

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation (WisDOT)
DT2094 6/2015

BASIC SHEET 1 - PROJECT SUMMARY

Project ID 1500-37-00, 4570-12-00 Construction ID 1500-37-71/72, 1500-47-71, 4570-12-71/72	Project Termini County R-8 th Street (1500-37-00) 8 th Street-Maritime Drive (4570-12-00)	Funding Sources (check all that apply) <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Local								
Route Designation (if applicable) US 10/WIS 42 (Waldo Blvd.)	Nearest Community City of Manitowoc	Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. \$22,230,000.00 in 2019 dollars Federal – 80% (non-utility) State – 20% (non-utility)								
National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Real Estate Acquisition Portion of Estimated Cost (YOE) \$440,000.00 in 2018 dollars								
Project Title County R to Maritime Drive, City of Manitowoc	Section / Township / Range 23 & 24/T19N/R23E; 19 & 20/T19N/R24E	Utility Relocation Portion of Estimated Cost (YOE) \$2,090,000.00 in 2019 dollars								
County Manitowoc		<table border="1"> <thead> <tr> <th>Right of Way Acquisition</th> <th>Acres</th> </tr> </thead> <tbody> <tr> <td>Fee</td> <td>1.28</td> </tr> <tr> <td>TLE</td> <td>2.62</td> </tr> <tr> <td>PLE</td> <td>0.11</td> </tr> </tbody> </table>	Right of Way Acquisition	Acres	Fee	1.28	TLE	2.62	PLE	0.11
Right of Way Acquisition	Acres									
Fee	1.28									
TLE	2.62									
PLE	0.11									
Bridge Number(s) (if applicable) B-36-0029, B-36-0900	For an ER, indicate the date funding was authorized to begin preliminary engineering. For an EA, indicate the date the Process Initiation Letter was accepted by FHWA. 1/31/2011									

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

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

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

(Print – Preparer Name, Title, Company/Organization)	(Date – m/d/yy)	(Signature – Director, Bureau of Technical Services)	(Date – m/d/yy)
(Signature, Title)	(Date – m/d/yy)	(Signature, Title)	(Date – m/d/yy)
<input type="checkbox"/> Region <input type="checkbox"/> Aeronautics <input type="checkbox"/> Rails & Harbors		<input type="checkbox"/> FHWA <input type="checkbox"/> FAA <input type="checkbox"/> FTA <input type="checkbox"/> FRA	

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

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

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

Andrew Block, PE, Project Engineer, JT Engineering, Inc.	8/8/16	(Signature – Director, Bureau of Technical Services)	8/9/16
(Print – Preparer Name, Title, Company/Organization)	(Date – m/d/yy)	(Signature – Director, Bureau of Technical Services)	(Date – m/d/yy)
(Signature, Title)	(Date – m/d/yy)	(Signature, Title)	(Date – m/d/yy)
<input checked="" type="checkbox"/> Region <input type="checkbox"/> Aeronautics <input type="checkbox"/> Rails & Harbors		<input type="checkbox"/> FHWA <input type="checkbox"/> FAA <input type="checkbox"/> FTA <input type="checkbox"/> FRA	

1. Table of Contents

<u>Content</u>	<u>Page</u>
Purpose and Need	4
Summary of Alternatives	5
Description of Proposed Action	8
Public/Government/Tribal Involvement	11
Traffic Summary	15
Agency and Tribal Coordination	16
Alternatives Comparison Matrix	18
Environmental Commitments	20
Environmental Factor Matrix	22
Factor Sheets	
General Economics Evaluation	25
Historic Resources Evaluation – Lincoln Boulevard Historic District	26
Historic Resources Evaluation – Holy Innocents Parish Complex	28
Historic Resources Evaluation – Woodrow Wilson Junior High School	30
Historic Resources Evaluation – Elks Clubhouse	32
Historic Resources Evaluation – Max Alpert House	34
Historic Resources Evaluation – First Reformed Unitarian Church	36
Section 4(f) and 6(f) or Other Unique Areas – Lincoln Boulevard Historic District	38
Section 4(f) and 6(f) or Other Unique Areas – Holy Innocents Parish Complex	41
Section 4(f) and 6(f) or Other Unique Areas – Woodrow Wilson Junior High School	44
Section 4(f) and 6(f) or Other Unique Areas – Elks Clubhouse	47
Wetlands Evaluation	50
Rivers, Streams and Floodplains Evaluation – Unnamed Tributary to the Manitowoc River	54
Rivers, Streams and Floodplains Evaluation – Little Manitowoc River	56
Threatened and Endangered Species	58
Stormwater Evaluation	59
Appendices	
1. Project Location Maps	61
• State of Wisconsin Map	
• Manitowoc County Map	
• Project Location Map	
2. Preliminary Roadway Plans	68
3. Land Use Maps	85
• Manitowoc County Advanced Access Viewer – 2009 Land Use Map and Legend	
• City of Manitowoc Comprehensive Plan Existing Land Use Map	
• City of Manitowoc Comprehensive Plan Future Land Use Map	
4. Zoning Map and Legend from Manitowoc County Advanced Access Viewer	90
5. City of Manitowoc Comprehensive Plan Cover	93
6. U.S. Census 2010 Summary	95
7. City of Manitowoc Resolution Endorsing Proposed Design Elements	97
8. Bureau of Aeronautics Correspondence (Response Dated: 11/18/2013)	102
9. Railroad Coordination	104
10. DNR Correspondence (Initial and Updated Responses Dated: 6/10/2012 and 6/16/2014)	107
11. Signed Section 106 Review	113
12. Section 106 Memorandum of Agreement	126
13. U.S. Army Corps of Engineers Correspondence (No Response Received)	142
14. U.S. Fish and Wildlife Service Correspondence (Initial Response Dated: 10/24/2014 and Northern Long-eared Bat Submittal)	144
15. Advisory Council on Historic Preservation Correspondence (Response Dated: 1/26/2016)	158
16. American Indian Tribal Correspondence (Letter and List of Recipients)	160
17. Final Section 4(f) Evaluation and Determination (Less Appendices) and Plan View of Section 4(f) Properties	165
18. Wetland Delineation and Anticipated Impacts	211

2. Abbreviations and Acronyms

ADA – Americans with Disabilities Act
ADT – Average Daily Traffic
ASNRI – Area of Special Natural Resource Interest
Blvd – Boulevard
CN – Canadian National (Railroad)
FDM – Facilities Development Manual
HMA – Hot Mix Asphalt
ICE – Intersection Control Evaluation
IRI – International Roughness Index
LNRP – Lakeshore Natural Resources Partnership, Inc.
MOA – Memorandum of Agreement
NA – Not Applicable
NRHP – National Register of Historic Places
NS – Not Studied
PIM – Public Involvement Meeting
SMA – State Municipal Agreement
TLE – Temporary Limited Easement
TWLTL – Two Way Left Turn Lane
UNK - Unknown
US – United States Highway
WIS – Wisconsin State Trunk Highway
WisDOT – Wisconsin Department of Transportation

3. Environmental Document Statement

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

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

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

BASIC SHEET 3 - PURPOSE AND NEED

1. Purpose and Need

The Waldo Boulevard corridor from County R (Rapids Road) to Maritime Drive discussed within this document is designated as US 10 west of 8th Street and WIS 42 east of 8th street, and is located immediately west of Lake Michigan in the City of Manitowoc in Manitowoc County. Project location maps are attached in Appendix 1.

Project Purpose:

The purpose of the proposed Waldo Boulevard project is to improve the existing corridor by correcting the existing deficiencies and expanding access to additional forms of transportation.

Project Need:

The 3.01 mile Waldo Boulevard corridor has deficiencies in the following areas: pavement quality, structure condition, storm water collection and conveyance, roadway safety, and availability of accommodations for non-motorized users. Additionally, the existing municipal utilities located below and immediately adjacent to Waldo Boulevard are aging and inadequate in terms of capacity in locations.

Within the project boundaries, Waldo Boulevard (US 10/WIS 42) is four-lane divided roadway situated in an urban setting and originally constructed to its current configuration between the years of 1976 and 1985. Numerous rehabilitation projects in the form of diamond grinding, pavement repair, and joint repair projects have occurred to extend the useable life of the facility since its original construction. Despite previous rehabilitation efforts, the existing 9-inch non-doweled and non-reinforced pavement can be characterized as having numerous joints and entire panels failing. A survey of the Waldo Boulevard pavement was conducted in 2010 to determine the International Roughness Index (IRI). The section from County R to 8th Street was rated with an IRI value ranging between 2.875 to 3.222, and the section of roadway from 8th Street to Maritime Drive was rated with an IRI value of 2.920. The IRI rating for a pavement describes the extent of irregularity of the driving surface which directly correlates to the ride quality experienced by roadway users. The Wisconsin Department of Transportation (WisDOT) measures IRI on a scale of 0 to 4.5 with 0 representing a smooth driving surface void of surface defects and 4.5 signifying a very poor ride quality. Based on the 2010 ratings, the existing pavement is approaching the higher end of the measured range and falls in the range of an aging pavement typical for one which has been in place this length of time.

Similar to the existing roadway pavement the existing structures along Waldo Boulevard are beginning to show signs of age and deterioration. Bridge structure B-36-0029, located approximately 1,000-feet east of Fleetwood Drive over the Canadian National Railroad, is no exception. The structure was originally constructed in 1975 and received a concrete bridge deck overlay in 2000. The concrete overlay is beginning to show signs of significant cracking as is the sidewalk on either side of the structure. The bridge sufficiency rating is 73.9 and based on recent inspections has substructure units in excellent condition. A sufficiency rating is a calculated value which represents the overall condition and adequacy of a structure with an output value between 0 (worst possible condition) to 100 (perfect condition). Bridge structure B-36-900 which spans the Little Manitowoc River approximately 1,100-feet west of Maritime Drive was originally constructed in 1934, and similar to structure B-36-0029 has a sufficiency rating of 73.9. The structure is mainly in adequate condition, but the railing on each side of the structure adjacent to the sidewalk is in poor condition. The existing 12-foot by 8-foot box culvert constructed in 1931 located below Waldo Boulevard and 200-feet west of Fleetwood Drive is also showing signs of deterioration including the existing wing walls which have broken away from barrel section of the box culvert. The existing box culvert flow line is located above the adjacent stream channel elevation which is causing ponding and excess erosion. This box culvert includes an inlet structure stemming from its top which drains both surface water flow and area storm sewer trunk lines. This configuration allows storm water to cascade into the center of the box from above resulting in ice buildup within the culvert during cold weather months. If left unattended the ice buildup restricts storm water flow and results in storm water ponding on the adjacent roadway.

Storm water ponding along Waldo Boulevard is not an issue exclusive to the area directly adjacent to Fleetwood Drive. Numerous additional locations within the proposed project corridor have been recognized by WisDOT maintenance staff, local officials, and area residents as being plagued by significant storm water ponding both during and after rain events. Two locations which experience more significant ponding issues include the area between 11th Street to 12th Street immediately north of Waldo Boulevard, as well as in the northwest corner of Waldo Boulevard/14th Street intersection. Storm water related issues within the proposed project corridor mainly attributed to insufficient system capacity have been documented in several studies completed by engineering consulting firms previously hired by the City of Manitowoc. Further degrading the function of the existing storm sewer system are issues such as is the case near Waldo Boulevard and Glenview Drive where the sanitary sewer passes through the existing storm sewer reducing the capacity and providing an ideal location for clogging. An inadequate storm sewer network has the potential to

cause issues beyond mere inconvenience, particularly property damage and the creation of hazardous conditions for all roadway users.

Intersection geometry at Menasha Avenue and Maritime Drive pose a safety concern. The intersection of Menasha Avenue and Waldo Boulevard does not meet current standards as the roadways intersect at approximately 50-degrees. The WisDOT Facilities Development Manual (FDM) specifies a minimum angle of intersection of 70-degrees in this situation. Substandard intersection angles present issues with turning movements for larger vehicles, and require motorists to turn further to view and judge potential conflicts prior to entering an intersection. The Waldo Boulevard/Maritime Drive intersection has an atypical geometry composed of numerous islands separating the various available traffic movements. The numerous turning and through movements intersect at a wide variety of angles and are controlled by a combination of yield control, stop control, and two movements with no form of control. Overall the intersection appears confusing for motorists and pedestrians alike. The lone pedestrian crossing at the intersection is approximately 250-feet south of Waldo Boulevard, which is particularly inconvenient due to its proximity to Mariner's Trail located on the east side of Maritime Drive.

As part of the preliminary project scoping, local officials responsible for operating and maintaining the municipal utilities i.e. water and sanitary sewer, expressed concern with the condition and adequacy of the existing facilities. According to officials from the City of Manitowoc who maintain and operate the sanitary sewer facilities, the majority of sanitary sewer trunk lines located between County R and 6th Street require either complete replacement or at minimum rehabilitation to prolong their service life. Manitowoc Public Utilities, which operates and maintains the water service, has identified facilities between 23rd Street to 5th Street as candidates for replacements due to age and because portions of the existing water utilities are constructed of lead components (8th Street to 5th Street).

The existing Waldo Boulevard corridor currently has sidewalk along both sides of the roadway throughout the project limits except for approximately 600-feet on the north side of the roadway at the far eastern project limits, but does not have any dedicated bicycle facilities. Without full pedestrian and bicycle facilities along Waldo Boulevard access between Waldo Boulevard and Mariner's Trail is less convenient and pedestrian/bicyclist safety is sacrificed. Mariner's Trail is a paved multiuse path located along the Lake Michigan shore (immediately east of WIS 42/Maritime Drive/Memorial Drive) connecting Manitowoc and Two Rivers which attracts and serves non-motorized users. Additionally, the City of Manitowoc has also expressed, as part of their Comprehensive Plan, its wishes to become more accommodating for pedestrians and bicyclists.

Project Status:

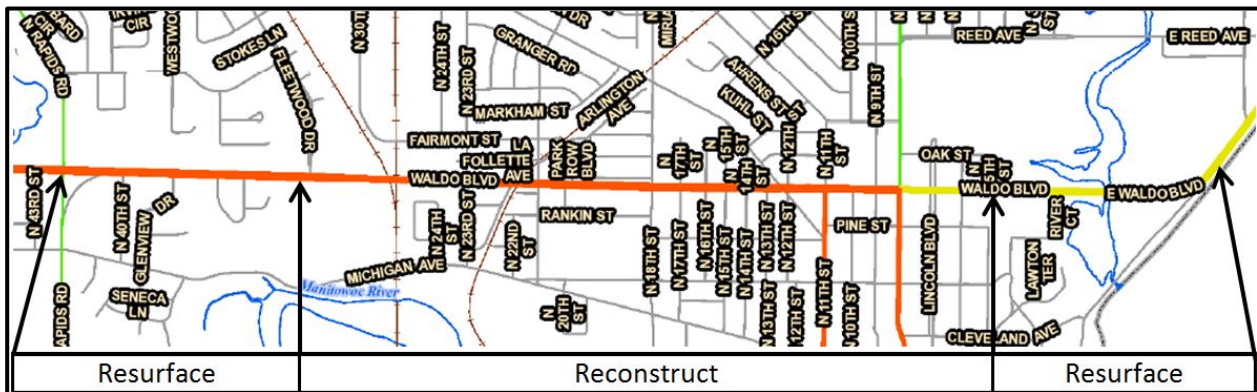
The proposed project design process is nearing the completion of the preliminary design phase. The current project schedule has the design phase concluding in May 2018 and project construction scheduled for 2019 (14th / 15th Street - Maritime Drive) and 2020 (County R - 14th / 15th Street). To date, officials from the federal, state and local levels have been coordinated with, and have provided input advancing the improvement concept to its current state.

2. Summary of Alternatives

No Build Alternative - this is not the preferred alternative

This alternative does not address the deficiencies described in the Purpose and Need section of this document. Without improvements to the roadway and structures their condition will continue to deteriorate, storm water issues will persist, and no improvements to existing intersections will occur, all of which will result in continuing maintenance costs and jeopardize the safety of the corridor. Similar results will be experienced if the need to repair and replace municipal utilities is not addressed. While the no build alternative does not meet the purpose and need for this project, it does serve as a baseline for a comparison of impacts related to other alternatives.

Alternative A: Reconstruct Waldo Boulevard from Fleetwood Drive to 5th Street (1.78 miles) with underground storm water detention, resurface the remainder of the roadway (County R to Fleetwood Drive-0.60 mile and 5th Street to Maritime Drive-0.63 mile), and improve structures - this is not the preferred alternative

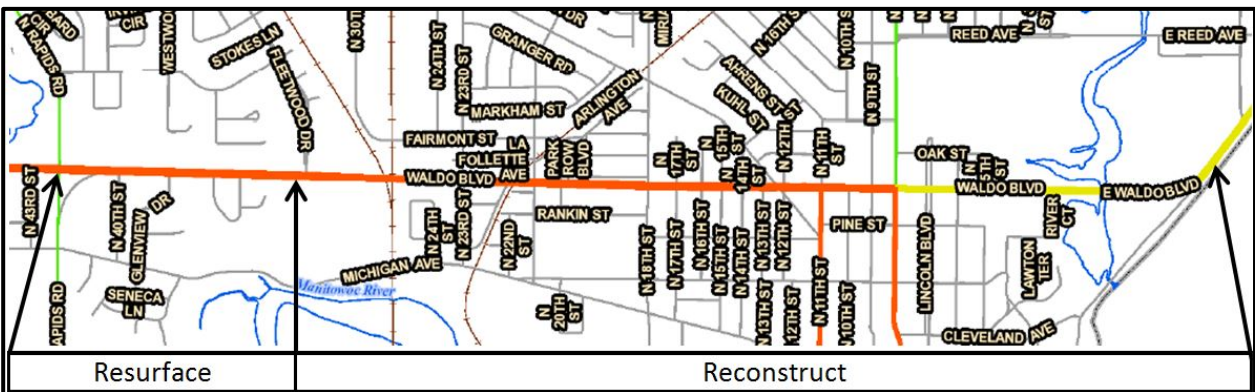


This alternative addresses the deficiencies with the existing roadway/structures and provides for a complete urban reconstruction in the portions of the roadway coinciding with the proposed municipal utility replacements. The overall project costs associated with this alternative as it is related to strictly the roadway reconstruction and resurfacing would be reduced from a complete reconstruction project as a portion of Waldo Boulevard would only be repaired and overlaid to extend its useful life where no utility or storm sewer replacements were required. This alternative would also include improvements to area intersections, particularly Menasha Avenue and Maritime Drive. The proposed underground storm water detention facility would be located below the athletic field at Wilson Junior High School with the intent of providing relief to the storm sewer network, but would have impacts to this public facility particularly during construction when the entire recreation field would be unavailable for public use. Further study of this detention facility showed that a detention facility at this location would likely not provide as much relief as originally anticipated due to the majority of the storm water overload occurring further upstream and well outside the proposed project limits, therefore this alternative does not meet the purpose and need of the project and was not studied further.

Several design options were considered with the intent of improving the Waldo Boulevard/Menasha Avenue intersection. These options, while shown under Alternative A, were considered for any alternative which planned to reconstruct through the subject intersection, thus making these options applicable to Alternatives A - C. The various options studied are shown below:

- Design Option 1: This alternative alignment improves the Menasha Avenue sideroad approach angle to 87 degrees with Waldo Boulevard and provides full access for the 12th Street intersection. This option was not selected, because it restricts full access at the Menasha Avenue intersection by eliminating the eastbound to northbound and southbound to eastbound turning movements. Restricted access at this location was considered unacceptable because Menasha Avenue provides a route for vehicles to travel to and from the downtown area of the City of Manitowoc, supporting a volume approximately 2100 ADT (average daily traffic).
- Design Option 2: This alternative alignment improves the Menasha Avenue sideroad approach angle to 87 degrees with Waldo Boulevard. This option included restricting 12th Street access north of Waldo Boulevard, by constructing a cul-de-sac. This would eliminate confusion of the closely spaced intersections of Menasha Avenue and 12th Street. This option was not selected because it requires a residential relocation.
- Design Option 3 (selected intersection design concept): This alternative alignment improves the Menasha Avenue sideroad approach angle to 87 degrees with Waldo Boulevard. This option also restricts access for the 12th Street and 13th Street sideroad. This is the most cost effective concept that allows traffic to maintain using approximately the same traffic patterns, while improving the safety of the approach angles.
- Design Option 4: This alternative alignment improves the Menasha Avenue sideroad approach angle, and creates a consistent Menasha Avenue roadway north and south of Waldo Boulevard. This alternative was not selected because it requires a residential relocation.

Alternative C: Reconstruct Waldo Boulevard from Fleetwood Drive to Maritime Drive (2.40 miles) and resurface the remainder of the roadway (County R to Fleetwood Drive-0.60 mile) - this is the preferred alternative



Page 7 of 24

but no difference is expected in the amount of wetland impacts between the two options. Alternative C meets the purpose and need of the project as described in this document.

3. Description of Proposed Action

Waldo Boulevard (US 10/WIS 42) is a connecting highway that is a four-lane divided principle urban arterial. The roadway represents an east-west corridor traversing through the City of Manitowoc. Only the US 10 portion of the roadway, located west of 8th Street, is part of the National Highway System (NHS) and a Corridors 2030 Connector Route. Both US 10 and WIS 42 are designated long truck routes. The proposed transportation improvement project for Waldo Boulevard between County R and Maritime Drive will address the existing deficiencies described in the Purpose and Need section of this document.

From County R east to just west of Fleetwood Drive (Construction Project ID 1500-47-71) the existing roadway pavement will be improved by performing spot repairs and resurfacing the existing roadway with a Hot Mix Asphalt (HMA) overlay to extend the service life of the existing pavement. Also within this 0.60 mile section of roadway, upgrades will be made to the existing traffic signals at the Waldo Boulevard/County R intersection.

The remaining portion of the project will consist of an urban reconstruction with concrete pavement under Construction Project ID's 1500-37-71 and 4570-12-71 (Fleetwood Drive to 8th Street (1.56 miles) and 8th Street to Maritime Drive (0.85 mile) respectively). At the request of City of Manitowoc officials, the proposed pavement will have the joints sealed – a cost which will be incurred by the City through a State Municipal Agreement (SMA). The proposed typical section in the reconstruction portion of the project will consist of two through lanes in each direction separated by a typical 21-foot median with a terrace and sidewalk on each side of the roadway. The outside lane on both sides of the roadway, commonly referred to as a wide outside lane, is proposed to be 14-feet in width and will provide on-street bicycle accommodations throughout the reconstruction section. The roadway typical section within the resurfacing section of the proposed project will remain unchanged from what currently exists. As part of the proposed roadway reconstruction, the existing storm sewer will be removed and replaced with an adequately sized system. Spot improvements to the storm sewer system within the resurfacing section of the roadway will be incorporated into the proposed work as necessary.

Structure B-36-0029, which supports Waldo Boulevard traffic over the Canadian National Railroad, is proposed to receive a complete deck replacement to extend the service life of the structure while allowing its structurally sound substructure to remain in service. A cost benefit analysis was performed for structure B-36-0029 which documented this to be the most appropriate level of improvement. Improvements proposed for structure B-36-900 spanning the Little Manitowoc River consist of replacing the deficient safety railing along both sides of the structure and Type 1 and 2 spot deck surface repairs. Type 1 repairs extend from the surface of the deck to the top layer of steel reinforcement, while Type 2 repairs extend to a depth below the top layer of steel reinforcement. The existing reinforced concrete box culvert located immediately west of Fleetwood Drive, with its inherent structural degradation and maintenance issues, is planned will be replaced with a similar structure sized to fit the anticipated flow. The new structure will no longer be an outlet for the area storm sewer which is anticipated to eliminate the maintenance issues which are currently occurring.

The most significant intersection improvements proposed are at the intersections of Menasha Avenue and Maritime Drive. The existing Menasha Avenue intersection is planned to be shifted west approximately 70-feet resulting in a more desirable and nearly perpendicular intersection angle with Waldo Boulevard. Numerous alternatives and associated impacts were considered during the design of this intersection as discussed previously within this document. The current design minimizes negative impacts, and promotes both safety and functionality. The existing intersection at Maritime Drive with Waldo Boulevard is proposed to be replaced with a roundabout intersection. An Intersection Control Evaluation (ICE) report was completed for this intersection and determined that a roundabout intersection is the most feasible option based on numerous factors including cost to construct, real estate impacts, safety for roadway users, and Level of Service/capacity. Several design iterations have been completed for the intersection improvement to accentuate improvements and minimize impacts. Other, less substantial, intersection improvements are proposed to be included with the project including lengthening of dedicated turn lanes, adding slotted left turn lanes at the 18th and 11th Street intersections, and reconfiguration of median island to better accommodate anticipated vehicle turning movements.

Municipal utility replacements and repairs are proposed to be incorporated into the project to the extent seen necessary by the Manitowoc Public Utility and the City of Manitowoc. The extent of any facilities requiring complete replacement was the initial driver for the amount of reconstruction proposed for Waldo Boulevard. Those entities will be designing and providing the information to be included in the roadway plan documents under Construction Project

ID's 1500-37-72 (Fleetwood Drive to 8th Street) and 4570-12-72 (8th Street to Maritime Drive). Both the City of Manitowoc and Manitowoc Public Utilities have noted that all proposed utility work, including upgrades to marginal facilities, would be more financially responsible with public funds, potentially reduce time for construction, and cause less delay and inconvenience to roadway users if the work was included with and completed in conjunction with the roadway work. Coordination with the City of Manitowoc and utility companies with facilities within the project limits has occurred and will continue throughout the life of the project to date and will continue throughout the remainder of the project.

Additional ancillary improvements are proposed to be included in the project including the following: retaining wall construction, traffic signal replacement, street lighting, and landscaping. Retaining walls are currently being evaluated for use between 8th and 9th Streets for the purpose of limiting real estate impacts. Coordination for the street lighting and landscaping, and the associated design has not started as of yet, but is planned for inclusion to increase roadway safety and to offset impacts to existing vegetation respectively.

The preliminary proposed plans for the roadway depicting what is described above are attached as Appendix 2. Within Appendix 2 the proposed work is shown in black line work, and the existing corridor characteristics and features are shown in grayscale.

The current staging concept for the project includes full closures of Waldo Boulevard throughout the reconstruction segment. However, the entire reconstruction segment of the project will not be closed at one time, but rather individual sections will be close incrementally to facilitate construction operations and minimize inconvenience to the traveling public. The full closures are necessary to facilitate the bridge deck replacement, roundabout construction, and proposed construction operations well below existing ground level, including the replacement of the following: box culvert, storm sewer, and municipal utilities. Several priority intersections are planned to be staged, or closed for the minimum amount necessary to complete the proposed work in the area. Coordination with local officials and emergency services regarding the proposed roadway closures has begun in order to provide those entities adequate time to make the necessary arrangements. Future coordination with Maritime Metro is planned for the purpose of preserving operations of the two existing bus stops within the project corridor near Fleetwood Drive and Maritime Drive during construction. Detours will be marked during the proposed closures; however, specific routes have not been developed at this time. As noted the remainder of Waldo Boulevard (County R to Fleetwood Drive) will be constructed utilizing single lane closures. It is anticipated that local traffic will utilize area local routes to avoid the construction with regional traffic utilizing other area highways. Access to all properties will be maintained throughout construction of the proposed project. The proposed project is currently planned to be constructed in two consecutive construction seasons and in two segments 14th Street to Maritime Drive (2019) and County R to 14th Street (2020).

4. Construction and Operational Energy Requirements

Highway energy consumption manifests itself in the raw materials and fuels used to construct, operate, and maintain a highway facility. Construction energy is comprised of the raw materials and equipment necessary to build and maintain the highway. Fuel consumption is affected by the type of vehicle using the roadway, the travel speed, congestion and condition of the vehicle. Energy costs for construction would be similar for Alternatives A, B and C – all of which would far exceed that of the No Build Alternative. The reduction in maintenance costs and improvement in roadway user safety would be greatest with Alternative C followed by Alternative B, Alternative A, and the No Build Alternative.

Savings in operational energy for the recommended alternative (Alternative C) for the proposed project, due to the anticipated reduction in maintenance costs and improved roadway safety, are anticipated to offset the energy require to construct the preferred alternative and result in a net savings in energy use.

5. Land Use Adjoining and Surrounding Area

Within the immediate project area the Waldo Boulevard corridor is highly developed and the land use consists mainly of single family residential properties. The next most popular land use in the immediate area is governmental/institution properties followed by minor amounts of commercial, industrial, and recreational properties. Expanding out, the land use in the surrounding project area remains relatively consistent with that of the immediate project area with some variations. The surrounding area is less developed and has an increased amount of area dedicated to recreational areas as well as woodlands/natural area. Furthermore, the land use in the surrounding area differs in that the residential dwelling types expand to include some multi-family units, and a larger industrial area is also present along the Manitowoc River approximately ½-mile south of Waldo Boulevard. A land use map and legend based on 2009 statistics provided by Manitowoc County is attached as Appendix 3. Also included in Appendix 3 are

both existing and projected land use maps which were developed for and included in the City of Manitowoc Comprehensive Plan. There are minimal differences between the County and City existing land use maps, and the future land use maps shows little variation from what is existing within the proposed project corridor.

6. Planning and Zoning

The proposed project blends well with the current zoning in the Waldo Boulevard Corridor. The proposed low speed facility closely replicates the existing facility and will service the surrounding community in a similar yet improved fashion. A Manitowoc County zoning map is attached in Appendix 4.

Within the City of Manitowoc's Comprehensive Plan adopted December 21, 2009, the cover of which has been included in Appendix 5, several items are discussed which the proposed project will address and compliment. For example, the City currently harbors an aging population demographic which will benefit from improvements to roadway intersection angles such as proposed at Menasha Avenue and Maritime Drive as studies have shown that older drivers are particularly affected by substandard intersection angles. Similarly, Manitowoc would also like to promote non-motorized travel which will be enhanced by the project by maintaining and constructing sidewalks, and providing on-street bicycle accommodations. In general, the goals and issues outlined in the City's Comprehensive Plan will either benefit or not be affected by the proposed project.

7. Indirect Effects and Cumulative Effects

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

An alternative being carried forward for detailed consideration includes;

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

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

8. Environmental Justice

As mentioned previously, within the City of Manitowoc resides an aging population resulting from what their Comprehensive Plan terms as the Baby Boomer factor. This trend is not exclusive to this area and is likely occurring throughout the country. The percentage of the population age 65 or greater is higher for the City of Manitowoc in comparison to both the County and State percentages, but the difference is at most 5% (City vs. State) which is relatively minor. The median age of City of Manitowoc residents (41.7 years) is slightly higher than for the State of Wisconsin (38.5 years), and slightly less than that for Manitowoc County (43.0 years). The percentage of white only (non-minority) population follows a similar trend as the median age with the City ranking between the State and County, as does the percentage of all residents whose income was below the poverty level. All information noted above was taken from the U.S. Census 2010 and is further detailed in Appendix 6. Based on observations by project staff during field reviews for various project documents, no evidence was witnessed which would lead to questioning the Census information. Based on the above the proposed transportation improvement project along Waldo Boulevard from County R to Maritime Drive is not anticipated to have a disproportionately high adverse effect on any Environmental Justice Populations.

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

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

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

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

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

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

10. Public Involvement

A. Public Meetings

Date (m/d/yyyy)	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. Number of Attendees
11/1/2012	WisDOT	PIM	Manitowoc City Hall Council Chambers	78
9/11/2014	WisDOT	PIM	Manitowoc City Hall Council Chambers	64

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

-Letters were sent to all property owners in the immediate project corridor at the inception of the design process (8/29/2012) notifying them of the proposed project, as well as activities which would likely be taking place within the project corridor as part of the design process.
 -Project staff attended a City Council meeting open to the public to discuss and answer questions for the proposed project (1/21/2013).

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

No specific groups were identified during the first PIM. Members from the Lakeshore Natural Resources Partnership, Inc. (LNRP) did participate in the 9/11/2014 PIM. This group provided the project team a brief indication that they had received a grant to complete some restoration work within the proposed project corridor near the Little Manitowoc River and expressed interest in working with WisDOT. Coordination with LNRP will continue as the project progresses.

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

No additional public involvement efforts are scheduled at this time, but may be required as the extent of impacts by the proposed work are further defined.

