

phases, the first of which is defined by thick-walled pottery, such as Marion Thick ware (Benchley et al. 1997:108; Stevenson et al. 1997:150–151, 155–156). This initial phase of the Early Woodland stage is not as well represented in the vicinity of the Project as is the later phase, designated the Lake Farms phase (ca. 250 B.C. to A.D. 100). The Lake Farms phase was defined in part through work at sites of the Lake Farms Archaeological District on the west side of Lake Waubesa and at the Airport Village site (47DA0002) on the opposite side of the wetlands between Lake Waubesa and Lake Monona (Benchley et al. 1997:108; Stevenson et al. 1997:156).

The Middle Woodland stage of southern Wisconsin dates from about A.D. 100 to A.D. 500 and appears to have been tied to Hopewell developments in Illinois (Stevenson et al. 1997:157–166). Evidence for the Middle Woodland is relatively scarce in south-central Wisconsin, and in Dane County Middle Woodland components are typically identified by small numbers of projectile points at multi-component sites. An exception is 47DA0529 (Tabaka-Mosbacher) on the northeast shore of Lake Kegonsa, where a larger assemblage of Middle Woodland artifacts was recovered, including ceramics (WHS 2021). A few mounds of probable Middle Woodland affiliation were excavated in the 1930s and 1940s at the Outlet site (47DA0003/BDA0306) where the Yahara River leaves Lake Monona (Benchley et al. 1997:113; WHS 2021). Multiple Middle Woodland phases have been defined for southwestern and southeastern Wisconsin, including the Hopewell-influenced Trempealeau and Waukesha phases in the southwestern and southeastern parts of the state, respectively (Benchley et al. 1997:110–113; Salzer 1973; Stevenson et al. 1997:157–161, 165–166; Stoltman 1979, 1990:246–247). These phases produced burial mounds with Hopewellian grave goods. Hopewell influence appears to have waned by around A.D. 200 in southwest Wisconsin and A.D. 400 in southeast Wisconsin (Stevenson et al. 1997:158, 166). The Trempealeau phase was replaced by the Millville phase, which is characterized by different pottery, corner-notched/expanding-stemmed Steuben points, and early but definite evidence of cultivation (Stevenson et al. 1997:161–164; Stoltman 1990:247–250). In southeastern Wisconsin, the Waukesha phase was replaced by more locally focused Middle Woodland cultures (Stevenson et al. 1997:166).

The Late Woodland stage (ca. A.D. 400–1200) in Wisconsin is recognized as a time of regional complexity. This era is associated with a more sedentary lifestyle and related technological changes in lithic manufacture, ceramic design, and earthwork construction. The bow and arrow are believed to have been introduced during the Late Woodland stage and Late Woodland projectile points include Madison Triangular points and small notched points that probably were used as arrow heads (Stevenson et al. 1997:156, 166, 170–171, 174–175). The most common variety of Late Woodland ceramics was Madison Ware, particularly the Madison Cord Impressed variety. Collared pots, such as the Aztalan Collared type, were also produced at this time (Stevenson et al. 1997:171, 175).

In Wisconsin, the Late Woodland stage is closely identified by the building of earthen structures called Effigy Mounds (Stevenson et al. 1997:166–174). Dane County is centrally located within the Effigy Mound region of Wisconsin (Rowe 1956). Effigy mounds are often located on high ground overlooking river valleys or lakes and are concentrated in certain areas. Such mounds were once common in the Madison area and were noted in Dane county by early explorers and Euro-American residents (Western Historical Company 1880:329–332, 911; WHS 2021).

Sixty-nine previously reported sites within 1.0 mi (1.6 km) of the Project are reported to have Woodland affiliations (WHS 2021). Four of these overlap the APE, including three effigy mound sites (see Section 5.1). The Late Woodland is well represented in the vicinity of the APE. Outside of the APE, there are 30 previously reported Effigy Mound sites within 1.0 mi (1.6 km) of the Project. Aside from mounds, the Late Woodland sites in the area include campsite/village sites and garden beds.

#### 4.2.4 *Late Pre-Contact*

In Wisconsin, particularly in the southern half of the state, the Woodland tradition terminates in a complex interplay of cultural traditions. This includes Woodland populations as well as Oneota and Middle Mississippian cultures.

In much of Wisconsin, the late pre-Contact Oneota tradition had developed around A.D. 950–1000 and lasted into the A.D. 1600s. There are many Oneota phases identified throughout the state (Overstreet 1981, 1989a, 1989b, 1997; Boszhardt 1994; Dirst 1985; Gibbon 1969, 1971, 1972b, 1973). While these populations shared many cultural similarities, they appear to be temporally, geographically, and culturally distinct groups. The Oneota coexisted with the Effigy Mound peoples, in the same geographic range but different habitats. The origin of the Oneota cultural tradition is unclear (Gibbon 1970, 1972a, 1982). Typically, Oneota ceramic assemblages are dominated by shell-tempered jars with smoothed exterior surfaces. Projectile points were small and triangular (e.g., Madison Triangular) like those of the Late Woodland (Boszhardt 2003:77–78; Overstreet 1997: 250, 257, 266). Other notable artifacts found at Oneota sites include catlinite or sandstone pipe bowls; bone fishhooks, shell spoons, and small numbers of copper ornaments (Overstreet 1997). In southern Wisconsin, Oneota populations were agricultural societies that grew corn, beans, squash, tobacco, and a variety of starchy and oily seeded annuals (Arzigian 1993; Egan and Brown 1995; Egan-Bruhy 2001). Two sites within 1.0 mi (1.6 km) of the Project are reported to have Oneota components, 47DA1236 and 47DA1239 (Appendix B). Both sites have Woodland components and site 47DA1239 may have Middle Mississippian component (WHS 2021). The sites are located near University Bay of Lake Mendota.

By A.D. 1000, horticultural Middle Mississippian and Oneota groups had established villages in southern Wisconsin. Evidence suggests that the politically complex Middle Mississippian culture, which had its core in the American Bottom region near present day St. Louis, had a cooperative relationship with the Late Woodland people of southern Wisconsin, as evidenced by the mixed Late Woodland/Mississippian village at Aztalan in Jefferson County (Green 1997; Goldstein 1991; Goldstein and Freeman 1997; Richards 1992). Only four sites in Dane County are reported to have—or possibly have—Middle Mississippian components (WHS 2021). This includes site 47DA1239 discussed above. By about A.D. 1200, the Middle Mississippian presence at Aztalan and throughout southern Wisconsin had waned, paving the way for increased Oneota occupation of the region (Overstreet 1997:260).

#### 4.2.5 *Contact and Post-Contact Era*

It is evident from the oral traditions and early graphic representations of Native Americans and from the archaeological record that those Native cultures of the post-Contact era in the Upper Great Lakes had their cultural roots in late pre-Contact cultures, and that certain archaeologically visible late pre-Contact cultures persisted into the early post-Contact period (Cleland 1985; Overstreet 1993, 1997; Warren 1984). Late pre-Contact and post-contact Native American peoples in Wisconsin include the Dakota, Ho-Chunk, Huron, Mascouten, Menominee, Meskwakie (Fox), Ojibwe, Potawatomi, Sauk, and others (Bieder 1995; Callender 1978; Clifton 1978; Lurie 1978, 2002; Tanner 1987:Map 6, Map 9, Map 13).

The post-Contact period in Wisconsin is traditionally seen as beginning with the 1634 landing of Jean Nicolet on the shore of Green Bay. By the early eighteenth century, European missions and military outposts had been established throughout the region. The area was subsequently under French, British, and then United States control. Wisconsin became a state in 1848.

The fur trade was a significant force during the early post-Contact period, with lumber, agriculture, and tourism gaining significance over time (Smith 1973; Stone and Chaput 1978). An increase in the Euro-American settlement of Wisconsin occurred during the late 1820s as settlers came to work the lead region

of the southwestern part of the state. The influx of settlers into the Wisconsin Territory led to increased conflicts between the settlers and the Native inhabitants of the region, culminating in the Black Hawk War in 1832 (Smith and Thompson 1985).

Thirty-six sites with post-Contact components have been reported within 1.0 mi (1.6 km) of the Project. These sites include two sites that overlap the APE: 47DA0868 (State Capitol) and BDA0080 (Sunset Memory Gardens). Among the sites that do not overlap the APE, there are post-Contact Native American and Euroamerican components, numerous cemeteries, old foundations, shipwrecks, and artifact scatters. Some sites in the vicinity of the project have both pre- and post-Contact components.

#### 4.2.6 *Madison*

Madison is Wisconsin's capital and second largest city. It was named capital of the Wisconsin Territory in 1836 and became the state capitol when Wisconsin gained statehood in 1848. Many of the early Euroamerican settlers in Madison were from the northeast including New York and New England states. Waves of European immigration would soon follow over the next century. Agriculture, particularly dairy and corn, has remained the leading industry in the rural areas surrounding Madison. The four lakes of the Madison area—Kegonsa, Waubesa, Monona, and Mendota—were named "First Lake," "Second Lake," "Third Lake," and "Fourth Lake, respectively, on the Government Land Office plat maps (Brink and Mullett 1836a, 1836b) and this naming convention continued until the lakes were given official names in 1855 (Western Historical Company 1880:318).

The BRT route passes through several distinct sections of Madison, including the East and West Towne areas, the isthmus and Capitol Square, and University of Wisconsin-Madison campus. When Wisconsin became a state in 1848, the young capital city was also selected to be home to a state university. The University of Wisconsin became a land grant university in 1862. Much of the campus dates to the late nineteenth century when the university's student population grew substantially, becoming a significant segment of Madison's population.

