- Email invitations sent to 46 members of advisory committees, and a news release and social media posts alerted the public the meeting details
- Handouts and comment forms made available in English and Spanish. The presentation and exhibit boards were in English, a Spanish interpreter was present
- Presented draft project purpose and need and preliminary alternatives

Multi-modal Workshop:

- March 21, 2024
- 15 participants
- In-person meeting at the WisDOT Southwest Region Office in La Crosse
- Invitations were distributed to La Crosse Municipal Transit, the City of La Crosse, schools in the corridor and the School District, Boys & Girls Club, YMCA, the La Crosse Area Planning Commission, La Crosse County Health Department, health facilities along the corridor, and Bike-Ped advocates
- Discussion centered on identifying issues and design preferences for non-motorized travel

North La Crosse Business Association (NLBA) meeting:

- April 3, 2024
- Discussion centered on travel needs for customers and suppliers

#### University of Wisconsin – La Crosse (UW-L) Walk Audit:

- October 1, 2024
- 22 participants
- Off-campus walking tour to identify pedestrian and bicycling conditions and needs in the vicinity of the UW-L campus
- The audit included students, regional and state transportation planning staff, law enforcement, health advocates, university administrators, and neighbors
- UW-L students submitted a petition signed by 112 people requesting multi-modal improvements to the WIS 35 intersection with Vine Street

#### PIM #2:

- January 15, 2025
- 37 participants
- Open house meeting held at the La Crosse Public Library
- Trilingual (English-Spanish-Hmong) invitations were mailed to approximately 3,800 residents, property owners, and businesses located within 1,000 feet of the corridor
- Invitations emailed to Committee members, organizations representing demographic populations with special transportation needs and those who signed up for project updates
- A news release was distributed to area media and the meeting was posted on WisDOT's website
- Handouts and comment forms made available in English and Spanish. The presentation and exhibit boards were in English, a Spanish interpreter was present
- Discussion centered on evaluating detailed alternatives

#### Ride with the Mayor: A Ride on the Northside

- July 31, 2025
- 40+ attendees (including city Council members)
- A free and public 5-mile community bicycle ride organized by the city of La Crosse, starting and ending at City Hall (400 La Crosse Street)
- Some discussions regarding WIS 35

#### Electronic Surveys:

- The surveys focused on identifying travel needs and design preferences in the corridor
- Survey distributed to 28 organizations serving populations with special transportation needs along the corridor in October and November 2024 and were forwarded to organization members
- Included young people and elders, people with disabilities, underemployed persons, and persons with traditionally low participation rates in infrastructure planning were identified through a demographic characterization
- 48 responses received

#### Business outreach:

- Access changes to property owners
- Letters sent November 2024
- Informed businesses with potential access changes, driveway closures and relocations, and median installations
- Encouraged to participate in January 2025 public involvement meeting
- WisDOT offered to meet with them individually
- Four businesses responded:
  - Menards (223 Lang Dr): Objected to the proposed median and driveway modifications. Coordination is summarized in #11 of **Table 8**
  - Medical Clinic (525 Lang Dr): Expressed concern that median installation could lead Kwik Trip (507 Lang Dr) traffic to use its parking lot, potentially reducing property value. WisDOT response summarized in #12 of **Table 8**
  - Auto Parts Store (710 George St): Could not attend in-person meetings and identified a contact for coordination. Invited to a virtual meeting and informed of driveway changes to a right-in/right-out configuration due to the proposed median
  - Fast Food Chain (315 West Ave N): Requested a discussion about alternatives and potential access changes. Project team provided a graphic showing Vine Street as right-in/right-out, shared public involvement materials, and outlined the project schedule

- Menard's (223 Lang Drive) Coordination
  - Meeting with Menard's corporate leadership on February 28, 2025
  - Discussed proposed median installation and driveway relocations
  - Design modifications were made to minimize the impact following this discussion
  - Additional coordination is ongoing
- Northwest quadrant of the La Crosse Street intersection businesses
  - Phone conversations with the businesses of 1203 and 1205 La Crosse Street on March 13, 2025. 1201 La Crosse Street was vacant at the time
  - Informed the business manager of proposed driveway closures and a right-in/right-out median installation to minimize conflict points and improve safety
  - An email with details and drawings regarding property impacts were sent following the call. No responses were received from these businesses
  - Property owner contacted WisDOT via letter to note concern, letter received April 18, 2025
  - Coordination summarized in #13 of **Table 8**
  - Design modified, coordination is ongoing through final design

**Table 8** summarizes comments received and discussed during outreach and meetings and how the study team addressed the comment or concern. The comments and concerns were raised at the following events:

- Technical Advisory Committee/ Local Official Advisory Committee Meetings (TAC/LOAC)
- Citizen Advisory Committee Meetings (CAC)
- Public Involvement Meetings (PIM)
- Bicycle and Pedestrian Advisory Committee and Committee for Citizens with Disabilities (BPAC/CCD)
- Multimodal Workshop
- Business Outreach
- University of Wisconsin – La Crosse Walk Audit
- North La Crosse Business Association (NLBA)
- Ride with the Mayor