11. Briefly summarize the results of public involvement.

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

PIM #1

- 1. The most prevalent topic of discussion dealt with questions and overall resistance to the option of converting Waldo Boulevard to a two lane roadway with a two way left turn lane (TWLTL).
- 2. Concerns were expressed with the addition of bicycle facilities to Waldo Boulevard due to the high vehicle traffic volumes.
- 3. Residents also questioned the general project schedule, potential cost to residents, and detailed questions of what was proposed to be include (ex. traffic signals, landscaping, etc.).

PIM #2

- 4. Various conflicts and potential modifications to the proposed Menasha Avenue realignment were discussed.
- 5. Residents questioned why the overpass of the CN Railroad was not being removed since the line is no longer active.
- 6. Construction staging and accesses to properties during construction was questioned.
- 7. Residents expressed that bicycle accommodations along Waldo Boulevard were either not necessary or would be hazardous if constructed.
- 8. A storm water flooding issue was relayed to the design team.
- 9. One resident expressed that arrowheads had been found in his yard.
- 10. Specific design features and/or impacts were discussed (ex. use of retaining walls, removal of the County R roundabout from the proposed work, turn lane configuration, inclusion of drainage swales, etc.).

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

PIM #1

- 1. The two way alternative with a TWLTL was removed as an option for Waldo Boulevard.
- 2. Project staff presented Trans. 75 requirements for projects which utilize federal funds and the resulting need to include bicycle accommodations into the project.
- 3. The preliminary project schedule was presented to the audience along with the current project funding (80% Federal and 20% State. Design specific issues were provided by project staff based on the current level of the design.

PIM #2

- 4. The project team discussed the multiple alternatives evaluated and resulting impacts associated with the Menasha Avenue realignment as background how the current proposed work had been decided on.
- 5. Residents were informed that a cost benefit analysis was performed on the structure and the rehabilitation option was the most beneficial.
- 6. Preliminary staging concepts were discussed as well as the intent to retain access to all properties during construction (aside from short term closures during actual driveway construction).
- 7. Details of Trans. 75 requirements for a federally funded project were provided.
- 8. The project team noted the storm water issue and plans to account for it in the proposed storm sewer design.
- 9. The project team notified those performing the archaeological/historical investigation.
- 10. The design team answered each question based on what is being shown in the current design.

12. Local/regional/tribal/federal government coordination

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

Unit of Government (MPO, RPC, City, County, Village, Town, Tribal, Federal, etc.)	Coordination Correspondence Attached	Coordination Initiation Date (m/d/yyyy)	Coordination Completion Date (m/d/yyyy)	Comments
City of Manitowoc	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	1/17/2012		Officials from the City of Manitowoc have been involved with the proposed project since they were contacted to participate in the Design Kickoff Meeting on 1/17/12. To date, City officials have provided a presence at design progress meetings, utility coordination meetings, and have provided corridor specific information on a regular basis on topics including storm water drainage issues and proposed municipal utility work. The City of Manitowoc passed a resolution in February 2013 endorsing the design elements of the proposed project, including the on-street bicycle accommodations on Waldo Boulevard. This resolution and the proposed typical section from that timeframe are attached in Appendix 7. Coordination with those officials is anticipated to continue throughout the life of the project and project specific concerns will be incorporated into the proposed project.
Manitowoc County	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2/21/2012		Manitowoc County officials were originally contacted to request their presence at the first utility coordination meeting held for the project on 3/6/12. Coordination with Manitowoc County is anticipated to continue throughout the design process.
Local Official Meeting (City and County)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	8/25/2014		Numerous questions involving construction timeframe/access and design specifics were discussed at the Local Official Meeting. See below for additional information.

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

- 1. Questions were asked regarding how real estate and access would be handled as a result of the removal of the northbound right turn bypass lane on County R and construction of a roundabout at Waldo Boulevard/Maritime Drive.
- 2. Concerns with on-street bicycle accommodations were again expressed, and specific details of the accommodation were questioned.
- 3. Questions were asked about design specific details regarding the overpass of the Canadian National Railroad and County R roundabout.
- 4. Sources of project funding were inquired about.
- 5. Participants asked about the project construction schedule in addition to the anticipated access to properties during construction.
- 6. Questions were asked about how/if existing trees removed during construction would be replaced.

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

- 1. The City will retain the right-of-way at both the County R and Maritime Drive intersections and have the option to sell it to the adjacent property owners if they choose to. Driveways which currently connect to the bypass lane at County R will be extended to tie directly into County R.
- 2. Bicycle accommodations will be allowed on both sides of Waldo Boulevard, they will however not be marked with pavement markings.

- 3. The previously completed cost benefit analysis of the structure over the Canadian National Railroad was discussed. The results of the analysis determined a rehabilitation of the structure was the most feasible option to pursue.
- 4. Funding for the project is proposed to be 80% Federal, 20% State, and the City of Manitowoc will be responsible for the cost of any municipal utility replacements and any non-participating extra items.
- 5. The most current construction schedule was discussed (18th Street - Maritime Drive constructed in 2018 with the remainder of the project constructed in 2019). The construction timeframe has been adjusted since these preliminary meetings and the local officials have been made aware of the changes. Access to all properties will be maintained throughout construction.
- 6. The existing trees will be replaced in the median, but not in the terraces. Trees are not being replaced in the terrace due to a reduction in terrace width resulting from the bicycle accommodation, and to prevent having a hazard directly adjacent to the roadway. The City has the option to incorporate plantings in the terrace, but they must not be considered a hazard (mature trunk diameter less than 4-inches).

D. Indicate any unresolved issues or ongoing discussions:

Not applicable.

13. Public Hearing Requirement

- ☐ This document is an Environmental Assessment.
- ☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
- ☐ A Public Hearing **will be** held.
- ☐ This document is a Type 2c Categorical Exclusion / Environmental Report.
- ☐ A substantial amount of right-of-way **will** be acquired.
- ☐ The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.
- ☐ The proposed action **will** have a substantial adverse impact on abutting property.
- ☐ The proposed action **will** have other substantial social, economic, environmental effects.
- ☐ The department has made a determination that a public hearing is in the public interest.
- ☒ None of the above boxes have been checked, it has therefore been concluded that a Notice of Opportunity to Request a Public Hearing **will not** be published and a Public Hearing **is not** required, or,
- ☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
- ☐ A Public Hearing **will be** held.

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

BASIC SHEET 4 - TRAFFIC SUMMARY MATRIX

	ALTERNATIVES/SECTIONS					
	No Build	A ₁	B ₂	C ₃ *	D	E
TRAFFIC VOLUMES						
Base Yr. AADT Yr. 2008	14,700	14,700	14,700	14,700		
Const. Yr. AADT Yr. 2016	15,400	15,400	15,400	15,400		
Const. Plus 10 Yr. AADT Yr. 2026	16,300	16,300	16,300	16,300		
Design Yr. AADT Yr. 2036	17,200	17,200	17,200	17,200		
DHV Yr. 2036	1,960	1,960	1,960	1,960		
TRAFFIC FACTORS						
K [<input type="checkbox"/> 30 / <input type="checkbox"/> 100 / <input checked="" type="checkbox"/> 250] (%)	10%	10%	10%	10%	%	%
D (%)	58%	58%	58%	58%	%	%
Design Year T (% of ADT)	5.5%	5.5%	5.5%	5.5%	%	%
T (% of DHV)	4.4%	4.4%	4.4%	4.4%	%	%
Level of Service	B	B	B	B		
SPEEDS						
Existing Posted	25-35	25-35	25-35	25-35		
Future Posted	25-35	25-35	25-35	25-35		
Design Year Project Design Speed	40	40	40	40		
OTHER (specify)						
P (% of ADT)	NA%	NA%	NA%	NA%	%	%
K ₈ (% OF ADT)	NA%	NA%	NA%	NA%	%	%
Other						

AADT = Average Annual Daily Traffic

K [_{30/100/250}] : K₃₀ = Interstate, K₁₀₀ = Rural, K₂₅₀ = Urban, % = AADT in DHV

T = Trucks

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

DHV = Design Hourly Volume

D = % DHV in predominate direction of travel

P = % AADT in peak hour

Subscript Definitions:

1-Alternative including resurface/reconstruction and underground stormwater detention

2-Alternative including resurface/reconstruction (reconstruction from Fleetwood Drive to the Little Manitowoc River)

3-Alternative including resurface/reconstruction (reconstruction from Fleetwood Drive to Maritime Drive)

*-Preferred Alternative

- Identify the agency that generated the data included in the Traffic Summary Matrix.
WisDOT provided the Traffic Forecast Report used to complete the above matrix.
- Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed.
April 2012.
- Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix.
The Northeast Regional Travel Demand Model was used to complete the Traffic Forecast Report. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.
- If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT.
AADT was used.

BASIC SHEET 5 - AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Regional Real Estate Section	<input type="checkbox"/> No	N/A	Coordination is not required because there will be no Fee, PLE or TLE acquisitions.
	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination has been completed. Project effects and relocation assistance have been addressed. A Conceptual Stage Relocation Plan is attached as N/A. Evidence of coordination is not required when no inhabited houses or active businesses will be acquired. No inhabited houses or active businesses are proposed to be acquired, and coordination will continue until proposed easement and fee acquisition areas have been finalized.
Bureau of Aeronautics	<input type="checkbox"/> No	N/A	Coordination is not required. The project is not located within 5 miles of a public or military use airport.
	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Coordination has been completed and project effects have been addressed. Explain: On 5/21/2012 guidance was provided by the Bureau of Aeronautics on what additional coordination is required with the Federal Aviation Administration based on the height of anticipated construction equipment to be used on the project. The remaining required coordination will take place closer to the project construction timeframe. Correspondence is attached in Appendix 8.
Railroads and Harbors Section	<input type="checkbox"/> No	N/A	Coordination is not required because no railways or harbors are in or planned for the project area.
	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Coordination has been completed and project effects have been addressed. Explain: Formal coordination is anticipated to take place as the project progresses. WisDOT NE Region has discussed the removal of the at-grade crossing located immediately east of the Waldo Boulevard/Menchi Drive intersection. The Canadian National Railroad (CN) has no issue with the removal of this crossing, but may require that WisDOT provide a letter of agreement for a cost share in the event that the crossing should ever need to be reinstalled. The proposed redecking of the structures on Waldo Boulevard over the CN lines immediately east of Fleetwood Drive will likely require the contractor to carry additional insurance and possibly take extra precautions for debris containment. See Appendix 9 for additional information.
STATE AGENCY			
Natural Resources (DNR)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The DNR expressed concern and direction to proceed regarding limiting environmental impacts to wetlands, encroachment into the 100 year floodplain, and waterways (including allowable timeframes for instream disturbance, encroachment into the dune/swale complex near Lake Michigan, and endangered/threatened species). The full list of comments provided by the DNR in responses dated 6/10/2012 and 6/16/2014 is included in Appendix 10. A threatened and endangered species survey was conducted along the Lake Michigan shore area in a joint effort by the DNR and WisDOT on 6/14/2016. The lakeshore area was the only area of concern for the DNR, and no threatened or endangered species were identified in this area during the field review.
State Historic Preservation Office (SHPO)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The Section 106 Review signed by SHPO on 12/1/2014 is attached in Appendix 11. SHPO signed the Memorandum of Agreement (MOA) for adverse effects to several historic properties caused by the proposed project on 4/26/2016. Appendix 12 contains the project MOA.
Agriculture (DATCP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required.
Other (Identify) NA	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
FEDERAL AGENCY			
U.S. Army Corps of Engineers (USACE)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	A coordination letter was sent to the USACE on 1/28/2016 to solicit preliminary comments from the agency to which no response was received. A copy of the letter is included in Appendix 13. Future coordination with the USACE is planned for the storm sewer outfall near the Little Manitowoc River

			and for unavoidable wetland impacts resulting from the proposed project.
U.S. Fish and Wildlife Service (USFWS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The USFWS originally noted that no federally-listed, proposed, or candidate species or critical habitat is likely to be affected by the proposed work in a letter dated 10/24/2014. Habitat connectivity and wetland impacts were also discussed all of which are shown in Appendix 14. Due to the recent listing of the Northern Long-eared Bat WisDOT re-initiated coordination with the USFWS. The USFWS provided a "may affect, not likely to adversely affect" determination for the proposed project with the implementation of several avoidance and minimization measures. Correspondence is included in Appendix 14.
Natural Resources Conservation Service (NRCS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required.
U.S. National Park Service (NPS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required.
U.S. Coast Guard (USCG)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required.
U.S. Environmental Protection Agency (EPA)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required.
Advisory Council on Historic Preservation (ACHP)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The Advisory Council on Historic Preservation (ACHP) was contacted regarding the adverse effects to historic properties resulting from the proposed project. ACHP declined to participate in the consultation to resolve the adverse effects in a response dated 1/26/2016. The response is included in Appendix 15.
Other (Identify) NA	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
SOVEREIGN NATIONS			
American Indian Tribes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Initial coordination letters were sent on 5/17/2012 to all required American Indian Tribes in conformance with WisDOT policy. No responses were received requesting further consultation. See Appendix 16 for the project mailing and list of recipients.

BASIC SHEET 6 - ALTERNATIVES COMPARISON MATRIX

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

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections					
		No Build ¹	A ₁	B ₂	C ₃ *	D	E
Project Length	Miles	3.01	3.01	3.01	3.01		
PRELIMINARY COST ESTIMATE (YOE)							
Construction (YOE 2019)	Million \$	\$0.25	NS	NS	\$21.79		
Real Estate (YOE 2018)	Million \$	\$0	NS	NS	\$0.44		
TOTAL	Million \$	\$0.25	NS	NS	\$22.23		
LAND CONVERSIONS							
Total Area Converted to ROW	Acres	0	NS	NS	1.28		
REAL ESTATE							
Number of Farms Affected	Number	0	0	0	0		
Total Area Required From Farm Operations	Acres	0	0	0	0		
AIS Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Farmland Rating	Score	NA	NA	NA	NA		
Total Buildings Required	Number	0	0	0	0		
Housing Units Required	Number	0	0	0	0		
Commercial Units Required	Number	0	0	0	0		
Other Buildings or Structures Required	Number & Type	0	0	0	0		
ENVIRONMENTAL FACTORS							
Indirect Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Cumulative Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Environmental Justice Populations		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
National Register Eligible Historic Structures in the Area of Potential Effect	Number	0	6	6	6		
National Register Eligible Archeological Sites in the Area of Potential Effect	Number	0	0	0	0		
Burial Site Protection (authorization required)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
106 MOA Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 4(f) Evaluation Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 6(f) Land Conversion Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Flood Plain		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Unique Upland Habitat Identified		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Total Wetlands Filled	Acres	0	NS	NS	0.17		
Stream Crossings	Number	0	2	2	2		
Threatened/Endangered Species		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Noise Analysis Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Receptors Impacted	Number						
Contaminated Sites	Number	0	0	0	0		

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

Subscript Definitions:

1-Alternative including resurface/reconstruction and underground stormwater detention

2-Alternative including resurface/reconstruction (reconstruction from Fleetwood Drive to the Little Manitowoc River)

3-Alternative including resurface/reconstruction (reconstruction from Fleetwood Drive to Maritime Drive)

*-Preferred Alternative

NA-Not Applicable

NS-Not Studied

UNK-Unknown

BASIC SHEET 7 - EIS SIGNIFICANCE CRITERIA

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

1. Will the proposed action stimulate substantial indirect environmental effects?
☒ No
☐ Yes – Explain or indicate where addressed.
2. Will the proposed action contribute to cumulative effects of repeated actions?
☒ No
☐ Yes – Explain or indicate where addressed.
3. Will the creation of a new environmental effect result from this proposed action?
☒ No
☐ Yes – Explain or indicate where addressed.
4. Will the proposed action impact geographically scarce resources?
☒ No
☐ Yes – Explain or indicate where addressed.
5. Will the proposed action have a precedent-setting nature?
☒ No
☐ Yes – Explain or indicate where addressed.
6. Is the degree of controversy associated with the proposed action high?
☒ No
☐ Yes – Explain or indicate where addressed.
7. Will the proposed action be in conflict with official agency plans or local, state, tribal, or national policies, including conflicts resulting from potential effects of transportation on land use and transportation demand?
☒ No
☐ Yes – Explain or indicate where addressed.

BASIC SHEET 8 - ENVIRONMENTAL COMMITMENTS

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

Factor Sheet	Commitment (If none, include "No special provision or supplemental commitments required.")
A-1 General Economics	Commitments made - Access to all properties within the project limits will be maintained during construction. This commitment will be incorporated in the contract documents and implemented during construction.
A-2 Business	Commitments made - Access to all properties within the project limits will be maintained during construction. This commitment will be incorporated in the contract documents and implemented during construction.
A-3 Agriculture	No special or supplemental commitments required.
B-1 Community or Residential	Commitments made - Access to all properties within the project limits will be maintained during construction. This commitment will be incorporated in the contract documents and implemented during construction.
B-2 Indirect Effects	No special or supplemental commitments required.
B-3 Cumulative Effects	No special or supplemental commitments required.
B-4 Environmental Justice	No special or supplemental commitments required.
B-5 Historic Resources	<p>Commitments made:</p> <p>Lincoln Boulevard Historic District- WisDOT or its agent will complete and fund a National Register nomination for the Lincoln Boulevard Historic District if the majority of the property owners in the Lincoln Boulevard Historic District do not oppose listing the district in the National Register.</p> <p>Holy Innocents Parish Complex- WisDOT or its agent will prepare and fund a Determination of Eligibility for St. Andrew's Church (sister resource to Holy Innocents Church). This will be completed within one year of the Section 106 MOA execution and prior to project letting.</p> <p>Woodrow Wilson Junior High School- WisDOT or its agent will complete and fund a survey of all extant public and vocational schools in the City of Manitowoc. This will be completed within one year of the Section 106 MOA execution and prior to project letting.</p> <p>WisDOT or its agent will coordinate with the property owner to determine an appropriate tree replacement plan to provide vegetative replacement and screening. Coordination with the property owner will begin within sixty days of the MOA execution and prior to project letting. WisDOT will be responsible for funding this work. The proposed plantings will be incorporated into the contract documents and implemented during construction.</p> <p>Elks Clubhouse- WisDOT or its agent will complete and fund a National Register nomination for the Elks Clubhouse if the property owner does not oppose listing the property in the National Register. If the property owner does oppose listing the property in the National Register, WisDOT or its agent will consult with SHPO and the property owner to determine an alternate mitigation measure.</p> <p>Additional details and stipulations associated with the commitments described above are provided in Appendix 12.</p>
B-6 Archaeological/Burial Sites	No special or supplemental commitments required.
B-7 Tribal Coordination/Consultation	No special or supplemental commitments required.
B-8 Section 4(f) and 6(f) or Other Unique Areas	No additional 4(f) specific commitments are proposed. Section 106 commitments to the 4(f) properties are identified in Section B-5 above.
B-9 Aesthetics	Commitments made - New trees, landscaping, and additional community sensitive solutions will be incorporated into the proposed project. These commitments will be incorporated into the contract documents and implemented during construction.

Factor Sheet	Commitment (If none, include "No special provision or supplemental commitments required.")
C-1 Wetlands	Commitments will be required - Unavoidable wetland impacts will be mitigated in accordance with the WisDOT/DNR Cooperative Agreement and applicable federal laws. Furthermore, stockpile of materials will not be allowed in areas designated as wetlands and proper erosion control devices will be installed to minimize the opportunity of sediment release into wetlands within the proposed project corridor. Mitigation for unavoidable wetland impacts will occur during the design process through coordination with the DNR and USACE, while the remainder of commitments will be incorporated into the contract documents and implemented during construction.
C-2 Rivers, Streams and Floodplains	Commitments made - WisDOT will work with the DNR to avoid in stream disturbance during construction and appropriate debris containment measures will be required to minimize the potential for debris to enter into the adjacent waterway. These commitments will be incorporated into the contract documents and implemented during construction.
C-3 Lakes or other Open Water	Commitments made - The proposed design will not encroach beyond the existing roadway foot print along the east side of Maritime Drive and proper erosion control will be included to minimize the opportunity of a sediment release into Lake Michigan. These commitments will be incorporated into the project plans and contract documents, and will be implemented during the design and construction phases of the project.
C-4 Groundwater, Wells and Springs	No special or supplemental commitments required.
C-5 Upland Wildlife and Habitat	No special or supplemental commitments required.
C-6 Coastal Zones	Commitments made - The proposed design will not encroach beyond the existing roadway foot print along the east side of Maritime Drive and proper erosion control will be included to minimize the opportunity of a sediment release into Lake Michigan. These commitments will be incorporated into the project plans and contract documents, and will be implemented during the design and construction phases of the project.
C-7 Threatened and Endangered Species	Tree clearing will occur between October 1 and March 31 (outside of the Northern Long-eared Bat's active season). Several avoidance and minimization measures related to dust control, wetland/stream projection, and water quality will be implemented through existing WisDOT standard specifications or through special provisions in the construction contract documents.
D-1 Air Quality	No special or supplemental commitments required.
D-2 Construction Stage Sound Quality	No special or supplemental commitments required.
D-3 Traffic Noise	No special or supplemental commitments required.
D-4 Hazardous Substances or Contamination	No special or supplemental commitments required.
D-5 Storm Water	No special or supplemental commitments required.
D-6 Erosion Control	Commitments made - Erosion control measures which adhere to Best Management Practices will be incorporated into the plan, and be installed prior to and/or concurrently with construction operations. The contractor will be required to have an approved erosion control implementation plan, and the construction engineer will ensure fulfillment of these commitments.
E- Other	

BASIC SHEET 9 - ENVIRONMENTAL FACTORS MATRIX

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
<p>Note: If the effect on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included.</p>					
A. ECONOMIC FACTORS <i>Factor Sheet A-1, General Economics, must be included if Factor Sheet A-2 or A-3 is completed.</i>					
A-1 General Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	During the two construction seasons required to complete the proposed project minor delay is anticipated to be experienced by roadway users. Several intersections will likely be staged and remain open during construction which is expected to reduce travel issues for local businesses and furthermore, access will be maintained to all properties along the project throughout construction. The anticipated delay and inconvenience associated with construction of the proposed project has the potential cause motorists to avoid the work zone and the retail and tourism type businesses within it. While this is a possibility, impacts to the economic development of the area are not anticipated to be significant. Following construction the proposed roadway is anticipated to experience improved function as compared to the existing facility with no reduction in access, and the addition of dedicated on-street bicycle accommodations. These factors are anticipated to benefit the local economy in the long term, but are not expected to cause significant change in comparison to the existing economy.
A-2 Business	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	During construction area businesses are expected to experience similar issues as those described in the General Economics section above. While the immediate project corridor has a low density of business type properties, those that are located in the vicinity of the project will be served by a portion of the existing roadway remaining open to traffic during construction with access provided to all properties. It is anticipated that the staged intersections will serve the routes which receive the highest use including trucking/deliveries to and from local businesses. Following construction, businesses will likely see a benefit with the proposed bicycle accommodations and expanded pedestrian accommodations which will tie directly into Mariner's Trail.
A-3 Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are no agricultural properties in the immediate project area, and as a result agriculture is not anticipated to be affected by the proposed work.
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The community in the immediate project area is dominated by residential properties which are anticipated to experience some inconvenience during construction of the proposed project. Access to all properties will be maintained throughout construction and it is predicted that many local residents will utilize alternate routes within the local roadway network during construction which will reduce the delay that they experience. Following construction the local community will benefit from property access which mirrors the existing facility, and a transportation facility which is safer and accommodates a wider range of intended users.
B-2 Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No indirect effects are anticipated.
B-3 Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No cumulative effects are anticipated.
B-4 Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed project is not anticipated to result in disproportionately adverse effect to environmental justice populations. Project notifications and public involvement meeting invitations were provided via mailed letter, inclusive of area residents and business owners, with no one excluded based on income, race, religion, national origin, sex, age or handicap. All public involvement meetings were held at handicap accessible facility.
For B-5 through B-8, if any of these resources are present on the project, involve the REC early because of possible project schedule implications.					
B-5 Historic Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The Section 106 review is attached in Appendix 11 and the Memorandum of Agreement is attached in Appendix 12. Adverse impacts are anticipated to four historic properties as a result of the proposed work (Lincoln Boulevard Historic District, Holy Innocents Parish Complex, Woodrow Wilson Junior High School and Elks Clubhouse). Several additional historic properties have been identified, but are not anticipated to be adversely affected by the proposed project.
B-6 Archaeological/ Burial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No effects to Archaeological/Burial Sites are anticipated.
B-7 Tribal Coordination /Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WisDOT policy for notifying the required Native American Tribes was followed, and no responses were received. See Appendix 16.
B-8 Section 4(f) and 6(f) or Other Unique Areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Four historic resources eligible for the National Register of Historic Places (NRHP) (Lincoln Boulevard Historic District, Holy Innocents Parish Complex, Woodrow Wilson Junior High School, and Elks Clubhouse) are 4(f) properties. The proposed

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
					Note: If the effect on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included. project will have a 4(f) use of these properties. The majority of the impacts are resulting from widening of the roadway to provide on-street bicycle accommodations, providing Americans with Disabilities Act (ADA) compliant curb ramps, and intersection modifications. Anticipated 4(f) uses of each property are shown in Appendix 17. Immanuel Lutheran Church and School and the Little Manitowoc River Walkway properties were both evaluated for potential 4(f) use by the project. Immanuel Lutheran Church and School was not considered a 4(f) eligible property because it is privately owned. All proposed impacts to the Little Manitowoc River Walkway meet the conditions for temporary occupancy, and as a result 4(f) protections do not apply. A full Section 4(f) evaluation was completed for the project and approved by the Federal Highway Administration August 8, 2016. The approved document (less appendices) is included in Appendix 17. A complete copy of the Section 4(f) evaluation is available in the Region files.
B-9 Aesthetics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The majority of the existing mature trees located within the median and terraces of the sections of Waldo Boulevard proposed for reconstruction are planned to be removed. The proposed project will plant trees to replace those lost in the median of the roadway, however due to the reduction of terrace width resulting from the added roadway width (on-street bicycle accommodations) trees will not be replaced in the terrace. Additional landscaping and other community sensitive solutions will likely be incorporated into the proposed work, but have not been designed at this time.
C. NATURAL RESOURCE FACTORS					
C-1 Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A wetland delineation for the project was completed in June 2015 by WisDOT and WDNR which is included in Appendix 17. The proposed project is currently estimated to permanently impact 0.17 acres of existing wetlands. The location and magnitude of the individual impacts are included in Appendix 18. 0.21 acres (based on the current impact estimate) will be debited from the Peshtigo Brook Wetland Mitigation Bank Site as compensation for the proposed wetland impacts.
C-2 Rivers, Streams and Floodplains	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Little Manitowoc River, which is an Area of Special Natural Resource Interest (ASNRI) flows below bridge structure B-36-0900 located approximately 1,100-feet west of the Waldo Boulevard/Maritime Drive intersection. The proposed project will replace the existing deficient metal/concrete safety railing, include spot deck repairs, and require proper debris containment. The proposed improvements are not anticipated to effect the waterway.</p> <p>The existing roadway facility has a storm sewer outlet (draining areas to the west) in the endwall of the structure B-36-0900 over the Little Manitowoc River which discharges directly into the river. The proposed design will move the outlet further to the west and thereby allows storm water to be treated through a mix of vegetation and potentially riprap prior to entering the waterway.</p> <p>The replacement of the box culvert below Waldo Boulevard immediately west of Fleetwood Drive will be subject to instream disturbance restrictions for which WisDOT will work with the DNR to avoid instream disturbances between March 1 and June 15 to minimize adverse affects. The replacement culvert will be constructed with the bottom located approximately 1-foot below the streambed elevation to eliminate the existing 'perched' condition. If flow conditions warrant, a diversion channel will be utilized during construction.</p>
C-3 Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed project will construct a roundabout intersection adjacent to Lake Michigan, however all proposed work along the eastern side of Maritime Drive is projected to remain within the existing roadway foot print and not affect the existing dune/swale complex adjacent to the lake. Proper erosion control features will be incorporated into the proposed work to reduce the opportunity for any release of material into the lake. As a result no effects to Lake Michigan are anticipated.
C-4 Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No effects to groundwater, wells, and springs are anticipated.
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No impacts to upland wildlife or habitat are anticipated.
C-6 Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No impacts to coastal zones are anticipated.
C-7 Threatened and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The DNR has expressed concern with several threatened species and species of

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
Endangered Species					Note: If the effect on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included. special concern (see Appendix 10) which may be located in the project area. A threatened and endangered species survey was conducted 6/14/2016 and no threatened or endangered species were identified in the project area. The USFWS originally had no concerns with impacts to federally listed or candidate species (Appendix 14). Section 7 coordination was re-initiated due to the relatively recent listing of the Northern Long-eared Bat. WisDOT received a "may affect, not likely to adversely affect determination" after all applicable avoidance and minimization measures were proposed for implementation.
D. PHYSICAL FACTORS					
D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No significant effects to air quality are anticipated.
D-2 Construction Stage Sound Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.
D-3 Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A noise analysis is not required for this project. No impacts are anticipated.
D-4 Hazardous Substances or Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A Phase 1 Hazardous Materials Investigation has been completed for this project. Concurrence with the recommendation for no further action was received 4/15/2014.
D-5 Stormwater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Numerous stormwater related issues occurring within the Waldo Boulevard corridor have been relayed to the design team by local and state officials. These issues are being accounted for in the proposed design with attempts being made to rectify the issues. The existing outfall at the Little Manitowoc River will be relocated with the proposed design to allow stormwater to be filtered prior to entering the river.
D-6 Erosion Control and Sediment Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	An increased risk for erosion will be present during construction operations, but this risk is assumed to be temporary in nature. The proposed project plans will incorporate accepted erosion control measures to be used during construction, and the contractor will be required to develop and erosion control implementation plan which must be approved prior to commencement of construction operations.
E. OTHER FACTORS					
E-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

GENERAL ECONOMICS EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-1

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

1. Briefly describe the existing economic characteristics of the area around the project:

Economic Activity	Description
a. Agriculture	Agricultural lands are not present in the immediate project area.
b. Retail business	Sparse amounts of retail businesses are located within the project corridor. Additional retail businesses are present outside of the immediate project area.
c. Wholesale business	No wholesale businesses are located in the immediate project area.
d. Heavy industry	No heavy industry is located in the immediate project area.
e. Light industry	No light industry properties are located along Waldo Boulevard. There are however industrial properties along the Manitowoc River to the south of Waldo Boulevard.
f. Tourism	Within the general area of Waldo Boulevard there are several tourist attractions, including: a marine museum, waterpark, zoo, Mariner's Trail, and others associated with its proximity to Lake Michigan (fishing, beaches, etc.)
g. Recreation	Several parks and natural areas are located in close proximity to Waldo Boulevard.
h. Forestry	Forestry is not present in the immediate project area.
i.	

2. Discuss the economic advantages and disadvantages of the proposed action and whether advantages would outweigh disadvantages. Indicate how the project would affect the characteristics described in item 1 above:

During the two construction seasons required for the proposed project inconvenience and delay for those traveling along or whose destination is Waldo Boulevard is anticipated. It is also anticipated that during construction traffic which can avoid the work zone may choose to do so. While access to all properties will be maintained during construction, some level of inconvenience will be unavoidable. Following construction the proposed project is anticipated to be advantageous to area economics with access being provided to a larger number of roadway users via on-street bicycle accommodations and sidewalk throughout the corridor. Non-motorized users of Mariner's Trail will have complete access post construction to an area which they may have avoided in the past due to a lack of accommodations. Overall it is anticipated that the long term advantages associated with the proposed improvement will outweigh the short term disadvantages. Despite the long term advantages of the proposed project it is not anticipated that it alone will change the existing economic landscape described above.

3. What effect will the proposed action have on the potential for economic development in the project area?

☒ The proposed project will have no effect on economic development.

☐ The proposed project will have an effect on economic development.