Madison's near east side, beginning on the isthmus, has historically been more industrial in character than other areas of the city. The Chicago, Milwaukee, St. Paul and Pacific Railroad (Milwaukee Road) is chief among the reasons for Madison's industrialization as it attracted early nineteenth century businesses. Farther from the isthmus, Madison's west side takes on a suburban character. Madison's west side is home to some of the city's earliest suburbs. It is also largely characterized by a major transportation route, the city's Beltline highway. Constructed in the second half of the twentieth century, the Beltline spurred acres of development of former farmland into subdivisions, shopping centers, offices, and industrial parks which now dominate the city's west end. Before this development however, it remained sparsely developed into the mid-twentieth century. The far west end of the project area is largely dominated by post-1980 development consisting of strip malls and office buildings.

## 5.0 ARCHAEOLOGICAL LITERATURE AND RECORDS REVIEW

Prior to field survey, Commonwealth reviewed the site files available through the Wisconsin Historic Preservation Database (WHPD), an on-line database maintained by the Division of Historic Preservation (DHP), Wisconsin Historical Society (WHS). The WHPD contains information about archaeological and cemetery/burial sites, historic properties, and archaeological surveys in Wisconsin.

### 5.1 Coincident and Adjacent Previously Recorded Sites

Four cemetery/human burial sites and two archaeological sites have been reported to overlap or be directly adjacent to the APE for the proposed BRT project (Table 1; Appendix A:Figure 2) (WHS 2021). Only one of the burial sites is catalogued: BDA0080 (Sunset Memory Gardens). Catalogued burial sites are listed in the Wisconsin Burial Sites Catalog and are conferred a higher degree of protection under Wisconsin state law. While the remaining three cemetery/burial sites are not catalogued, all burial sites have the potential to harbor human remains and are protected from disturbance under Wisconsin Statute §157.70. The mound sites were recorded in the late 1800s and early 1900s. All surface indications have since been destroyed and archaeological monitoring did not find evidence of burials.

#### *Catalogued Euroamerican Cemetery*

Sunset Memory Gardens (BDA0080) is a catalogued Euroamerican cemetery located in the southern half of section 22 of Township 7N, Range 8E (Appendix A:Figure 2). The first burial within the cemetery was in 1956. Recent monitoring within the site did not encounter any unmarked burials (Stencil 2021). The site is located on the north side of Mineral Point Road. The reported site boundary is north of the sidewalk along Mineral Point Road but does intersect the sidewalk at the corner of Mineral Point Road and S. Westfield Road. Graves are unlikely to extend into the sidewalk here given the presence of the large cemetery sign at the corner. Sunset Memory Gardens is not bounded by a fence or wall along Mineral Point Road but grave markers are separated from the road and sidewalk by a shallow ditch and a line of trees. There is no fence along S. Westfield Road, either, but grave markers are separated from the curb by a line of trees and bushes. The cemetery is adjacent to the proposed project activities related to the BRT route alignment and shared use path along Mineral Point Road, but the cemetery does not intersect the shared use path APE. The site also may intersect or be adjacent to the proposed station location at Mineral Point Road and S. Westfield Road.

#### *Uncatalogued Woodland Mound Sites*

Three Woodland mound sites have been recorded along the proposed BRT route: 47DA0058/BDA0327 (H. P. Hall Bird Effigy), 47DA0136/BDA0389 (Monona Avenue Park Mound Group), and 47DA0177/BDA0586 (Capitol Park Effigy). None of these sites are catalogued, nor have they been evaluated for listing on the National Register (WHS 2021).

The H. P. Hall Bird Effigy (47DA0058/BDA0327) was a single bird effigy mound on the former H. P. Hall farm (Brown 1911:171). It is on the northwest side of E. Washington Avenue, across from the East Towne Mall (Appendix A:Figure 2). The site intersects the proposed route alignment along E. Washington Avenue between Hagen Drive and Independence Lane, but it is unknown where within the site the effigy mound was located. Archaeological survey and monitoring at the site since 2010 have not identified the mound or any other features.

**Table 1. Previously Reported Archaeological Sites Coincident with the Proposed BRT Route**

Site No.	Burial No.	Site Name	Site Type	Affiliation	Catalogued?	National Register Status	Location
47DA0058	BDA0327	H. P. Hall Bird Effigy	Mound(s) - Effigy	Late Woodland	No	Unevaluated	Intersects proposed route alignment
47DA0136	BDA0389	Monona Avenue Park Mound Group	Mound(s) - Conical, Effigy	Late Woodland	No	Unevaluated	Intersects proposed route alignment; close to proposed station (Martin Luther King Jr. Blvd. and W. Doty St.)
47DA0177	BDA0586	Capitol Park Effigy	Mound(s) - Effigy	Late Woodland	No	Unevaluated	Intersects proposed route alignment; close to proposed station (Wisconsin Ave. and Mifflin St.)
47DA0817		Toepfer Farm	Campsite/ village	Early Paleoindian, Early Woodland, Late Archaic, Late Paleoindian, Late Woodland, Middle Archaic, Middle Woodland	N/A	Unevaluated	Intersects proposed route alignment and West Transfer Point station
47DA0868		State Capitol	Foundation/ depression	Historic Euro-American	N/A	Unevaluated	Intersects proposed route alignment; adjacent to proposed station (Wisconsin Ave. and Mifflin St., Martin Luther King Jr. Blvd. and Main St.)
	BDA0080	Sunset Memory Gardens	Cemetery/ burial	Historic Euro-American	Yes	Unevaluated	Adjacent to proposed shared use path

The Monona Avenue Park Mound Group (47DA0136/BDA0389) was a mound group consisting of one long-tailed turtle effigy mound and two conical mounds (Brown 1906:309). The site is on the isthmus, just southeast of the capitol building. The mounds are reported to have been destroyed early in the development of Madison. Archaeological work since 2018 has encountered only disturbed soils at the site. The site overlaps the proposed route alignment along Doty Street (Appendix A:Figure 2).

The Capitol Park Effigy (47DA0177/BDA0586) is the reported location of a panther effigy mound that was destroyed in the early 1900s (Brown 1922:130; Lapham 1855:40, Plate 32:Fig. 1, Peet 1898:261). The site is on the isthmus, just northeast of the capitol building (Appendix A:Figure 2). Archaeological work in 2016 found the area to be disturbed. The site overlaps the proposed route alignment along E. Mifflin Street, N. Pinckney Street, and N. Webster Street, and may overlap a proposed station location at the intersection of Mifflin Street and Pinckney Street.

### *Archaeological Sites*

Two archaeological sites not reported to contain human burials, 47DA0817 (Toepfer Farm) and 47DA0868 (State Capitol), overlap the proposed BRT route (Appendix A:Figure 2). Neither site has been evaluated for listing in the National Register.

Site 47DA0817 (Toepfer Farm) is a multi-component collection of lithic artifacts donated from a family farm. Artifacts were discovered at multiple locations within sections 25 and 30 in Township 7N, Range 8E and 9E (Appendix A:Figure 2). Diagnostic artifacts are reported to represent Early and Late Paleoindian; Middle and Late Archaic; and Early, Middle, and Late Woodland occupations. Multiple attempts at relocating and/or additional recovery have taken place within the site and have revealed disturbed soils absent of cultural materials (Holtz-Leith 2013; Salkin 2017, 2019; Shillinglaw 2012). The northern edge of the site is bounded by Mineral Point Road and the site overlaps the APE along the proposed route alignment and potentially at four proposed station locations (Mineral Point Road and Grand Canyon Drive, Mineral Point Road and Island Drive, Mineral Point Road and S. Rosa Road, and Tokay Boulevard and S. Whitney Way). It is assumed that site 47DA0817 has been heavily disturbed by urban development and road construction within the Project APE. The northern edge of the site along Mineral Point Road has been extensively impacted by road construction, commercial structures and parking lots, utilities, and landscaping. The APE does not intersect the site in areas that are not visibly disturbed by urban development.

47DA0868 (State Capitol) is the location of the current Wisconsin State Capitol building, which succeeded two earlier capitol buildings constructed on the same site (Appendix A:Figure 2). The first capitol was built between 1839 and 1845 and the second was built between 1859 and 1868. Both buildings were made of stone and remains of the second building (and possibly the first building) have been encountered at the site. Site 47DA0868 overlaps the proposed route alignment where it circles the capitol building on Pinckney Street, Main Street, Carroll Street, and Mifflin Street, and at the two proposed station locations adjacent to the capitol. While archaeological site 47DA0868 has not been evaluated for the National Register, the extant state capitol building itself is listed in the National Register.

## **5.2 Previously Recorded Sites within One Mile**

An additional 123 sites (61 cemetery/burial sites and 62 archaeological sites) are recorded within 1 mi (1.6 km) of the proposed BRT project route, station locations, shared use path, and local service extensions (Appendix B). These sites are both pre- and post-contact in affiliation and include cemeteries, mounds, villages or campsites, farmsteads, shipwrecks, artifact scatters, and other sites. Some sites are reported based on historical sources and their actual location and status have not been verified. Except for the relatively modern Euroamerican cemeteries, these sites can be assumed to have been heavily impacted by urban development in the Madison area. Most of these sites are within one mile of the proposed route

alignment (and in many cases, within one mile of one or more station locations and the shared use path), but twelve of these sites are within one mile of the local service extension route only.