Table 8: Local Officials and Public Involvement Summary

| No. | Concern                                                                                                                                                                                                                                                                                                                                                                               | Response/ Resolution proposed by the project                                                                                                                                                                                                                                                                                                                                          | Event concern raised at:            |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                          |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
|     |                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                       | TAC/LOAC                            | CAC                                 | PIM                                 | BPAC/ CCD                           | Multi-modal workshop                | Business Outreach                   | UW-L Walk Audit                     | NLBA                                | Ride with the Mayor      |
| 1   | Limited right-of-way (ROW) throughout the corridor restricts the ability to widen sidewalks and add bicycle facilities without impacting adjacent residential and commercial properties. Businesses come right up to the existing sidewalk.<br>In Section G, buildings come up to the sidewalk, and in other sections, existing trees and terraces further constrain available space. | <ul style="list-style-type: none"><li>Staying within the existing ROW to the greatest extent practicable</li><li>Reducing terrace width to 5-6 feet and removing trees in some locations to conserve space</li><li>Removing on-street parking to allow for bicycle lanes in Section G. Adjacent businesses will have parking access on side streets or private parking lots</li></ul> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2   | On-street parking impacts bicyclists’ safety. Parking removal would improve visibility but may impact businesses.                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"><li>On-street parking was removed in Sections F and G. WisDOT coordinated with impacted businesses to inform them of the change and hear their concerns. This coordination will continue in final design</li></ul>                                                                                                                                  | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> |
| 3   | Speeding and distracted drivers.                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"><li>Narrowing and reducing the number of driving lanes to calm traffic</li><li>Improving bicycle and pedestrian facilities would raise awareness of non-motorized travelers</li></ul>                                                                                                                                                               | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4   | Section E is unsafe for bicyclists and difficult due to the lack of continuous bicycle facilities. Section E is unsafe for pedestrians, especially those travelling with children.                                                                                                                                                                                                    | <ul style="list-style-type: none"><li>Installing dedicated bicycle facilities and continuous pedestrian facilities to the extent possible given the constraints of WIS 35</li><li>Coordinating with the city on Forward La Crosse Bike Plan to address bicycle and pedestrian connectivity concerns</li></ul>                                                                         | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| 5   | WIS 35 poses safety concerns for pedestrians and visually impaired travelers. The Logan Street intersection and bridge over the railroad are not ADA compliant. Sidewalk curb ramps at intersections at George Street are not ADA compliant. This means that curb ramps do not meet guidelines for slopes, length, direction, or cross-slope.                                         | <ul style="list-style-type: none"><li>Adding signal phasing options, ADA compliant curb ramps, options for pedestrian crossing safety including pedestrian refuges is a key objective of this project</li></ul>                                                                                                                                                                       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| No. | Concern                                                                                                                                                                                                                                                           | Response/ Resolution proposed by the project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Event concern raised at:            |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                          |
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|     |                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TAC/LOAC                            | CAC                                 | PIM                                 | BPAC/ CCD                           | Multi-modal workshop                | Business Outreach                   | UW-L Walk Audit                     | NLBA                                | Ride with the Mayor      |
| 6   | Design should consider the alignment of bicycle lanes, the design of bus stops, and separating modes with green space and medians. Better lighting, benches and canopies at bus stops, and wider sidewalks are all desired by the stakeholders                    | <ul style="list-style-type: none"><li>Modifying transitions between bicycle facility designs along multiple sections of the corridor to improve ease of use and system continuity</li><li>CSD elements and design details include signal and lighting improvements, decorative light poles, black treatments on poles, pedestrian-scale lighting, aesthetic treatments like street trees, planters, and landscaping. Bicycle and pedestrian enhancements include improved crosswalks, bicycle racks, and wayfinding signs</li><li>These elements were developed in consultation with the city and local stakeholders, coordination would continue during final design</li></ul> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 7   | Traveler behavior leads to safety problems: improper use of crosswalks, cars failing to yield to pedestrians in crosswalks, and large parked vehicles blocking views at corners.                                                                                  | <ul style="list-style-type: none"><li>Improving crosswalks to offer better visibility and protection for pedestrians</li><li>Installing curb extensions at corners to make pedestrians more visible</li><li>Encourage crossing at crosswalks and improving motorist yielding</li></ul>                                                                                                                                                                                                                                                                                                                                                                                          | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 8   | Pedestrian improvements are needed along WIS 35 in Section D. Safety concerns at the St. Cloud Street intersection, including speeding turning vehicles, lead people to cross at Winneshiek Road instead, due to better visibility and shorter crossing distance. | <ul style="list-style-type: none"><li>Improving signal infrastructure and operations at the St Cloud Street intersection</li><li>Adjusting right turn design at the St Cloud Street intersection to narrow the turning radius and encourage slower turning traffic</li><li>Adding a pedestrian refuge island at the WIS 35 intersection at St Andrew Street and Hagar Street intersections</li><li>Removing existing median east of WIS 35 at the St Cloud Street intersection to shorten the sidewalk</li></ul>                                                                                                                                                                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> |
| 9   | Bicycle and pedestrian safety on WIS 35 in the area around the UW-La Crosse campus.                                                                                                                                                                               | <ul style="list-style-type: none"><li>Removing the Pine Street median and adding a traffic signal at the WIS 35 and Pine Street intersection</li><li>Removing the free-flow right-turn lane at Pine Street to simplify pedestrian crossings</li><li>Opening the median at the Badger Street intersection for bicycles</li></ul>                                                                                                                                                                                                                                                                                                                                                 | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