☐ Increase, describe: _____

☐ Decrease, describe: _____

HISTORIC RESOURCES EVALUATION

Lincoln Boulevard Historic District

Wisconsin Department of Transportation

Factor Sheet B-5

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

1. Parties contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Manitowoc County Historical Society	Mar. 2013, Dec. 2013, Feb. 2015		x	<input type="checkbox"/>
Property Owners (Public Involvement Meetings)	Nov. 2012 & Sept. 2014	x		<input type="checkbox"/>
Residents of the Lincoln Boulevard Historic District	Feb. 2015		x	<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>

2. Property Name: Lincoln Boulevard Historic District

3. Location: The outer boundary of the properties along Lincoln Boulevard between Cleveland Avenue and Lincoln Park, and the properties along Oak Street between N. 8th Street and N. 5th Street, all in Manitowoc, WI.

4. Use: Domestic/single dwellings

5. Property type:

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

6. Property Designations:

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

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

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

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

The Lincoln Boulevard Historic District is eligible for the National Register under Criterion A: Community Planning and Development and Criterion C as a significant example of a concentration of buildings distinctive for their architectural styles. The houses within the district have a similarly high level of construction methods and materials, and the boulevard itself is a landscape element which gives the district an attractive cohesiveness that sets it apart from other neighborhoods in Manitowoc. The period

of significance for the district is 1893 – 1961, to coincide with the oldest and newest construction dates. The Lincoln Boulevard Historic District consists of 132 contributing buildings (87 houses and 45 garages), and two noncontributing buildings (garages, both built after the period of significance).

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

- ☒ In the project file, or (Documentation for Consultation is available in the Region files)
- ☒ Attached to this document:
 - ☐ Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
 - ☐ Documentation for determination of no adverse or conditional no adverse effect to historic properties.
 - ☒ Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.
 - ☐ No. Consultation about effects is continuing.
 - ☒ Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

-WisDOT or its agent will prepare and fund a draft National Register nomination for the Lincoln Boulevard Historic District if the majority of the property owners in the Lincoln Boulevard Historic District do not oppose listing the district in the National Register. This will be completed within one year of the Section 106 MOA execution and prior to project letting.

-For additional information of the requirements of this stipulation see the Section 106 MOA in Appendix 12.

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

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

HISTORIC RESOURCES EVALUATION

Holy Innocents Parish Complex

Wisconsin Department of Transportation

Factor Sheet B-5

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

1. Parties contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Manitowoc County Historical Society	Mar. 2013, Dec. 2013, Feb. 2015		x	<input type="checkbox"/>
Property Owners (Public Involvement Meetings)	Nov. 2012 & Sept. 2014	x		<input type="checkbox"/>
Property Representatives	Feb. 2015		x	<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>

2. Property Name: Holy Innocents Parish Complex

3. Location: 1121 N. 14th Street and 1408 E. Waldo Boulevard, Manitowoc, WI

4. Use: Church, rectory, convent, school, and shrine

5. Property type:

- ☐ Bridge
- ☒ Building
- ☐ Historic District
- ☒ Other: Object & Structure

6. Property Designations:

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

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

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

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

The Holy Innocents Parish Complex is eligible for listing in the National Register listing under Criterion C: Architecture. The complex consists of the church, rectory, convent, school, and shrine, all considered contributing elements of the property (See Attachment 3 and 6). The church itself is an outstanding example of the post-WWII Neo-Gothic Revival style of architecture. The complex, as a whole, is significant as a stylistically cohesive, distinctive property type (a historic church/school complex). All of the buildings in the parish complex contribute to the high quality of design, construction, and sympathetic building materials. The period of

significance for the complex is 1932 to 1936, beginning with the construction of the school and convent, and ending with the construction of the school addition, convent addition, and rectory garage addition.

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

- ☒ In the project file, or (Documentation for Consultation is available in the Region files)
- ☒ Attached to this document:
 - ☐ Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
 - ☐ Documentation for determination of no adverse or conditional no adverse effect to historic properties.
 - ☒ Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.
 - ☐ No. Consultation about effects is continuing.
 - ☒ Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

-WisDOT or its agent will prepare and fund a Determination of Eligibility for St. Andrew's Church (sister resource to Holy Innocents Church). The current name of St. Andrew's Church is St. Francis of Assisi Parish Grand Worship and the facility is located at 1416 Grand Avenue in the City of Manitowoc. This will be completed within one year of the Section 106 MOA execution and prior to project letting.

-For additional information of the requirements of this stipulation see the Section 106 MOA in Appendix 12.

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

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

HISTORIC RESOURCES EVALUATION

Woodrow Wilson Junior High School

Wisconsin Department of Transportation

Factor Sheet B-5

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

1. Parties contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Manitowoc County Historical Society	Mar. 2013, Dec. 2013, Feb. 2015		x	<input type="checkbox"/>
Property Owners (Public Involvement Meetings)	Nov. 2012 & Sept. 2014	x		<input type="checkbox"/>
Manitowoc Public School District Representatives	Feb. 2015		x	<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>

2. Property Name: Woodrow Wilson Junior High School

3. Location: 1201 N. 11th Street, Manitowoc, WI

4. Use: Educational/School

5. Property type:

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

6. Property Designations:

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

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

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

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

Woodrow Wilson High School is considered eligible for National Register listing under Criterion A: History as an educational institution that has grown over the years to meet the needs of a growing population, and Criterion C: Architecture as an excellent example of the Collegiate Gothic Style. Its period of significance is 1931-57, starting with the construction of the original building and ending with the completion of the new auditorium wing.

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

- ☒ In the project file, or (Documentation for Consultation is available in the Region files)
- ☒ Attached to this document:
 - ☐ Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
 - ☐ Documentation for determination of no adverse or conditional no adverse effect to historic properties.
 - ☒ Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.
 - ☐ No. Consultation about effects is continuing.
 - ☒ Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

-WisDOT or its agent will complete and fund a survey of all extant public and vocational schools in the City of Manitowoc. This will be completed within one year of the Section 106 MOA execution and prior to project letting.

-WisDOT or its agent will coordinate with the property owner to determine an appropriate tree replacement plan to provide vegetative replacement and screening. Coordination with the property owner will begin within sixty days of the MOA execution and prior to project letting. WisDOT will be responsible for funding this work.

-For additional information of the requirements of these stipulations see the Section 106 MOA in Appendix 12.

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

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

HISTORIC RESOURCES EVALUATION

Elks Clubhouse

Wisconsin Department of Transportation

Factor Sheet B-5

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

1. Parties contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Manitowoc County Historical Society	Mar. 2013, Dec. 2013, Feb. 2015		x	<input type="checkbox"/>
Property Owners (Public Involvement Meetings)	Nov. 2012 & Sept. 2014	x		<input type="checkbox"/>
Property Owners	Feb. 2015	x		<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>

2. Property Name: Elks Clubhouse

3. Location: 200 E. Waldo Boulevard, Manitowoc, WI

4. Use: Previously a social/meeting hall, but currently it is not in use.

5. Property type:

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

6. Property Designations:

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

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

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

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

The Elks Clubhouse is eligible for National Register listing under Criterion C: Architecture. Evaluation has been based on the quality of the clubhouse itself, which is an excellent example of the International Style. Its period of significance is 1962-63, the period of its construction.

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

Project ID# 1500-37-00 & 4570-12-00

Page 1 of 2

- ☒ In the project file, or (Documentation for Consultation is available in the Region files)
- ☒ Attached to this document:
 - ☐ Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
 - ☐ Documentation for determination of no adverse or conditional no adverse effect to historic properties.
 - ☒ Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.
 - ☐ No. Consultation about effects is continuing.
 - ☒ Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

-WisDOT or its agent will complete and fund a National Register nomination for the Elks Clubhouse if the property owner does not oppose listing the property in the National Register. If the property owner does oppose listing the property in the National Register, WisDOT or its agent will consult with SHPO and the property owner to determine an alternate mitigation measure.

-For additional information of the requirements of this stipulation see the Section 106 MOA in Appendix 12.

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

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

HISTORIC RESOURCES EVALUATION

Max Alpert House

Wisconsin Department of Transportation

Factor Sheet B-5

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

1. Parties contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Manitowoc County Historical Society	Mar. 2013, Dec. 2013, Feb. 2015		x	<input type="checkbox"/>
Property Owners	Nov. 2012 & Sept. 2014 (PIM's), Feb. 2015	x		<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>

2. Property Name: Max Alpert House

3. Location: 505 Waldo Boulevard, Manitowoc, WI

4. Use: Domestic/single dwelling

5. Property type:

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

6. Property Designations:

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

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

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

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

The Max Alpert House is eligible for listing in the National Register of Historic Places (NRHP) under Criterion C: Architecture as a Wrightian house, which conveys the principles of Usonian architecture. The house is in good condition and retains a high degree of integrity as the original exterior cladding and windows have been retained. The Max Alpert house exhibits a number of features that define the Usonian house including a flat roof with

broadly projecting eaves, utilization of natural building materials, emphasized horizontality, and a rear elevation primarily comprised of windows.

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

- ☒ In the project file, or (Documentation for Consultation is available in the Region files)
- ☐ Attached to this document:
 - ☐ Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
 - ☐ Documentation for determination of no adverse or conditional no adverse effect to historic properties.
 - ☐ Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.
 - ☐ No. Consultation about effects is continuing.
 - ☐ Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

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

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

HISTORIC RESOURCES EVALUATION

First Reformed Unitarian Church

Wisconsin Department of Transportation

Factor Sheet B-5

Alternative
C

Total Length of Center Line of Existing Roadway 3.01
Length of This Alternative 3.01

Preferred

☒ Yes ☐ No ☐ None identified

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

1. Parties contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Manitowoc County Historical Society	Mar. 2013, Dec. 2013, Feb. 2015		x	<input type="checkbox"/>
Property Owners (Public Involvement Meetings)	Nov. 2012 & Sept. 2014	x		<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>

2. Property Name: First Reformed Unitarian Church

3. Location: 3613 Waldo Boulevard, Manitowoc, WI

4. Use: Religious/Church

5. Property type:

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

6. Property Designations:

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

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

- ☐ No - Property is already on NRHP or NHL.
☐ Yes - DOE prepared.
☒ Other: A DOE was not prepared because there does not appear to be any adverse effects on the property – adjacent proposed project work consists of resurfacing the existing roadway only.

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

The property is potentially eligible for listing in the National Register of Historic Places (NRHP) under Criterion Consideration A: Religious Properties for its architectural distinction as a Contemporary-style church constructed between 1961 and 1962. The building retains a high degree of integrity and a number of character defining features associated with the Contemporary style.

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

- ☒ In the project file, or (Documentation for Consultation is available in the Region files)
- ☐ Attached to this document:
 - ☐ Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
 - ☐ Documentation for determination of no adverse or conditional no adverse effect to historic properties.
 - ☐ Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.
 - ☐ No. Consultation about effects is continuing.
 - ☐ Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

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

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

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS**Lincoln Boulevard Historic District**

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Property Name: Lincoln Boulevard Historic District**2. Location:** The outer boundary of the properties along Lincoln Boulevard between Cleveland Avenue and Lincoln Park, and the properties along Oak Street between N. 8th Street and N. 5th Street, all in Manitowoc, WI.**3. Ownership or Administration:** The Lincoln Boulevard Historic District consists of 132 contributing and multiple owners. The following is a list of properties in the Lincoln Boulevard Historic District which are anticipated to be affected by the proposed project:

- 711 Waldo Boulevard – Owner: Conrad E. Baetz
- 1030 Lincoln Boulevard – Owner: Steven R. Alpert
- 1025 Lincoln Boulevard – Owner: George A. & Patricia L. Sladky
- 1104 Lincoln Boulevard – Owner: David & Florence Hanson Trust
- 1103 Lincoln Boulevard – Owner: Abel Trust

4. Type of Resource:

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

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

- ☐ No - Check all that apply:
 - ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☐ Other - Explain: _____
- ☒ Yes - Check all that apply:
 - ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☐ Park minor involvement.
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property. Explain: _____
 - ☒ Full 4(f) evaluation approved on August 8, 2016.

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

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

- ☐ Pittman-Robertson (P/R funds).
☐ Other – Describe:

7. Describe the significance of the property:

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

The Lincoln Boulevard Historic District is eligible for the National Register under Criterion A: Community Planning and Development and Criterion C as a significant example of a concentration of buildings distinctive for their architectural styles. The houses within the district have a similarly high level of construction methods and materials, and the boulevard itself is a landscape element which gives the district an attractive cohesiveness that sets it apart from other neighborhoods in Manitowoc. The period of significance for the district is 1893 – 1961, to coincide with the oldest and newest construction dates. The Lincoln Boulevard Historic District consists of 132 contributing buildings (87 houses and 45 garages), and two noncontributing buildings (garages, both built after the period of significance).

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

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

The following activities are proposed and will affect properties within the Lincoln Boulevard Historic District:

- Narrowing of terrace along Waldo Boulevard between the back of curb and sidewalk by 1.5-feet, from existing 5-feet 10-inches to proposed 4-feet 4-inches which damages portions of the properties and changes the character and setting.
- Removal of two trees from the terrace along Waldo Boulevard which will change the character and setting for the properties.
- Removal of trees from median of Waldo Boulevard which will change the character and setting for the properties.
- Removal of trees in terrace along Lincoln Boulevard which will change the character and setting for the properties.
- TLE for grading (4,500 square feet) with existing conditions replaced in kind
- Fee acquisition of 350 square feet at intersections for ADA ramps which constitutes a 4(f) use

Appendix 17 shows the Lincoln Boulevard Historic District as well as the anticipated impacts resulting from the proposed project.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:
1. Do nothing alternative.

This alternative would not address the factors outlined in the purpose and need section of this document and would result in continued degradation of the transportation facility.

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

The anticipated use of the 4(f) lands result directly from providing ADA compliant curb ramps in the proposed project. If these features were omitted from the proposed work the project would be violating ADA, and both State and Federal guidance for incorporating multimodal accommodations in a project.

3. Alternatives on new location.

Providing the ADA compliant curb ramps at a new location is not considered feasible as it would require relocating the intersection away from the 4(f) lands which are present on both sides of the existing Waldo Boulevard corridor.

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

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☒ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☒ Restoration and landscaping of disturbed areas.
- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☒ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:

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

- WisDOT or its agent will prepare and fund a draft National Register nomination for the Lincoln Boulevard Historic District if the majority of the property owners in the Lincoln Boulevard Historic District do not oppose listing the district in the National Register. This will be completed within one year of the Section 106 MOA execution and prior to project letting.

-For additional information of the requirements of this stipulation see the Section 106 MOA in Appendix 12.

- ☐ Other – Describe:

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

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

The Manitowoc County Historical society was contacted and responded on March 12, 2015 that there were no concerns with the proposed project. Residents throughout the project corridor were invited to Public Involvement Meetings which were held on November 1, 2012 and September 11, 2014. No attendees expressed concerns directly related to any historic properties within the corridor. Residents within the Lincoln Boulevard Historic District were invited to a consultation meeting held on February 18, 2015 to discuss anticipated impacts to historic properties. A Memorandum of Agreement for adverse effects was completed and the document is included in Appendix 12.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS**Holy Innocents Parish Complex**

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Property Name: Holy Innocents Parish Complex**2. Location:** 1121 N. 14th Street and 1408 E. Waldo Boulevard, Manitowoc, WI**3. Ownership or Administration:** St. Francis of Assisi**4. Type of Resource:**

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

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

- ☐ No - Check all that apply:
 - ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☐ Other - Explain: _____
- ☒ Yes - Check all that apply:
 - ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☐ Park minor involvement.
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property. Explain: _____
 - ☒ Full 4(f) evaluation approved on August 8, 2016.

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

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

7. Describe the significance of the property:

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

The Holy Innocents Parish Complex is eligible for listing in the National Register listing under Criterion C: Architecture. The complex consists of the church, rectory, convent, school, and shrine, all considered contributing elements of the property (See Attachment 3 and 6). The church itself is an outstanding example of the post-WWII Neo-Gothic Revival style of architecture. The complex, as a whole, is significant as a stylistically cohesive, distinctive property type (a historic church/school complex). All of the buildings in the parish complex contribute to the high quality of design, construction, and sympathetic building materials. The period of significance for the complex is 1932 to 1936, beginning with the construction of the school and convent, and ending with the construction of the school addition, convent addition, and rectory garage addition.

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

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

The following activities are proposed and will affect the Holy Innocents Parish Complex:

- Along Waldo Boulevard, and extending slightly north along N. 14th Street, the roadway would be widened by 1-foot 2-inches resulting in a decrease in the terrace width, between back of curb and sidewalk, by 1-foot 2-inches from existing terrace width of 5-feet 6-inches to proposed width of 4-feet 4-inches.
- Sidewalk would remain in its current place along Waldo Boulevard and 14th Street and be replaced in kind
- All trees in the terrace, and in the median, of Waldo Boulevard, would be removed
- The intersection of Menasha Avenue and Waldo Boulevard would be realigned to the west, shifting the centerline of Menasha Avenue approximately 64.2-feet into the historic boundary of the property. This realignment will require fee acquisition as noted below and constitutes a 4(f) use of the property.
- Realignment would require 6,500 ft² of TLE for grading and 3,600 ft² of fee acquisition from the property
- One mature pine tree along Menasha Avenue would be removed due to realignment.
- The parvis would be removed.

Appendix 17 shows the Holy Innocents Parish Complex property as well as the anticipated impacts resulting from the proposed project.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:
1. Do nothing alternative.

This alternative does not address the factors outlined in the purpose and need section of this document, particularly the substandard angle of intersection of Menasha Avenue with Waldo Boulevard. Without improvements to this intersection the existing safety issues will not be addressed.

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

Impacts to the Holy Innocents Parish Complex are the result of realigning the Menasha Avenue intersection approach and providing ADA compliant curb ramps. Given the layout of the existing intersection, the only option of improving the angle of intersection of Menasha Avenue with Waldo Boulevard is to shift the intersection to the west, thus eliminating the possibility of improving the intersection without affecting the adjacent property. Eliminating ADA compliant curb ramps from the proposed project would result in a minor reduction in the 4(f) use, but doing so would violate the ADA, and both State and Federal guidance for incorporating multimodal accommodations in a project.

3. Alternatives on new location.

Alternatives at a new location were not studied and are not considered feasible given that the existing roadway network is established in its current location and changes to this would result in significantly larger impacts throughout the corridor.

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

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.

- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☒ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☒ Restoration and landscaping of disturbed areas.
- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☒ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:

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

- WisDOT or its agent will prepare and fund a Determination of Eligibility for St. Andrew's Church (sister resource to Holy Innocents Church). The current name of St. Andrew's Church is St. Francis of Assisi Parish Grand Worship and the facility is located at 1416 Grand Avenue in the City of Manitowoc. This will be completed within one year of the Section 106 MOA execution and prior to project letting.

-For additional information of the requirements of this stipulation see the Section 106 MOA in Appendix 12.

- ☐ Other – Describe:

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

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

The Manitowoc County Historical society was contacted and responded on March 12, 2015 that there were no concerns with the proposed project. Residents throughout the project corridor were invited to Public Involvement Meetings which were held on November 1, 2012 and September 11, 2014. No attendees expressed concerns directly related to any historic properties within the corridor. Representatives from Holy Innocents Parish Complex invited to, and attended, a consultation meeting held on February 18, 2015 to discuss anticipated impacts to historic properties. A Memorandum of Agreement for adverse effects was completed and the document is included in Appendix 12.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS**Woodrow Wilson Junior High School**

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Property Name: Woodrow Wilson Junior High School**2. Location:** 1201 N. 11th Street, Manitowoc, WI**3. Ownership or Administration:** Manitowoc Public School District (MPSD)**4. Type of Resource:**

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

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

- ☐ No - Check all that apply:
 - ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☐ Other - Explain: _____
- ☒ Yes - Check all that apply:
 - ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☐ Park minor involvement.
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property. Explain: _____
 - ☒ Full 4(f) evaluation approved on August 8, 2016.

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

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

7. Describe the significance of the property:

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

Woodrow Wilson High School is considered eligible for National Register listing under Criterion A: History as an educational institution that has grown over the years to meet the needs of a growing population, and Criterion C: Architecture as an excellent example of the Collegiate Gothic Style. Its period of significance is 1931-57, starting with the construction of the original building and ending with the completion of the new auditorium wing.

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

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

The following activities are proposed and will affect Woodrow Wilson Junior High School:

- Along Waldo Boulevard, the roadway would be widened resulting in a decrease in the terrace width, between back of curb and sidewalk, by 8-inches from an existing width of 5-feet to proposed width of 4-feet 4-inches
- Sidewalk would remain in its current place and replaced in kind along Waldo Boulevard
- All trees in the terrace, and in the median of Waldo Boulevard, are proposed to be removed
- TLE needed for grading totaling 3,200 square feet
- Fee acquisition of 220 square for ADA ramps which constitutes a 4(f) use

Appendix 17 shows the Woodrow Wilson Junior High School property as well as the anticipated impacts resulting from the proposed project.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:
1. Do nothing alternative.

This alternative would not address the factors outlined in the purpose and need section of this document and would result in continued degradation of the transportation facility.

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

The anticipated impacts to the 4(f) lands result directly from providing ADA compliant curb ramps in the proposed project. If these features were omitted from the proposed work the project would be violating ADA, and both State and Federal guidance for incorporating multimodal accommodations in a project.

3. Alternatives on new location.

Providing the ADA compliant curb ramps at a new location is not considered feasible as it would require relocating the established existing roadway and intersection away from the 4(f) lands which would result in significant impacts to other properties within the corridor.

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

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☐ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☒ Restoration and landscaping of disturbed areas.
- ☒ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☒ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:

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

- WisDOT or its agent will complete and fund a survey of all extant public and vocational schools in the City of Manitowoc. This will be completed within one year of the Section 106 MOA execution and prior to project letting.

- WisDOT or its agent will coordinate with the property owner to determine an appropriate tree replacement plan to provide vegetative replacement and screening. Coordination with the property owner will begin within sixty days of the MOA execution and prior to project letting. WisDOT will be responsible for funding this work.

- For additional information of the requirements of these stipulations see the Section 106 MOA in Appendix 12.

☐ Other – Describe:

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

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

The Manitowoc County Historical society was contacted and responded on March 12, 2015 that there were no concerns with the proposed project. Residents throughout the project corridor were invited to Public Involvement Meetings which were held on November 1, 2012 and September 11, 2014. No attendees expressed concerns directly related to any historic properties within the corridor. Representatives from MPSD were invited to, but did not attend, a consultation meeting held on February 18, 2015 to discuss anticipated impacts to historic properties. Subsequent follow-up coordination with MPSD resulted in representatives expressing no concern that the proposed project would negatively impact the property. A Memorandum of Agreement for adverse effects was completed and the document is included in Appendix 12.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS**Elks Clubhouse**

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Property Name: Elks Clubhouse**2. Location:** 200 E. Waldo Boulevard, Manitowoc, WI**3. Ownership or Administration:** Red Arrow Products Company, LLC**4. Type of Resource:**

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

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

- ☐ No - Check all that apply:
 - ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☐ Other - Explain: _____
- ☒ Yes - Check all that apply:
 - ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☐ Park minor involvement.
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property. Explain: _____
 - ☒ Full 4(f) evaluation approved on August 8, 2016.

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

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

7. Describe the significance of the property:

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

The Elks Clubhouse is eligible for National Register listing under Criterion C: Architecture. Evaluation has been based on the quality of the clubhouse itself, which is an excellent example of the International Style. Its period of significance is 1962-63, the period of its construction.

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

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

The following activities are proposed and will affect the Elks Clubhouse property:

- Along Waldo Boulevard the roadway would be widened by 1.5-feet from resulting in a decrease in the terrace width, between back of curb and sidewalk, by 1.5-feet
- Sidewalk would remain in its current place along Waldo Boulevard
- Sidewalk would be extended along Waldo Boulevard with a terrace width of 4.33-feet
- A roundabout would be constructed at the intersection of Waldo Boulevard and Maritime Drive. The construction of the roundabout would require acquisition of right-of-way of 11,000 square feet from the Elks Club property which constitutes a 4(f) use.
- Roadway shifting 100-feet towards (into) the property
- Approximately 14,000 square feet of TLE needed for grading

Appendix 17 shows the Elks Clubhouse property as well as the anticipated impacts resulting from the proposed project.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:
1. Do nothing alternative.

This alternative does not address the factors outlined in the purpose and need section of this document, particularly the roadway safety and atypical geometry present at the Waldo Boulevard/Maritime Drive intersection. Without improvements to this intersection the existing safety issues will not be addressed.

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

Installation of a traffic signal at this intersection was investigated, and that alternative was not anticipated to require any additional right of way to construct. The signalized intersection option was not chosen because it offered less of a safety benefit and is projected to provide a lower Level of Service when compared to a roundabout intersection.

3. Alternatives on new location.

Wholesale changes to the intersection location were considered unfeasible due to the existing roadway facility being established and the significant impacts to adjacent properties which would occur if the roadway was moved. Several alternative roundabout layouts were proposed which would have had varying degrees of impact on the Elks Clubhouse property, but no single layout would have had a significantly smaller impact. A roundabout layout that completely eliminated any impacts to the Elks Clubhouse property may be possible, but would have a negative impact on function of the intersection. Furthermore, significant shifts to the intersection to avoid impacts to the Elks Clubhouse property would result in significant impacts to surrounding properties, including the established business complex and the Little Manitowoc River Walkway in the southeast quadrant of the intersection. Moving the intersection would also have the potential to require replacing the bridge over the Little Manitowoc River thereby adding a significant increase to the project cost and wetland impacts.

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

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

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

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

-WisDOT or its agent will complete and fund a National Register nomination for the Elks Clubhouse if the property owner does not oppose listing the property in the National Register. If the property owner does oppose listing the property in the National Register, WisDOT or its agent will consult with SHPO and the property owner to determine an alternate mitigation measure.

-For additional information of the requirements of this stipulation see the Section 106 MOA in Appendix 12.

- ☐ Other – Describe:

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

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

The Manitowoc County Historical society was contacted and responded on March 12, 2015 that there were no concerns with the proposed project. Residents throughout the project corridor were invited to Public Involvement Meetings which were held on November 1, 2012 and September 11, 2014. No attendees expressed concerns directly related to any historic properties within the corridor. The owners of the Elks Clubhouse property were invited to, but did not attend, a consultation meeting held on February 18, 2015 to discuss anticipated impacts to historic properties. Subsequent follow-up coordination with the property owners has not resulted in any comments being provided at this time to the project staff. A Memorandum of Agreement for adverse effects was completed and the document is included in Appendix 12.

WETLANDS EVALUATION

(9/2013)

Wisconsin Department of Transportation

Factor Sheet C-1

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Describe Wetlands:

	Wetland 1	Wetland 2	Wetland 3			
Name (if known) or wetland number ¹	W-1	W-2	W-3			
County	Manitowoc	Manitowoc	Manitowoc			
Location (Section-Township-Range)	Sect 24-T19N-R23E	Sect 20-T19N-R24E	Sect 20-T19N-R24E			
Location (Latitude)	44.108734	44.108180	44.108119			
Location (Longitude)	-87.688826	-87.649002	-87.647198			
Location Map	See Appendix 18	See Appendix 18	See Appendix 18			
Wetland Type(s) ²	RPF – Riparian Wetland (wooded)	SM – Shallow Marsh	SM – Shallow Marsh			
Wetland Loss	Acres 0.12	Acres 0.04	Acres 0.01			
Wetland is: (Check all that apply) ³	Yes	No	Yes	No	Yes	No
• Isolated from stream, lake or other surface water body		x	x			x
• Not contiguous (in contact with) a stream, lake, or other water body, but within 100-year floodplain		x	x			x
• If adjacent or contiguous, identify stream, lake or water body	Unnamed Tributary to the Manitowoc River	Little Manitowoc River	Little Manitowoc River			

¹Use wetland numbering from the project wetland delineation report.
²Use wetland types as specified in the "WisDOT FDM 24-5 Attachment 10.2 Wetland Type Correspondence Table"
³If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

2. Are any impacted wetlands considered "wetlands of special status" per WisDOT Wetland Mitigation Banking Technical Guideline, page 10 (6 categories)?

- ☒ No
☐ Yes:
- ☐ Advanced Identification Program (ADID) Wetlands
☐ Public or private expenditure has been made to restore, protect, or ecologically manage the wetland on either public or private land
☐ Other – Describe: _____

3. Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other:

Proposed work in Wetland W-1 includes the replacement of an existing reinforced box culvert and the installation of rip rap for erosion control purposes. Work proposed in Wetlands W-2 and W-3 includes construction of storm sewer outfalls which replace the existing outfalls, and installation of rip rap for erosion control purposes.

4. List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland: (List should include permanent, migratory and seasonal residents).

Insects and small mammals are anticipated to utilize the wetlands discussed in this factor sheet. Additionally, waterfowl, other migratory birds, shorebirds, and various fish species are anticipated to use these wetlands, particularly those adjacent to the Little Manitowoc River.

5. Federal Highway Administration (FHWA) Wetland Policy:

- ☐ Not Applicable - Explain

☐ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.

☒ Statewide Wetland Finding: **NOTE: All three boxes below must be checked for the Statewide Wetland Finding to apply.**

☒ Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.

☒ The project requires the use of 7.4 acres or less of wetlands.

☒ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

6. Erosion control or storm water management practices which will be used to protect the wetland are indicated on form: (Check all that apply)

☐ Factor Sheet D-6, Erosion Control Evaluation.

☒ Factor Sheet D-5, Stormwater Evaluation.

☐ Neither Factor Sheet - Briefly describe measures to be used

7. U S Army Corps of Engineers (USACE) Jurisdiction - Section 404 Permit (Clean Water Act)

☐ Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.

☒ Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.

Indicate area of wetlands filled: Acres 0.17

Type of 404 permit anticipated:

☐ Individual Section 404 Permit required.

☒ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.

Indicate which GP or LOP is required:

☐ **Non-Reporting GP** [GP-002-WI (*expires 5/31/16*) or GP-004-WI (*expires 12/31/17*)]

☒ **Reporting GP** [GP-002-WI, GP-003-WI (*expires 12/31/17*), or GP-004-WI]

☐ **Letter of Permission** [LOP-06-WI (*in effect 4/17/06, no expiration date*)]

☐ **Programmatic GP** [Applies to projects not covered under the DOT/DNR Cooperative Agreement]

8. Wisconsin Department of Natural Resources Coordination - Section 401 Water Quality Certification

☐ DNR has provided concurrence on the project wetland delineation. Received on: (Date)

☒ Other- Explain

Matt Schaeve (WisDNR) and Mike Helmrick (WisDOT) performed the wetland delineation for the proposed project and agree on the existing wetland limits as shown in Appendix 18.

9. Section 10 Waters (Rivers and Harbors Act). For navigable waters of the United States (Section 10) indicate which 404 permit is required:

☒ No Section 10 Waters

☐ Section 10 Waters

☐ **Reporting GP** [GP-003-WI (*expires 12/31/17*)]

☐ **Reporting GP** [GP-004-WI (*expires 12/31/17*)]

Indicate whether Pre-Construction Notification (PCN) to the USACE is:

☒ Not applicable.

☐ Required: Submitted on: (Date)

Status of PCN

USACE has made the following determination on: (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

10. Wetland Avoidance and Impact Minimization: [Note: Required before compensation is acceptable]

A. Wetland Avoidance:

1. Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.:

Both the alignment and profile of the proposed roadway have minimal variation from the existing facility. This has allowed the Waldo Boulevard typical roadway section to remain within the existing roadway footprint adjacent to

wetlands. This has resulted in a design that has no wetland impacts resulting from roadway fills, and minor impacts from proposed drainage facilities (storm sewer outfalls and a box culvert).

2. Indicate the total area of wetlands avoided:

Acres: Unknown – alternatives with significant profile and/or alignment changes were not studied with this project.

B. Minimize the amount of wetlands affected:

1. Describe methods used to minimize the use of wetlands, such as increasing side slopes or use of retaining walls or beam guard, equalizer pipes, upland disposal of hydric soils, etc.:

As noted above, the proposed roadway corridor is being designed to follow that of the existing which has eliminated any expansion of the proposed work outside of the existing roadway footprint adjacent to wetlands. The exception to this is at the box culvert replacement immediately west of Fleetwood Drive and at the three storm sewer outfalls adjacent to the Little Manitowoc River. These drainage features are being designed to closely match the existing fill slope topography and thereby minimize the amount of wetland impacts. Both the box culvert and storm sewer outlets have been designed in this manner since the onset of the project, therefore there has been no alternative studied to gauge the amount of wetland impacts which have been minimized.