## 6.0 SURVEY METHODS AND RESULTS

Archaeological survey of the project APE was conducted on September 7 and October 8 and 11, 2021 in accordance with the *Guidelines for Public Archeology in Wisconsin* (Dudzick et al. 2012) (Appendix A:Figure 3). The APE was identified in the field through the use of project plans and design files that had been downloaded into a Samsung Tab A, SM-T290 (running Android v9 and connected to a Trimble R1 GNSS Receiver with SBAS correction) to assist the field archaeologists in accurately delineating the project area. Notes regarding dates of the survey, surface visibility, presence of disturbances, and results of the survey were recorded on the project plans and in daily field notes.

As the proposed BRT project is in an urban area subject to heavy disturbance, subsurface testing along the proposed route typically either was not possible due to pavement, structures, and utilities, or would not have yielded informative results. In addition, the majority of the BRT project APE will not be subject to ground disturbing activities, as the addition of dedicated bus lanes will be accomplished through changing of roadway markings that will not affect below-ground resources. Therefore, visual inspection was employed during survey along the length of the proposed BRT route. Disturbances to previously recorded sites and the condition of the proposed route in general were photo documented.

Nearly the entire APE was disturbed by urban development (Table 2; Appendix A:Figures 4–25). Shovel testing was conducted at the Junction Road (West Terminal) Station location on CTH M, in the shared-use path APE in Garner Park on Mineral Point Road, and in a lawn on the east side of the Sun Prairie Park and Ride at Reiner Road and O’Keeffe Avenue. In areas with potentially intact soils, shovel tests were excavated at 15 m (49 ft) intervals, measured a minimum of 30×30 centimeters (cm) (12×12 inches [in]) in diameter, and extended at least 10 cm (4 in) into sterile subsoil. All soil excavated from shovel tests was screened through 0.635 cm (0.25-in) mesh. An effort was made to segregate different soil horizons and screen them separately. The nature of the soil and the presence or absence of any cultural material were recorded for each shovel test on standardized forms. Between the West Terminal and Sun Prairie Park and Ride, all proposed station, charging station, and staging area locations were found to be disturbed by urban or suburban development (Table 2).

The Junction Road (West Terminal) Station, which is planned to include a surface lot/park-and-ride, was surveyed using a combination of shovel testing and visual inspection (Appendix A:Figures 4 and 5). The area is an overgrown lot with trees (mix of pines, hardwoods, and fruit trees), bushes, and tall grass. A sidewalk runs along the east side of the APE and the other sides are bounded by a mixed-use trail. Buildings stood in this area as of 1987 (United States Geological Survey 1987) but no foundations could be identified during survey. A drainage ditch with culverts runs along the east side of the Junction Road (West Terminal) Station area. In the northern portion of the APE, the ditch curves to the west into a low-lying area within the APE. Slopes surround this low-lying area (Appendix A:Figure 5). Judgmental shovel tests were excavated throughout the lot. All shovel tests revealed heavily mottled disturbed soils mixed with modern refuse. Soils in the southern half of the APE were more compact than in the north. No cultural features and no pre-Contact or significant post-Contact cultural materials were identified in any of the shovel tests excavated.

The route of the shared-use path was surveyed using a combination of shovel testing and visual inspection (Appendix A:Figures 3, 7–10). Generally, the proposed shared use path route was heavily urbanized. In Garner Park, which had potentially intact soils, shovel tests were excavated but the soils encountered were disturbed (Appendix A:Figures 9 and 10). No cultural materials or features were identified in any of the shovel tests excavated.

**Table 2. Station Location Survey Results**

Category	Map	Address	Survey Results	Recommendation
Junction Road (West Terminal) Station	3a	West Side of Co HWY M	Shovel tested - disturbed soils.	No further work
Station	3c	Mineral Pt Rd and S High Point Rd	Disturbed - urban	No further work
Station	3d	Mineral Pt Rd and S Westfield Rd	Disturbed - urban	No further work
Station	3e	Mineral Pt Rd and Grand Canyon Dr	Disturbed - urban	No further work
Station	3g	Mineral Pt Rd and Island Dr	Disturbed - urban	No further work
Station	3h	Mineral Pt Rd and S Rosa Rd	Disturbed - urban	No further work
Station	3i	Mineral Pt Rd and S Whitney Way	Disturbed - urban	No further work
West Transfer Pt & Station	3j	Tokay Blvd and S Whitney Way	Disturbed - urban, in site 47DA0817	No further work
Station	3k	S Whitney Way and Regent St	Disturbed - urban	No further work
Station	3m	N Eau Claire Ave & Sheboygan Ave	Disturbed - urban	No further work
Station	3n	Sheboygan Ave and N Segoe Rd	Disturbed - urban	No further work
Stations	3o	University Ave and N Midvale Blvd	Disturbed - urban	No further work
Stations	3p	University Ave and Shorewood Blvd	Disturbed - urban	No further work
Stations	3q	University Ave and University Bay Dr	Disturbed - urban	No further work
Station	3u	N Charter St and University Ave	Disturbed - urban	No further work
Station	3u	N Charter St and Camus Dr	Disturbed - urban	No further work
Station	3v	N Park St and University Ave	Disturbed - urban	No further work
Station	3v	N Park St and W Johnson St	Disturbed - urban	No further work
Station	3w	W Gorham St and State St	Disturbed - urban	No further work
Station	3w	W Johnson St and State St	Disturbed - urban	No further work
Auxiliary Station	3x	E Dayton St and Wisconsin Ave	Disturbed - urban	No further work
Station	3x	Wisconsin Ave and Mifflin St	Disturbed - urban, close to site 47DA0177/BDA0586	No further work
Station	3y	Martin Luther King Jr Blvd and Main St	Disturbed - urban	No further work
Auxiliary Station	3y	Martin Luther King Jr Blvd and W Doty St	Disturbed - urban, adjacent to site 47DA0136/BDA0389	No further work
Construction Staging Area	3z	E Washington Ave and Butler St	Disturbed - urban	No further work
Station	3z	E Washington Ave and Blair St	Disturbed - urban	No further work
Station	3aa	E Washington Ave and Patterson St	Disturbed - urban	No further work
Station	3bb	E Washington Ave and Baldwin St	Disturbed - urban	No further work
Station	3dd	E Washington Ave and 1st St	Disturbed - urban	No further work
Station	3ff	E Washington Ave and Milwaukee St	Disturbed - urban	No further work
Station	3gg	E Washington Ave and Oak St	Disturbed - urban	No further work

**Table 2. Station Location Survey Results (Continued)**

Category	Map	Address	Survey Results	Recommendation
Station	3hh	E Washington Ave and Melvin Ct	Disturbed - urban	No further work
Station	3ii	E Washington Ave and Wright St	Disturbed - urban	No further work
Stations	3kk	Anderson St and Wright St	Disturbed - urban	No further work
Stations	3ll	E Washington Ave and Mendota St	Disturbed - urban	No further work
Stations	3mm	E Washington Ave and Thierer Rd	Disturbed - urban	No further work
Stations	3nn	E Washington Ave and Independence Ln	Disturbed - urban	No further work
Stations	3oo	E Washington Ave and E Springs Dr	Disturbed - urban	No further work
Potential Charging Station	3xx	Hanson Rd and Manufacturers Dr	Disturbed - commercial space	No further work
Potential Charging Station (Sun Prairie Park and Ride)	3eee	O'Keeffe Ave and Reiner Rd	Shovel tested - disturbed soils, disturbed by park and ride	No further work

The APE for the potential charger and restroom at Reiner Road and O'Keeffe Avenue includes sections of street, the new Sun Prairie Park and Ride facility, a large drainage swale on the west side of the park and ride, and a lawn on the east side of the park and ride (Appendix A:Figures 24 and 25). The lawn was shovel tested. Five judgmental shovel tests were excavated on the lawn. The shovel test revealed disturbed soils that were heavily mottled and mixed with fragments of concrete and other construction materials. No cultural features and no pre-Contact or significant post-Contact cultural materials were identified in any of the shovel tests excavated.

Many of the proposed stations are to be installed in disturbed medians (Appendix A:Figures 3, 13, 20). Otherwise, stations are to be installed adjacent to the curb in built-up areas with sidewalk (Appendix A:Figures 3, 14–17, 21). The proposed stations at Wisconsin Avenue and Mifflin Street and at Martin Luther King Jr. Boulevard and West Doty Street are very close to, but do not overlap, uncatalogued Woodland mound sites 47DA0177/BDA0586 (Capitol Park Effigy) and 47DA0136/BDA0389 (Monona Avenue Park Mound Group), respectively (Appendix A:Figures 3x, 3y, 16, and 17). The proposed stations at Wisconsin Avenue and Mifflin Street and at Martin Luther King Jr. Boulevard and Main Street are very close to, but do not overlap, archaeological site 47DA0868 (State Capitol) Appendix A:Figures 3x, 3y, and 18).

The West Transfer Point and station location is currently the location of the extant West Transfer station, a large bus stop set among landscaped grounds (Appendix A:Figures 3j and 12). The proposed construction staging area at East Washington Avenue and Butler Street is a paved parking lot (Appendix A: Figures 3z and 19). The proposed charging station south of Hanson Road near Manufacturers Drive is in a paved and disturbed commercial space (Appendix A:Figures 3xx and 23).