| No. | Concern                                                                                                                                                                                                      | Response/ Resolution proposed by the project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Event concern raised at: |                                     |                          |                          |                          |                                     |                          |                                     |                          |
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|     |                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | TAC/LOAC                 | CAC                                 | PIM                      | BPAC/ CCD                | Multi-modal workshop     | Business Outreach                   | UW-L Walk Audit          | NLBA                                | Ride with the Mayor      |
|     |                                                                                                                                                                                                              | <ul style="list-style-type: none"><li>Adding a speed feedback sign near the Pine Street intersection; one south of Vine Street for northbound traffic and one north of Badger Street for southbound traffic</li><li>Installing medians with bicycle openings at the Vine Street intersection</li><li>Adding RRFBs with overhead indicators at Vine Street</li></ul>                                                                                                                                                                                                                                                                                                       |                          |                                     |                          |                          |                          |                                     |                          |                                     |                          |
| 10  | Driveway and access changes may impact businesses, both for customer access and truck access.                                                                                                                | <ul style="list-style-type: none"><li>Coordinating with businesses on a case-by-case basis. Modifying design based on input and coordination</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 11  | 223 Lang Dr.(Menards) objected to proposed median installation between Monitor Street and Island Street and driveway modifications.                                                                          | <ul style="list-style-type: none"><li>Coordinating with Menards and the city of La Crosse to minimize project impacts</li><li>Relocating a driveway to align business entrances on both sides of WIS 35 with a shared median opening. Trucks exiting Menards northbound would use Island Street and Kane Street instead of accessing WIS 35 directly</li><li>Continuing coordination with the city of La Crosse to remove vegetation along the west side of Kane Street</li><li>Coordinating with the city of La Crosse to implement a No Parking Zone on Kane Street (from the parking lot to Island Street) and on Island Street (from Kane Street to WIS 35)</li></ul> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| 12  | With median installation, traffic from 507 Lang Dr. (Kwik Trip) might use the 525 Lang Dr (medical clinic) parking lot to access St Andrew St to travel north on WIS 35, potentially devaluing the property. | <ul style="list-style-type: none"><li>WisDOT explained that the proposed changes would allow customers to access both properties from either direction</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| 13  | Access changes at the WIS 35 and La Crosse St intersection may affect the viability of the businesses located in the northwest quadrant of the intersection, particularly the removal of                     | <ul style="list-style-type: none"><li>Coordinating with the property owner to refine design through email communication and virtual meetings</li><li>Closing two driveways and relocating one driveway to provide access from WIS 35</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                            | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

| No. | Concern                                                                                                                                                                                                                                                                              | Response/ Resolution proposed by the project                                                                                                                                                                                                                                                                                                                                                                                                                    | Event concern raised at:            |                          |                          |                          |                          |                                     |                                     |                                     |                                     |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
|     |                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | TAC/LOAC                            | CAC                      | PIM                      | BPAC/ CCD                | Multi-modal workshop     | Business Outreach                   | UW-L Walk Audit                     | NLBA                                | Ride with the Mayor                 |
|     | direct access for people traveling east on La Crosse St.                                                                                                                                                                                                                             | <ul style="list-style-type: none"><li>Installing a median on La Crosse Street at the WIS 35 intersection resulting in right-in/right-out access from 12th Street</li><li>Continuing coordination through final design. Property owner is amenable to the proposed changes</li></ul>                                                                                                                                                                             |                                     |                          |                          |                          |                          |                                     |                                     |                                     |                                     |
| 14  | La Crosse Street is loud and unpleasant, while West Ave has unmaintained trees, worn-out crosswalks, and narrow terraces close to traffic. The lack of bicycle lanes makes it unsafe for bicyclists. WIS 35 intersections with La Crosse St and Vine St are unsafe and overwhelming. | <ul style="list-style-type: none"><li>Installing medians to reduce conflict points</li><li>Closing two driveways and relocating one driveway near the La Crosse Street and WIS 35 intersection</li><li>Adding a shared use paths to the north of the La Crosse Street intersection</li><li>Widening the sidewalk on the south side of La Crosse Street to the west</li><li>Adding median cut throughs for bicyclists at Badger Street and Vine Street</li></ul> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 15  | WIS 35, near Monitor Street, is a wide-open space and speeding is a concern. The public wants to see better enforcement at this location.                                                                                                                                            | <ul style="list-style-type: none"><li>Installing median on WIS 35 north of the Monitor Street intersection</li><li>Relocating and aligning business driveways at a single median opening to reduce conflict points</li><li>Changing driveway access to right-in/right-out for two properties on the northeast quadrant of the intersection</li></ul>                                                                                                            | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 16  | Emergency service access is critical along the corridor, both during construction and in general.                                                                                                                                                                                    | <ul style="list-style-type: none"><li>Ongoing coordination with emergency services regarding proposed access and operational changes</li><li>On September 15, 2025, the La Crosse Police Department indicated via email that they had no major concerns with the proposed modifications</li><li>On October 13, 2025, met with the La Crosse Fire Department, where no major concerns with the proposed modifications</li></ul>                                  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