2. Indicate the total area of wetlands saved through minimization:

Acres: Unknown – see explanation above.

11. Compensation for Unavoidable Wetland Loss:

According to Section 404(b)(1), of the Clean Water Act, wetland compensatory mitigation procedures and sequencing will conform to the U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (EPA) joint rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332; and 40 CFR Part 230 - dated April 10, 2008). Compensatory mitigation will be consistent with amendments to the Cooperative Agreement between DNR and WisDOT on compensatory mitigation for unavoidable wetland losses (July 2012), and the WisDOT Interagency Coordination Agreement and Wetland Mitigation Banking Technical Guidelines with DNR, USACE, EPA, USFWS and FHWA (March 2002).

	Type	Acre(s) Loss	Ratio	Compensation Type and Acreage	
				On-site	DOT Mitigation Bank site
RPF(N)	Riparian wetland (wooded)	0.12	1.3	N/A	0.16
RPF(D)	Degraded riparian wetland (wooded)				
RPE(N)	Riparian wetland (emergent)				
RPE(D)	Degraded riparian wetland (emergent)				
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens				
M(D)	Degraded meadow				
SM	Shallow marsh	0.05	1.0	N/A	0.05
DM	Deep marsh				
AB(N)	Aquatic bed				
AB(D)	Degraded aquatic bed				
SS	Shrub Swamp, shrub carr, alder thicket				
WS(N)	Wooded swamp				
WS(D)	Degraded wooded swamp				
Bog	Open and forested bogs				

D = Degraded

N = Non-degraded

12. If compensation is not possible within the drainage area and floristic province thru the use of the DOT mitigation bank, explain why and describe how a search for an on-site compensation site was conducted:

Virtually the entire proposed project corridor is currently developed, and as a result on-site compensation is considered to be unfeasible.

13. Summarize the coordination with other agencies regarding the compensation for unavoidable wetland losses. Attach appropriate correspondence.

Both the WisDNR and the U.S. Army Corps of Engineers have been made aware that some wetland impacts are anticipated as a result of the proposed project. As the project progresses a Section 404 (U.S. Army Corps of Engineers) permit will be applied for and a water quality certification (WisDNR) will be requested.

RIVERS, STREAMS AND FLOODPLAINS EVALUATION

Unnamed Tributary to the Manitowoc River

Wisconsin Department of Transportation

Factor Sheet C-2

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. **Stream Name:** Unnamed Tributary to the Manitowoc River

2. **Stream Type: (Indicate Trout Stream Class, if known)**

- ☒ Unknown
☐ Warm water
☐ Cold water

If trout stream, identify trout stream classification: _____

☐ Wild and Scenic River

3. **Size of Upstream Watershed Area: (Square miles or acres)**

300 Acres

4. **Stream flow characteristics:**

- ☒ Permanent Flow (year-round)
☐ Temporary Flow (dry part of year)

5. **Stream Characteristics:**

A. Substrate:

1. ☐ Sand
2. ☒ Silt
3. ☒ Clay
4. ☒ Cobbles
5. ☐ Other-describe:

B. Average Water Depth: >1-foot

C. Vegetation in Stream

- ☒ Absent
☐ Present - If known describe:

D. Identify Aquatic Species Present:

E. If water quality data is available, include this information:

F. Is this river or stream on the WDNR's "Impaired Waters" list?

- ☒ No (This tributary is not listed, but the Manitowoc River is)
☐ Yes - List: _____

6. **If bridge or box culvert replacement, are migratory bird nests present?**

- ☐ Not Applicable
☒ None identified
☐ Yes – Identify Bird Species present
Estimated number of nests is:

7. **Is a Fish & Wildlife Depredation Permit required to remove swallow nests?**

- ☒ Not Applicable
☐ Yes
☐ No - Describe mitigation measures:

8. **Describe land adjacent to stream:**

The land directly adjacent to the waterway can be characterized as a wooded ravine. Outside of the ravine the land use is urban/residential.

9. **Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site:**

Project ID# 1500-37-00 & 4570-12-00

Page 1 of 2

Upstream the waterway passes through a 48" and combination 48"x36" corrugated metal pipe arch/48" reinforced concrete culvert pipe prior to reaching the box culvert. A 15" reinforced concrete culvert pipe, storm sewer outfall which drains the Fleetwood Drive intersection, and concentrated drainage from Edgewood Drive enter the waterway upstream of the box culvert. There is a spillway located between Waldo Boulevard and the downstream structure (6'x6' concrete box) below Michigan Avenue.

- 10. Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment:** [Note: Coast Guard must be notified when Section 10 waters are affected by a proposal. Also see Wetland Evaluation, Factor Sheet C-1, Question 8.] The proposed work will replace the existing box culvert with a similar structure. The new structure will have a flow line set approximately 1' below the adjacent streambed. WisDOT will work with the DNR to avoid instream disturbances.
- 11. Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be in compliance with NR 116 by creating 0.01 ft. backwater or less:**
The proposed action will reduce the backwater elevations for purposes of reducing velocities. Backwater effects are in compliance with NR 116.
- 12. Describe and provide the results of coordination with any floodplain zoning authority:**
The box culvert, located just west of Fleetwood Drive, is not located in a mapped floodplain. Based on this, coordination with the floodplain zoning authority is not necessary.
- 13. Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?**
- ☒ No impacts would occur.
 - ☐ Significant interruption or termination of emergency vehicle service or a community's only evacuation route.
 - ☐ Significant flooding with a potential for property loss and a hazard to life.
 - ☐ Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.
- 14. Discuss existing or planned floodplain use and briefly summarize the project's effects on that use:**
Since the box culvert is not located within a mapped floodplain, there is no effect on existing or planned floodplain use.
- 15. Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream:**
The box culvert is not located within a mapped floodplain.
- 16. Are measures proposed to enhance beneficial effects?**
- ☐ No
 - ☒ Yes. Describe: The proposed box culvert is scheduled to be shifted slightly to the east from its existing location to better align with the Tributary to the Manitowoc River. This shift will enhance the navigation of the Tributary through the structure. Rip rap will also be placed on both ends of the box culvert to help minimize scour and erosion that can occur during heavy flow events.

RIVERS, STREAMS AND FLOODPLAINS EVALUATION

Little Manitowoc River

Wisconsin Department of Transportation

Factor Sheet C-2

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. **Stream Name:** Little Manitowoc River

2. **Stream Type: (Indicate Trout Stream Class, if known)**

- ☒ Unknown
☐ Warm water
☐ Cold water

If trout stream, identify trout stream classification: _____

☐ Wild and Scenic River

3. **Size of Upstream Watershed Area: (Square miles or acres)**

8480 acres

4. **Stream flow characteristics:**

- ☒ Permanent Flow (year-round)
☐ Temporary Flow (dry part of year)

5. **Stream Characteristics:**

A. Substrate:

1. ☐ Sand
2. ☒ Silt
3. ☐ Clay
4. ☒ Cobbles
5. ☒ Other-describe: Gravel

B. Average Water Depth: 3 to 4-feet

C. Vegetation in Stream

- ☐ Absent
☒ Present - If known describe:

D. Identify Aquatic Species Present:

Zebra mussels, Smelt, suckers, Rainbow trout, small mammals, and waterfowl

E. If water quality data is available, include this information:

Unknown

F. Is this river or stream on the WDNR's "Impaired Waters" list?

- ☒ No
☐ Yes - List: _____

6. **If bridge or box culvert replacement, are migratory bird nests present?**

- ☒ Not Applicable
☐ None identified
☐ Yes – Identify Bird Species present
Estimated number of nests is:

7. **Is a Fish & Wildlife Depredation Permit required to remove swallow nests?**

- ☒ Not Applicable
☐ Yes
☐ No - Describe mitigation measures:

8. **Describe land adjacent to stream:**

The land directly adjacent to the Little Manitowoc River can be characterized as coastal wetland. Outside of the immediate area the land use is urban.

9. **Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site:**

Project ID# 1500-37-00 & 4570-12-00

Page 1 of 2

The Little Manitowoc River discharges into Lake Michigan within approximately 0.25-mile south of Waldo Boulevard. The existing storm sewer draining Waldo Boulevard and the surrounding area outlets directly into the Little Manitowoc River immediately to the south of Waldo Boulevard.

- 10. Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment:** [Note: Coast Guard must be notified when Section 10 waters are affected by a proposal. Also see Wetland Evaluation, Factor Sheet C-1, Question 8.]

The proposed work at the structure (B-36-900) on Waldo Boulevard over the Little Manitowoc River consists of replacing the existing pedestrian railing along both sides of the structure due to its deficient condition and deck surface repairs (Type 1 and Type 2). The storm sewer outlet in the southwest corner of the structure which currently discharges into the river is proposed to be moved several hundred feet to the west. WisDOT will work with the DNR to avoid instream disturbances.

- 11. Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be in compliance with NR 116 by creating 0.01 ft. backwater or less:**

The proposed work on structure B-36-900 will have no effect on the existing backwater.

- 12. Describe and provide the results of coordination with any floodplain zoning authority:**

Not Applicable

- 13. Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?**

- ☒ No impacts would occur.
- ☐ Significant interruption or termination of emergency vehicle service or a community's only evacuation route.
- ☐ Significant flooding with a potential for property loss and a hazard to life.
- ☐ Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.

- 14. Discuss existing or planned floodplain use and briefly summarize the project's effects on that use:**

The existing floodplain is coastal wetlands and the proposed project activities will have no effects on the existing use. The proposed storm sewer outlet relocation will blend with Little Manitowoc restoration work undertaken by the Lakeshore Natural Resources Partnership, Inc. which is not affiliated with the proposed WisDOT project.

- 15. Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream:**

An improvement to water quality is anticipated to be realized by moving the storm sewer outfall away from the Little Manitowoc River and allowing the discharge to be filtered prior to entering the waterway. Improved water quality will benefit organisms utilizing the floodplain. Debris containment measures will be utilized during construction to minimize the potential of debris entering the Little Manitowoc River during the removal/replacement of the railing and deck repairs proposed on structure B-36-900. During construction best management practices for erosion control will be utilized, but that will not completely eliminate the risk of a sediment release during that timeframe.

- 16. Are measures proposed to enhance beneficial effects?**

- ☐ No
- ☒ Yes. Describe: The storm sewer outfall which currently discharges directly into the Little Manitowoc River will be moved to the west to allow storm water to be filtered prior to entering the river.

THREATENED AND ENDANGERED SPECIES EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-7

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Are there any known threatened or endangered species in the vicinity of the project?

- ☐ None identified
☒ Yes - Identify the species and indicate its status on Federal or State lists:

Species Common Name	Species Scientific Name	Federal Status	State Status	Affected by Project? Y/N
Plants				
Animals				
Northern Long-eared Bat	Myotis septentrionalis	Threatened	Threatened	Y
Other				

2. Explain How a Species Is or Is Not Affected by the Action:

☐ Species Not Affected:

☒ Species Affected:

The project has potential to affect the Northern Long-eared Bat resulting from proposed tree clearing and structure replacement activities. Section 7 coordination with the USFWS resulted in the determination of "may affect, not likely to adversely affect" with all applicable avoidance and minimization measures implemented with the proposed project.

3. Describe Coordination:

U.S. Fish & Wildlife Service:

☒ Has Section 7 coordination been completed?

☐

No

☒

Yes

- Describe mitigation required to protect the federally listed endangered species:

Coordination with the USFWS for the Northern Long-eared Bat is complete and several avoidance and minimization measures, as noted in Appendix 14, will be incorporated into the proposed project.

WDNR

☒ Has coordination with DNR been completed?

☐

No

☒

Yes

- Describe mitigation required to protect the state-listed species:

No mitigation is required.

STORMWATER EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-5

Alternative C	Total Length of Center Line of Existing Roadway 3.01 Length of This Alternative 3.01
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. Indicate whether the affected area may cause a discharge or will discharge to the waters of the state (Trans 401.03).

Special consideration should be given to areas that are sensitive to water quality degradation. Provide specific recommendations on the level of protection needed.

- ☐ No water special natural resources are affected by the alternative.
☒ Yes - Water special natural resources exist in the project area.
☒ River/stream
☒ Wetland
☐ Lake
☐ Endangered species habitat
☐ Other – Describe _____

2. Indicate whether circumstances exist in the project vicinity that require additional or special consideration, such as an increase in peak flow, total suspended solids (TSS) or water volume.

- ☐ No additional or special circumstances are present.
☒ Yes - Additional or special circumstances exist. Indicate all that are present.
☐ Areas of groundwater discharge ☐ Areas of groundwater recharge
☐ Stream relocations ☐ Overland flow/runoff
☐ Long or steep cut or fill slopes ☐ High velocity flows
☐ Cold water stream ☐ Impaired waterway
☒ Large quantity flows ☐ Exceptional/outstanding resource waters
☐ Increased backwater
☒ Other - Describe any unique, innovative, or atypical stormwater management measures to be used to manage additional or special circumstances. The Little Manitowoc River is an Area of Special Natural Resource Interest (ASNRI)

3. Describe the overall stormwater management strategy to minimize adverse effects and enhance beneficial effects.

The proposed storm sewer outlet to the Little Manitowoc River will be located a distance away from the river which will allow the out flow to be treated by passing through a vegetated/rip rap swale. This will be an improvement over the existing condition in which the storm sewer outlet is located in the wing wall of the structure over the Little Manitowoc River.

4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 requirements.

Proposed flow velocities will be minimized to the extent practicable and appropriate energy dissipation devices will be utilized at all outfall locations. All inlet structures will be catch basins with 2-foot minimum sumps to reduce the total suspended solids exiting the storm sewer system.

5. Identify the stormwater management measures to be utilized.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Swale treatment (parallel to flow)
Trans 401.106(10) | <input checked="" type="checkbox"/> In-line storm sewer treatment, such as catch basins,
non-mechanical treatment systems. |
| <input type="checkbox"/> Vegetated filter strips
(perpendicular to flow) | <input type="checkbox"/> Detention/retention basins – Trans 401.106(6)(3) |
| <input type="checkbox"/> Constructed storm water wetlands | <input checked="" type="checkbox"/> Distancing outfalls from waterway edge |
| <input type="checkbox"/> Buffer areas – Trans 401.106(6)
Describe - _____ | <input type="checkbox"/> Infiltration – Trans 401.106(5) |
| | <input type="checkbox"/> Other |

6. Indicate whether any Drainage District may be affected by the project.

- ☒ No - None identified

- ☐ Yes
Has initial coordination with a drainage board been completed?
☐ No - Explain _____
☐ Yes - Discuss results _____

7. Indicate whether the project is within WisDOT's Phase I or Phase II stormwater management areas.

Note: See Procedure 20-30-1, Figure 1, Attachment A4, the Cooperative Agreement between WisDOT and WisDNR. Contact Regional Stormwater/erosion Control Engineer if assistance is needed to complete the following:

- ☐ No - the project is outside of WisDOT's stormwater management area.
☒ Yes - The project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the WisDNR:
☐ A WisDOT storm sewer system, located within a municipality with a population greater than 100,000.
☒ A WisDOT storm sewer system located within the area of a notified owner of a municipal separate storm sewer system.
☒ An urbanized area, as defined by the U.S. Census Bureau, NR216.02(3).
☐ A municipal separate storm sewer system serving a population less than 10,000.

8 Has the effect on downstream properties been considered?

- ☐ No
☒ Yes - Coordination is in process.

9. Are there any property acquisitions required for storm water management purposes?

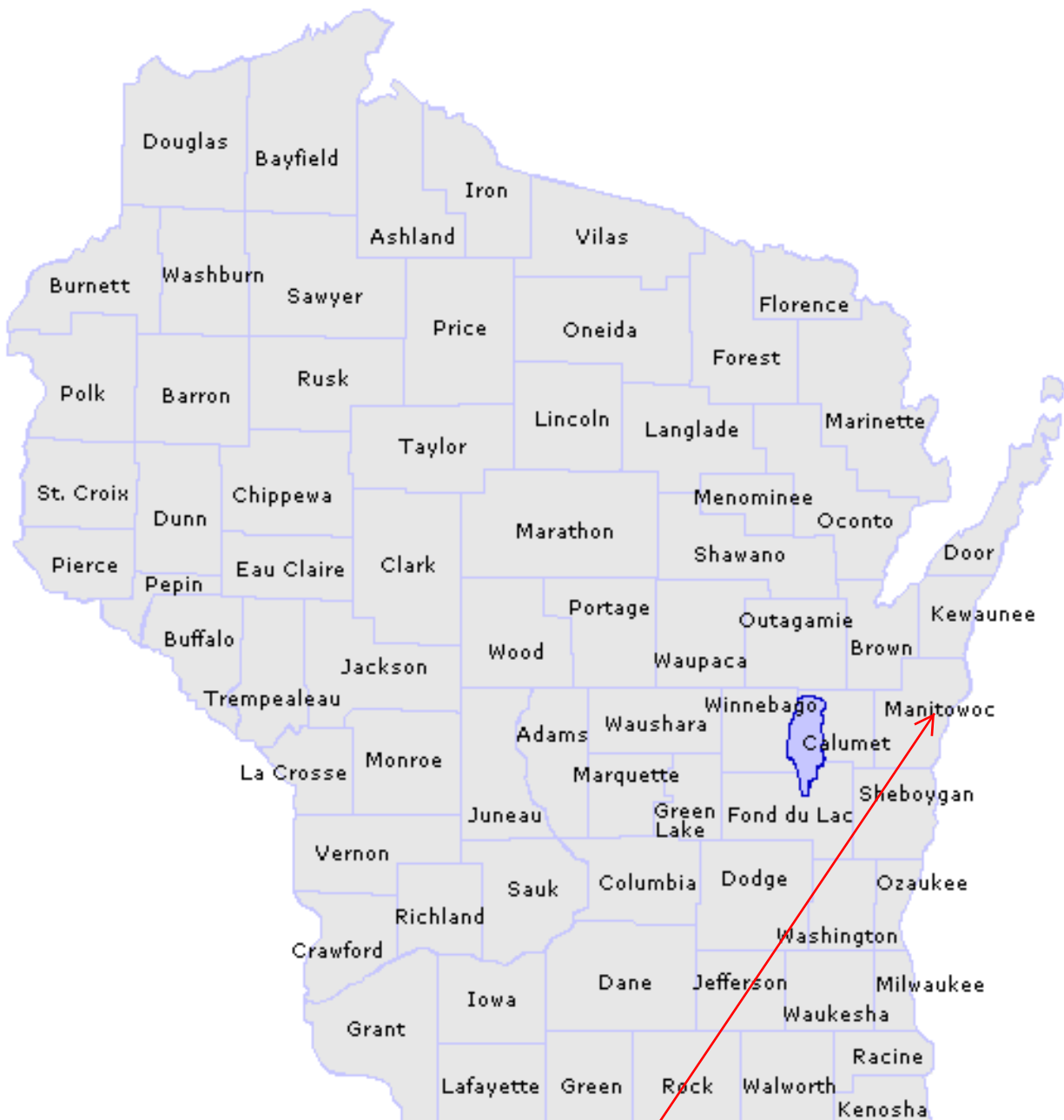
- ☒ No
☐ Yes - Complete the following:
☐ Safety measures, such as fencing are not needed for potential conflicts with existing and expected surrounding land use.
☐ Safety measures are needed for potential conflicts with existing and expected surrounding land use. Describe:

Appendix 1

Project Location Maps

- Project Location - State of Wisconsin
- Project Location - Manitowoc County
- Project Location Map (Four Maps)

Project Location – State of Wisconsin

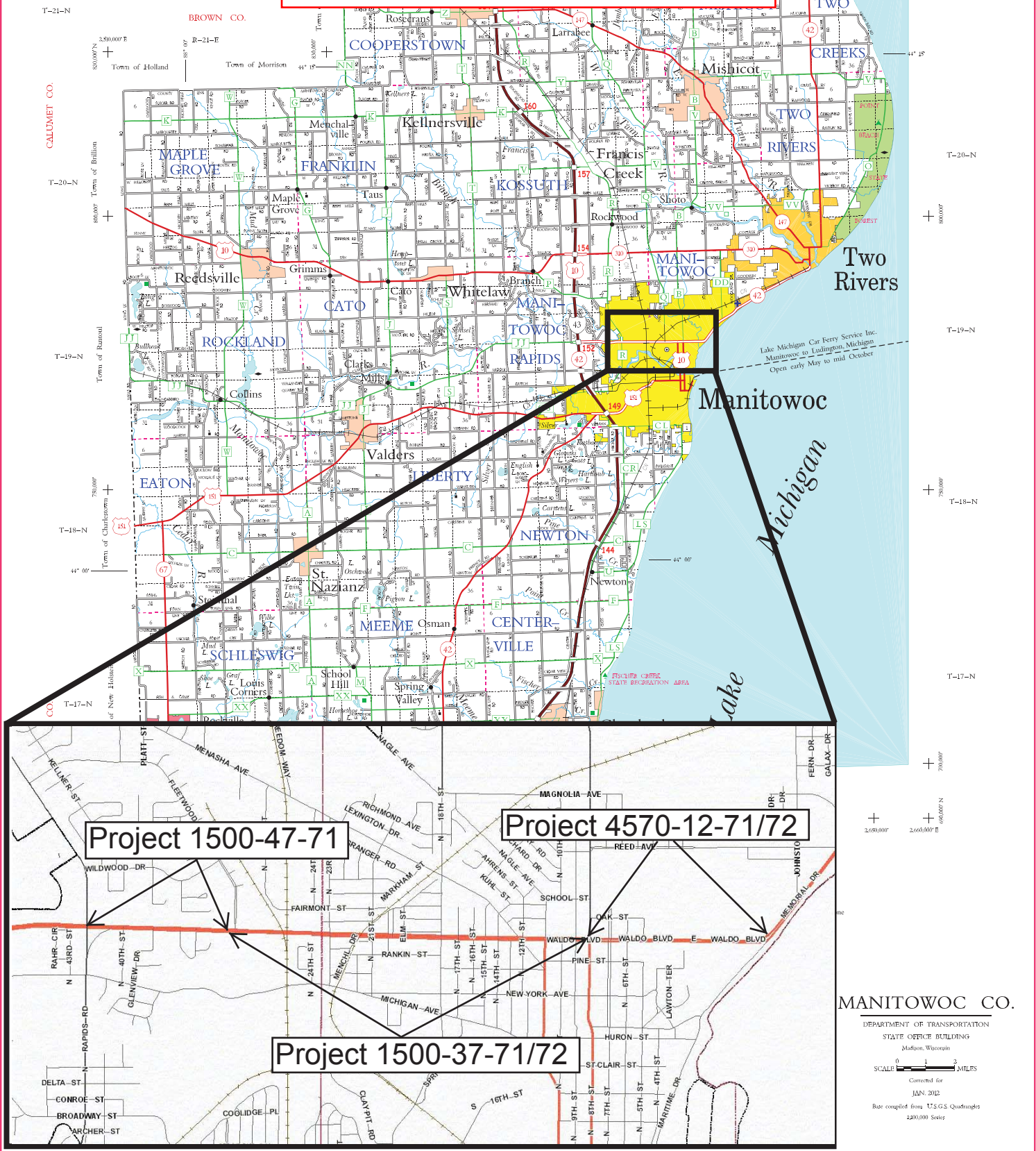


Project Location
Project IDs: 1500-37-00 and 4570-12-00
Waldo Boulevard, City of Manitowoc
County R-8th Street & 8th Street-Maritime Drive
US 10/WIS 42
Manitowoc County

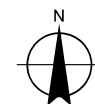
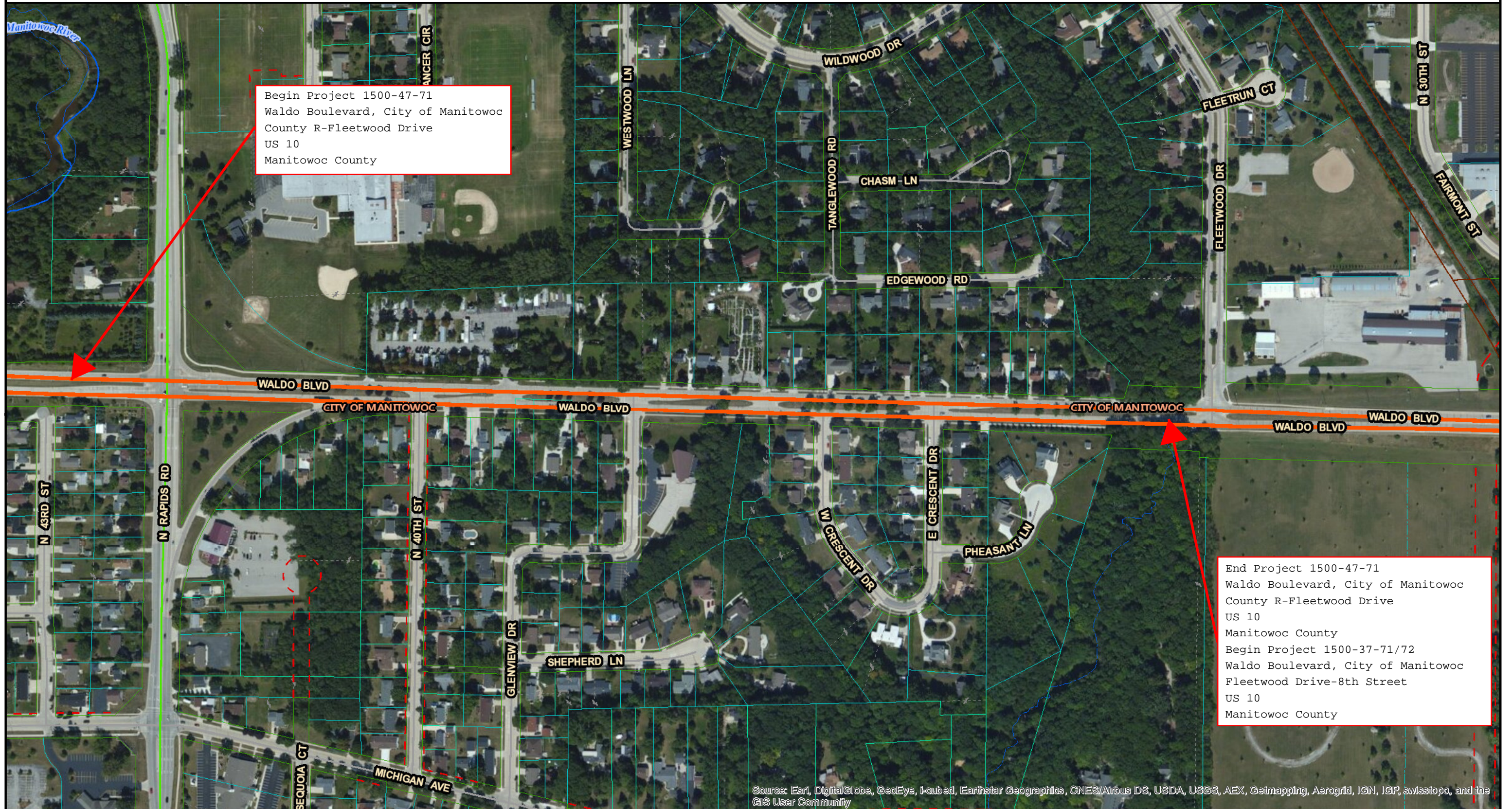


Project 1500-37-00
US 10/WIS 42 (County R - 8th Street)

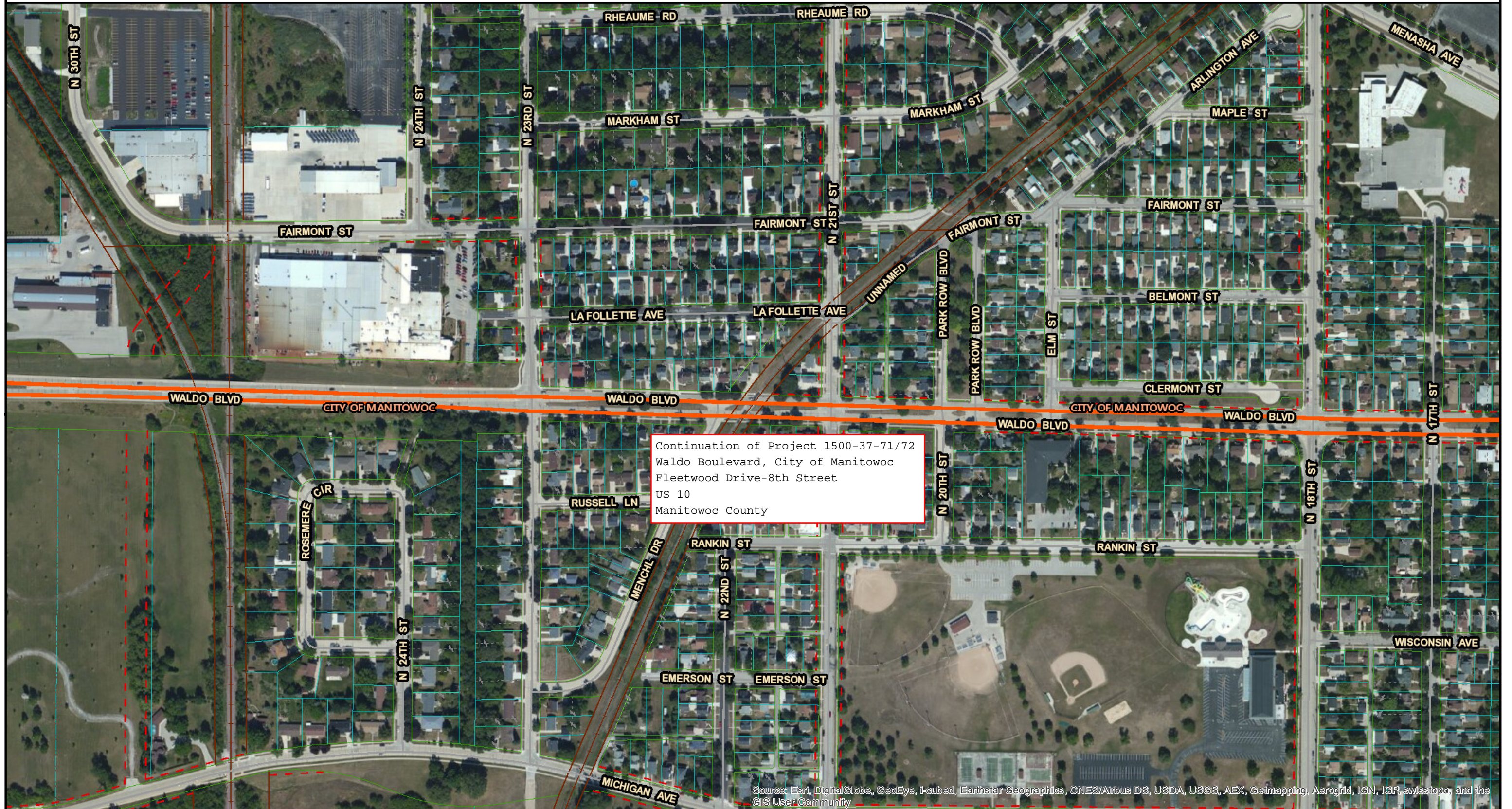
Project 4570-12-00
WIS 42 (8th Street - Maritime Drive)



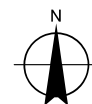
Project Location Map - (1 of 4)



Project Location Map - (2 of 4)

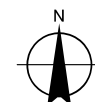


Author: Provided By: Manitowoc County Advanced Access Viewer
Date Printed: 7/22/2014

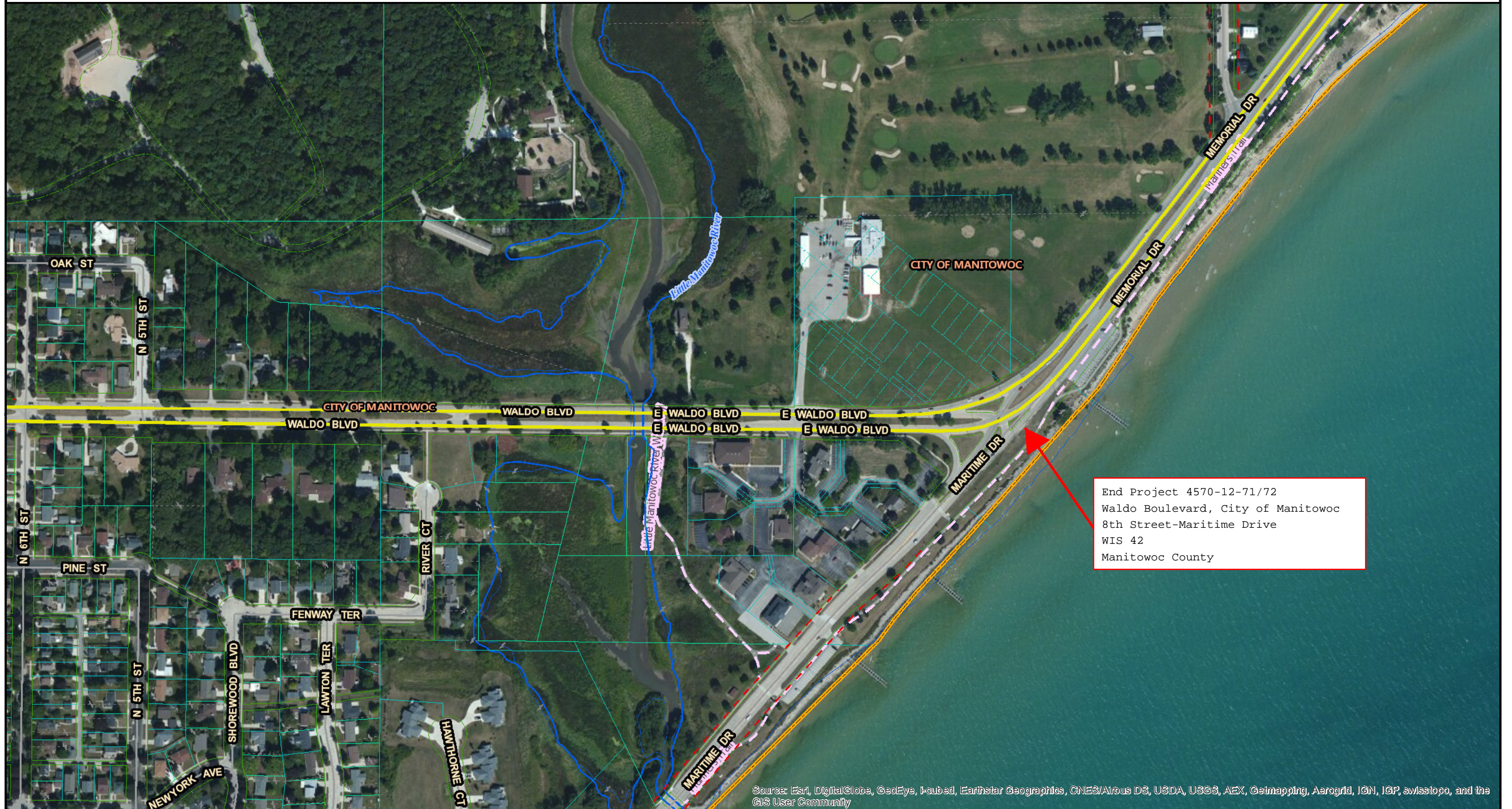


The burden for determining fitness for use rests entirely upon the user of this website. Manitowoc County and its co-producers will not be liable in any way for accuracy of the data and they assume no responsibility for direct, indirect, consequential, or other damages.

