

BEFORE THE  
SURFACE TRANSPORTATION BOARD

---

Docket No. AB-33 (Sub-No. 302X)

233329

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN DUNN COUNTY, WI  
(MENOMONIE INDUSTRIAL LEAD)

ENTERED  
Office of Proceedings  
November 9, 2012  
Part of  
Public Record

---

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr.  
Senior General Attorney  
101 North Wacker Drive, #1920  
Chicago, Illinois 60606  
Tel: 312-777-2055  
Fax: 877-213-4433  
[mackshumate@up.com](mailto:mackshumate@up.com)

Dated: November 9, 2012  
Filed: November 9, 2012

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

---

**Docket No. AB-33 (Sub-No. 302X)**

**UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN DUNN COUNTY, WI  
(MENOMONIE INDUSTRIAL LEAD)**

---

**Combined Environmental and Historic Report**

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report ("EHR") pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment of the Menomonie Industrial Lead, from Milepost 0.32 near Cedar Falls Road to milepost 0.90, the end of the line near Oak Avenue, a total distance of 0.58 mile in Menomonie, Dunn County, Wisconsin (the "Line"). The Line traverses U.S. Postal Service Zip Code 54751. UP anticipates that it will file a Notice of Exemption to abandon the Line on or after November 29, 2012.

A map of the Line (**Attachment No. 1**), and UP's letter to federal, state and local government agencies (**Attachment No. 2**) are attached to this EHR. Responses received thus far to UP's letters are also attached.

**ENVIRONMENTAL REPORT**  
**49 C.F.R. §1105.7(e)**

**(1) Proposed action and alternatives.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

**Response:** The proposed action involves an exempt abandonment of a portion of UP's Menomonie Industrial Lead. The portion of UP's Menomonie Industrial Lead proposed for abandonment and defined above as the Line, extends from milepost 0.32 near Cedar Falls Road to milepost 0.90, the end of the Line near Oak Avenue, a total distance of 0.58 mile in Menomonie, Dunn County, Wisconsin. A map of the Line is attached as **Attachment No. 1**.

The Line was originally constructed in 1880 by the Menominie Railway. It is currently constructed with 90 pound jointed rail laid in 1923 and 1948. There is one structure on the Line, a girder bridge across Interstate 94. See **Attachment No. 1**.

The Line proposed for abandonment contains reversionary property. Based on UP's records, the Line does not contain federally granted right-of-way. Any documentation in the UP's possession related to the Line will be made available promptly to those requesting it.

After the proposed abandonment, UP will continue to provide rail service from the remaining portion of the Menomonie Industrial Lead and from its Altoona Subdivision main line. Menomonie is well served by local roads and significant highways such as Interstate 94, which is crossed by the Line, U.S. Route 12, and Wisconsin Route 25.

No local traffic has moved over the Line during the past two years, and there is no overhead traffic. No complaint regarding cessation of service has been filed, is pending, or has been ruled upon in favor of a complainant in at least two years.

**(2) Transportation System.** Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

**Response:** Given that no traffic uses the Line, the proposed abandonment will have no impact on area transportation systems and patterns.

**(3) Land Use.**

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 49 C.F.R. §1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. §10905 and explain why.

**Response:**

(i) UP is unaware of any adverse effects on local and existing land use plans. The Dunn County Board of Supervisors has been contacted. To date, UP has not received a response.

(ii) The Natural Resources Conservation Service ("NRCS") has been contacted. To date, UP has not received a response. The Line is not adjacent to cultivated land.

(iii) Not Applicable.

(iv) It is UP's opinion that the right of way proposed for abandonment is not suitable for public purposes including roads or highways, other forms of mass transportation, or energy production or transmission, as the area is adequately served by existing roads and utility lines at the present time.

UP believes the property is suitable for conservation and use as a public hiking and bike trail, and a tentative agreement for such use has been negotiated with the City of Menomonie. This would be an extension of the trail now in place to the south of the Line on the right of way covered by a trail condition granted in AB-33 (Sub-No. 190X).

**(4) Energy.**

- (i) Describe the effect of the proposed action on transportation of energy resources.
- (ii) Describe the effect of the proposed action on recyclable commodities.
- (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.
- (iv) If the proposed action will cause diversions from rail to motor carriage of more than:
  - (A) 1,000 rail carloads a year, or
  - (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

- Response:**
- (i) There are no effects on the transportation of energy resources.
  - (ii) There are no recyclable commodities moved over the Line.
  - (iii) There will be no change in energy consumption from the proposed action.
  - (iv) (A)(B) UP does not anticipate that there will be any rail-to-motor diversion.