## IX. Environmental Factors [\(guidance\)](#)

If the effects on an environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included. If the Factor Sheet is completed also include a brief summary here in the effects box. Factor sheets should be attached in the order the shown below.

| Factors               | Adverse Impact                      | Beneficial Impact                   | No Impacts Identified               | Factor Sheet Attached               | Effects (for those Factors not present in the project area indicate 'not present')                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Business and Economic | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <p>The preferred alternative would maintain access during construction.</p> <p>Permanent impacts include:</p> <ul style="list-style-type: none"> <li>- Three driveways to businesses would be closed with access maintained from other existing driveways</li> <li>- Three driveways would be relocated to nearby locations</li> <li>- Access changes include driveway modifications and right-in/right-out median installations</li> <li>- Businesses between Clinton Street and Cunningham Street would lose access to on-street parking on the west side of the roadway. Parking would be available in private lots or on side streets</li> </ul> <p>Temporary impacts during construction include:</p> <ul style="list-style-type: none"> <li>- Parking lots with only a single access point may not be accessible during construction; the duration of closure will be short term</li> </ul>                                                                                                                                                                                                                                                                                                       |
| Community             | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <p>The preferred alternative would maintain access to schools and community facilities during construction.</p> <p>Permanent impacts include:</p> <ul style="list-style-type: none"> <li>- Changes to access on La Crosse Street include right-in/right-out median installation at the 12<sup>th</sup> St intersection</li> <li>- Reduction of on-street parking between Clinton Street and Cunningham Street</li> <li>- Change to transit backup route with Rublee Street median installation</li> <li>- Beneficial impacts due to improvements to bicycle and pedestrian safety and connectivity as well as enhancements to bus stops</li> <li>- Emergency access to UW-La Crosse would be permanently changed due to the median closing at Vine Street and opening at Pine Street</li> </ul> <p>Temporary impacts during construction include:</p> <ul style="list-style-type: none"> <li>- Traffic detours, including school bus and transit routes affected at the beginning and end of the project</li> <li>- Emergency access to UW-La Crosse would be altered temporarily</li> <li>- Parking lots with only a single access point may not be accessible; duration will be short term</li> </ul> |
| Aesthetics            | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Some aesthetic enhancements to the roadway are under development with the CSD process. These are likely to include minor changes such as decorative light fixtures, tree planting, and the addition of bicycle racks. The preferred alternative would result in minimal changes to the height of the roadway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Agriculture           | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Not present                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Relocations           | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Not present                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Indirect Impacts      | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                                     | Not present                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Cumulative Impacts    | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                                     | Not present                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Demographics          | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | The city of La Crosse is an urban city in southwest Wisconsin, with a population of 52,680. Block groups within ¼ mile of the corridor were studied. The study population represents 28,846 (over 50%) of the population. Of the study population 6.5% of the population in the study area are over the age of 64, and 87% are white. There are fewer people of color in the study area compared to statewide averages, but a higher                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