## 7.0 CONCLUSIONS AND RECOMMENDATIONS

In accordance with Section 106, Commonwealth completed a Phase I archaeological survey of the proposed 15-mile east-west BRT route in Madison. No archaeological sites were identified. The APE was found to be heavily disturbed by urban development. The literature review determined that six previously reported sites (four cemetery/human burial sites and two archaeological sites) overlap or are directly adjacent to the APE.

Although neither of the two archaeological sites, 47DA0817 (Toepfer Farm) and 47DA0868 (State Capitol), have been formally evaluated for the National Register, the project will not impact the sites and therefore will have no effect on these resources. Further, the cemetery/burial sites within the project APE also have not been evaluated for National Register eligibility. However, given that all but BDA0080 (Sunset Memory Gardens) lack integrity and likely do not meet the National Register criteria of consideration for cemeteries, these sites or at least the portions of the sites within APE and previously disturbed roadway are not recommended eligible for the National Register. Therefore, there is no effect to historic (cemetery/burial) properties. Nonetheless, cemetery/burial sites in Wisconsin are protected under Wisconsin Statute §157.70. Therefore, sites within which construction activities associated with stations are proposed should be monitored by a “qualified archaeologist” as specified in Wisconsin Statute §157.70 (1) (i).

Based on the archaeological investigations conducted within the proposed route of the BRT project (including local service extensions, the shared use path, and proposed station locations) and limits of disturbance provided to Commonwealth on August 16, 2021, Commonwealth offers the following recommendations (Table 3):

**Table 3. Recommendations for Previously Reported Archaeological and Burial Sites**

Site No.	Burial No.	Site Name	Site Type	Recommendation
47DA0058	BDA0327	H. P. Hall Bird Effigy	Mound(s) - Effigy	No further work
47DA0136	BDA0389	Monona Avenue Park Mound Group	Mound(s) - Conical, Effigy	Monitoring (ground disturbance only)
47DA0177	BDA0586	Capitol Park Effigy	Mound(s) - Effigy	Monitoring (ground disturbance only)
47DA0817		Toepfer Farm	Campsite/village	No further work
47DA0868		State Capitol	Foundation/depression	No further work
	BDA0080	Sunset Memory Gardens	Cemetery/burial	No further work, assuming no ground disturbance

### Recommendation: No Further Work

No further work is recommended at sites BDA0080 (Sunset Memory Gardens), 47DA0058/BDA0327 (H. P. Hall Bird Effigy), 47DA0817 (Toepfer Farm), and 47DA0868 (State Capitol).

No further work is recommended at the catalogued Euroamerican cemetery, site BDA0080 (Sunset Memory Gardens). Given the limits of disturbance provided to Commonwealth on August 16, 2021, no ground disturbance is proposed within the site boundaries, except potentially at the corner of Mineral Point Road and S. Westfield Road, which is currently paved sidewalk with no grave makers nearby. However, if ground disturbance is to occur within the recorded boundaries of Sunset Memory Gardens (BDA0080) outside of areas that are currently paved or ditched, it is recommended that a "qualified archaeologist" be present to monitor ground disturbing activities. If at any point project activities should result in the inadvertent discovery

of human remains or burials, all activities in the area of the discovery should be halted and the area of the discovery fenced and secured. The WHS and local Sherriff's Department should be notified immediately, in compliance with Wisconsin burial sites protection laws (Wisconsin Statute §157.70 and Wisconsin Administrative Code §HS 2).

No further work is recommended at uncatalogued mound site 47DA0058/BDA0327 (H. P. Hall Bird Effigy). Given the limits of disturbance provided to Commonwealth on August 16, 2021, no ground disturbance is proposed within the site boundaries. The site intersects the APE along the proposed route alignment on E. Washington Avenue between Hagen Drive and Independence Lane. No stations are planned within or adjacent to the site boundaries and thus no ground disturbing activities for the BRT project are planned within the site. Further, the area along E. Washington Avenue is heavily disturbed by commercial development, making it very unlikely that intact human burials exist within or immediately adjacent to the APE. If at any point project activities should result in the inadvertent discovery of human remains or burials, all activities in the area of the discovery should be halted and the area of the discovery fenced and secured. The WHS and local Sherriff's Department should be notified immediately, in compliance with Wisconsin burial sites protection laws (Wisconsin Statute §157.70 and Wisconsin Administrative Code §HS 2).

No further work is recommended at the two archaeological sites along the proposed BRT route not reported to contain human burials: 47DA0817 (Toepfer Farm) and 47DA0868 (State Capitol). The locations of both sites have been heavily disturbed where they overlap or abut the APE. Most of site 47DA0817 has been disturbed by commercial development and the APE only overlaps the site in places where there has been clear disturbance by roads, sidewalks, parking lots, utilities, and landscaping. Around site 47DA0868, the APE does not extend outside of the existing roadway and will not impact subsurface features associated with the site. In sum, the portions of sites 47DA0817 (Toepfer Farm) and 47DA0868 (State Capitol) located within the roadbed (or immediately adjacent areas, in the case of site 47DA0817) coincident with APE are not likely to retain sufficient integrity to retain information that would contribute to the National Register eligibility of the sites.

#### Recommendation: Archaeological Monitoring of Ground Disturbing Activities

In accordance with Wisconsin Burial Statute §157.70 and Wisconsin Administrative Code §HS 2.04, the director of the WHS can grant authorization to work within an uncatalogued burial site. A request to work within a site must be obtained from the WHS within one year of construction. In accordance with the provisions of Wisconsin Statute §157.70 (4) and Wisconsin Administrative Code §HS 2.04 (4), the WHS may require that all ground disturbing work within the boundaries of uncatalogued burial sites be monitored by a "qualified archaeologist," as defined by Wisconsin Statute §157.70 (1).

Based on the limits of disturbance provided to Commonwealth on August 16, 2021, Commonwealth recommends monitoring by a "qualified archaeologist" during ground disturbing construction activities within sites 47DA0136/BDA0389 (Monona Avenue Park Mound Group) and 47DA0177/BDA0586 (Capitol Park Effigy) (Table 3). This recommendation is based on the potential for burials within the APE at the pre-Contact mound sites and the possibility of station installation within the boundaries of these sites. Archaeological monitoring is not required if no ground disturbance is to take place within the reported boundaries of these two sites.

If at any point project activities should result in the inadvertent discovery of human remains or burials, all activities in the area of the discovery should be halted and the area of the discovery fenced and secured. The WHS and local Sherriff's Department should be notified immediately, in compliance with Wisconsin burial sites protection laws (Wisconsin Statute §157.70 and Wisconsin Administrative Code §HS 2).

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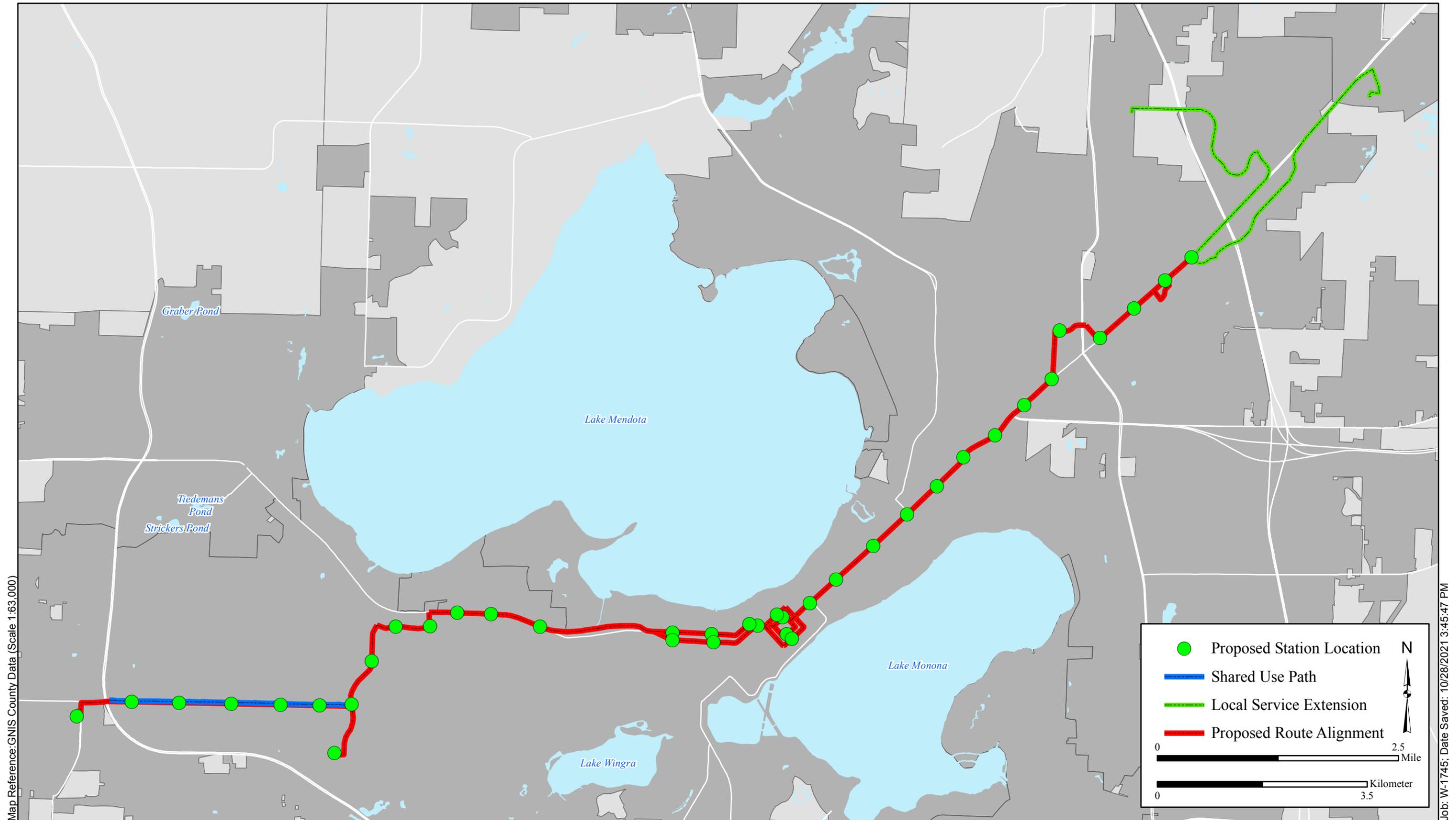
**Phase I Archaeological Survey Report  
Madison East-West BRT Project**