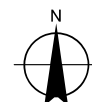
Project Location Map - (3 of 4)



Project Location Map - (4 of 4)



Author: Provided By: Manitowoc County Advanced Access Viewer
Date Printed: 7/22/2014



The burden for determining fitness for use rests entirely upon the user of this website. Manitowoc County and its co-producers will not be liable in any way for accuracy of the data and they assume no responsibility for direct, indirect, consequential, or other damages.

Appendix 2

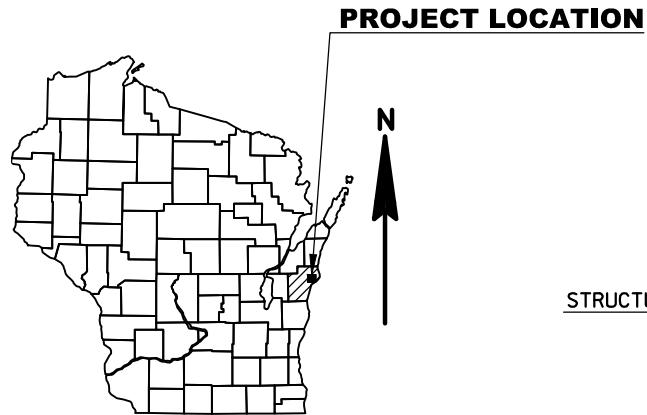
Preliminary Roadway Plans

PROJECT ID: 1500-47-71
WITH: 1500-37-71/72, 4570-12-71/72

COUNTY: MANITOWOC

ORDER OF SHEETS		
Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS =



DESIGN DESIGNATION		
A.A.D.T.	2018	=
A.A.D.T.	2038	=
D.H.V.	2038	=
D.D.		=
T.		=
DESIGN SPEED		=
ESALS		=

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS

PROPERTY LINE

LOT LINE

LIMITED HIGHWAY EASEMENT

EXISTING RIGHT OF WAY

PROPOSED OR NEW R/W LINE

SLOPE INTERCEPT

REFERENCE LINE

EXISTING CULVERT

PROPOSED CULVERT
(Box or Pipe)

COMBUSTIBLE FLUIDS

MARSH AREA

WOODED OR SHRUB AREA

PROFILE

GRADE LINE

ORIGINAL GROUND

MARSH OR ROCK PROFILE
(To be noted as such)

SPECIAL DITCH

GRADE ELEVATION

CULVERT (Profile View)

UTILITIES

ELECTRIC

FIBER OPTIC

GAS

SANITARY SEWER

STORM SEWER

TELEPHONE

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WALDO BLVD, CITY OF MANITOWOC
WALDO BLVD, CITY OF MANITOWOC
WALDO BLVD, CITY OF MANITOWOC

CTH R-FLEETWOOD DRIVE

USH 10

MANITOWOC COUNTY

FLEETWOOD DRIVE-8TH STREET

USH 10

MANITOWOC COUNTY

8TH STREET-MARITIME DRIVE

STH 42

MANITOWOC COUNTY

STATE PROJECT NUMBER

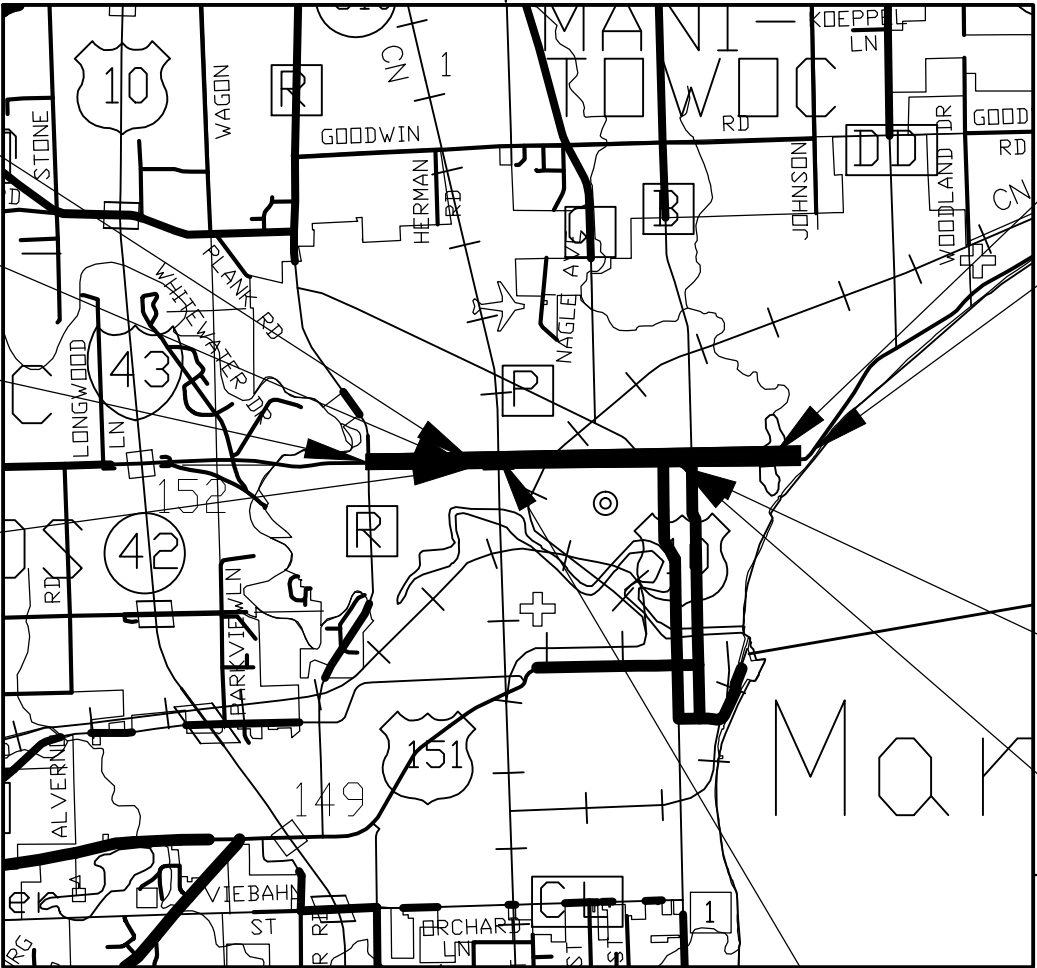
1500-47-71

STATE PROJECT NUMBER

1500-37-71/72

STATE PROJECT NUMBER

4570-12-71/72



LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.603 MI. PROJECT 1500-47-71
TOTAL NET LENGTH OF CENTERLINE = 1.558 MI. PROJECT 1500-37-71
TOTAL NET LENGTH OF CENTERLINE = 0.847 MI. PROJECT 4570-12-71

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, MANITOWOC COUNTY, NAD83 (1991), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE PROJECT

1500-47-71

1500-37-71

1500-37-72

4570-12-71

4570-12-72

FEDERAL PROJECT

PROJECT

CONTRACT

ACCEPTED FOR
CITY OF MANITOWOC

DATE

CITY ADMINISTRATOR

ORIGINAL PLANS PREPARED BY

AYRES
ASSOCIATES

(Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor

Designer

Project Manager

Regional Examiner

Regional Supervisor

AYRES ASSOCIATES

AYRES ASSOCIATES

BRIAN HAEN

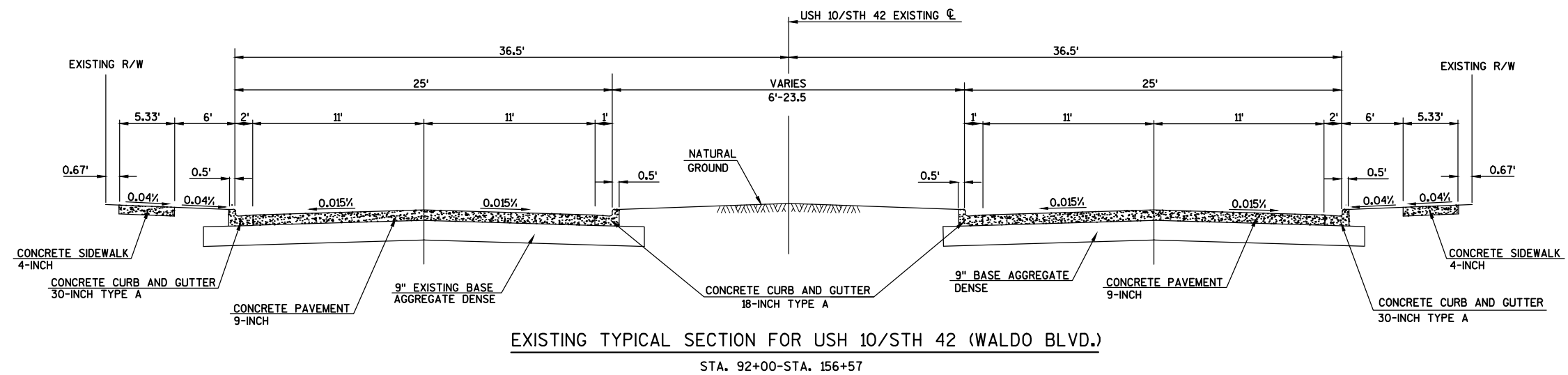
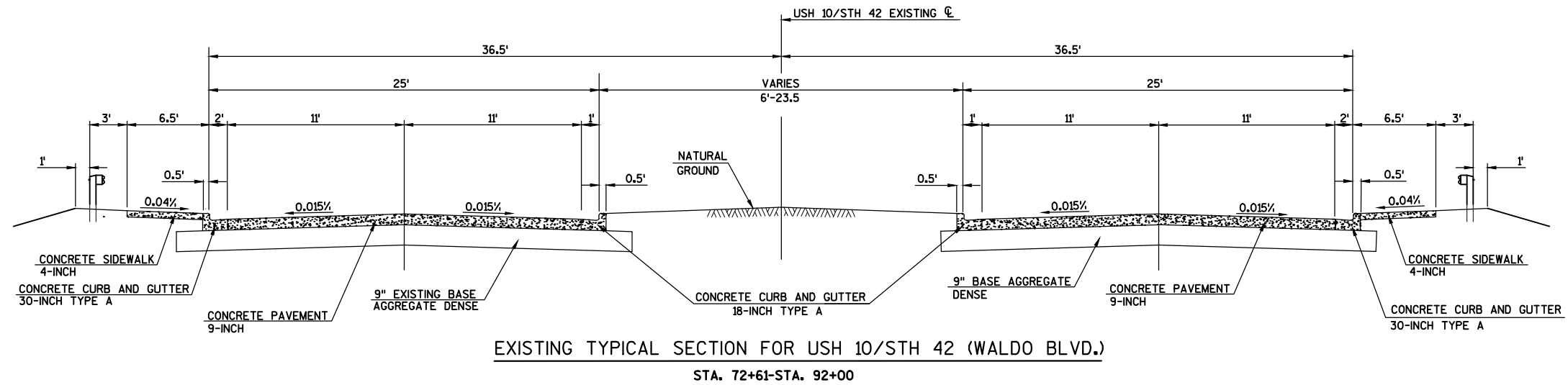
CHUCK KARROW

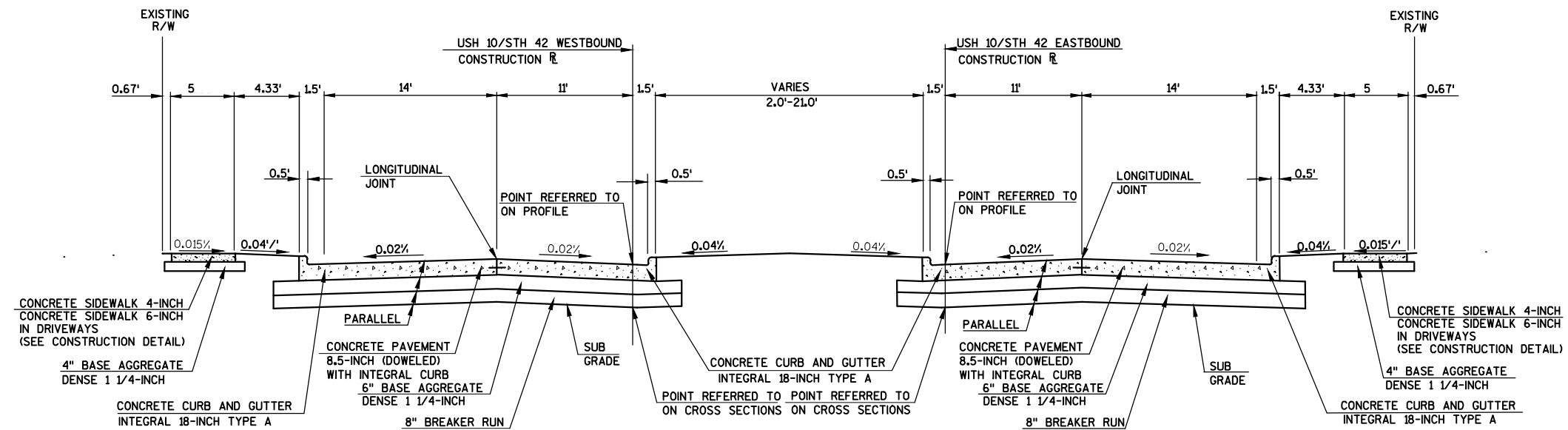
APPROVED FOR THE DEPARTMENT

DATE:

(Signature)

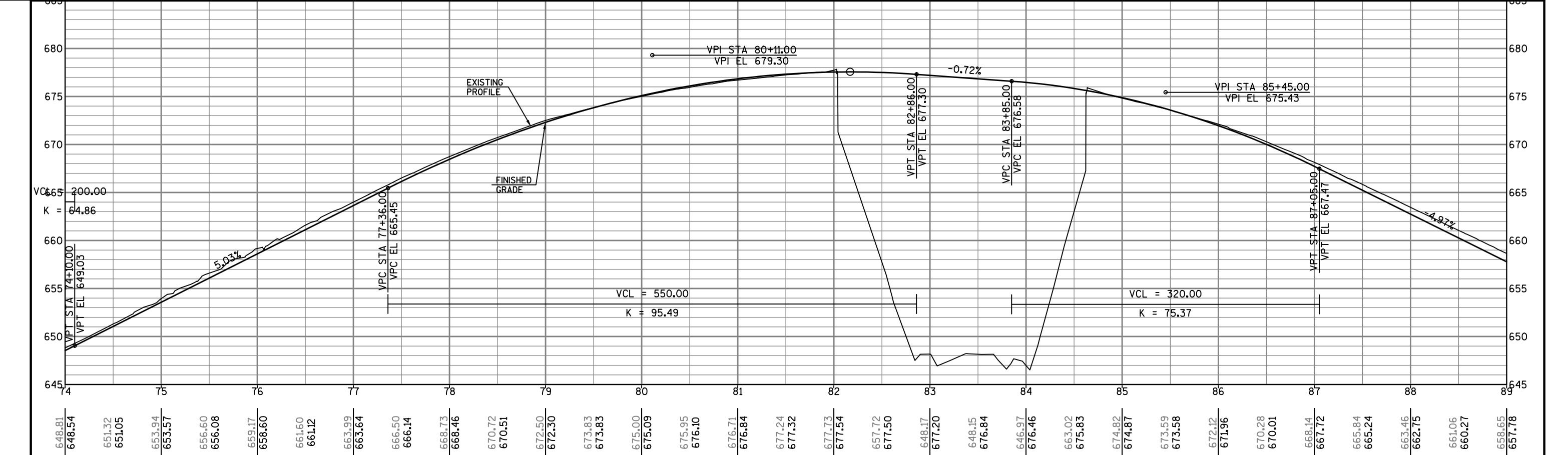
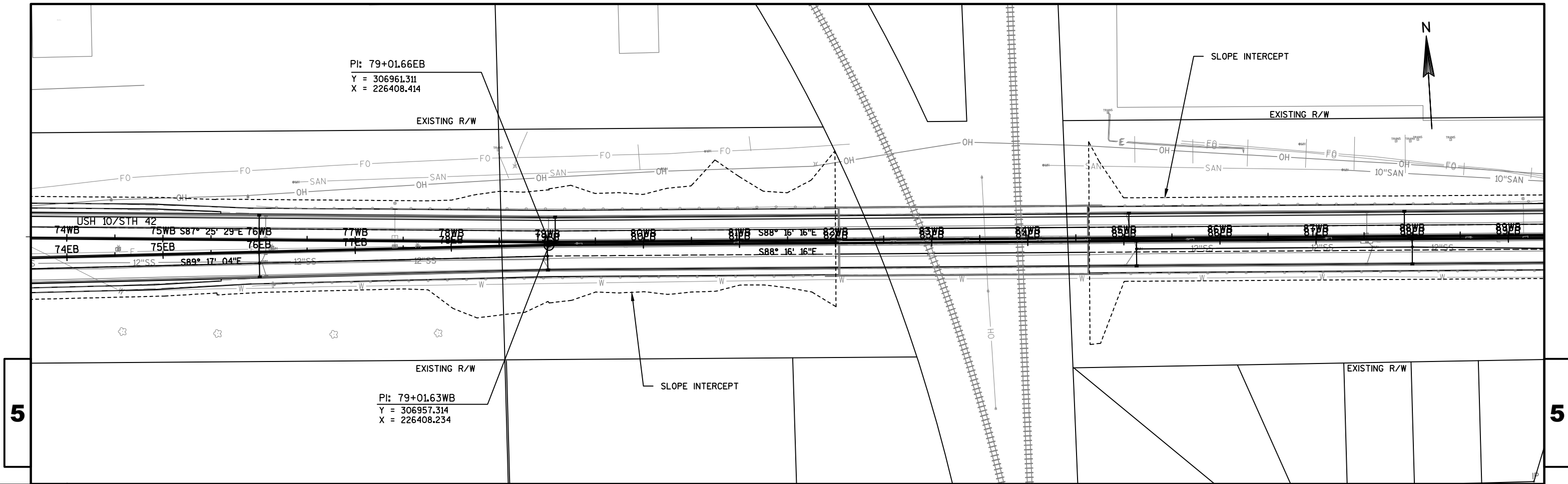
E



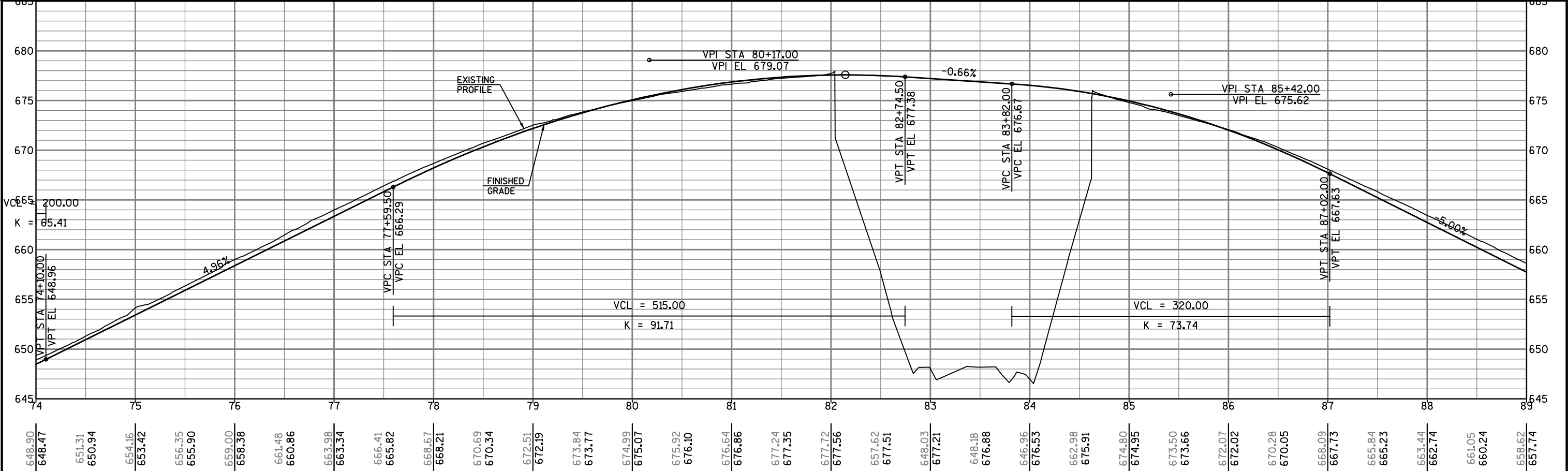
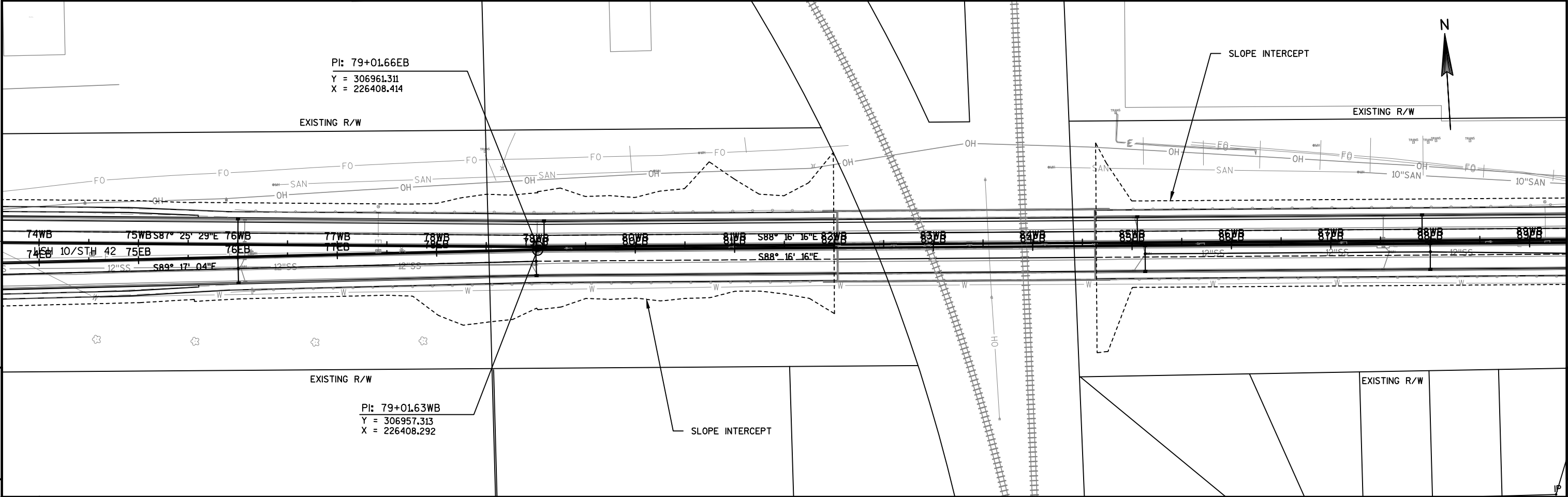


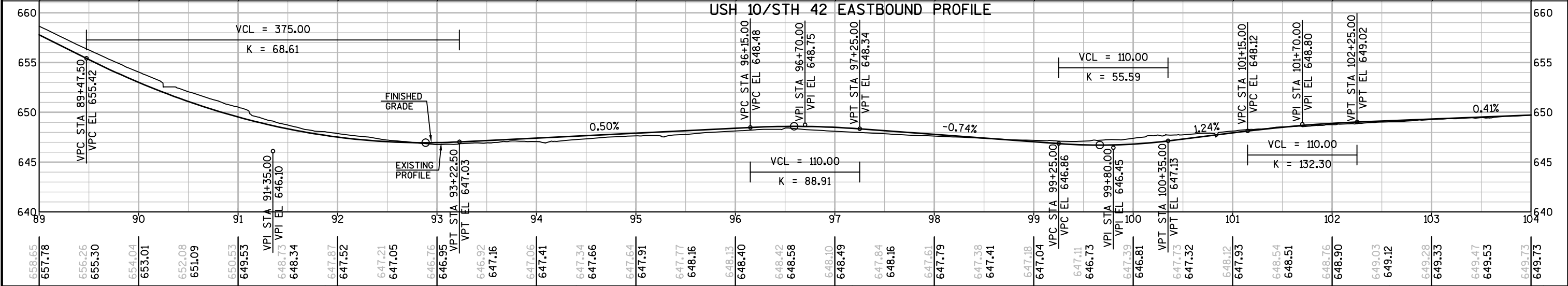
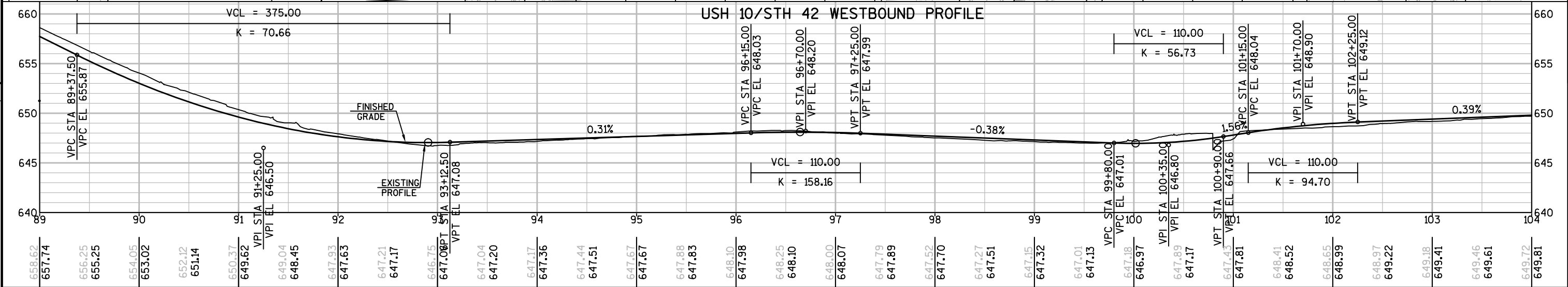
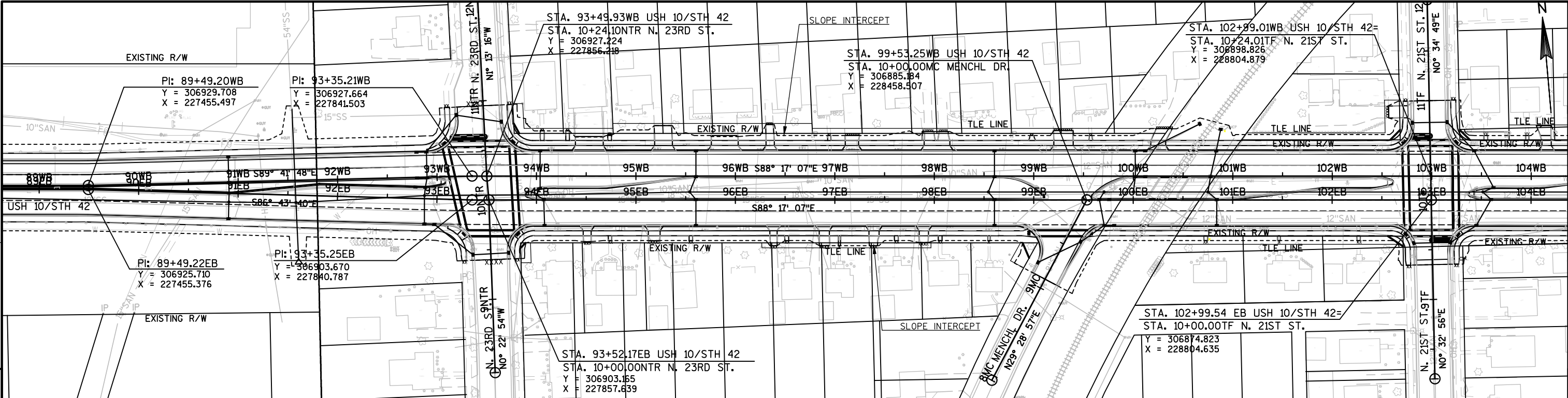
TYPICAL FINISHED CROSS SECTION FOR USH 10/STH 42 (WALDO BOULEVARD)