**(5) Air.** (i) If the proposed action will result in either:

- (A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. §10901 (or §10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply.

**Response:** UP does not anticipate any such effects.

**(5) Air.** (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. §10901 (or 49 U.S.C. §10505), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

**Response:** There will be no increase in rail traffic, rail yard activity, or truck traffic as a result of the proposed action.

**(5) Air.** (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

**Response:** The proposed action will not affect the transportation of ozone depleting materials.

**(6) Noise.** If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

**Response:** Not applicable.

**(7) Safety.**

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

**Response:** (i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous materials waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

**(8) Biological resources.**

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

**Response:** (i) The U.S. Fish and Wildlife Service has been contacted. To date there has been no response. The Line runs through a developed commercial and industrial area.

(ii) The National Park Service has been contacted. To date, UP has not received a response. Mapping information indicates that the Line neither runs through nor is immediately adjacent to such sanctuaries, refuges, parks, or forests.

**(9) Water.**

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. §1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. §1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

**Response:** (i) The U. S. Environmental Protection Agency Regional Office and the Wisconsin Department of Natural Resources have been contacted. To date no response has been received.

(ii) The U.S, Army Corps of Engineers District Office has been contacted. To date there has been no response. Based on an examination of the surface water data map that Wisconsin DNR makes available on its publicly available web site, the Line neither crosses nor is immediately adjacent to any waterway or wetland.

(iii) UP does not anticipate that there will be any requirements for Section 402 permits.

**(10) Proposed Mitigation.** Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

**Response:** There are no known adverse environmental impacts.

**HISTORIC REPORT**  
**49 C.F.R. §1105.8(d)**

**(1)** A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

**Response:** See **Attachment No. 1.**

**(2)** A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

**Response:** The right of way considered in this abandonment traverses a mix of commercial and industrial areas in the northern portion of Menomonie. The Line is 75 to 100 feet in width. The topography is generally flat.

**(3)** Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

**(4)** The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

**Response to (3) and (4):** The sole structure on the Line is a 229 foot through plate girder bridge crossing over Interstate 94 that was constructed in 1959. Attached as **Attachment No. 3** are the photos (with cover letter) sent to the Wisconsin State Historical Society.

**(5)** A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

**Response:** See UP's response to question (1) in the Environmental Report for a brief history and description.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

**Response:** UP does not have any such relevant documentation.

(7) An opinion (based on readily available information in the UP's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

**Response:** UP consulted with and submitted historical information to the Division of Historic Preservation of the Wisconsin Historical Society. After reviewing this information, the Division in August 2012 executed its portion of Wisconsin's Request for SHPO Comment Form agreeing with UP's suggested finding that no historic properties will be affected by the proposed action. See **Attachment No. 4**.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

**Response:** UP does not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified non-railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

**Response:** Not applicable.

Dated this 9th day of November, 2012.

Respectfully submitted,



---

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr.

Senior General Attorney

101 North Wacker Drive, #1920

Chicago, Illinois 60606

Tel: 312-777-2055

Fax: 877-213-4433

mackshumate@up.com

**CERTIFICATE OF SERVICE**

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 302X), the Menomonie Industrial Lead in Dunn County, Wisconsin was served by First Class U.S. Mail, postage prepaid, on November 9, 2012, on the following parties:

**State Clearinghouse (or alternate):**

Wisconsin Office of Planning,  
Assessment, Research & Quality  
210 Administration Building  
University of Wisconsin – Stout  
Menomonie, WI 54751

**State Environmental Protection Agency:**

Wisconsin DNR  
101 S. Webster Street  
P.O. Box 7921  
Madison, WI 53707-7921

**State Coastal Zone Management Agency  
(if applicable):**

Wisconsin Coastal Management Plan  
Department of Administration  
101 East Wilson Street, 10<sup>th</sup> Floor  
P.O. Box 8944  
Madison, WI 53708

**Head of each County:**

Dunn County Board of Supervisors  
800 Wilson Avenue  
Menomonie, WI 54751

**Environmental Protection Agency  
(Regional Office):**

U.S. Environmental Protection Agency  
Region 5  
Ralph Metcalf Federal Building  
77 Jackson Boulevard  
Chicago, IL 60604-3590