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**APPENDIX A**

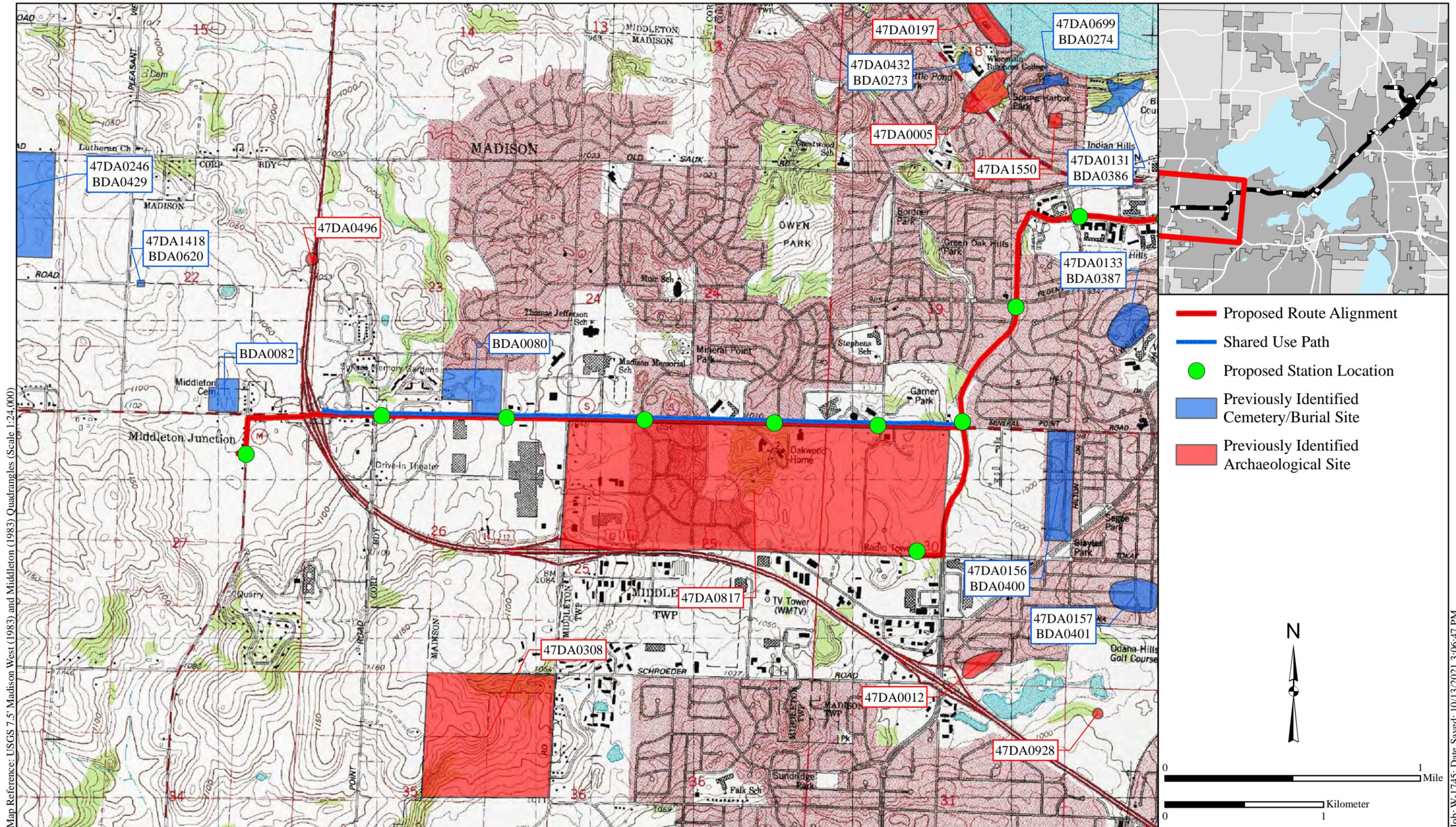
**Phase I Archaeological Survey Maps and Photographs**

Phase I Archaeological Survey Report  
Madison East-West BRT Project



Appendix A-1. East-West Bus Rapid Transit Project Overview

Phase I Archaeological Survey Report  
Madison East-West BRT Project



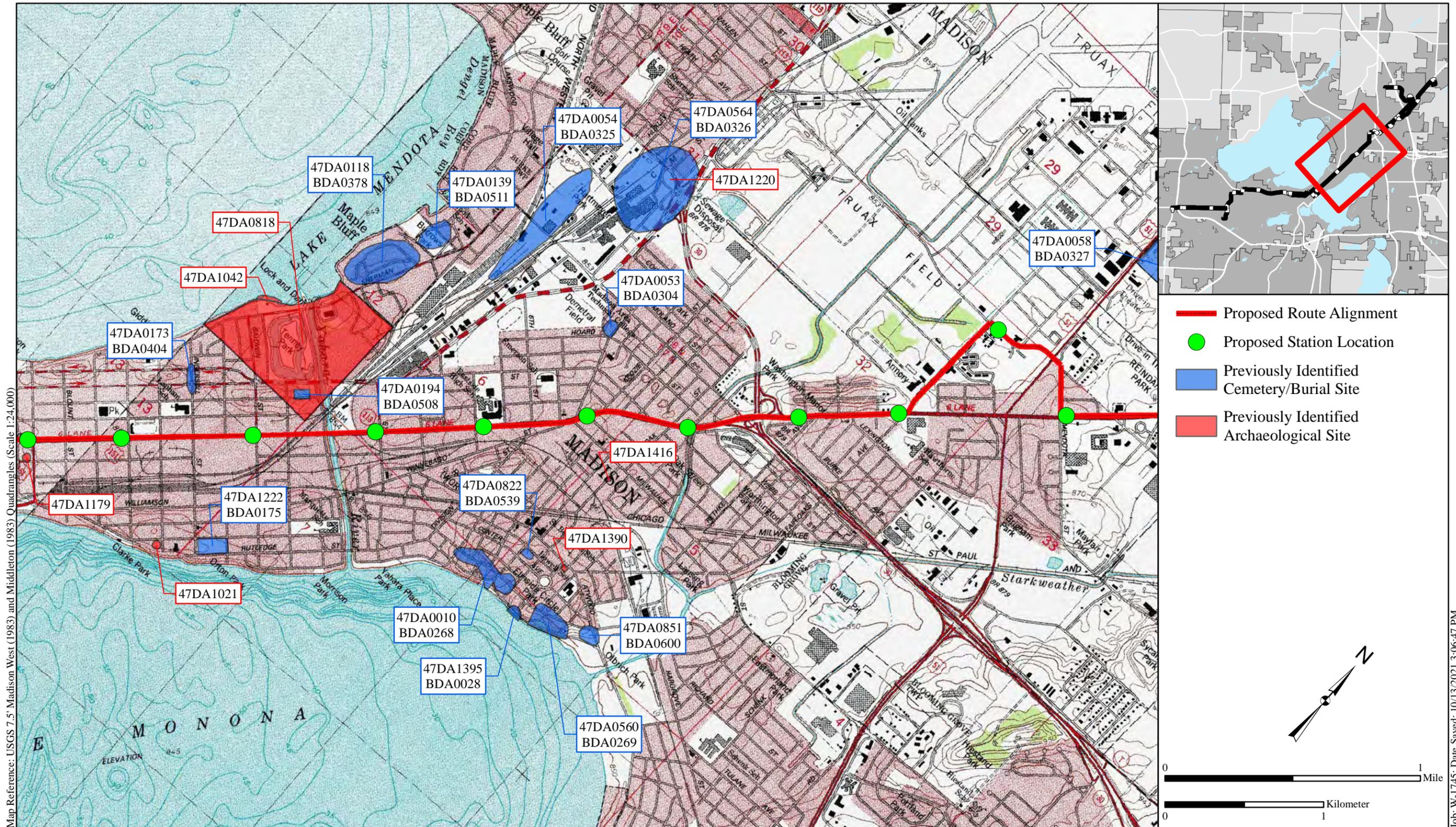
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Appendix A-2a. Project Area and Previously Identified Archaeological and Cemetery/Burial Sites within One Mile