|                                                |                          |                                     |                                     |                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                                |                          |                                     |                                     |                                     | <p>percentage of low-income persons (14% living in poverty). The U.S. Census Bureau defines low income as a total family income below the official poverty threshold.</p> <p>7% of the study population report living with a disability with 1.8% reporting a vision disability, and 6.6% reporting an ambulatory disability. The project would not displace any people and would maintain reasonable access to all adjoining properties, impacts to these populations are not anticipated to be disproportionately high or adverse. The Proposed Action would not disproportionately affect minority or low-income populations.</p> <p>The project would improve multimodal transportation for individuals without access to personal vehicles, including low income populations, people with disabilities, and the elderly who rely on public transit, biking, and walking. Enhancements such as ADA-compliant sidewalk curb ramps, sidewalks, and transit stops would enhance mobility and access to services for all travelers.</p>                                     |
| Historic Properties                            | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <p>Eight historic properties and the Cass and King Historic District anticipate minor impacts from the project, none of which is considered adverse. Minor temporary limited easements (TLE) are anticipated to allow for construction and two historic properties are anticipating minor fee acquisition for curb ramp construction. SHPO concurred with a Determination of No Adverse Effect (DNAE) on May 12, 2025.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Burial Sites                                   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                                     | <p>No known burial sites overlapping the WIS 35 project area, including the Area of Potential Effects during the Phase I Archaeological survey conducted between November 28 and December 8, 2023.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Tribal                                         | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                                     | <p>Tribal notification sent on May 14, 2024, no responses received.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Section 4(f)                                   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <p>Section 4(f) exceptions apply to both Powell Park and Vietnam Veterans/Willow Trail, which abut the project. Curb ramp and sidewalk work will temporarily impact access to Powell Park, but it was determined that the project would permanently improve access and that the impacts are considered an enhancement exception to Section 4(f). Vietnam Veterans/Willow Trail would maintain one access connection at all times, and a signed detour would be provided for pedestrians and bicyclists needing to cross the road to access the trail during construction. Non-motorized traffic will be routed to Monitor Street for crossings during construction. The activities are considered an enhancement exception to Section 4(f) applicability.</p> <p>For minor impacts to historic properties. A <i>de minimis</i> Section 4(f) evaluation has been completed for historic properties in alignment with the Determination of No Adverse Effect (included with the Section 4(f) Factor sheets). Minor TLE and fee are anticipated to allow for construction.</p> |
| Section 6(f) and other Unique Properties       | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <p>Not present</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Wetlands                                       | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <p>Wetlands are present along the La Crosse River. A wetland delineation was completed on September 26, 2023. Up to 0.40 acres of temporary disturbance is anticipated due to storm sewer replacement. See <b>Attachment 13- Temporary Wetland Impacts Exhibit</b>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Surface Water Resources                        | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <p>No impacts anticipated to the La Crosse River due to B-32-032 bridge deck work and rehabilitation. Robust erosion control measures will prevent sediment from entering the river.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Groundwater, Wells, and Springs                | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <p>Within the the Public Land Survey System (PLSS) sections intersecting the project area, there are 30 high-capacity wells identified. Public data provides only generalized locations of high-capacity wells, reported by the number of wells within each public land survey section. However, the city of La Crosse has not indicated that any of these wells would be impacted by the proposed project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Coastal Zones                                  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                                     | <p>Not present</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Floodplains                                    | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <p>There will be no change to the facility height or width in this area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Unique Wildlife and Habitat                    | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |                                     | <p>Turtle crossings are present in the areas around the La Crosse River. No impacts are anticipated.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Threatened, Endangered and Protected Resources | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <p>Threatened, endangered, and protected resources are within project limits. Coordination with both USFWS and WDNR resulted in numerous commitments to minimize and mitigate impacts.</p> <p>Natural Heritage Inventory (NHI) Date: September 19, 2025</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

|                                                  |                                     |                          |                                     |                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                  |                                     |                          |                                     |                                     | <p>Species presence consideration:</p> <ul style="list-style-type: none"> <li>o Bridge assessment was conducted on November 14, 2023, where a bat and bat guano were observed on structure B-32-032, and no indicators of bat presence were observed in structure B-32-062. Regarding other species, project assumes presence</li> <li>o Bird nest observed underneath B-32-062</li> <li>o A section of the project overlaps a mapped high potential zone for a rare insect at the La Crosse River Marsh area</li> <li>o Assumed suitable foraging habitat for a rare amphibian present at the La Crosse River and surrounding Marsh area</li> <li>o WDNR identified suitable habitat for a rare reptile within the project area</li> </ul> <p>Commitments include:</p> <ul style="list-style-type: none"> <li>o Avoidance and minimization measures bats and their suitable habitats</li> <li>o A Broad Incidental Take P/A (BITP/A) for the rare amphibian will be implemented</li> <li>o Avoidance measures for the rare amphibians near the La Crosse River and Marsh area</li> <li>o Avoidance measures associated with migratory birds and their habitats</li> </ul> <p><i>Note: The Threatened, Endangered and Protected Resources factor sheet should be attached to every WisDOT CEC.</i></p> |
| Air Quality                                      | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <p>Not in an area designated as nonattainment</p> <p><input type="checkbox"/> Project is in an area designated as <u>nonattainment or maintenance</u> for one or more transportation-related criteria air pollutants. The Air Quality Factor Sheet should be included as an attachment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Construction Sound                               | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Construction sound impacts will occur.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Traffic Noise                                    | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | A detailed noise analysis was not required for this project. No impacts are anticipated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Hazardous Substances, Contamination and Asbestos |                                     | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <p>A Phase 1 investigation identified a total of 55 sites with known and/or potential hazardous material concerns within and adjacent to the project. Seventeen sites were identified as having potential hazardous materials concerns that warrant Phase 2 or 2.5 investigation.</p> <p>Structures B-32-032 and B-32-062 were inspected for asbestos-containing material (ACM), and none was detected.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Stormwater                                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <p>The project area includes wetlands and urban corridor areas, each requiring different stormwater treatment approaches. There is limited land available for stormwater treatment alternatives.</p> <p>Total suspended solids (TSS) reduction requirement of the WIS 35 corridor per TRANS 401 is 40%. TSS reduction will be achieved through street cleaning and catch basins with sump pumps. In non wetland areas, a TSS reduction of 30% is possible assuming weekly broom cleaning. In wetland areas, vacuum assisted cleaning one to two times per week can achieve up to 50% TSS reduction.</p> <p>The project is within WDNR MS4 storm sewer system (connecting highways or local roads) and is regulated by a WPDES stormwater discharge permit.</p> <p><input checked="" type="checkbox"/> Project involves 1 or more acres of land disturbance and requires a coverage under the Transportation Construction General Permit (TCGP)</p>                                                                                                                                                                                                                                                                                                                                                     |
| Erosion and Sediment Control                     | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | The La Crosse River and adjacent wetlands are resources sensitive to erosion, sedimentation, or water quality degradation. The project will utilize standard erosion control practices.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>OTHER FACTORS</b>                             |                                     |                          |                                     |                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Invasive Species                                 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | The project has the potential for spreading invasive species.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