**U.S. Fish and Wildlife:**

U.S. Fish & Wildlife Service  
Green Bay, Wisconsin Field Office  
2661 Scott Tower Drive  
New Franken, WI 54229

**U.S. Army Corps of Engineers:**

U. S. Army Corps of Engineers,  
St. Paul District  
180 5<sup>th</sup> Street East, Suite 700  
St. Paul, MN 55101-1678

**National Park Service:**

National Park Service  
Midwest Region  
601 Riverfront Drive  
Omaha, NE 68102-4226

**U.S. Natural Resources Conservation Service:**

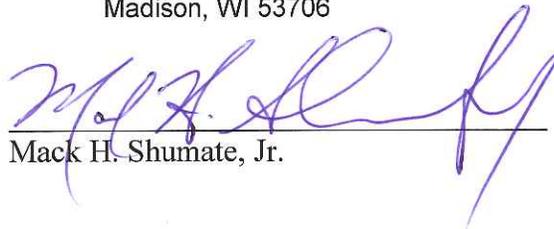
State Conservationist  
Natural Resource Conservation Service  
8030 Excelsior Drive  
Madison, WI 53717-2906

**National Geodetic Survey:**

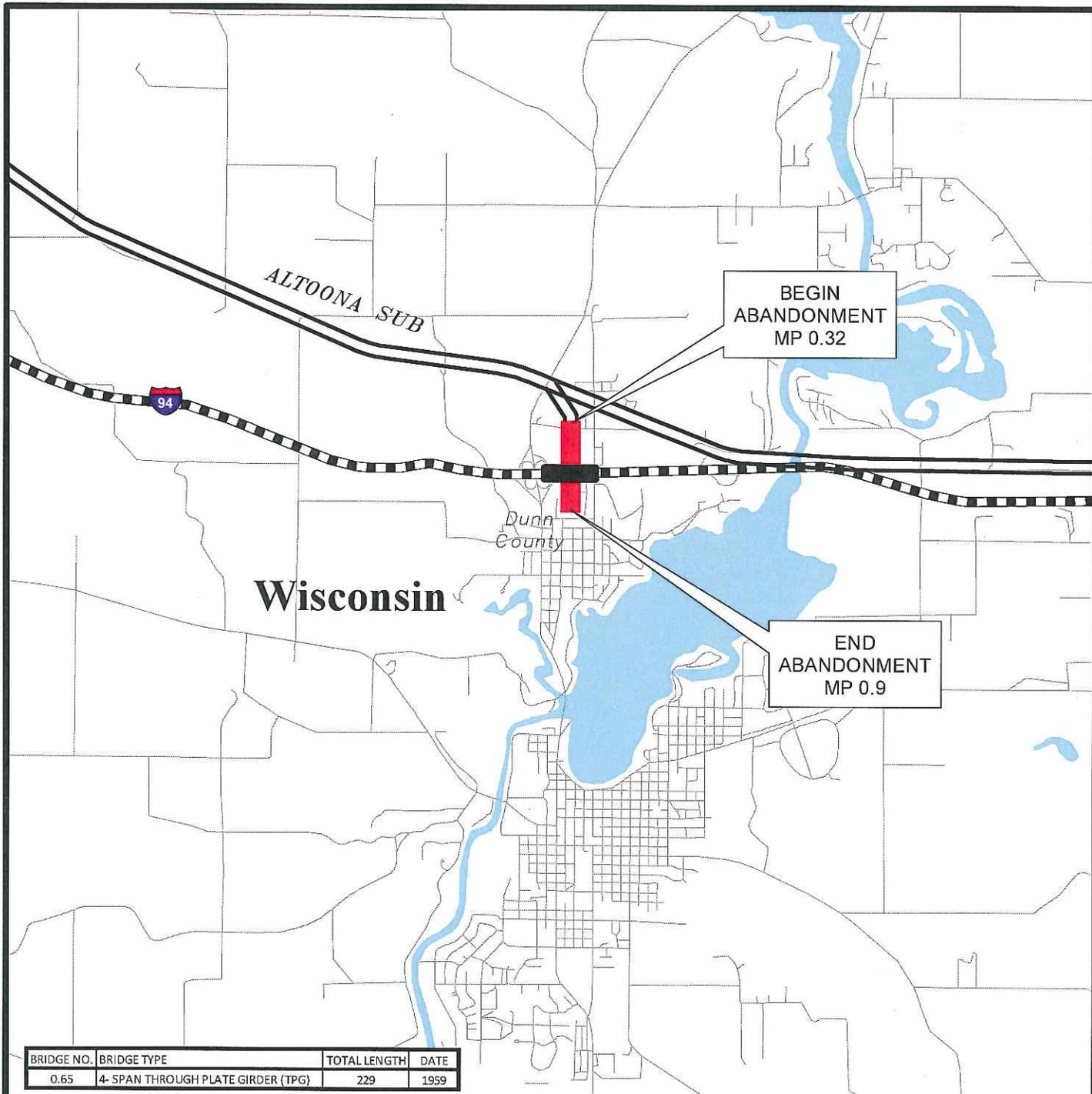
National Geodetic Survey  
Geodetic Services Division  
Information Services  
NOAINGS12  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**State Historic Preservation Office:**