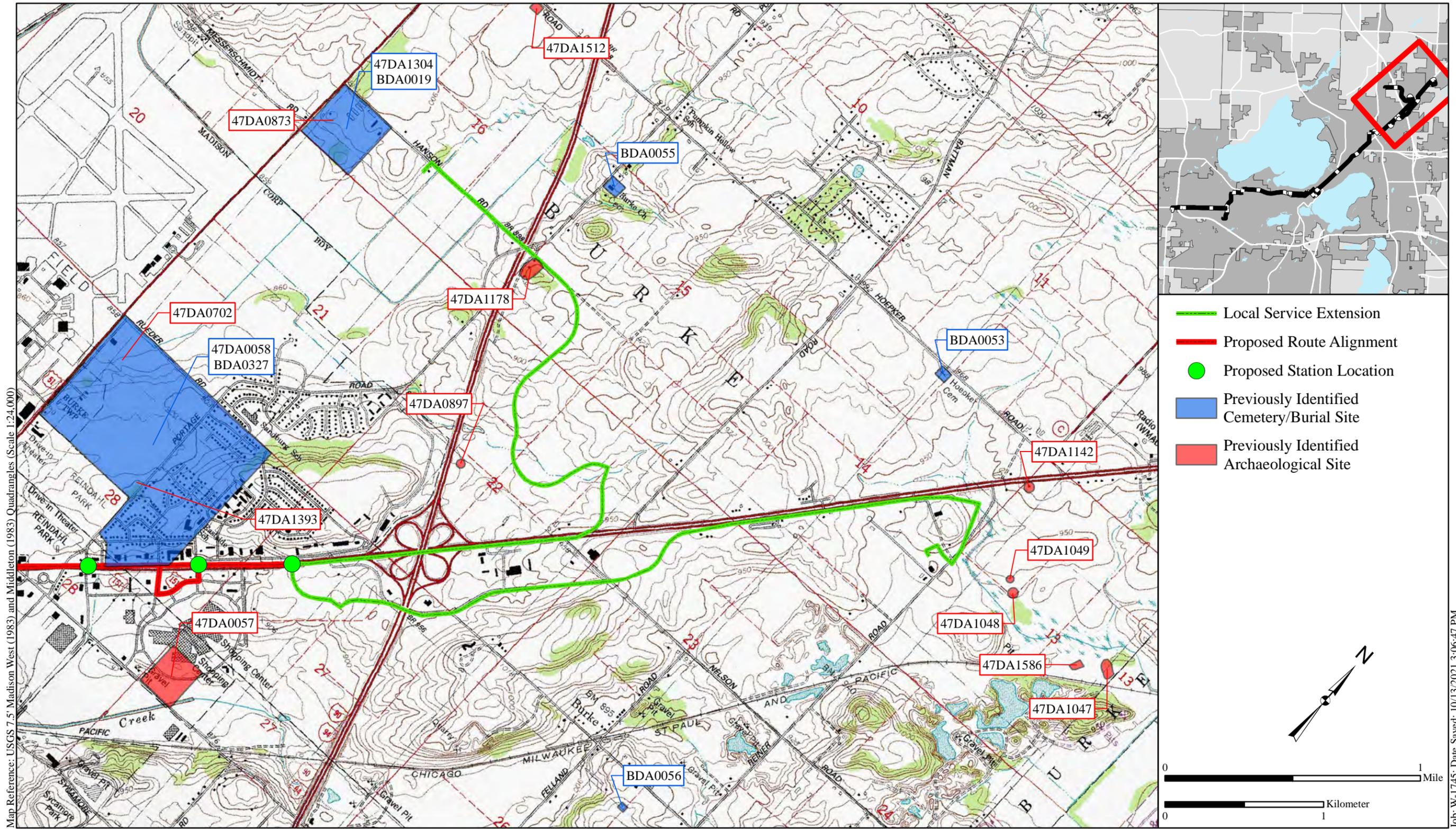


Phase I Archaeological Survey Report  
 Madison East-West BRT Project



Appendix A-2c. Project Area and Previously Identified Archaeological and Cemetery/Burial Sites within One Mile

Phase I Archaeological Survey Report  
 Madison East-West BRT Project



Map Reference: USGS 7.5' Madison West (1983) and Middleton (1983) Quadrangles (Scale 1:24,000)

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Appendix A-2d. Project Area and Previously Identified Archaeological and Cemetery/Burial Sites within One Mile

Phase I Archaeological Survey Report  
Madison East-West BRT Project

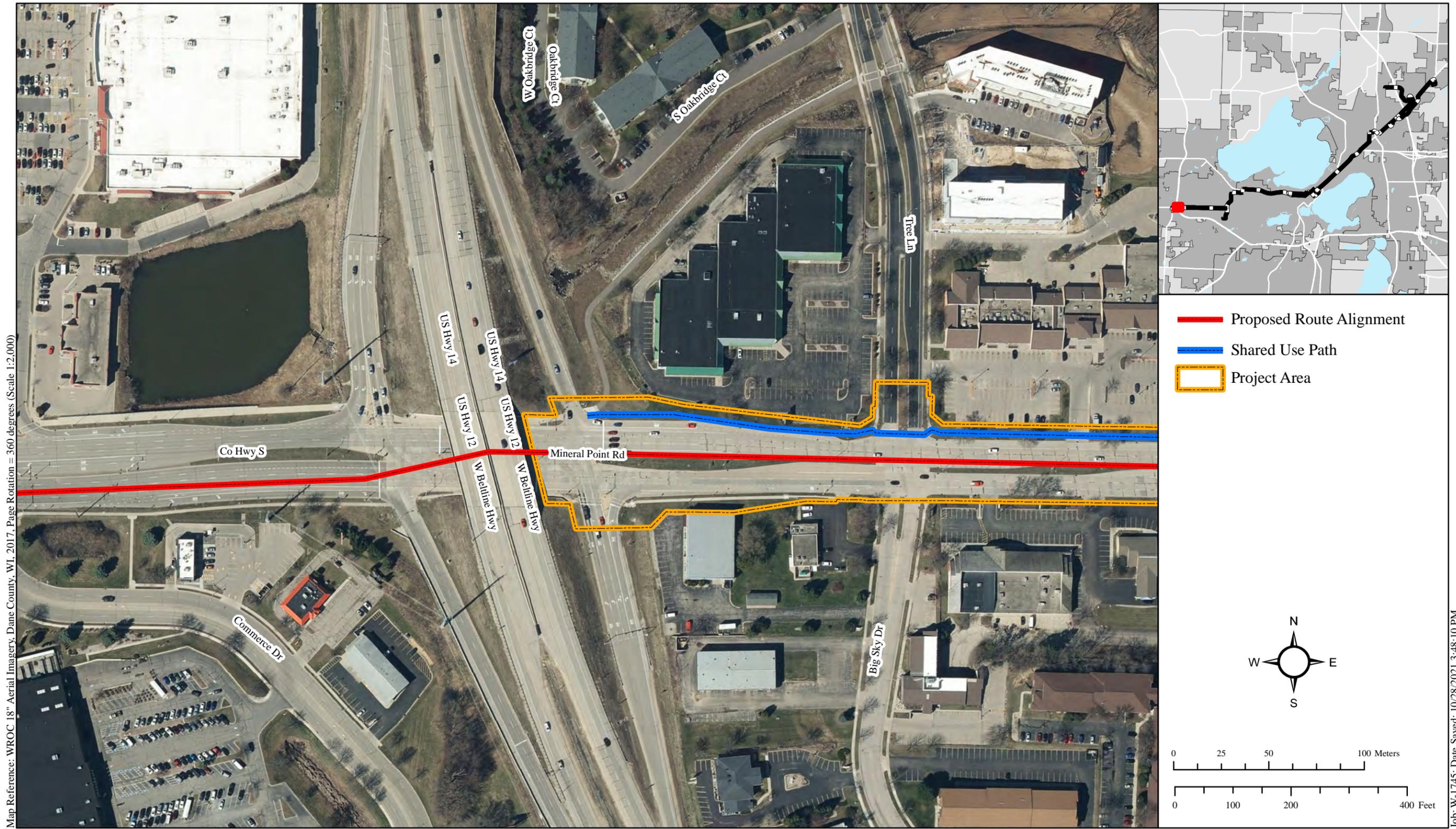


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Appendix A-3a. Areas of Potential Effect and Survey Coverage

East-West Bus Rapid Transit (BRT) Project  
 Mineral Point Road Shared-Use Path  
 City of Madison, Dane County, Wisconsin