## **X. Supporting Documentation ([guidance](#))**

List additional discussion, agency correspondence, or supporting documentation used in this CE determination that was not covered in the previous questions or in an attached Factor Sheet. Projects with Section 4(f) *de minimis* determinations or programmatic evaluations will require review by EPDS and review and approval by FHWA prior to the approval of this CE. Attach necessary documentation to this checklist and maintain a copy in the project file:

### **Factor sheets**

- Business & Economics
- Community
- Aesthetics
- Demographics
- Historic Properties
- Section 4(f) Historic District
- Section 4(f) Historic Properties
- Finding of *De minimis* Impact Documentation
- Section 4(f) Powell Park
- Section 4(f) Vietnam Veterans/Willow Trail
- Threatened, Endangered, and Protected Resources
- Construction Sound
- Hazardous Substances, Contamination and Asbestos
- Stormwater
- Erosion and Sediment Control

### **Attachments**

1. STIP/TIP
2. Project Location Map
3. Multi-modal Assessment Report
4. Detailed Alternatives Evaluation Report
5. Preferred Alternative Exhibit
6. Tribal Notification
7. USFWS Coordination
8. FAA Coordination
9. BOA Coordination
10. WDNR Coordination
11. Cultural Resources – Section 106 Concurrence
12. WisDOT Railroad Coordination
13. Temporary Wetland Impacts Exhibit

## XI. Environmental Commitments ([guidance](#))

Identify and describe any avoidance, minimization or compensation measures (commitments) in detail. Be specific on what needs to happen and specifically where on the project. Indicate when the commitment should be implemented and who in WisDOT is responsible for fulfilling each commitment (Project Manager, Environmental Coordinator, etc.). Please note if the commitment will be indicated on the final plan, recorded in the Plans, Specifications and Estimates (PS&E), under special provisions in the final plan set, in construction notes, or some other written format. Attach a copy of this completed matrix to the design study report and the PS&E submittal package. Be sure to update it if further commitments are made after the Environmental Document is signed.

| Factor                 | Commitment (If none, indicate N/A)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Business and Economics | Business access will be maintained throughout construction. Coordination with 1201-1205 La Crosse St property owner on driveway relocation will continue through final design. The WisDOT Design Project Manager is responsible for adding these commitments to plans and special provisions before construction. Temporary driveway closures during construction will be coordinated with businesses or residences in advance. The WisDOT Construction Project Manager is responsible for fulfilling these commitments during construction.                                                                                                                                                                                                                              |
| Community              | Local access will be maintained throughout construction. One connection to public recreational resources will remain open at all times during construction with detours. Temporary driveway closures, during construction, will be coordinated with businesses or residences in advance. Maintaining existing school bus and transit routes will be a priority. Continued coordination with the city, Municipal Transit Utility, and school bus operators will occur. The WisDOT Design Project Manager is responsible for adding these commitments to plans and special provisions and is responsible for fulfilling these commitments before construction. The WisDOT construction Project Manager is responsible for fulfilling these commitments during construction. |
| Aesthetics             | Coordination with the city of La Crosse on community sensitive design elements will continue during final design. These elements will consider eligible and approved CSD components throughout the corridor, as agreed upon by the city of La Crosse, WisDOT, and FHWA. Design elements will be included in final plans and specifications. The WisDOT Design Project Manager will ensure the fulfillment of this commitment during design.                                                                                                                                                                                                                                                                                                                               |
| Agriculture            | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Relocations            | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Indirect Impacts       | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Cumulative Impacts     | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Demographics           | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Historic Properties    | Landscaping will be restored to pre-construction conditions. The WisDOT Construction Project Manager is responsible for fulfilling these commitments during construction.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Burial Sites           | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Tribal Lands           | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