STA. 70+00 - STA. 182+00

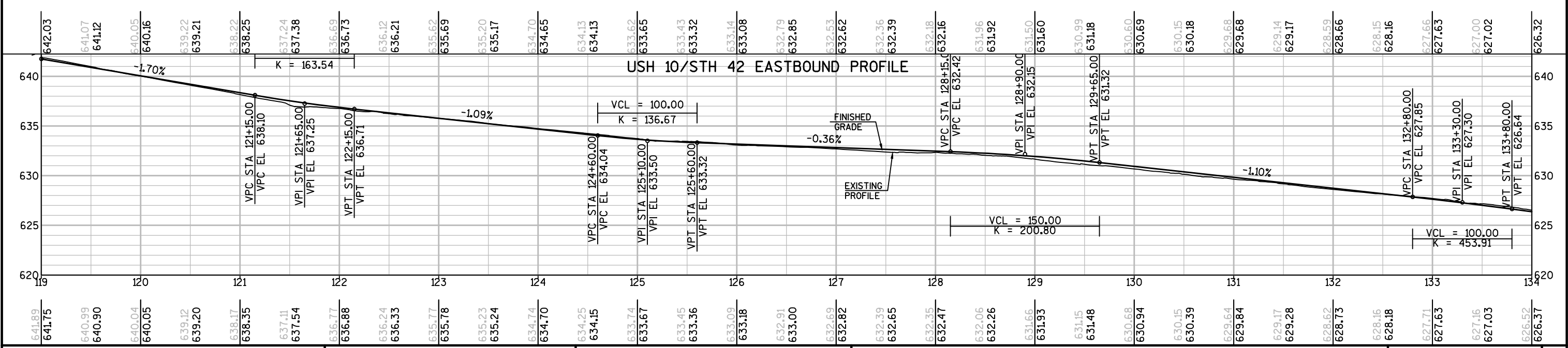
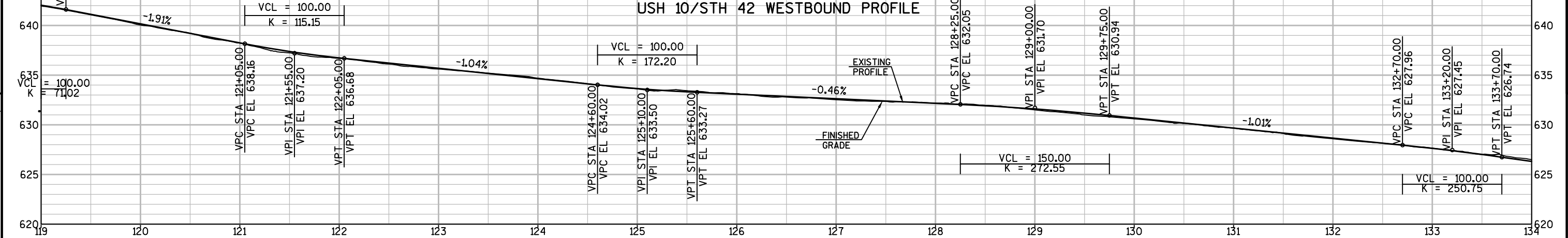
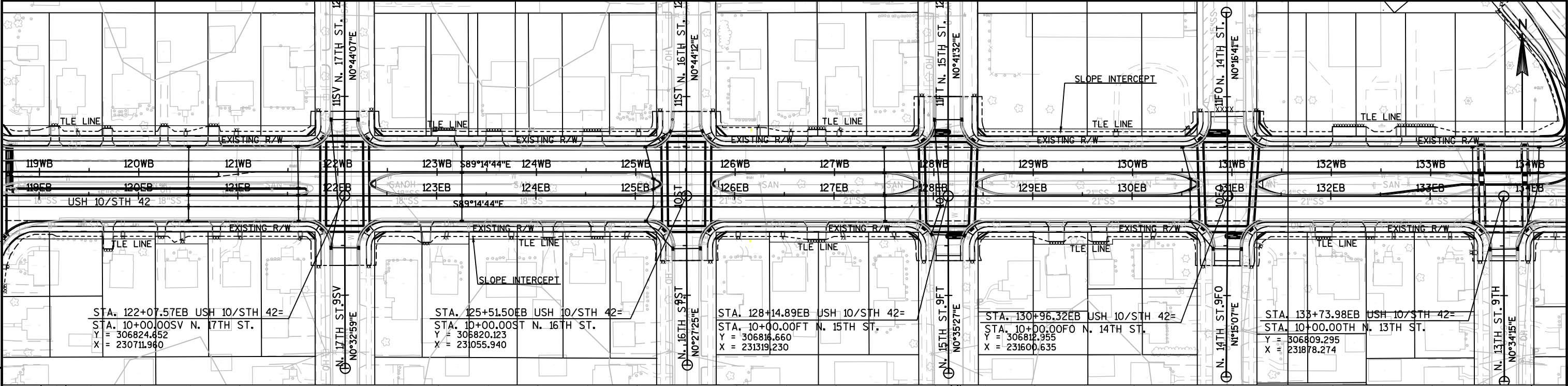


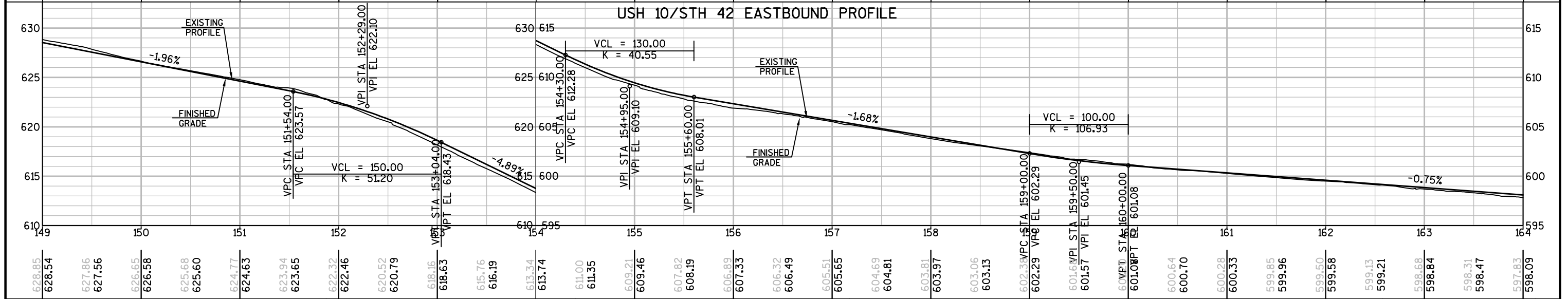
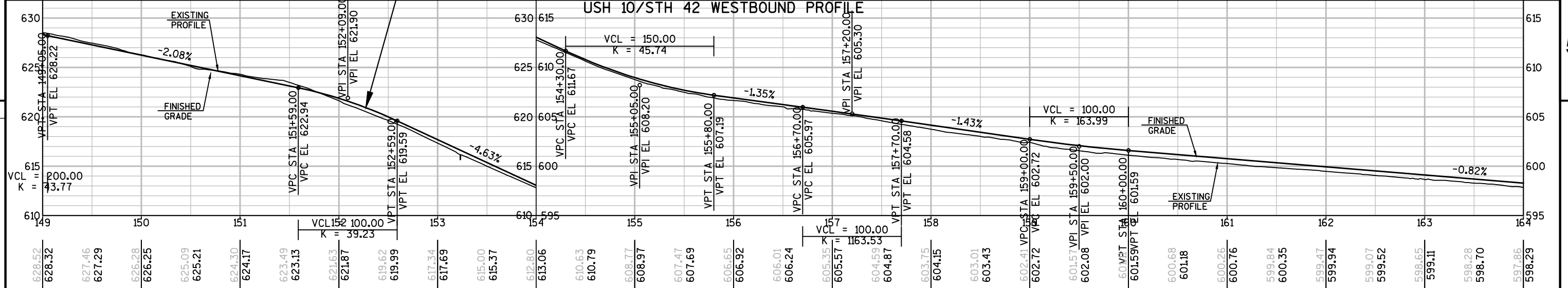
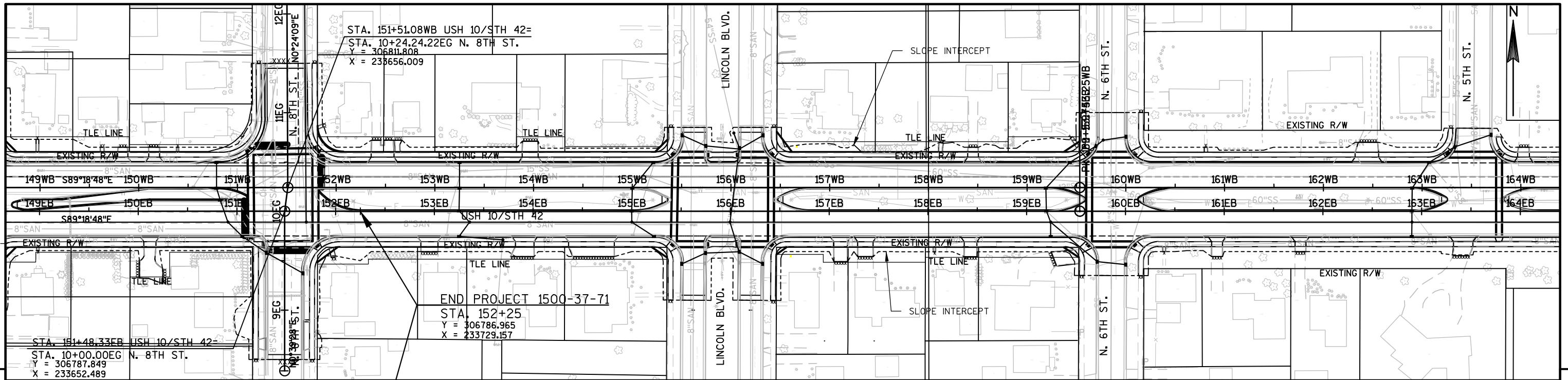
PROJECT NO:1500-37-71	HWY:USH 10/STH 42	COUNTY:MANITOWOC	PLAN AND PROFILE: EASTBOUND	SHEET	5
-----------------------	-------------------	------------------	-----------------------------	-------	---



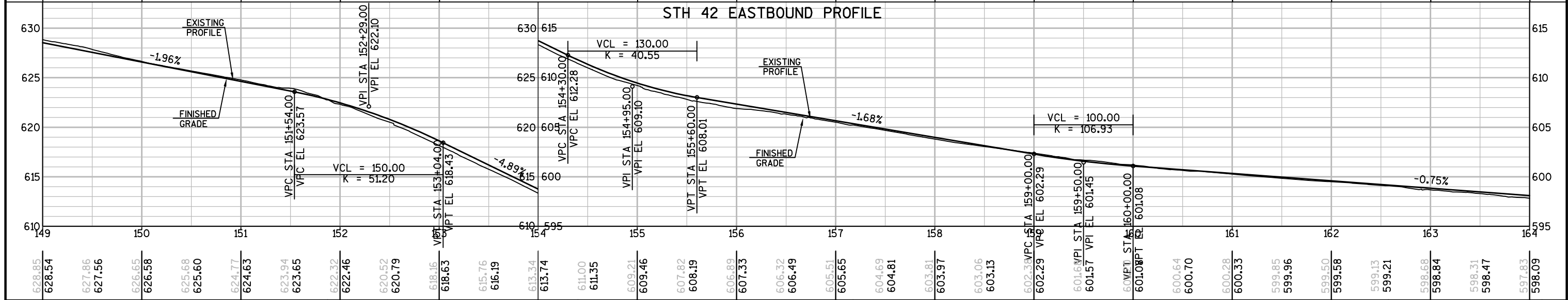
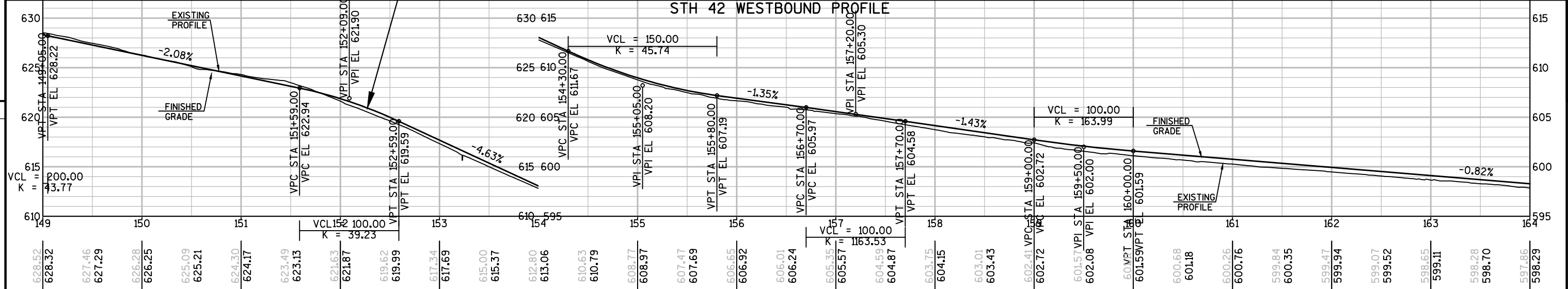
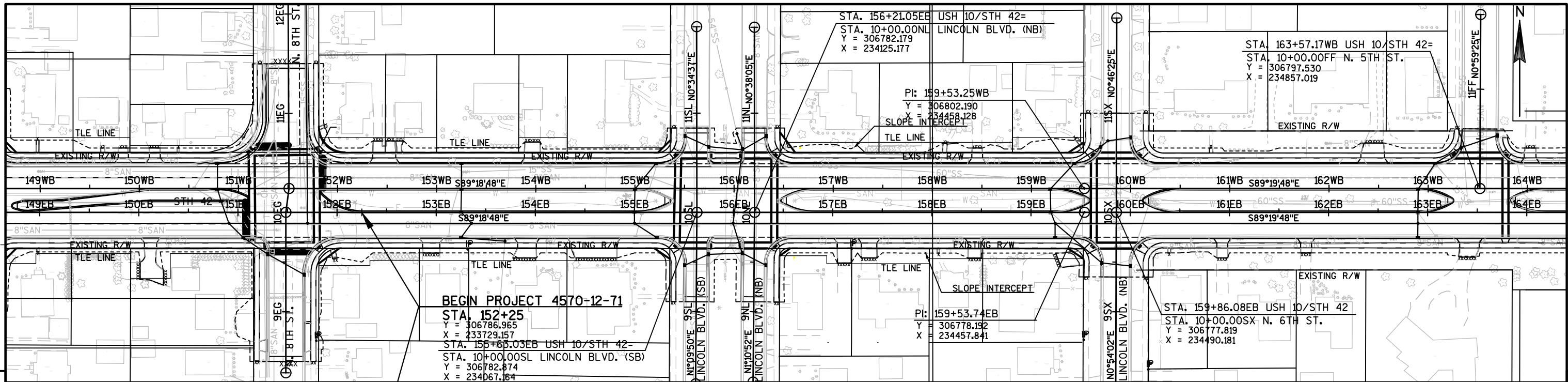


PROJECT NO:1500-37-71	HWY: USH 10	COUNTY: MANITOWOC	PLAN AND PROFILE:	SHEET	5
-----------------------	-------------	-------------------	-------------------	-------	---

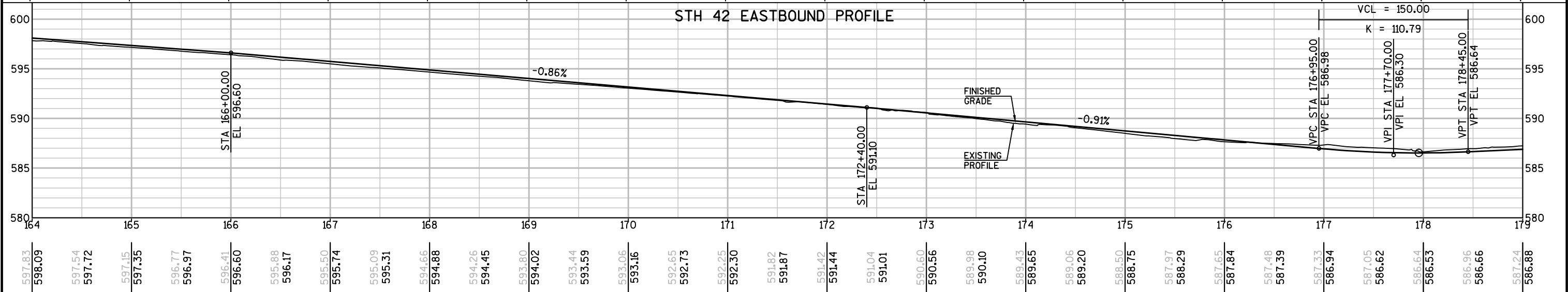
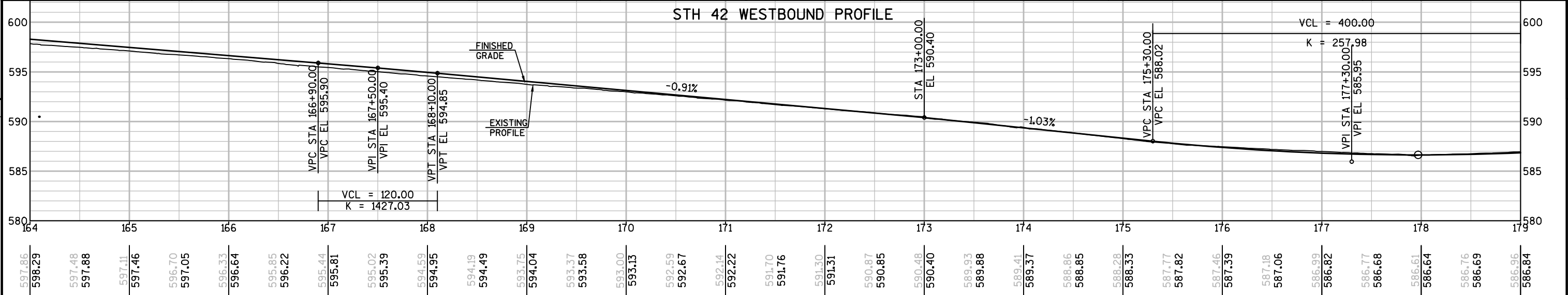
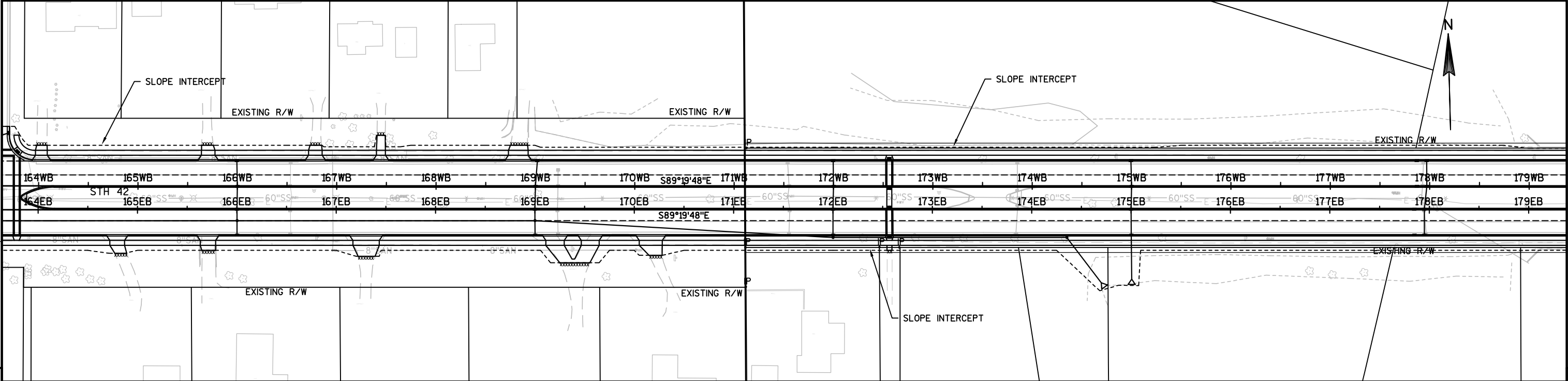




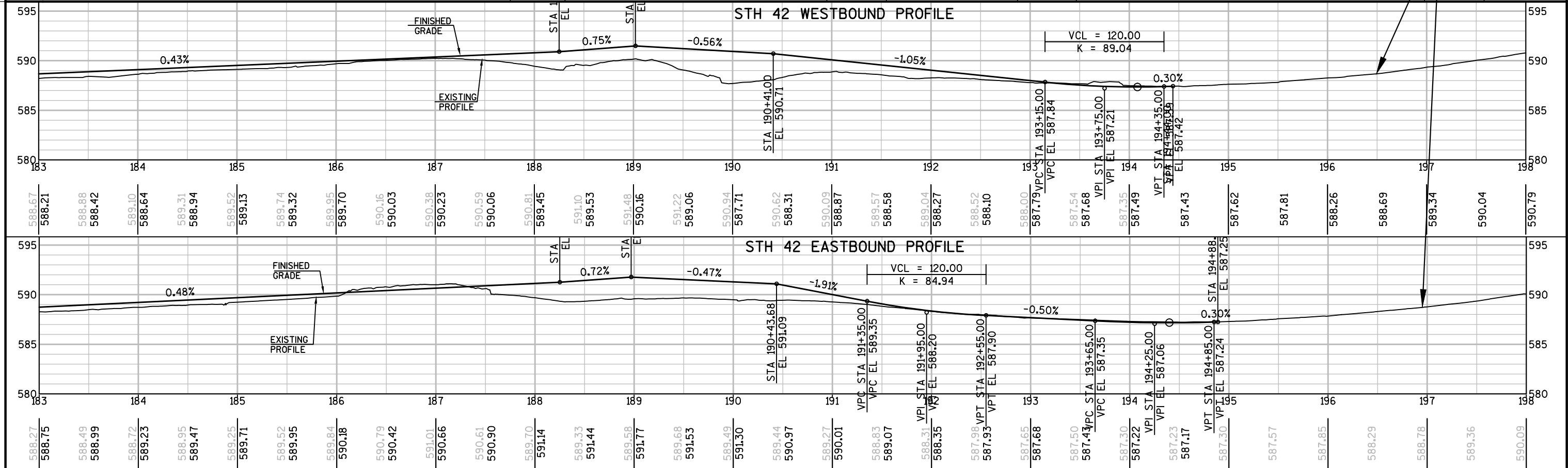
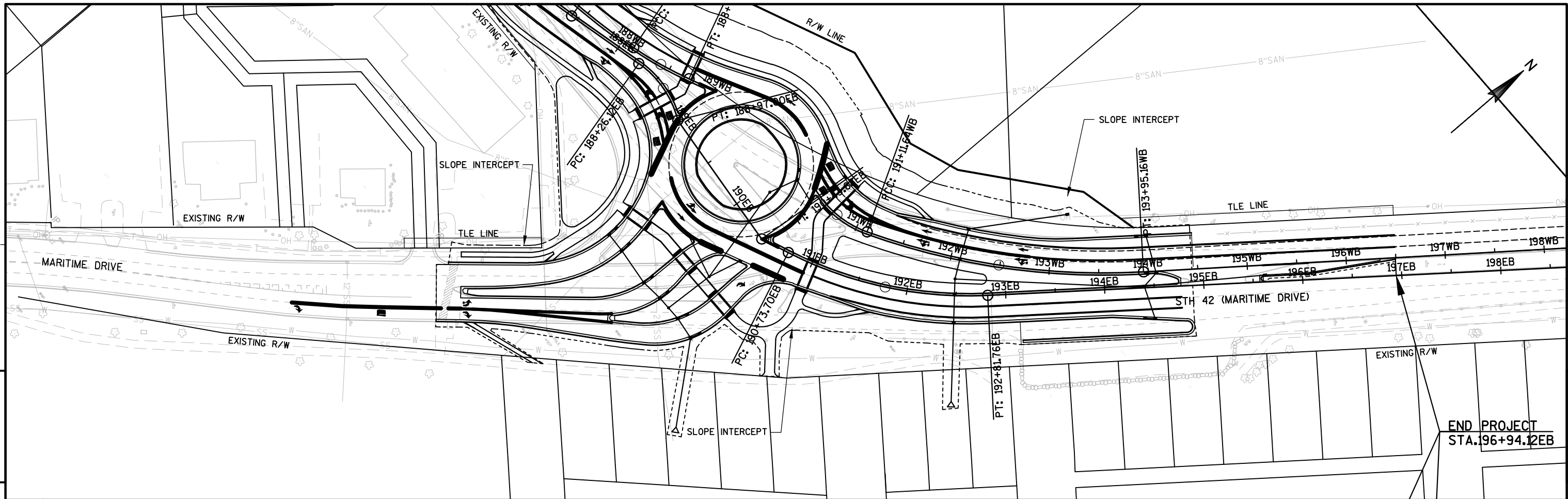
PROJECT NO:1500-37-71	HWY: USH 10/STH 42	COUNTY: MANITOWOC	PLAN AND PROFILE	SHEET	E
-----------------------	--------------------	-------------------	------------------	-------	---



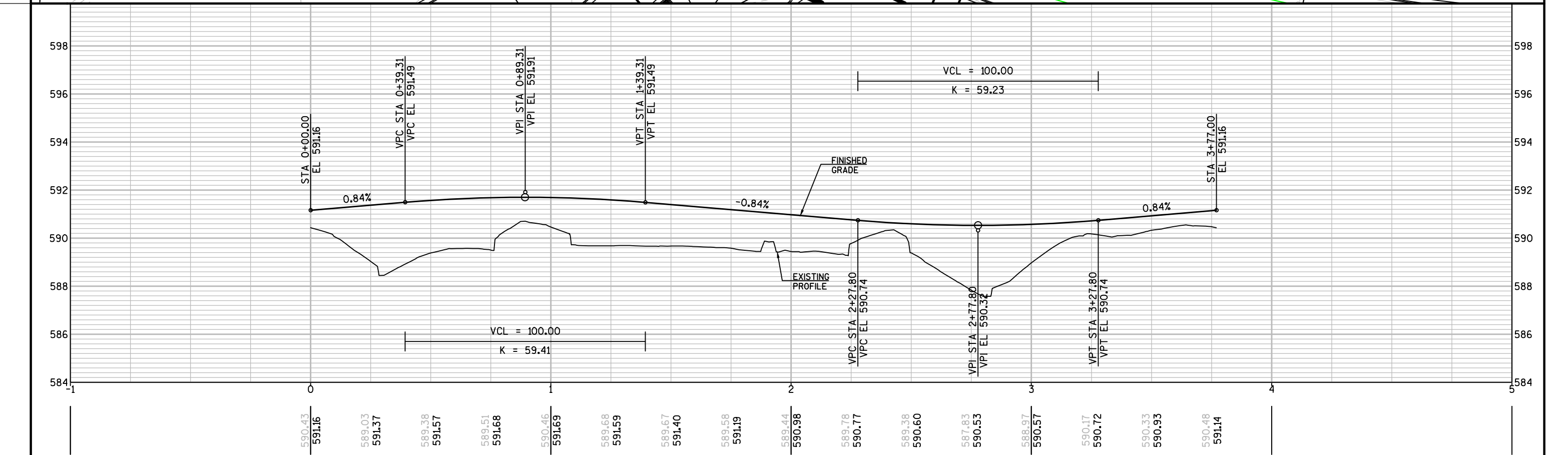
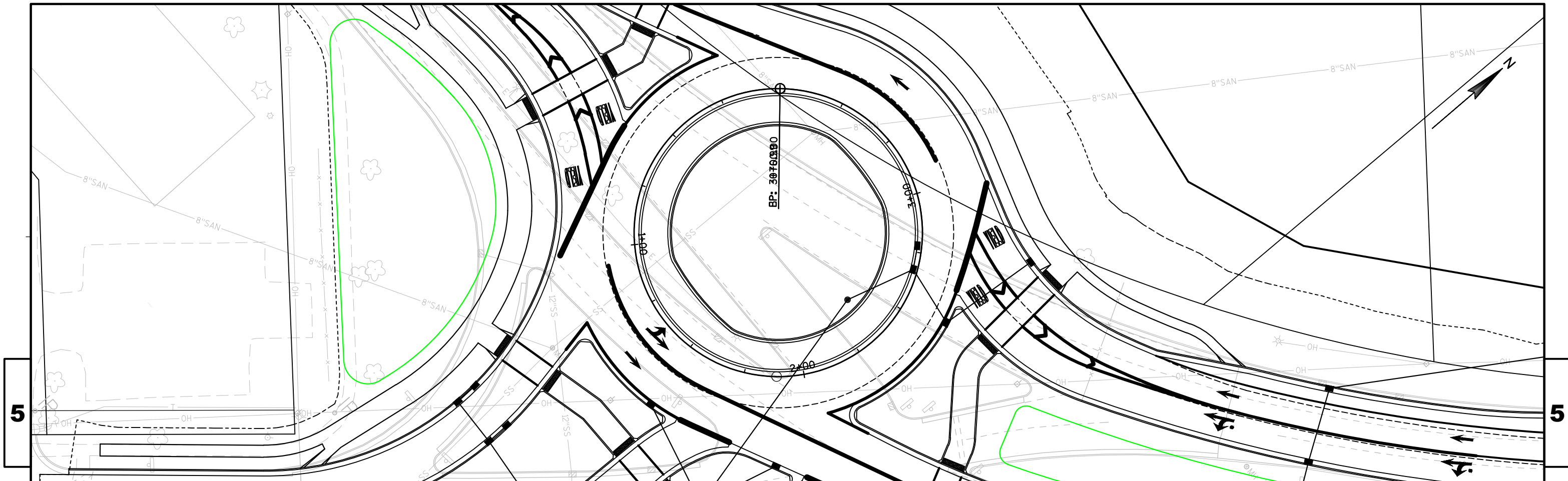
PROJECT NO: 4570-12-71	HWY: STH 42	COUNTY: MANITOWOC	PLAN AND PROFILE	SHEET	5
------------------------	-------------	-------------------	------------------	-------	---



PROJECT NO: 4570-12-71	HWY: STH 42	COUNTY: MANITOWOC	PLAN AND PROFILE	SHEET	E
------------------------	-------------	-------------------	------------------	-------	---



PROJECT NO: 4570-12-71	HWY: STH 42	COUNTY: MANITOWOC	PLAN AND PROFILE: STH 42	SHEET	E
------------------------	-------------	-------------------	--------------------------	-------	---

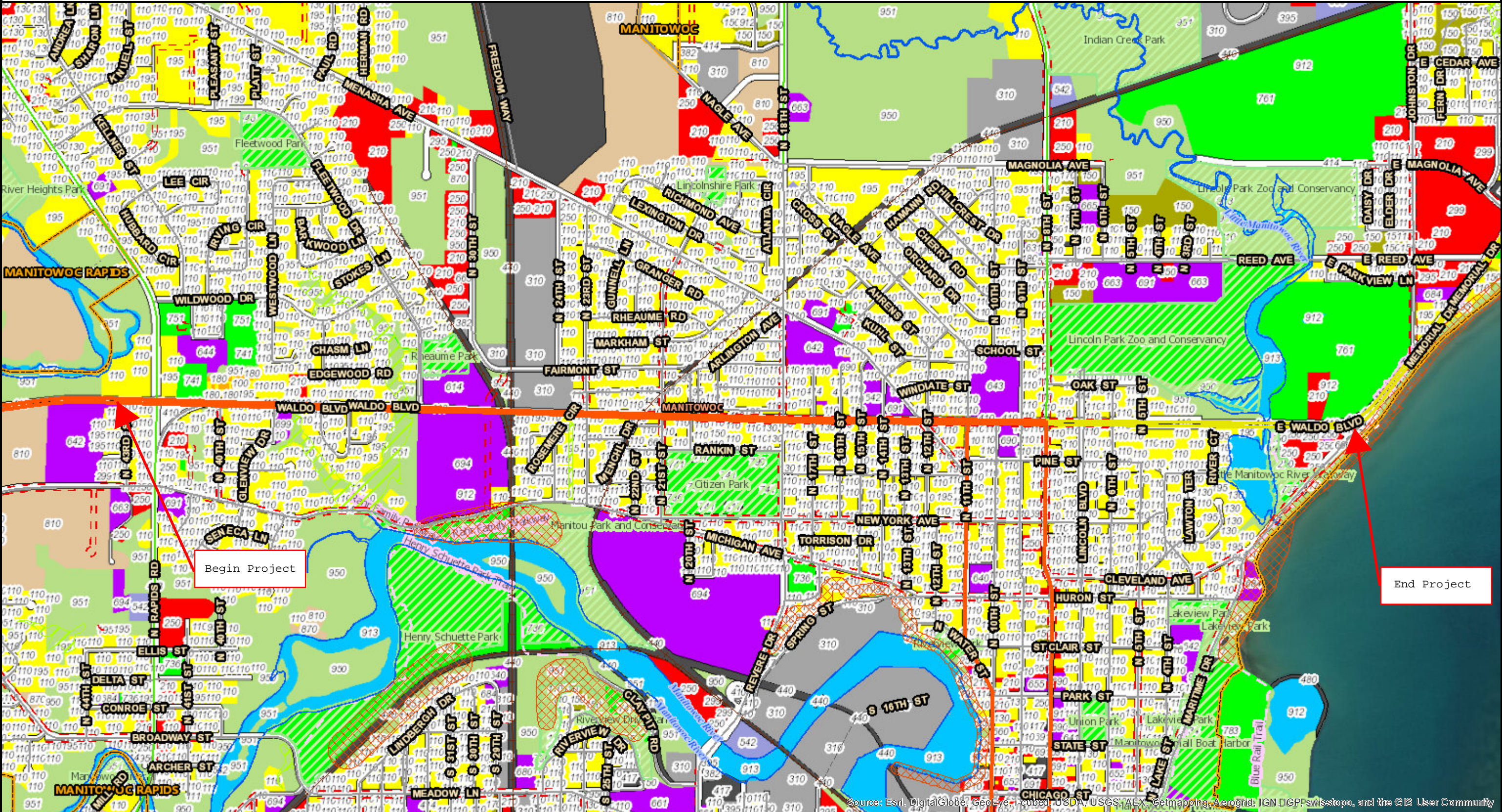


Appendix 3

Land Use Maps

- Manitowoc County Advanced Access Viewer – 2009 Land Use Map (legend on following page)
- City of Manitowoc Comprehensive Plan Existing Land Use Map
- City of Manitowoc Comprehensive Plan Future Land Use Map