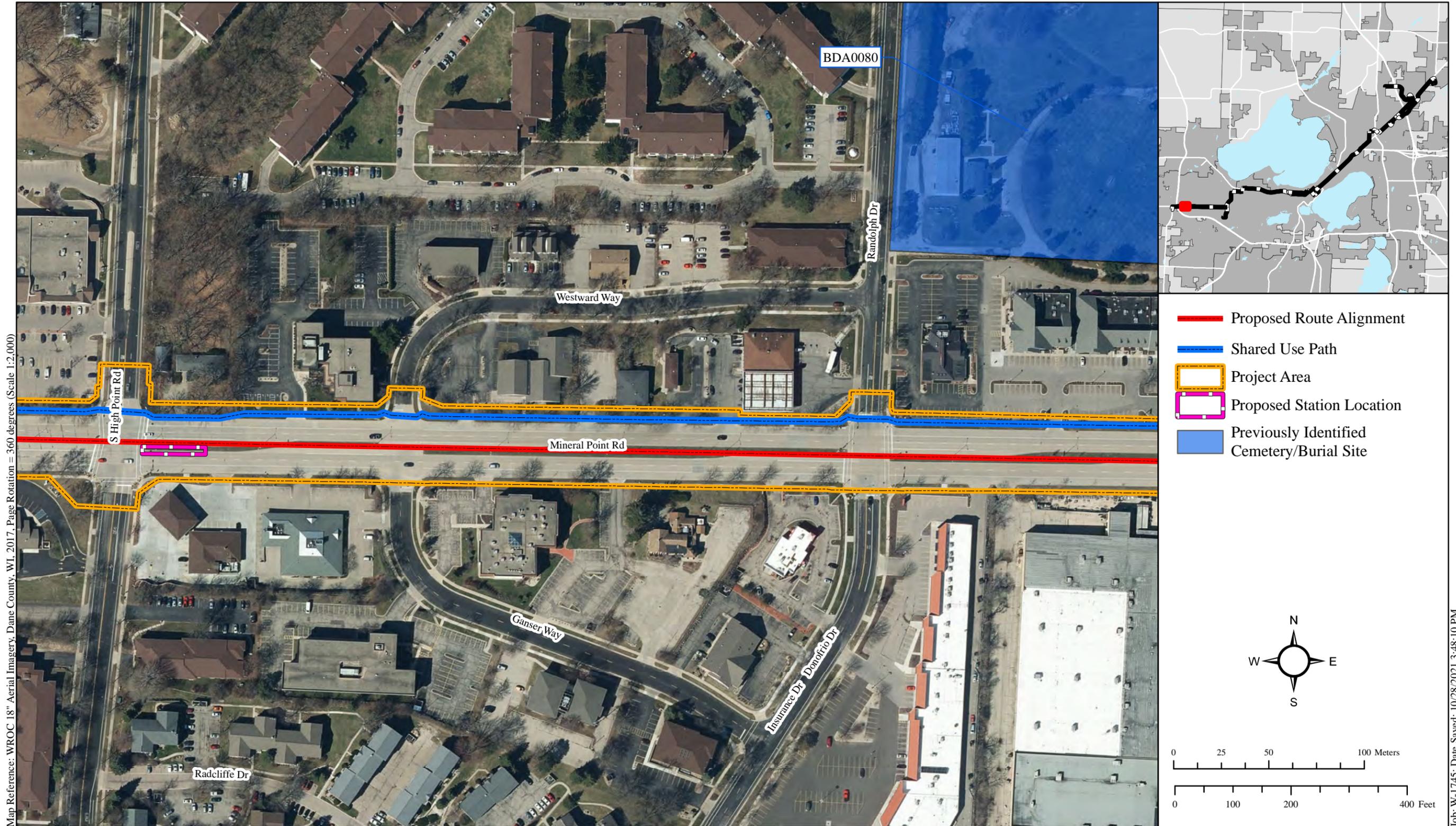


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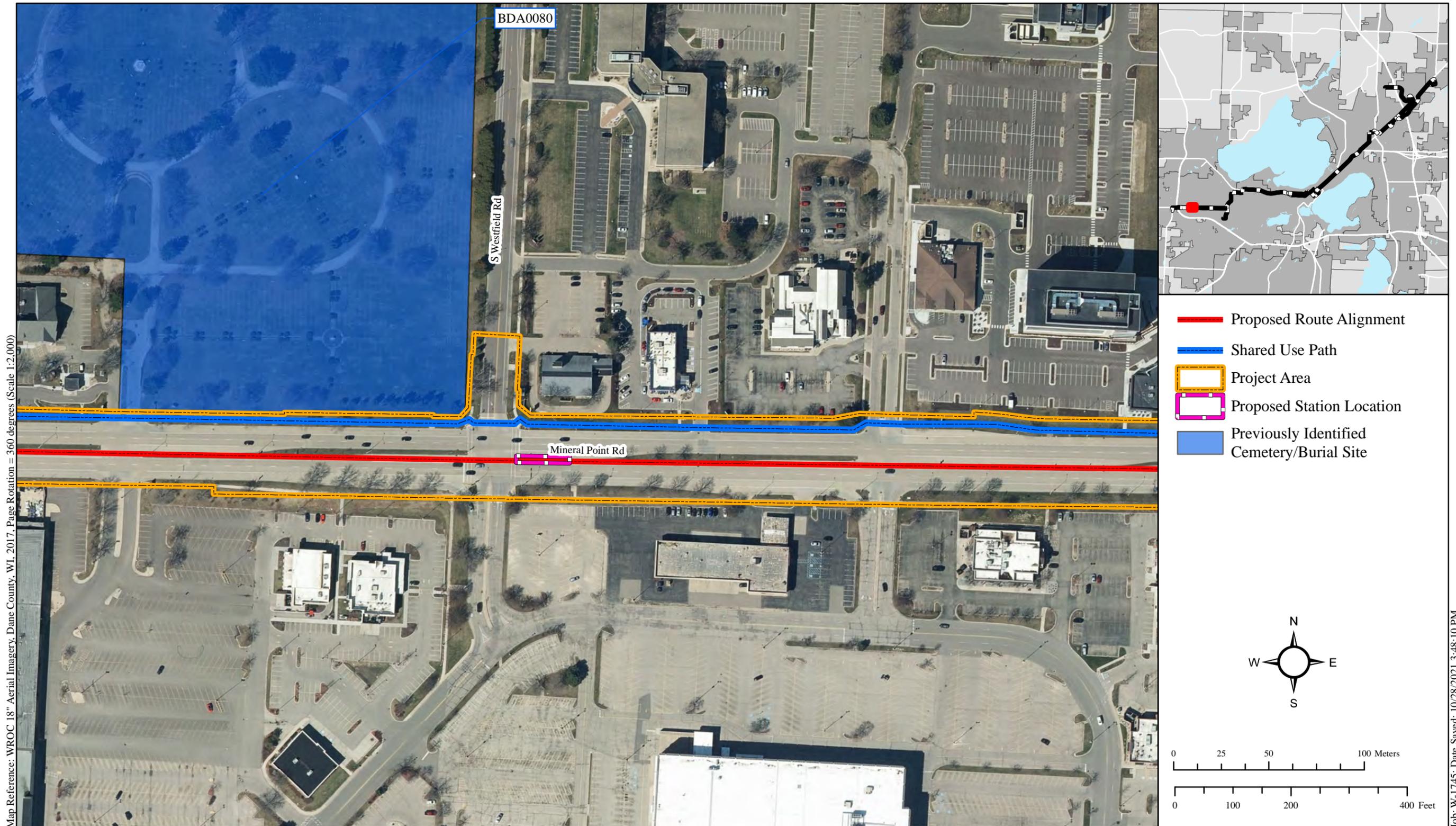
Appendix A-3b. Areas of Potential Effect and Survey Coverage