Wisconsin State Historical Society  
816 State Street  
Madison, WI 53706



Mack H. Shumate, Jr.



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
0.65	4- SPAN THROUGH PLATE GIRDER (TPG)	229	1959

**Legend**

- UPRR TRACK TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- 50 + YEAR OLD STRUCTURES

**MENOMONIE INDUSTRIAL LEAD**

MP 0.32 TO MP 0.9  
0.58 MILES IN DUNN COUNTY  
IN WISCONSIN

**UNION PACIFIC RAILROAD CO.  
MENOMONIE INDUSTRIAL LEAD  
WISCONSIN**

INCLUDING 50+ YEAR OLD STRUCTURES



Path: Q:\abandonments\lab33\_302x\_Menomonie\_Incl.mxd

UNION PACIFIC RAILROAD  
1400 Douglas Street Omaha, Nebraska 68179

April 7, 2011

**State Clearinghouse (or alternate):**

Wisconsin Office of Planning, Assessment, Research &  
Quality  
210 Administration Building  
University of Wisconsin – Stout  
Menomonie, WI 54751

**State Environmental Protection Agency:**

Wisconsin DNR  
101 S. Webster Street  
P.O. Box 7921  
Madison, WI 53707-7921

**State Coastal Zone Management Agency:**

Wisconsin Coastal Management Plan  
Department of Administration  
101 East Wilson Street, 10<sup>th</sup> Floor  
P.O. Box 8944  
Madison, WI 53708

**Head of each County:**

Dunn County Board of Supervisors  
800 Wilson Avenue  
Menomonie, WI 54751

**Environmental Protection Agency**

**(Regional Office):**

U.S. Environmental Protection Agency  
Region 5  
Ralph Metcalf Federal Building  
77 Jackson Boulevard  
Chicago, IL 60604-3590

**U.S. Fish and Wildlife:**

U.S. Fish & Wildlife Service  
Greenbay, Wisconsin Field Office  
2661 Scott Tower Drive  
New Franken, WI 54229

**U.S. Army Corps of Engineers:**

U. S. Army Corps of Engineers,  
St. Paul District  
180 5<sup>th</sup> Street East, Suite 700  
St. Paul, MN 55101-1678

**National Park Service:**

National Park Service  
Midwest Region  
601 Riverfront Drive  
Omaha, NE 68102-4226

**U.S. Natural Resources Conservation Service:**

State Conservationist  
Natural Resource Conservation Service  
8030 Excelsior Drive  
Madison, WI 53717-2906

**National Geodetic Survey:**

National Geodetic Survey  
Geodetic Services Division  
Information Services  
NOAAINGS12  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**State Historic Preservation Office:**

Wisconsin State Historical Society  
816 State Street  
Madison, WI 53706

Re: Proposed Abandonment of the Menomonie Industrial Lead from Milepost 0.32 the north side of Cedar falls Road, to the end of the line at Milepost 0.9 near Oak Avenue, a total distance of 0.58 miles in Dunn County, Wisconsin; STB Docket No. AB-33 (Sub-No. 302X)

To Whom It May Concern:



**BUILDING AMERICA®**

UNION PACIFIC RAILROAD

1400 Douglas Street Omaha, Nebraska 68179

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Menomonie Industrial Lead from Milepost 0.32 the north side of Cedar falls Road, to the end of the line at Milepost 0.9 near Oak Avenue, a total distance of 0.58 miles in Dunn County, Wisconsin. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts. However, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