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| Section 4(f)                                 | <p>The Vietnam Veterans/Willow Trail will undergo temporary closure on one side of WIS 35 at a time. Access from one side of WIS 35 will remain open at all times with a signed detour for short temporary access point closures of up to seven days will be provided for trail users. Public notifications and signage will inform trail users of detours during construction. The trail access points will be restored to its original or improved condition at the project's completion.</p> <p>For historic resources and public recreational properties, the land will be fully restored to a condition at least as good as prior to the project. This applies to any temporary occupancy of historic or public recreational properties such as Powell Park, Vietnam Veterans/Willow Trail, the Cass and King Historic District and contributing elements, Bethel Lutheran Church, John Bayer House, St. Thomas Aquinas Catholic High School, German Evangelical Lutheran Church, Vincent &amp; Bertha Tausche House, St. John's Reformed Church, Concordia Dance Hall, and St. Paul's Lutheran Church.</p> <p>The WisDOT Construction Project Manager is responsible for fulfilling these commitments during construction.</p> |
| Section 6(f) or Other Specially Funded Lands | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Wetlands                                     | <p>Wetland areas temporarily impacted by construction will be restored to their original condition. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline. Restore temporarily impacted wetlands to their original condition within two weeks of disturbance. The WisDOT Design Engineer is responsible for adding these commitments to plans and special provisions during project design. The WisDOT Construction Manager is responsible for fulfilling these commitments during construction.</p> <p>Coordination is needed with WDNR and USACE regarding the need for Section 401 and Section 404 permits. WisDOT SW Region Environmental Coordinator is responsible for fulfilling this commitment during final design.</p>                                                                                                                                                                                                                                                                                                                                                                                     |
| Surface Water Resources                      | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Floodplains                                  | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Groundwater, Wells and Springs               | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Coastal Zones                                | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Unique Wildlife and Habitat Concerns         | <p>To protect reptiles, exclusionary fencing shall be installed along the project section within the La Crosse River and Marsh between November 16 and March 4.</p> <p>The WisDOT Construction Project Manager is responsible for fulfilling these commitments during construction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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| Threatened, Endangered and Protected Resources | <p>Tree trimming/removal within 100' feet of the roadway will be limited to the inactive season November 1 – April 14 in areas specified in the project plans.</p> <p>Conduct bat assessments within two years before construction on bridges.</p> <p>The structures are to be inspected, prior to construction, for the presence of migratory bird individuals or nests between June 1 of the nesting season prior to construction and before the start of the next nesting season April 15. If found, unoccupied bird nests will be removed during the non-nesting season and barrier netting will be installed prior to April 15th.</p> <p>Reconsult with the U.S. Fish and Wildlife Service (USFWS) regarding Monarch butterflies prior to construction if they are listed as a threatened species. Currently, they are proposed for listing.</p> <p>Reinitiation of consultation with USFWS under the FHWA, FRA, FTA Transportation Programmatic BO will take place if any of the following occur: The amount of tree clearing exceeds 2.25 acres; new information is revealed or the project changes such that it may affect listed species in a manner not previously accounted for under the BO; a new species is listed or critical habitat is designated that could be affected by the project. The WisDOT Project Manager and the WisDOT Region Environmental Coordinator will ensure fulfillment of this commitment.</p> <p>The WisDOT Design Project Manager is responsible for fulfilling commitments above before construction.</p> <p>Temporary lighting will be directed away from trees, water, and below bridges during active season (April 15 –October 31) and new permanent lights will use downward-facing, full cut-off lens fixtures with same intensity or less than existing lighting. All operators, employees and contractors working in areas of known or presumed bat habitat will be made aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable avoidance and minimization measures. The WisDOT Construction Project Manager is responsible for fulfilling this commitment.</p> <p>The measures of the Broad Incidental Take P/A (BITP/A) for a rare amphibian will be implemented. This includes:</p> <ul style="list-style-type: none"> <li>• Suitable habitat is defined as the La Crosse River and surrounding wetlands, and any upland within 75 ft of the waterway or wetland</li> <li>• The Construction Project Manager will be responsible for fulfilling these commitments: <ul style="list-style-type: none"> <li>o Work within standing or flowing water will occur only from 4/8-5/19 and 8/16-10/15</li> <li>o Work within wetlands and 75 ft of water/wetlands will take place from 4/8-10/15</li> <li>o Vegetation within the disturbance area and 1 foot beyond the disturbance area will be cut to 3 inches or less initially and then maintained at 3-6 inches until all project disturbance has been completed, using a non-suction mower</li> <li>o All areas of disturbance associated with in-kind pipe replacement will be seeded with the prescribed wetland seed mix</li> <li>o All areas of temporary disturbance within a suitable habitat will be seeded with WisDOT seed mix #75 or a DNR-approved replacement.</li> <li>o Any riprap placed will be top dressed with 6" of soil and seeded with WisDOT #75 seed mix above the ordinary high water mark (OHWM).</li> <li>o Pre-work notification will occur one week prior to commencement of work in this area, and a closing report will be submitted within 60 days of completion</li> </ul> </li> <li>• A biological monitor will conduct removals of individuals daily in the project area. The WisDOT REC and Construction Project Manager will be responsible for fulfilling this commitment</li> <li>• As impacts are a result of in-kind pipe replacement, intermediate checks on permanent impacts during final design will be conducted</li> <li>• No permanent habitat impacts are expected. Should permanent impacts later be identified, they will be mitigated with habitat replacement with a type and ratio included in the BITP/A and approved by WDNR, which may include: scrape creation, woody vegetation management, vegetated riprap or project funding.</li> <li>• See the BITP/A included with <b>Attachment 10</b></li> </ul> |