Phase I Archaeological Survey Report  
Madison East-West BRT Project



Appendix A-3c. Areas of Potential Effect and Survey Coverage

Phase I Archaeological Survey Report  
 Madison East-West BRT Project

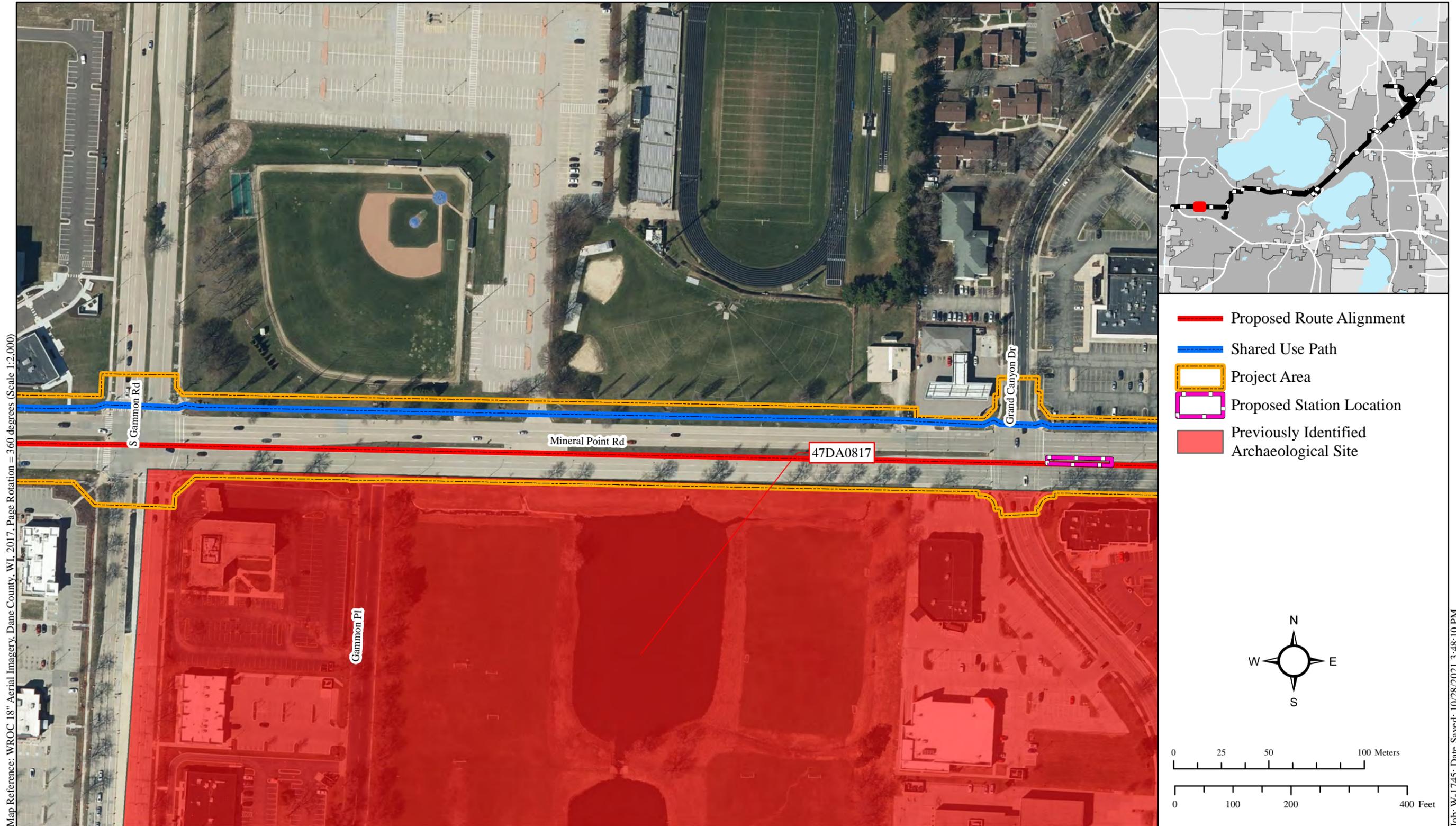


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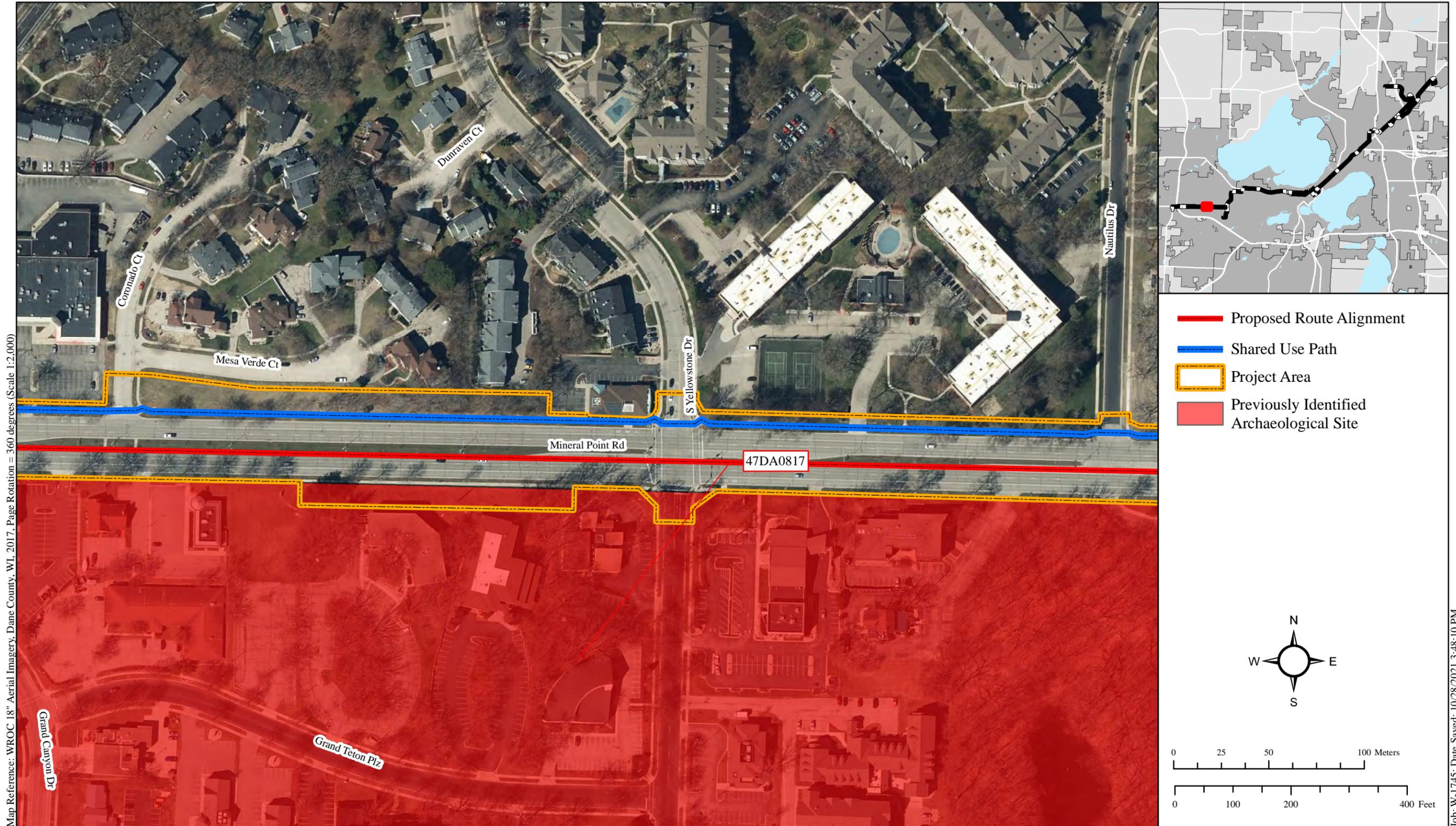
Appendix A-3d. Areas of Potential Effect and Survey Coverage

Phase I Archaeological Survey Report  
Madison East-West BRT Project



Appendix A-3e. Areas of Potential Effect and Survey Coverage

Phase I Archaeological Survey Report  
 Madison East-West BRT Project

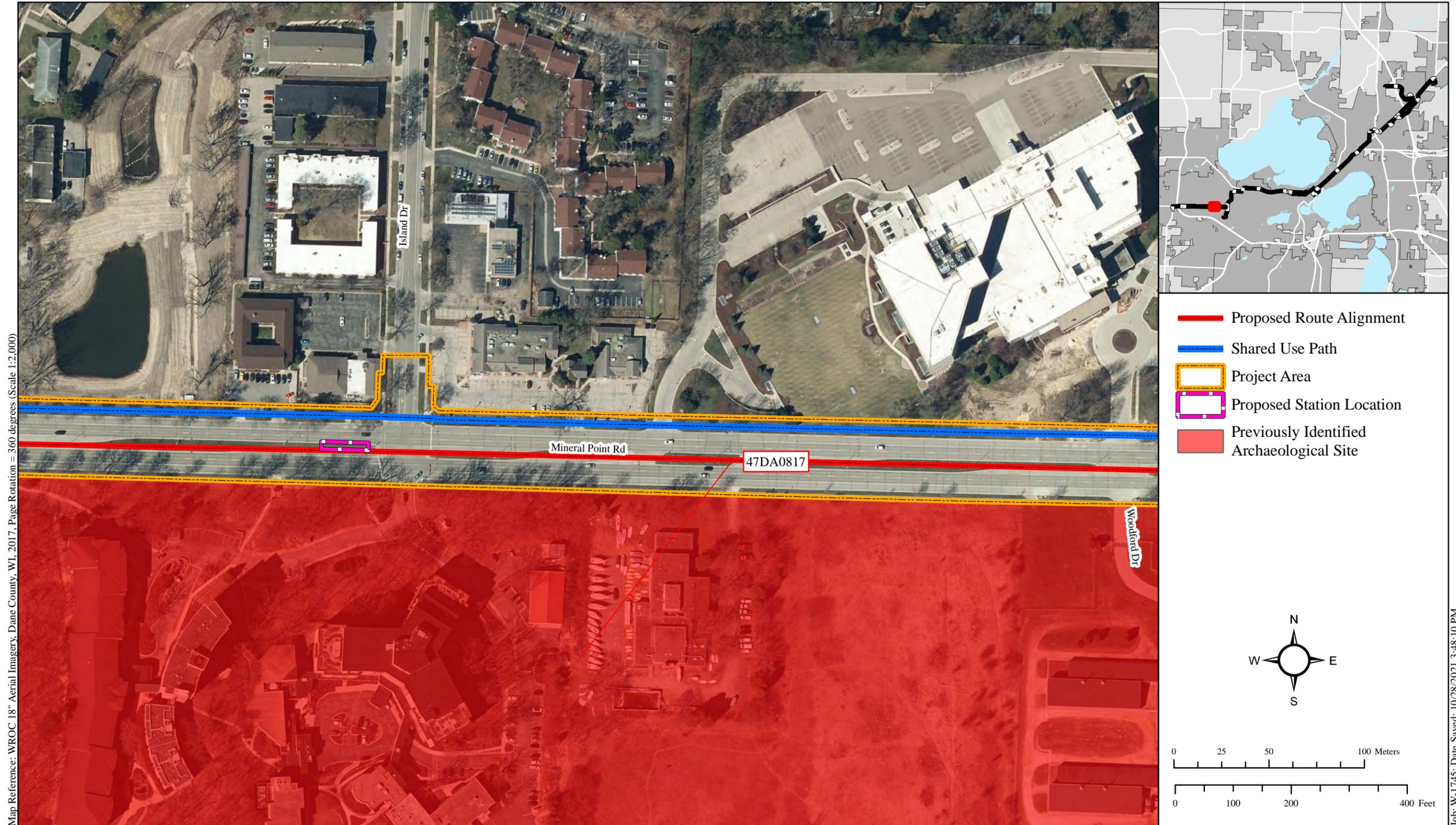


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Appendix A-3f. Areas of Potential Effect and Survey Coverage

Phase I Archaeological Survey Report  
Madison East-West BRT Project



Map Reference: WROC 18" Aerial Imagery, Dane County, WI, 2017, Page Rotation = 360 degrees (Scale 1:2,000)

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Appendix A-3g. Areas of Potential Effect and Survey Coverage