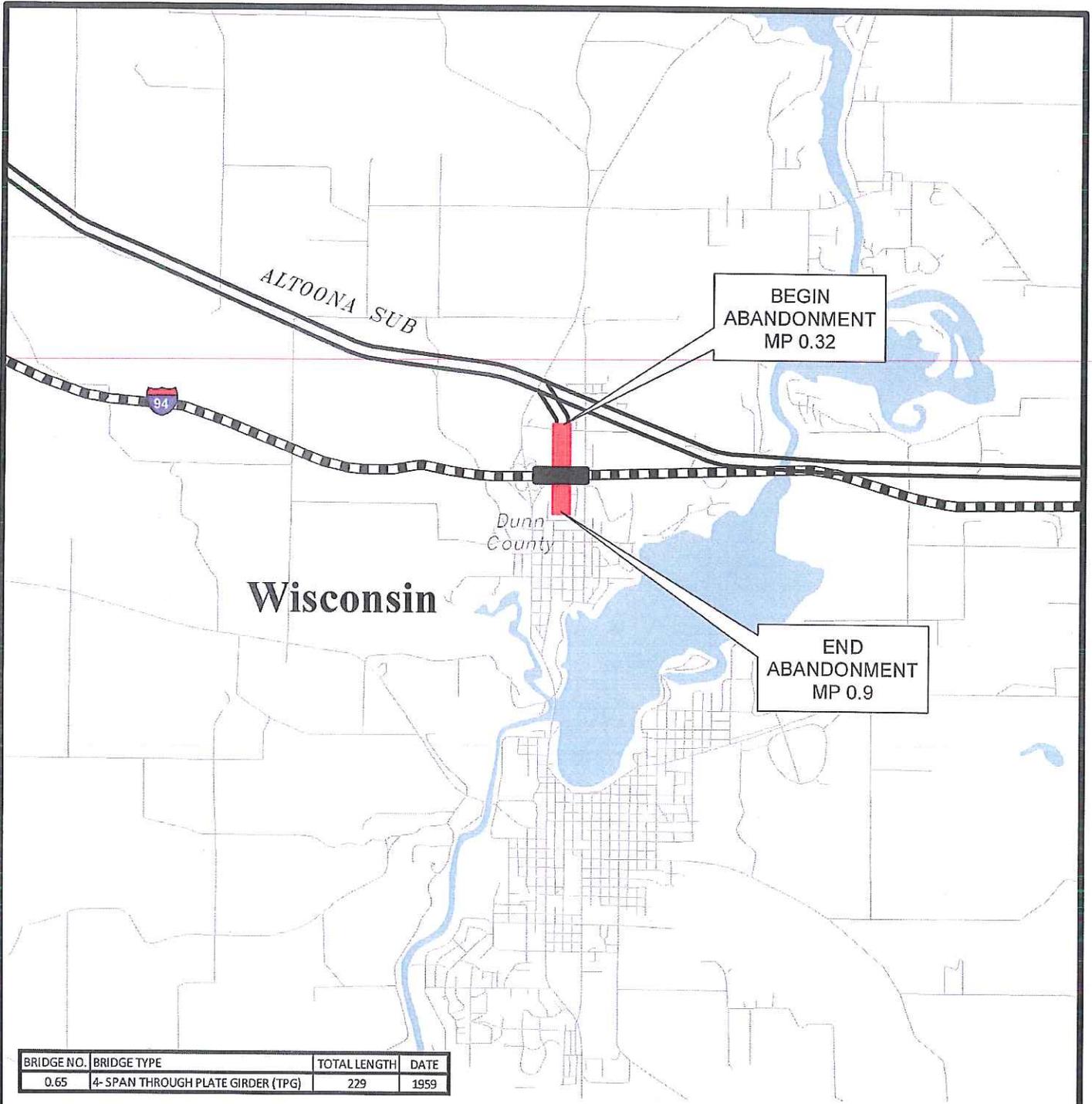
Thank you for your assistance. Please send your reply to the undersigned.