| Air Quality                                    | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Construction Sound                               | WisDOT Standard Specification 107.8(6)(construction activity will take place during standard hours, any operations outside the standard hours require written approvals) and 108.7.1 (it is the contractor's responsibility to maintain traffic during construction and measures will be in place to ensure safety and convenience of the travelling public) will apply. In addition, local noise ordinances apply: no construction equipment will be operated between 7:00pm and 7:00am. The WisDOT Design Project Manager will incorporate this commitment into the project plans and the WisDOT Construction Project Manager will be responsible for the fulfillment of this commitment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Traffic Noise                                    | N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Hazardous Substances, Contamination and Asbestos | <p>A Phase 2 or 2.5 investigation will be performed at 17 sites detailed in the Hazardous Substances Factor Sheet. A "Notice to Contractor" in the contract special provisions may be warranted for eight sites to notify the contractor of residual soil/ or groundwater contamination beyond construction limits. The WisDOT Design Project Manager will ensure the fulfillment of this commitment during project design.</p> <p>Coordination with the WDNR and approval of a post closure cap modification permit may be required at one site (Site 38) due to encroachment of proposed construction to an existing cap over contaminated soil. The WisDOT Design Project Manager will ensure the fulfillment of this commitment during project design.</p> <p>Coordination will be completed with WDNR to receive concurrence on testing, any construction follow-up needs, and material handling. The WisDOT Region Environmental Coordinator (REC) will ensure the fulfillment of this commitment during final design.</p> <p>Any contamination management requirements resulting from these investigations will be incorporated into the plans and special provisions. The WisDOT Design Project Manager will ensure the fulfillment of this commitment during final design.</p> |
| Stormwater                                       | <p>Coordination will be completed with the city of La Crosse and WDNR to increase street cleaning frequency and equipment along the causeway and catch basin areas during final design. This will be documented in a Memorandum of Understanding between WisDOT and the city of La Crosse, outlining the specific responsibilities of both parties. Soil type will be evaluated to determine the appropriate bag and treatment material. The WisDOT Design Project Manager will be responsible for incorporating these commitments during final design.</p> <p>To dewater during pipe replacement, a two-cell dewatering system constructed with hay bales and plastic liner will be used. The first cell will contain a dewatering bag sized to reflect the pumped flow rate and soil type. The second cell will be twice as big as the first, and will be the secondary settling using flocculent bricks. The WisDOT Construction Project Manager will be responsible for the fulfillment of this commitment during construction.</p>                                                                                                                                                                                                                                                 |
| Erosion Control                                  | <p>All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during, and after construction to minimize pollution from storm water discharges. Additionally, the plan will address how post-construction storm water performance standards will be met for the specific site. Erosion control matting is to be used along stream banks; biodegradable non-netted matting will be used. Long-term netted mats may cause animal entrapment. The use of fine mesh matting tied or bonded at the mesh intersection shall be avoided. The WisDOT Design Project Manager will be responsible for incorporating these special provisions and the WisDOT Construction Manager will ensure fulfillment of this commitment during construction. Project will be disturbing more than one acre of land and will require coverage under the WPDES Transportation Construction General Permit (TCGP). Permit must be posted at the construction site.</p> <p>The WisDOT Construction Manager will ensure fulfillment of this commitment during construction.</p>                                                                                                                                                                  |
| Invasive Species                                 | <p>Utilize best management practices outlined in NR 40, Wis. ADM. Code to avoid the spread of invasive species.</p> <p>The WisDOT Construction Project Manager is responsible for fulfilling these commitments during construction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| WisDOT Rails and Harbors                         | Ongoing coordination will continue with Rails and Harbors for the railroad to remove the crossing at the Green Bay Street intersection before construction begins on WIS 35. Coordination will also continue to manage the work on WIS 35 over the Canadian Pacific railyard (B-32-032)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| FAA                                              | <p>The project is required to file a notice with the FAA at least 45 days before the start of the proposed construction or the date an application for construction permit is filed, whichever is earliest.</p> <p>The WisDOT Design Project Manager will be responsible for fulfilling these commitments prior to construction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

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| BOA | The project will re-coordinate with BOA after receiving a determination letter from the FAA if FAA issues a Notice of Presumed Hazard or requires mitigation by an airport. The WisDOT Design Project Manager will be responsible for fulfilling these commitments prior to construction. |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|