Manitowoc County Advanced Access Viewer - 2009 Land Use Map














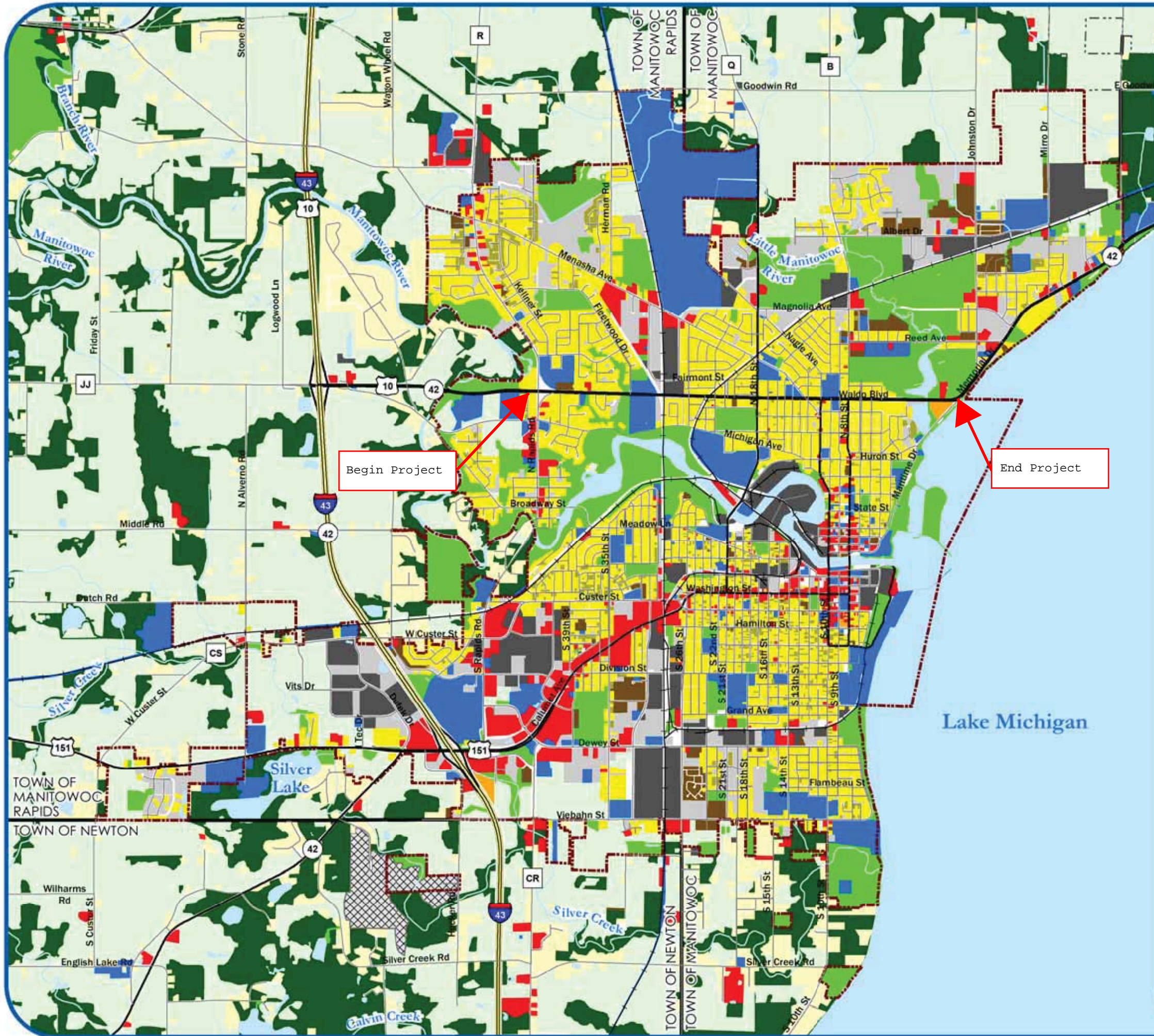
Author:
Date Printed: 6/4/2014



The burden for determining fitness for use rests entirely upon the user of this website. Manitowoc County and its co-producers will not be liable in any way for accuracy of the data and they assume no responsibility for direct, indirect, consequential, or other damages.

Legend for Manitowoc County Advanced Access Viewer - 2009 Land Use Map

	Residential	(100-130, 190-199)
	Multi-Family	(150-170)
	Mobile Homes	(180-185)
	Commercial	(200-299)
	Industrial	(300-399)
	Roads/Right-of-Way	(411-416)
	Transportation	(400-410, 417-499)
	Communications/Utilities	(500-599)
	Governmental/Institutional	(600-699)
	Parks and Recreation	(700-799)
	Agricultural	(800-899)
	Woodlands/Natural Areas	(900, 930-960)
	Water Features	(910-914)



Existing Land Use

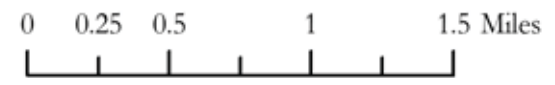
Map 4

City of Manitowoc
Comprehensive Plan

- City of Manitowoc
- Other Cities & Villages
- Town Boundaries
- Interstate Highway
- Major Roads
- Local Roads
- Railroads
- Surface Water

Existing Land Use Categories

- Agriculture
- Exurban Development
- Single Family Residential - Urban
- Two-Family/Townhouse Residential
- Multi-Family Residential
- Commercial
- Office
- Community Facilities
- Industrial
- Gravel Pits/Non-Metallic Mining
- Vacant
- Open Space & Recreation
- Woodlands & Natural Areas
- Right Of Way, Parking, and other Paved Areas



VANDEWALLE & ASSOCIATES INC.
Shaping places, shaping change

Date: December 21, 2009
Source: City of Manitowoc; Manitowoc County LIO; Land Use Inventory (2009 for County, 2008 for City of Manitowoc) Provided by Bay-Lake Regional Planning Commission; US-DOT; V&A

Shapes on map represent general recommendations for future land use. Actual boundaries between different land use types and associated zoning districts may vary somewhat from representations on this map. Not all lands shown in a future developed land use category are immediately appropriate for development, rezoning, or subdivision. Environmental Corridors depicted on this map use generalized boundaries of environmental features identified by the DNR. Actual Environmental Corridor boundaries are to be refined through detailed on-site investigation.



Future Land Use

Map
5

City of Manitowoc
Comprehensive Plan

- City of Manitowoc
- Other Cities & Villages
- Town Boundaries
- City of Manitowoc Urban Service Boundary
- Parcels
- Interstate Highway
- Major Roads
- Railroads
- Surface Water

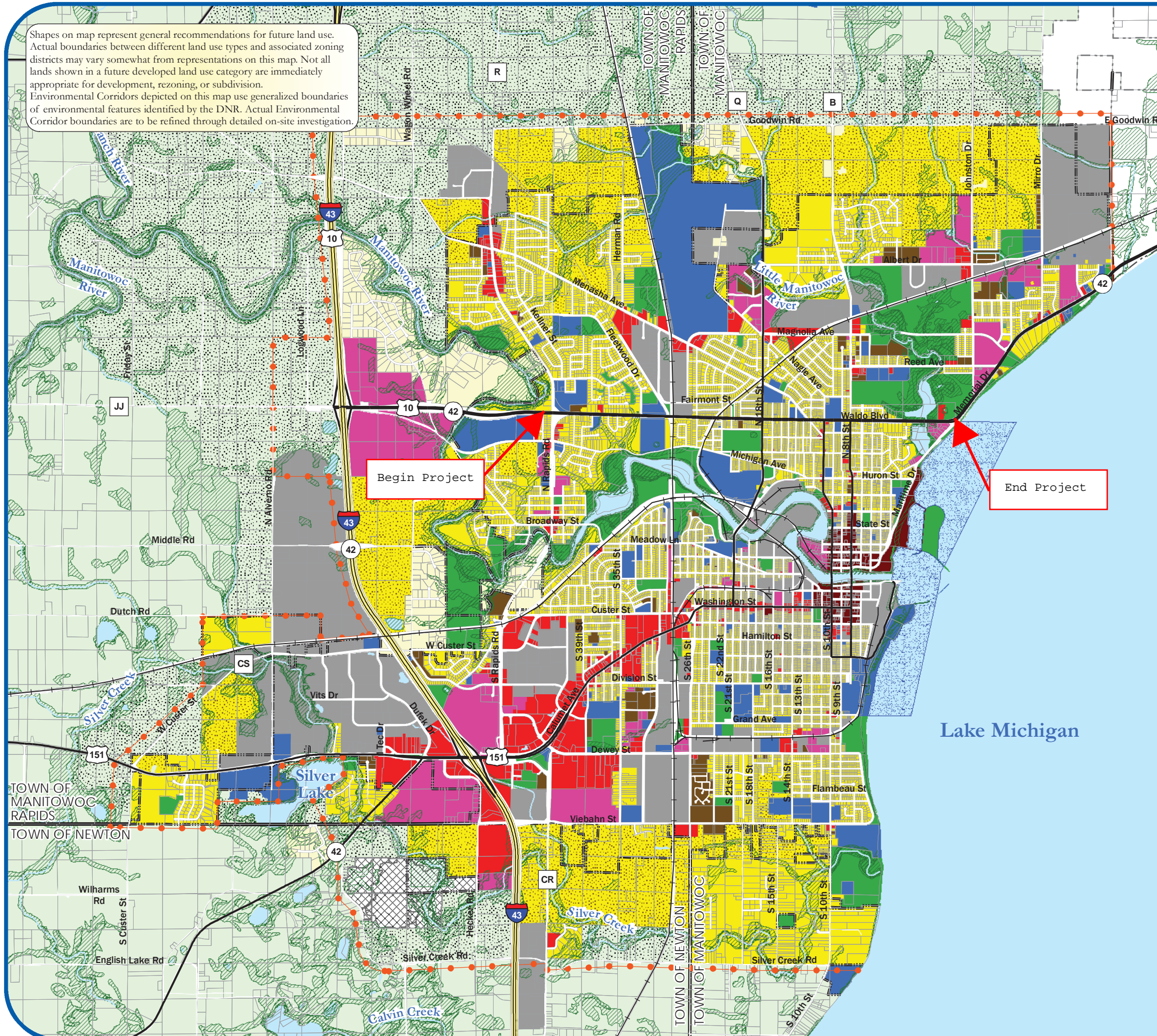
Future Land Use Categories

- Agriculture
- Single Family Residential - Exurban
- Single & Two-Family Residential - Urban
- Urban Neighborhood
- Multi-Family Residential
- Planned Neighborhood
- Planned Mixed Use
- General Business
- Central Business District
- Office/Industrial
- Institutional & Community Facilities
- Extraction
- Public Parks & Open Space
- Lake Bed Grant Area
- Long-Range Urban Growth Area
- Environmental Corridor
- Right Of Way

0 0.25 0.5 1 1.5 Miles



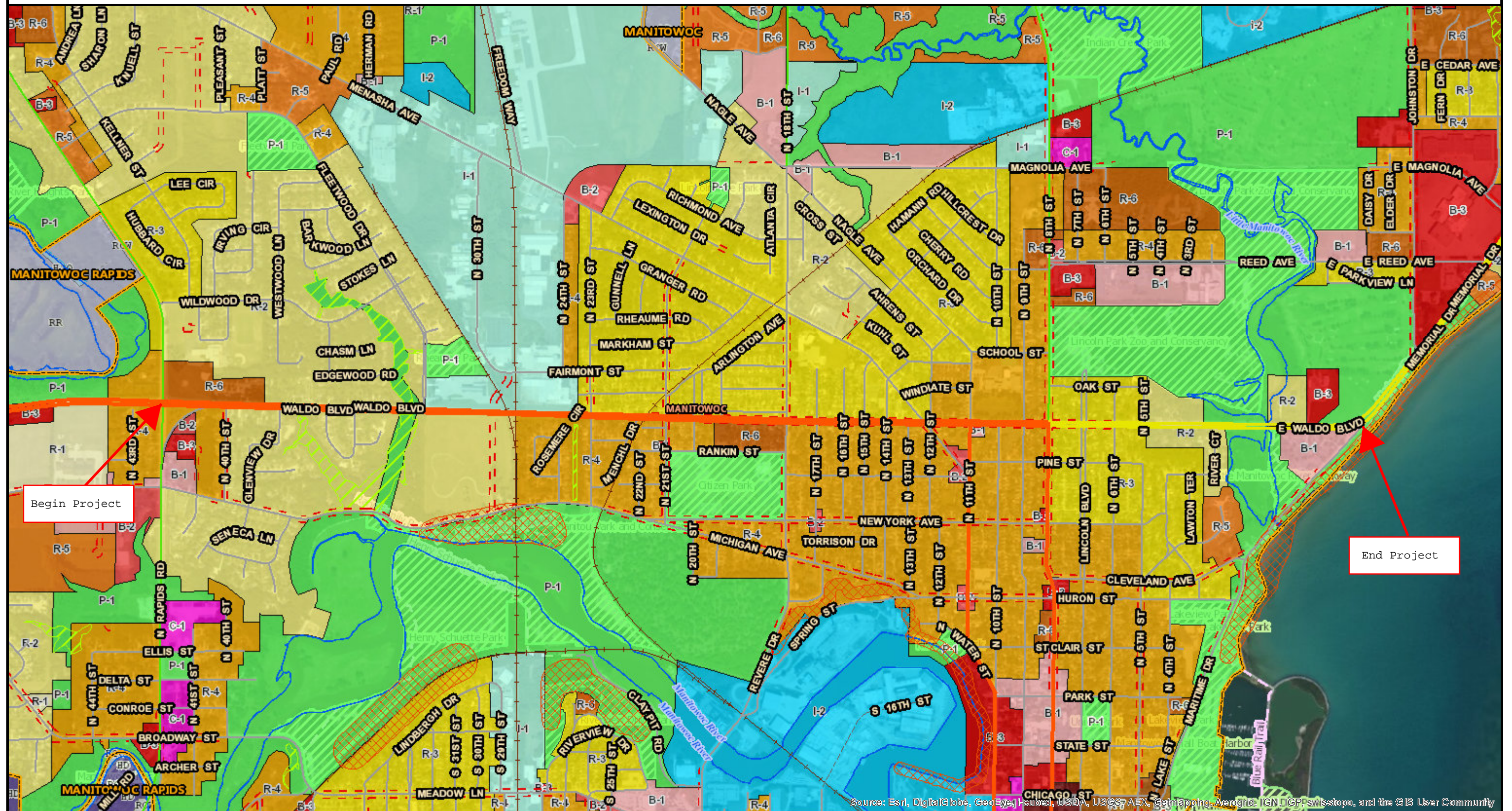
Date: December 21, 2009
Source: City of Manitowoc; Manitowoc County LIO; Bay-Lake Regional Planning Commission; V&A; WI DNR; FEMA; US-DOT



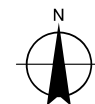
Appendix 4

Manitowoc County Advanced Access Viewer Zoning Map (legend on following page)

Manitowoc County Advanced Access Viewer - Zoning Map


















Author:
Date Printed: 6/4/2014



The burden for determining fitness for use rests entirely upon the user of this website. Manitowoc County and its co-producers will not be liable in any way for accuracy of the data and they assume no responsibility for direct, indirect, consequential, or other damages.

Legend for Manitowoc County Advanced Access Viewer - Zoning Map

	B-1 Office - Residential
	B-2 Neighborhood
	B-3 General
	B-4 Central
	C-1 Commercial
	I-1 Light Industrial
	I-2 Heavy Industrial
	P-1 Conservancy
	R-1 Residential Agricultural
	R-2 Single Family
	R-3 Single Family
	R-4 Single and Two Family
	R-5 Low Density Multiple Family
	R-6 Multiple Family
	R-7 Central

Appendix 5

City of Manitowoc Comprehensive Plan Cover



CITY OF MANITOWOC COMPREHENSIVE PLAN



Appendix 6


U.S. Census 2010 Summary

2010 US Census Details

Category	City of Manitowoc	Manitowoc County	State of Wisconsin
Percentage of Population Age 65 or Greater	18.8%	16.8%	13.7%
Median Age of Population	41.7	43.0	38.5
Percentage of Non-White Only Population	10.1%	6.2%	13.8%
Median Household Income (2012 Inflation-Adjusted)	\$42,579	\$50,091	\$52,627
Percentage of Families Whose Income Within the Past 12 Months Falls Below the Poverty Level	7.5%	5.5%	8.4%

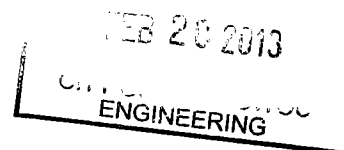
Appendix 7

City of Manitowoc Resolution Endorsing Proposed Design Elements


CITY OF
MANITOWOC
Jennifer Hudon, MPA
City Clerk/Deputy Treasurer

ENGINEERING			
1		5	
2		6	
3		7	
4		8	

February 20, 2013



Ms. Rebecca Rooyakkers
Project Development Supervisor NE Region District 3
Wisconsin Dept. of Transportation
944 Vanderperren Way
P. O. Box 28080
Green Bay, WI 54304

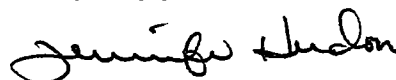
RE: Reconstruction & Rehabilitation of Waldo Blvd.

Dear Ms. Rooyakkers:

Enclosed is a certified copy of a resolution which was adopted by the City of Manitowoc Common Council at their meeting of Monday, February 18, 2013.

Per the resolution, the City is officially endorsing the design elements stated therein and requests the Wisconsin Department of Transportation to move forward with the design of Waldo Blvd. as stated in the resolution including all of the necessary land acquisition for the project.

Very truly yours,



Jennifer Hudon
City Clerk

JH:dan

Enclosures

cc:  Greg Minikel, Interim Director of Public Infrastructure



OFFICE OF CITY CLERK



CITY HALL • 900 Quay Street • Manitowoc, WI 54220-4543 • Phone (920) 686-6950 • Fax (920) 686-6959
www.manitowoc.org • jhudon@manitowoc.org



C.O.W.
2-4-13

042

RESOLUTION

WHEREAS, the City of Manitowoc and the Wisconsin Department of Transportation have entered into a State/Municipal Agreement (April 2011) for the reconstruction and rehabilitation of Waldo Boulevard from Maritime/Memorial Drive to North Rapids Road;

WHEREAS, the proposed project includes the rehabilitation and asphalt resurfacing of Waldo Blvd. from Memorial Drive to North 5th Street and from Fleetwood Drive to North Rapids Rd. (CTH "R") and the complete reconstruction of Waldo Blvd. from North 5th Street to Fleetwood Drive;

WHEREAS, the reconstructed portion of Waldo Blvd. from North 5th Street to Fleetwood Drive will be reconstructed with a 4-lane facility and a grass/landscaped island/boulevard similar to the existing facility and will also include replacement of the sidewalks and;

WHEREAS, the proposed design includes the construction of 2 Roundabouts to be built at the intersections of Memorial/Maritime Drive and North Rapids Rd. (CTH "R") and;

WHEREAS, the proposed design includes the replacement of traffic signals at the intersections of North 8th Street, North 11th Street and North 18th Street and;

WHEREAS, the proposed design also includes the realignment of the intersection of Menasha Ave. and this realignment will also modify the intersections of North 12th and North 13th Streets to be right turn in and right turn out only and;

WHEREAS, the proposed design also includes the complete deck replacement on the Rosemere Overhead Bridge Structure (over the railroad tracks) and replacement of the box culvert just west of Fleetwood Drive and;

WHEREAS, the proposed design also includes upgrading the existing storm sewers and construction of an underground stormwater detention system under the Wilson Junior High School football field to reduce the existing flooding problems in the area of North 11th and North 12th Streets.

WHEREAS, the Wisconsin Department of Transportation and their consultant, Ayres Associates presented these proposed design elements to the Committee of the Whole on January 21, 2013;

NOW THEREFORE BE IT RESOLVED BY THE MAYOR AND COMMON COUNCIL OF THE CITY OF MANITOWOC that the City is officially endorsing these design elements and requesting the Wisconsin Department of Transportation to move forward with the design of Waldo Boulevard as stated above including all of the necessary land acquisitions for the project.

BE IT FURTHER RESOLVED, that the City Clerk forward a copy of this signed document to the Project Development Supervisor, NE Region (Ms. Rebecca Rooyakkers) of the Wisconsin Department of Transportation in Green Bay.

Introduced FEB 4 - 2013

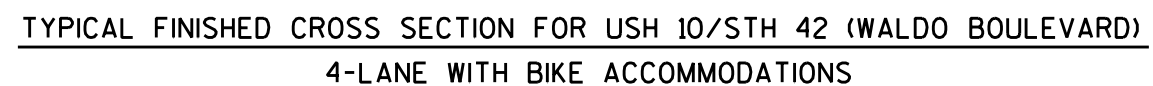


Adopted FEB 18 2013

Approved 2/19/13



Justin M. Nickels, Mayor



Appendix 8

Bureau of Aeronautics Correspondence



Division of Transportation
Investment Management
PO Box 7914
Madison, WI 53707-7914

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

Telephone: 608-266-3351

Facsimile (FAX): 608-267-6748

May 21, 2012

MR ANDREW BLOCK
JT ENGINEERING INC
1880 VELD AVE
GREEN BAY WI 54303



**RE: Design Project ID 1550-37-00 & 4570-12-00
USH 10 & STH 42
Waldo Blvd, City of Manitowoc**

The construction project you described in your letter of May 17, 2012 may require notification to the FAA if any construction equipment would exceed a 100:1 slope to the closest runway at the Manitowoc County Airport. By my rough calculations, the end of Runway 35 to the nearest part of the construction area is 3300'. Construction equipment to be used that would be near or above a height of 33' would need to be reported at least 30 days prior to the start of construction.

The notice for the construction can be filed electronically at the FAA's website:
<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

The location, latitude and longitude, for the proposed equipment and the ground elevation and height of the equipment will need to be submitted. The FAA will complete an airspace study to determine if the proposed construction will have an adverse effect on aeronautical operations at the airport. If you have any questions on the filing process, feel free to contact me accordingly at mark.pfundheller@dot.wi.gov or 608-267-5272.

Sincerely,

Mark Pfundheller
Aviation Consultant

Appendix 9

Railroad Coordination

Andy Block

From: Kinziger, Jared - DOT <Jared.Kinziger@dot.wi.gov>
Sent: Friday, June 27, 2014 3:00 PM
To: Haen, Brian - DOT
Cc: Andy Block; James Pavelski
Subject: RE: Project 1500-37-00/71 Waldo Boulevard, Manitowoc - RR Coordination

FYI,

From: Kinziger, Jared - DOT
Sent: Friday, June 27, 2014 2:59 PM
To: 'James Pavelski'
Cc: Andy Block
Subject: RE: Project 1500-37-00/71 Waldo Boulevard, Manitowoc - RR Coordination

Jim

Good questions. No RPSP needed. I've talked in the past with Jackie and they have no issue with DOT taking it out. She didn't say but I would think that CN will ask for a letter agreement locking DOT into an 85% match to put it back in if it is ever needed. CN wants to abandon but they have to get all the agencies to agree on what happens at a big RR bridge first. This is going to likely be a trail. Maybe even before your project. Will we need RR ROW?

You are 100% correct about what is needed for the railroad bridges.

Thanks
Jared

From: James Pavelski [<mailto:jamespavelski@jt-engineering.com>]
Sent: Tuesday, June 24, 2014 6:23 PM
To: Kinziger, Jared - DOT
Cc: Andy Block
Subject: Project 1500-37-00/71 Waldo Boulevard, Manitowoc - RR Coordination

Hi Jared,

A while back we discussed the project on Waldo Blvd (USH 10 / STH 42) in Manitowoc, and I wanted to check in with you on that. We talked about removing the at-grade crossing just east of Menchl Drive. The line currently ends south of Waldo Blvd at about Michigan Ave and to the northeast at about Woodland Dr. Will you need an RRSP for that?

We're a few months past the 30% and the 60% isn't until February, but we wanted to get a start on it if there's anything you think you'll need, especially if the railroad would fight the removal. (Not sure if CN would, but I remember Roger telling me about having some issues with WSOR in a similar situation.)

There are also two lines between Fleetwood Dr and N 23rd Street that are grade separated and go under Waldo Blvd (they split just south of Waldo Blvd). I think that wasn't going to require too much. If I remember correctly, it was basically just the railroad insurance and possibly debris containment.

I'm on construction this summer and we're working nights, so I might be a little delayed in getting back to you. If you want to call, afternoons work best for me.

Thanks,

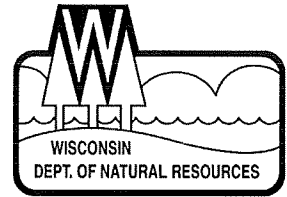
Jim Pavelski, P.E.

JT Engineering, Inc. — Traffic / Design Engineer
6325 Odana Road, Suite 2, Madison, WI 53719
Office: 608.204.0909 | Cell: 608.770.8922 | Fax: 920.468.7135
www.jt-engineering.com

Appendix 10

DNR Correspondence

- Initial DNR Response (Dated: 6/10/2012)
- Updated DNR Response (Dated: 6/16/2014)



July 10, 2012

DNR File 13284, 13285

Matt Haefs
Wisconsin Department of Transportation
944 Vanderperren Way
Green Bay, WI 54304

SUBJECT: DNR Initial Project Review/Preliminary Concerns

DOT ID 1500-37-00
USH 10 – Waldo Boulevard
CTH R to 8th Street
City of Manitowoc
Manitowoc County

DOT ID 4570-12-00
STH 42 – Waldo Boulevard
8th Street to Maritime Drive
City of Manitowoc
Manitowoc County

Dear Mr. Haefs:

Preliminary information on the above referenced projects has been reviewed by DNR Northeast Region staff under the DOT/DNR Cooperative Agreement. We request that you integrate the project specific comments below into the plans and special provisions to protect the resources to the greatest extent practicable. Pertinent **preliminary** environmental considerations are presented below:

Wetlands

- According to the DNR Surface Water Data Viewer, and confirmed by site visits, wetlands and hydric soils are present at numerous locations along the corridor of the proposed projects. Your best efforts should be made to avoid wetland impacts.
- Unavoidable wetland impacts must be mitigated in accordance to the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline. The Department requests information regarding the amount of any unavoidable wetland impacts.

Waterways/Fisheries

- Please submit design plans that highlights any proposed work at the following locations: bridge over the Little Manitowoc River; box culvert immediately west of Fleetwood Drive; structure over the Wisconsin Central Railroad; any other culvert replacements and/or culvert extensions.
- It is important that any structure/culvert replacements maintain or improve the existing flow capacity, and do not cause increased backwater situations.
- The Little Manitowoc River is an Area of Special Natural Resource Interest (ASNRI), and runoff during construction is a concern. Please ensure that no sediment or construction debris reach the Little Manitowoc River, or adjacent wetlands during construction. Proper design, installation, and maintenance of erosion control measures should be sufficient protection for this project.
- Further review of project plans will be necessary before more project specific conditions can be determined with regards to waterways.

Floodplains

- A determination must be made as to whether the project lies within a mapped/zoned floodplain. If the project lies in such an area, DNR required submittal of the results of a 100 year flood analysis for the structure(s). Also, if the new structure(s) will create an increase in the 100 year backwater condition, DNR requires that all affected upstream landowners be notified, and appropriate legal arrangements made. For areas lying outside mapped/zoned floodplain, DNR may request the results of DOT flow and backwater calculations. For project-specific information, please consult with the Manitowoc County Zoning Administrator.

Endangered Resources

- The following rare species have the potential to occur within the project vicinity:

○ Seaside Crowfoot	<i>Ranunculus cymbalaria</i>	Threatened (plant)
○ Sticky False-asphodel	<i>Tofieldia glutinosa</i>	Threatened (plant)
○ Dragon wormwood	<i>Artemisia dracunculul</i>	Special Concern (plant)
○ Slender Bog Arrow-grass	<i>Triglochin palustris</i>	Special Concern (plant)
- Please submit design plans to the Department when they become available, showing any new slope intercepts, or areas of additional grading and/or earthwork. Whether or not a vegetation survey is necessary will depend on the extent of the disturbances proposed by this project.

Demolition & Construction—Water Quality and Habitat Protection

- Proper erosion control measures must be used and maintained during all phases of construction. An erosion control implementation plan for the project must be developed by the contractor and submitted to this office 14 days prior to the preconstruction conference. Since the project is located in an urbanized setting, special attention should be given to inlet protection and dust control.
- If the *work area* needs to be dewatered, the water must be pumped into an appropriate and properly sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The "clean/filtered water" must be free of suspended solids and contaminants. See DNR's Dewatering Technical Standard 1061 to aid you in method selection by soil type (quick reference chart attached from http://dnr.wi.gov/runoff/pdf/stormwater/techstds/erosion/Dewatering_1061.pdf). The dewatering technique may not be housed in a wetland.
- An underground stormwater detention facility has been proposed to be constructed below the recreational field at Wilson Junior High School, between 11th and 9th Streets on the north side of Waldo Boulevard. Please include more detailed information on the design plans with regards to this underground stormwater detention facility.
- Swallows nest may be present beneath the structure over the Little Manitowoc River, as well as the box culvert immediately west of Fleetwood Drive. This species is protected under the Federal Migratory Bird Act. A site inspection will be needed prior to the issuance of the Final Concurrence/Water Quality Certification, in order to determine whether or not these birds are present.
- You must restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, it will be necessary that the site is properly winterized (i.e. dormant seeding and erosion control matting, etc.)
- All waste generated from this project must be disposed of according to state law. Disposal in floodplains, waterways, or wetlands is not permitted.

Miscellaneous Conditions

- All selected sites for waste and/or borrow must be an adequate distance from and not within any waterway, wetland, or floodplain. Selected sites, as well as temporary stockpiles, must have erosion control measures (both temporary and/or permanent) installed to protect the natural resources. Environmental review will have to be conducted on waste or borrow sites that are not permitted facilities. Other special conditions may apply to any non-permitted selected sites.
- You are responsible for obtaining all other applicable federal, state, and local permits. You may need a permit/authorization from the Army Corps of Engineers. For further information on their permit requirements you should contact Joey Shoemaker at the Corps office in Green Bay 920/448-2824.

The above comments represent the Department's initial concerns for the above proposed projects and **do not constitute final concurrence**. Final concurrence will be granted after review of plans and further consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 920/662-5472, or email at matthew.schaeve@wisconsin.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Schaeve". The signature is stylized with a large, looped "M" and a cursive "Schaeve".