Sincerely,



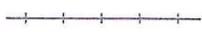
Colleen K. Graham  
Paralegal, Law Department  
(w) 402-544-1643  
cgraham@up.com

Enclosure(s)



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
0.65	4-SPAN THROUGH PLATE GIRDER (TPG)	229	1959

### Legend

-  UPRR TRACK TO BE ABANDONED
-  OTHER UPRR LINES
-  OTHER RAILROADS
-  PRINCIPAL HIGHWAYS
-  OTHER ROADS
-  50 + YEAR OLD STRUCTURES

### MENOMONIE INDUSTRIAL LEAD

MP 0.32 TO MP 0.9  
0.58 MILES IN DUNN COUNTY  
IN WISCONSIN

### UNION PACIFIC RAILROAD CO. MENOMONIE INDUSTRIAL LEAD WISCONSIN

INCLUDING 50+ YEAR OLD STRUCTURES



UNION PACIFIC RAILROAD  
1400 Douglas Street Omaha, Nebraska 68179

April 26, 2011

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

Union Pacific (UP) sent you a letter concerning plans to request from the STB to abandon and discontinue service on the Menomonie Industrial Lead.

Enclosed for your review are photographs of the said bridge.

Please let me know your 106 response.

Thank you

Sincerely,



Colleen Graham  
Paralegal  
402-544-1643  
cgraham@up.com

Enclosure(s)







**REQUEST FOR SHPO COMMENT AND CONSULTATION ON A FEDERAL UNDERTAKING**

Submit one copy with each undertaking for which our comment is requested. Please print or type. Return to:

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

RECEIVED

Please Check All Boxes and Include All of the Following Information, as Applicable:

AUG 14 2012

**I. GENERAL INFORMATION**

- This is a new submittal.
  - This is supplemental information relating to Case #: \_\_\_\_\_ and title: \_\_\_\_\_
  - This project is being undertaken pursuant to the terms and conditions of a programmatic or other interagency agreement.
- The title of the agreement is \_\_\_\_\_

DIV HIST PRES

- a. Federal Agency Jurisdiction (Agency providing funds, assistance, license, permit): \_\_\_\_\_
- b. Federal Agency Contact Person: \_\_\_\_\_ Phone: \_\_\_\_\_
- c. Project Contact Person: Raymond Allamong, Sr. Mgr. Rail Line Planning, Union Pacific RR Phone: 402-544-3889
- d. Return Address: 1400 Douglas Street, Stop 1350, Omaha, NE Zip Code: 68179
- e. Email Address: reallamo@up.com
- f. Project Name: Abandonment of Union Pacific RR Menomonie Industrial Lead, Milepost 0.32 to Milepost 0.9
- g. Project Street Address: Line of railroad from Cedar Falls Rd. to Oak Av. in Menomonie
- h. County: Dunn City: Menomonie Zip Code: \_\_\_\_\_
- i. Project Location: Township 28N, Range 13W, E/W (circle one), Section 14, Quarter Sections \_\_\_\_\_
- j. Project Narrative Description—Attach Information as Necessary.
- k. Area of Potential Effect (APE). Attach Copy of U.S.G.S. 7.5 Minute Topographic Quadrangle Showing APE.

**II. IDENTIFICATION OF HISTORIC PROPERTIES**

- Historic Properties are located within the project APE per 36 CFR 800.4. Attach supporting materials.
- Historic Properties are not located within the project APE per 36 CFR 800.4. Attach supporting materials.

**III. FINDINGS**

- No historic properties will be affected (i.e., none is present or there are historic properties present but the project will have no effect upon them). Attach necessary documentation, as described at 36 CFR 800.11.
- The proposed undertaking will have no adverse effect on one or more historic properties located within the project APE under 36 CFR 800.5. Attach necessary documentation, as described at 36 CFR 800.11.
- The proposed undertaking will result in an adverse effect to one or more historic properties and the applicant, or other federally authorized representative, will consult with the SHPO and other consulting parties to resolve the adverse effect per 36 CFR 800.6. Attach necessary documentation, as described at 36 CFR 800.11, with a proposed plan to resolve adverse effect(s).

Authorized Signature: *Raymond Allamong* Date: Aug. 10, 2012  
 Type or print name: Raymond Allamong

**IV. STATE HISTORIC PRESERVATION OFFICE COMMENTS**

- Agree with the finding in section III above.
- Object to the finding for reasons indicated in attached letter.
- Cannot review until information is sent as follows: \_\_\_\_\_

Authorized Signature: *Sharon Beer* Date: 8/15/12