Matt Schaeve
Environmental Analysis and Review Specialist

Cc: Joey Shoemaker – Army Corps of Engineers, Green Bay
Email cc: Mike Helmrick – WisDOT, Green Bay
Tim Ryan – Manitowoc County Zoning Director
Carrie Webb – WDNR, Green Bay
Steve Hogler – WDNR, Green Bay
Robert Stroess – WDNR, Mishicot
Ryan Vollenberg – WDNR, Mishicot
Lisie Kitchel – WDNR, Madison

Woicek, Matthew

From: Schaeve, Matthew D - DNR [Matthew.Schaeve@wisconsin.gov]
Sent: Monday, June 16, 2014 11:57 AM
To: Woicek, Matthew
Cc: Haen, Brian - DOT; Robillard, Troy; Dana, Andy; Kobus, Thomas - DOT
Subject: RE: Project ID 1500-37-00/4570-12-00, US 10/STH 42 (Waldo Blvd); Project Updates

Hello Matt,

Below are my responses (highlighted in red) to the proposed changes in scope of work for the above referenced project:

- The section of Waldo Boulevard from 5th Street to Maritime Drive, which was originally planned for pavement repair with an overlay, is now scheduled to be reconstructed.
Since it is now a reconstruct, does it qualify for the post-construction TSS removal of 40% or greater? Under Trans 401.106(3)(b), it states highway reconstructions do qualify for this, but is it considered minor? Please confirm one way or the other.
- The reinforced concrete box culvert structure along Waldo Boulevard, located immediately west of Fleetwood Drive, was originally planned for repairs to the endwall portions only. Due to its current condition, the entire structure is now scheduled to be replaced.
I fully support this reconstruction, since it is a very perched culvert, and in very bad shape. Looks like the wingwalls on the north end are about to collapse. Standard timeout dates will apply (no instream work between March 1 to June 15). New culvert should be set with both ends below streambed, recommended about a foot. What type of culvert is being proposed as the replacement?
- The originally proposed underground storm water detention facility below the recreational field at Wilson Junior High School (between 11th and 9th Streets north of Waldo Boulevard) has been eliminated. Instead, new storm sewer will now be installed between 9th Street and the Little Manitowoc River. The outlet of the new storm sewer at the Little Manitowoc River will be located near the existing outlet location.
At the outlet, what is the feasibility of having the outlet discharge well before the river, say for 100 feet (give or take), and run it though a vegetated & riprap (mix of the two) swale, so that there is some treatment prior to discharging into the Little Manitowoc River?? Wetlands are present down slope on both north and south sides of US 10, but I would like to look at options. Would the vegetated/riprap swale be of enough value to offset or justify potential wetland impacts? It also appears that this area lies within a mapped floodplain. Consultation with local zoning office is recommended if filling in the mapped floodplain will occur.
- A roundabout will be constructed at the Waldo Boulevard/Maritime Drive intersection.
No wetlands present at this location. Do not encroach or impact toward the lakeshore, dune/swale complex. I think there is plenty of room to work, but I strongly encourage no development in the direction of the lake (i.e. no impact beyond existing footprint to the east).
- A roundabout is being considered at the Waldo Boulevard/CTH R intersection.
Mapped hydric soils at this location, but no wetlands shown on WWI layer of SWDV.
Depending on proposed plans, a follow up wetland determination may be needed, DNR will

assist with that. I think it's high and dry, but wouldn't take me much to reconfirm when I'm down in the area.

That's all I have for now, hope this helps. Thanks for checking in with me.

Matt Schaeve

Environmental Analysis & Review Specialist
Northeast Region
Bureau of Energy, Transportation & Environmental Analysis
Wisconsin Department of Natural Resources

(📞) **phone:** (920) 662-5472

(📞) **cell:** (920) 366-1544

(📞) **fax:** (920) 662-5413

(✉️) **e-mail:** matthew.schaeve@wisconsin.gov

Website: dnr.wi.gov

Find us on Facebook: www.facebook.com/WIDNR

From: Woicek, Matthew [<mailto:WoicekM@AyresAssociates.com>]
Sent: Friday, May 16, 2014 1:28 PM
To: Schaeve, Matthew D - DNR
Cc: Haen, Brian - DOT; Robillard, Troy; Dana, Andy
Subject: Project ID 1500-37-00/4570-12-00, US 10/STH 42 (Waldo Blvd); Project Updates

Matt,

Attached is an updated notification letter for the US 10 / STH 42 (Waldo Blvd.) project in Manitowoc County. Several scope items have changed on the project since you were originally notified and we wanted to make sure that you were kept in the loop on those changes. Can you please provide us any comments or concerns that you may have with the proposed scope changes. Let me know if you have any questions. Thanks.



Matthew J. Woicek, PE
Transportation Engineer

Ayres Associates

3376 Packerland Drive
Ashwaubenon, WI 54115

T: 920.327.7853

C: 920.309.1895

WoicekM@AyresAssociates.com

www.AyresAssociates.com

Appendix 11

Signed Section 106 Review

**SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION**Wisconsin Department of Transportation
DT1635 9/2013

14-0876/mn

SHPO

For instructions, see FDM Chapter 26.

RECEIVED**I. PROJECT INFORMATION**

Project ID 1500-37-00, 1500-47-00, 4570-12-00, 4570-14-00	Highway – Street US 10 / WIS 42 (Waldo Blvd.)	County Manitowoc	AUG 21 2014 DIV HIST PRES
Project Termini Waldo Blvd., City of Manitowoc (County R - Maritime Dr.)		Region – Office Northeast Region	
Regional Project Engineer – Project Manager Brian Haen, PE / WisDOT NE Region		(Area Code) Telephone Number (920) 492-4103	
Consultant Project Engineer – Project Manager Ayres Associates - Troy Robillard, PE		(Area Code) Telephone Number (920) 498-1200	
Archaeological Consultant Great Lakes Archaeological Research Center, Inc. (GLARC)		(Area Code) Telephone Number (414) 481-2093	
Architecture/History Consultant Great Lakes Archaeological Research Center, Inc. (GLARC)		(Area Code) Telephone Number (414) 481-2093	
Date of Need June 2014		SHSW Number	
Return a Signed Copy of This Form to			

II. PROJECT DESCRIPTION

Project Length 3.0 miles	Land to be Acquired: Fee Simple 2.0 acres	Land to be Acquired: Easement 6.0 acres
-----------------------------	--	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width (feet)	48.5-120	48.5-120	Terrace Width (feet)	0-5.5	4.33 (0 min)
Shoulder (feet)	N/A	N/A	Sidewalk Width (feet)	5.33 typ (6.5 max)	5.33 typ (10 max)
Slope Intercept (feet)	50-110	51-160	Number of Lanes (each)	4	4
Edge of Pavement (feet)	34.5 typ (33-37.5)	37 typ (27 min)	Grade Separated Crossing (each)	1	1
Back of Curb Line (feet)	37 typ (35.5-40)	38.5 typ (29.5 min)	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other – List: Median (feet)	25 typ (8 min)	21 typ (2 min)	Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that depict "maximum" impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree topping and/or grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Brief Narrative Project Description – Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

Note: Widths typically measured from the center of median.

The proposed improvement along Waldo Boulevard will span from County R to Maritime Drive and be split into resurfacing as well as reconstruction segments typically follow the existing roadway alignment. The section of roadway from County R to Fleetwood Drive will include resurfacing the existing roadway and potential spot storm sewer and pavement repair. The remaining portion of the project will reconstruct Waldo Boulevard including full storm sewer and municipal utility replacements, as well as the addition of on-street bicycle accommodations.

☒ Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

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

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

IV. AREA OF POTENTIAL EFFECTS – APE

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

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

The APE established for the project includes all properties adjacent to Waldo Blvd. throughout the project corridor and extends 1000' west of County R. The APE along County R and Memorial/ Maritime Drive extends 1000' north and south of Waldo Blvd., and extends 100' down the remaining sideroads.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED**ARCHAEOLOGY**

- ☒ Archaeological survey is needed
- ☐ Archaeological survey is not needed - Provide justification
- ☐ Screening list (date).

HISTORY

- ☒ Architecture/History survey is needed
- ☐ Architecture/History survey is not needed
- ☐ No structures or buildings of any kind within APE
- ☐ Screening list (date).

VI. SURVEY COMPLETED**ARCHAEOLOGY**

- ☐ NO archaeological sites(s) identified – ASFR attached
- ☒ NO potentially eligible site(s) in project area – Phase I Report attached
- ☐ Potentially eligible site(s) identified-Phase I Report attached
- ☐ Avoided through redesign
- ☐ Phase II conducted – go to VII (Evaluation).
- ☐ Phase I Report attached – Cemetery/cataloged burial documentation

HISTORY

- ☐ NO buildings/structures identified – A/HSF attached
- ☒ Potentially eligible buildings/structures identified in the APE – A/HSF attached
- ☐ Potentially eligible buildings/structures avoided – documentation attached

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

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

VIII. COMMITMENTS/SPECIAL PROVISIONS – must be included with special provisions language**IX. PROJECT DECISION**

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

X. SIGNATURES

X 
(Regional Project Manager Signature)

8/1/14
(Date – m/d/yyyy)

X 
(WisDOT Historic Preservation Officer Signature)

8/10/14
(Date – m/d/yyyy)

X 
(State Preservation Officer Signature)

Dec 1 2014
(Date – m/d/yyyy)

X
(Consultant Project Manager Signature)

(Date – m/d/yyyy)

Brief Narrative Project Description Continued:

Intersection improvements are also proposed including roundabout construction at Waldo Boulevard's intersection with County R and Maritime Drive, additionally the intersection of Menasha Avenue will be realigned at its junction with Waldo Boulevard. The remaining intersections will typically be reconstructed to the back of radius. The railroad structure located immediately east of Fleetwood Drive is proposed to have the existing deck removed and replaced.

RECEIVED
NOV 07 2014
DIV HIST PRES

(Revised May 2013)

Wisconsin Historical Society
Determination of Eligibility Form

WisDOT Project ID #: 4570-12-00/4570-14-00 / 1500-37-00

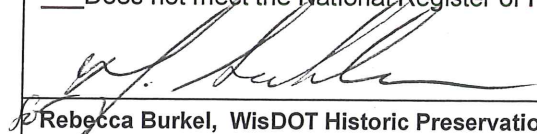
WHS #: 14-0876/MN

Property Name(s): Dr. Harold J. Belson House
Address/Location: 420 Waldo Boulevard
City & County: City of Manitowoc, Manitowoc County Zip Code: 54220
Town: 19 Range: 24 Section: 20
Date of Construction: 1941

WisDOT Certification

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

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



Rebecca Burkel, WisDOT Historic Preservation Officer

11/6/14
Date

State Historic Preservation Office

In my opinion, the property:

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


Jim Draeger, State Historic Preservation Officer

12/1/14
Date

Comments (FOR AGENCY USE ONLY):

Replacement siding too prominently displayed on
a major feature to be individually eligible.
major

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

RECEIVED

AUG 21 2014 (Revised May 2013)

DIV HIST PRES

Wisconsin Historical Society
Determination of Eligibility Form

WisDOT Project ID #: 4570-12-00


WHS #: _____

Property Name(s): Harry L. Wedertz House
 Address/Location: 303 Waldo Boulevard
 City & County: City of Manitowoc, Manitowoc County Zip Code: 54220
 Town: 19 Range: 24 Section: 20
 Date of Construction: 1953

WisDOT Certification

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

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



8/18/14

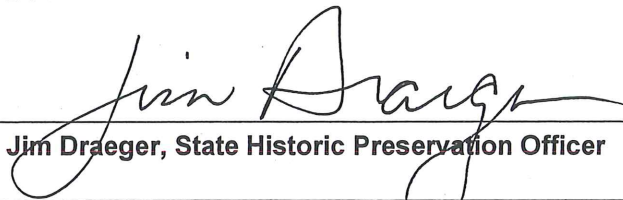
Rebecca Burkel, WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

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



9/9/14

Jim Draeger, State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

RECEIVED

AUG 21 2014

DIV HIST PRES (Revised May 2013)

**Wisconsin Historical Society
Determination of Eligibility Form**

WisDOT Project ID #: 4570-12-00

WHS #: _____

Property Name(s): Louis J. Wagner House
Address/Location: 400 Waldo Boulevard
City & County: City of Manitowoc, Manitowoc County **Zip Code:** 54220
Town: 19 **Range:** 24 **Section:** 20
Date of Construction: 1935

WisDOT Certification

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

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

Rebecca Burkel

8/19/14

Rebecca Burkel, WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

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

Jim Draeger

9/9/14

Jim Draeger, State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

*These are better examples of Colonial Revival houses
in the city of Manitowoc*

RECEIVED

AUG 21 2014

DIV HIST PRES (Revised May 2013)

**Wisconsin Historical Society
Determination of Eligibility Form**WisDOT Project ID #: 4570-12-00

WHS #: _____

Property Name(s): Zechel House
Address/Location: 320 Waldo Boulevard
City & County: City of Manitowoc, Manitowoc County Zip Code: 54220
Town: 19 Range: 24 Section: 20
Date of Construction: 1942

WisDOT Certification

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

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



Rebecca Burkel, WisDOT Historic Preservation Officer

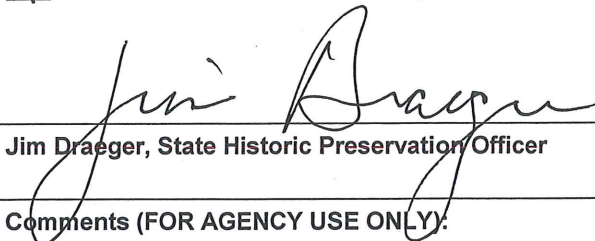
9/19/14

Date

State Historic Preservation Office

In my opinion, the property:

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



Jim Draeger, State Historic Preservation Officer

Date

9/9/14

Comments (FOR AGENCY USE ONLY):

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

**Wisconsin Department of Transportation
Determination of Eligibility Form for Historic Districts**

(May 2013)

RECEIVED

AUG 21 2014

DIV HIST PRES

Agency #: 4570-12-00

WHS #: _____

District Name: Lincoln Boulevard Historic District

Location: Lincoln Boulevard between Cleveland Avenue and Lincoln Park


City & County: City of Manitowoc, Manitowoc County Zip Code: 54220

Town: _____ Range: _____ Section: _____

Dates of Construction: Various, see inventory

WisDOT Certification

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

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


8/18/14

Rebecca Burkel, WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

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


10/18/14

Jim Draeger, State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

*Resource count is incorrect in document.
See updated materials.*

Division of Historic Preservation/Public History

Wisconsin Historical Society

816 State Street

Madison, WI 53706

RECEIVED

AUG 21 2014 (Revised May 2013)

DIV HIST PRES

**Wisconsin Historical Society
Determination of Eligibility Form**

WisDOT Project ID #: 4570-12-00

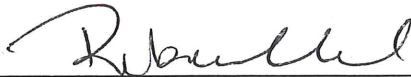
WHS #: _____

Property Name(s): Max Alpert House
 Address/Location: 505 Waldo Boulevard
 City & County: City of Manitowoc, Manitowoc County Zip Code: 54220
 Town: 19 Range: 24 Section: 20
 Date of Construction: 1958

WisDOT Certification

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

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



8/18/14

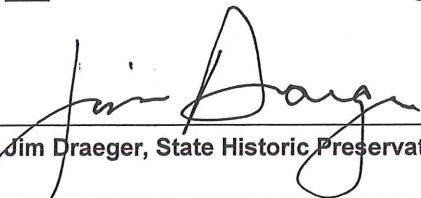
Rebecca Burkel, WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

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



9/9/14

Jim Draeger, State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

Note: Historic context is for the wrong house.

RECEIVED

AUG 21 2014

DIV HIST PRES

(Revised May 2013)

**Wisconsin Historical Society
Determination of Eligibility Form**

WisDOT Project ID #: 4570-12-00

WHS #: _____

Property Name(s): Elks Clubhouse
 Address/Location: 200 East Waldo Boulevard
 City & County: Manitowoc, Manitowoc Zip Code: 54220
 Town: 19 Range: 24E Section: 17&20
 Date of Construction: 1962-63

WisDOT Certification

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

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



8/18/14

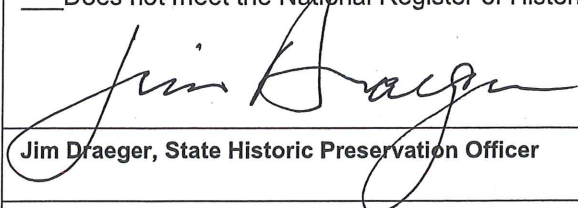
Rebecca Burkel, WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

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



9/9/14

Jim Draeger, State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

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

14-0876/mn

RECEIVED

AUG 21 2014

DIV HIST PRES (Revised May 2013)

**Wisconsin Historical Society
Determination of Eligibility Form**

WisDOT Project ID #: 1500-37-00

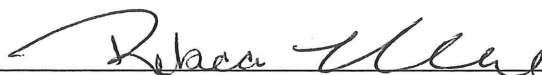
WHS #: _____

Property Name(s): Woodrow Wilson Junior High School
Address/Location: 1201 North Eleventh Street
City & County: Manitowoc, Manitowoc Zip Code: 54220
Town: 19 Range: 24E Section: 17-20
Date of Construction: 1931, 1957, 1979, 1992

WisDOT Certification

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

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



Rebecca Burkel, WisDOT Historic Preservation Officer

8/18/14

Date

State Historic Preservation Office

In my opinion, the property:

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



Jim Draeger, State Historic Preservation Officer

Date

9/4/14

Comments (FOR AGENCY USE ONLY):

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

RECEIVED

AUG 21 2014

DIV HIST PRES (Revised May 2013)

**Wisconsin Historical Society
Determination of Eligibility Form**

WisDOT Project ID #: 1500-37-00

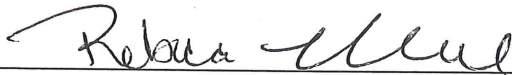
WHS #: _____

Property Name(s): Holy Innocents Parish Complex
 Address/Location: 1121 N 14th Street and 1408 E Waldo Boulevard
 City & County: Manitowoc, Manitowoc Zip Code: 54220
 Town: _____ Range: _____ Section: _____
 Date of Construction: 1932, 1948, 1951, 1953, 1956

WisDOT Certification

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

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




Rebecca Burkell, WisDOT Historic Preservation Officer

8/18/14
Date**State Historic Preservation Office**

In my opinion, the property:

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



Jim Draeger, State Historic Preservation Officer

Date

9/9/14

Comments (FOR AGENCY USE ONLY):

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

Appendix 12

Section 106 Memorandum of Agreement

Memorandum of Agreement

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

Prepared pursuant to 36 CFR § 800.6(c)

Regarding
Wisconsin DOT Project IDs: 1500-37-00; 1500-47-00; 4570-12-00
WHS# 14-0876/MN
USH 10/WIS 42 Waldo Boulevard
City of Manitowoc, Manitowoc County

WHEREAS, the Federal Highway Administration (FHWA) has been requested to participate in the project to reconstruct USH 10/WIS 42 from County Road R to Maritime Drive in the City of Manitowoc, Manitowoc County, Wisconsin; and

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

WHEREAS, the FHWA has established the Project's Area of Potential Effects (APE), as defined in 36 CFR § 800.16(d), to be all areas of proposed ground disturbance and all properties, inclusive of all buildings and structures, adjacent to the project corridor; and

WHEREAS, the FHWA, pursuant to 36 CFR § 800.4(c), has determined that the Lincoln Boulevard Historic District; the Holy Innocents Parish Complex; the Woodrow Wilson Junior High School; the Max Alpert House; and the Elks Clubhouse are eligible for inclusion in the National Register of Historic Places; and

WHEREAS, the FHWA has determined that the project will have an adverse effect on the Lincoln Boulevard Historic District; the Holy Innocents Parish Complex; the Woodrow Wilson Junior High School; and the Elks Clubhouse; and

WHEREAS, the FHWA has determined that the project will have no adverse effect on the Max Alpert House; and

WHEREAS, the FHWA has consulted with the SHPO in accordance with Section 106 of the National Historic Preservation Act, 16 U.S.C. § 470 (NHPA), and its implementing regulations (36 CFR Part 800) to resolve the adverse effect of the project on historic properties; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) participated in the consultation and has been invited to concur in this MOA; and

WHEREAS, the City of Manitowoc participated in the consultation and has been invited to concur in this MOA; and

WHEREAS, the Manitowoc Public School District participated in the consultation and has been invited to concur in this MOA; and

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

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

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

STIPULATIONS

The FHWA shall ensure that the following stipulations are carried out:

Lincoln Boulevard Historic District:

1. NATIONAL REGISTER OF HISTORIC PLACES NOMINATION

- a. WisDOT or its agent will complete a National Register Nomination for the Lincoln Boulevard Historic District. Details regarding the timeline, review process, and deliverables for this stipulation are included in Attachment A.
- b. The cost of this stipulation will be funded by WisDOT.

Holy Innocents Parish Complex:

1. DETERMINATION OF ELIGIBILITY – SISTER RESOURCE

- a. WisDOT or its agent will complete a Determination of Eligibility for St. Andrew's Church, a sister resource to Holy Innocents Church. Details regarding the timeline, review process, and deliverables for this stipulation are included in Attachment B.
- b. The cost of this stipulation will be funded by WisDOT.

Woodrow Wilson Junior High School:

1. SURVEY OF PUBLIC SCHOOLS

- a. WisDOT or its agent will complete a survey of all extant public schools and vocational schools in the City of Manitowoc. Details regarding the survey process and deliverables for this stipulation are included in Attachment C.
- b. The cost of this stipulation will be funded by WisDOT.

2. VEGETATIVE REPLACEMENT AND SCREENING

- a. Within sixty (60) days of the MOA execution and before project letting, WisDOT or its agent will contact the property owner to determine an appropriate tree replacement plan. If the property owner does not respond within thirty (30) days, the process will terminate.
- b. Either during or following meeting(s) with the property owner, WisDOT or its agent will formalize the tree replacement plan and request review and of the plan. The property owner will have fourteen (14) calendar days to accept, reject, or dispute the proposed replacement plan in writing. If an agreement between the property owner and WisDOT cannot be reached reasonably, the WisDOT project manager will inform FHWA, SHPO, and WisDOT who will then consult on how to proceed.
- c. The vegetative replacement and screening will be located entirely on the landowners' property and will not infringe on the existing or proposed right-of-way.
- d. The agreed-upon vegetative replacement and screening will be installed following construction completion. Within one (1) year of implementation, WisDOT or its agent will provide SHPO proof of completion, such as photos, receipts, or similar items.
- e. The cost of this stipulation will be funded by WisDOT.

Elks Clubhouse:

1. NATIONAL REGISTER OF HISTORIC PLACES NOMINATION

- a. WisDOT or its agent will complete a National Register Nomination for the Elks Clubhouse. Details regarding the timeline, review process, and deliverables for this stipulation are included in Attachment D.
- b. The cost of this stipulation will be funded by WisDOT.

DISPUTE RESOLUTION

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

- a. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the Advisory Council on Historic Preservation (ACHP). The ACHP shall provide FHWA with its advice on the resolution of the objection within 30 days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.
- b. If the ACHP does not provide its advice regarding the dispute within the 30 day period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to proceeding, FHWA shall notify the parties to this MOA of its decision regarding the dispute.
- c. It is FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

AMENDMENT

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

PROFESSIONAL QUALIFICATIONS

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

TERMINATION

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

Wisconsin DOT Project IDs: 1500-37-00;
1500-47-00;
4570-12-00
WHS# 14-0876/MN
USH 10/WIS 42 Waldo Boulevard
County Road R to Maritime Drive
City of Manitowoc, Manitowoc County

SUNSET CLAUSE

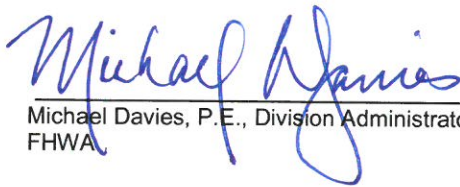
This agreement shall be null and void if its terms are not carried out within five (5) years from the date of the execution, unless the signatories agree in writing to an extension of carrying out its terms. Execution of this MOA by FHWA and the Wisconsin SHPO, and implementation of its terms, evidences that FHWA has complied with Section 106 on the USH 10/WIS 42 reconstruction project, and that FHWA has taken into account the effects of the Project on historic properties.

Wisconsin DOT Project IDs: 1500-37-00;
1500-47-00;
4570-12-00
WHS# 14-0876/MN
USH 10/WIS 42 Waldo Boulevard
County Road R to Maritime Drive
City of Manitowoc, Manitowoc County

SIGNATORY PARTIES:

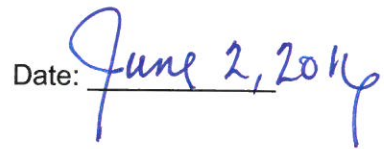
FEDERAL HIGHWAY ADMINISTRATION

BY:



Michael Davies, P.E., Division Administrator, Wisconsin Division
FHWA

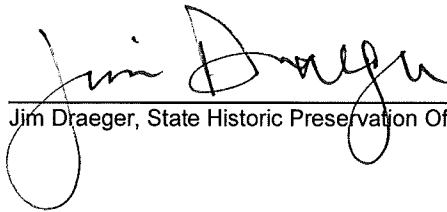
Date:



Wisconsin DOT Project IDs: 1500-37-00;
1500-47-00;
4570-12-00
WHS# 14-0876/MN
USH 10/WIS 42 Waldo Boulevard
County Road R to Maritime Drive
City of Manitowoc, Manitowoc County

WISCONSIN STATE HISTORIC PRESERVATION OFFICER

BY:



Jim Draeger, State Historic Preservation Officer

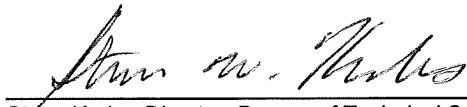
Date:

4/26/16

Wisconsin DOT Project IDs: 1500-37-00;
1500-47-00;
4570-12-00
WHS# 14-0876/MN
USH 10/WIS 42 Waldo Boulevard
County Road R to Maritime Drive
City of Manitowoc, Manitowoc County

INVITED SIGNATORIES:

WISCONSIN DEPARTMENT OF TRANSPORTATION

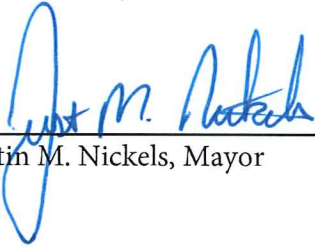
BY: 
Steve Krebs, Director, Bureau of Technical Services/
WisDOT Historic Preservation Officer

Date: 5/12/14

Wisconsin DOT Project IDs: 1500-37-00;
1500-47-00;
4570-12-00
WHS# 14-0876/MN
USH 10/WIS 42 Waldo Boulevard
County Road R to Maritime Drive
City of Manitowoc, Manitowoc County

CITY OF MANITOWOC

BY:


Justin M. Nickels, Mayor

Date:

5/5/16

BY:


Jennifer Hudon, City Clerk

Date:

5/5/16

Wisconsin DOT Project IDs: 1500-37-00;
1500-47-00;
4570-12-00
WHS# 14-0876/MN
USH 10/WIS 42 Waldo Boulevard
County Road R to Maritime Drive
City of Manitowoc, Manitowoc County

MANITOWOC PUBLIC SCHOOL DISTRICT

BY: Mark Hoffman

Date: 5/6/16

ATTACHMENT A

Lincoln Boulevard Historic District

National Register of Historic Places Nomination

- a. Within ninety (90) days of MOA execution, and prior to commencing work on the Nomination, WisDOT or its agent will draft a letter to property owners within the Lincoln Boulevard Historic District to gauge opposition to listing the district in the National Register. The letter will include a postage-paid response asking if they oppose the Nomination. Property owners will be provided forty-five (45) days to respond.
- b. If the majority of residents oppose the Nomination, WisDOT will not pursue listing the Historic District and this stipulation will be considered complete.
- c. If respondents are in favor of listing the Historic District, WisDOT or its agent and SHPO will host an informational meeting to introduce the residents to the Nomination process.
- d. Upon confirming that the majority of responses do not oppose listing, WisDOT or its agent will submit a draft Nomination on National Park Service (NPS) Form 10-900 to CRT and SHPO for review and comment within eighteen (18) months of MOA execution. The Nomination will follow current NPS and SHPO guidelines and requirements. CRT and SHPO will be provided an opportunity to review and comment.
- e. WisDOT or its agent will submit the final Nomination along with supplemental materials within thirty (30) days of receipt of CRT and SHPO comments. The supplemental materials will be processed and labeled in accordance with NPS and SHPO standards.
 - i. Completed NPS Form 10-900, hard copy and electronic version.
 - ii. U.S. Geological Survey map per NPS requirements.
 - iii. Sketch or other appropriate historic boundary map, per NPS requirements.
 - iv. Two sets of labeled 5" x 7" photographs, per NPS requirements.
 - v. Labeled digital images on CD, per NPS requirements.
 - vi. Review Board PowerPoint presentation on CD, per SHPO requirements.
 - vii. Summary paragraph, per SHPO requirements.
 - viii. National Register checklist, per SHPO requirements.
- f. WisDOT's agent will present the National Register Nomination of the Lincoln Boulevard Historic District at a State Review Board Meeting, as scheduled by the SHPO.

ATTACHMENT B

Holy Innocents Parish Complex

Determination of Eligibility for Sister Resource

- a. Within one (1) year of the MOA execution and before project letting, WisDOT or its agent will complete a Determination of Eligibility (DOE) for St. Andrew's Church (currently named St. Francis of Assisi Parish Grand Worship Site; 1416 Grand Avenue, City of Manitowoc), a sister resource to Holy Innocents Church.
- b. WisDOT or its agent will submit copies of the DOE to SHPO, along with supplemental materials and copies of the digital images on archival CD, formatted per SHPO standards. One set of commercially produced prints shall be provided to SHPO, labeled per SHPO standards. (Refer to Attachment E for standards for digital photography and prints.) CRT and SHPO will be provided an opportunity to review and comment.
- c. WisDOT or its agent will submit the final DOE to SHPO, along with supplemental materials and photographs, within thirty (30) days of receipt of CRT and SHPO comments.
- d. WisDOT or its agent will provide one hard copy of the DOE, a CD containing one set of digital images, and one set of commercially produced prints, labeled per SHPO standards, to the Manitowoc County Historical Society.

ATTACHMENT C

Woodrow Wilson Junior High School

Survey of Public Education Resources in Manitowoc

- a. Within one (1) year of the MOA execution and before project letting, WisDOT or its agent will survey all extant buildings that currently and/or formerly functioned as public schools and vocational schools in the City of Manitowoc.
- b. WisDOT or its agent will complete an Architecture/History Survey Form following typical survey procedures and documentation for the surveyed properties; along with three photos of each surveyed property. One of these photos will include the principal façade; other photos may include significant building or landscape elements.
- c. WisDOT or its agent will update the WHPD inventory for each of the surveyed properties, either by updating existing inventory records or by creating new inventory records.
- d. WisDOT or its agent will submit copies of the AHSF to SHPO, along with supplemental materials and copies of the digital images on archival CD, formatted per SHPO standards. One set of commercially produced prints shall be provided to SHPO, labeled per SHPO standards. (Refer to Attachment E for standards for digital photography and prints.)
- e. WisDOT or its agent will provide copies of the digital images on archival CD and one set of commercially produced prints, labeled per SHPO standards, to the Manitowoc County Historical Society.

ATTACHMENT D

Elks Clubhouse

National Register of Historic Places Nomination

- a. Within ninety (90) days of MOA execution, and prior to commencing work on the Nomination, WisDOT or its agent will contact the property owner to gauge opposition to listing the property in the National Register. The property owner will be provided forty-five (45) days to respond.
- b. If no response is received, or if the property owner does not consent to the NRHP listing, WisDOT or its agent will consult with SHPO and the property owner to determine an alternate mitigation measure. Within thirty (30) days of receiving notice of non-consent, WisDOT or its agent will propose alternate mitigation measure(s), including implementation timeframe(s) and method(s) for providing proof of implementation. CRT and SHPO will be provided thirty (30) days to review and comment on the alternate mitigation measure(s). Following review and comment, the alternate mitigation measure(s) will be implemented accordingly.
- c. Upon confirming that the property owner is not opposed to NRHP listing, WisDOT or its agent will submit a draft Nomination on National Park Service (NPS) Form 10-900 to CRT and SHPO for review and comment within one (1) year of MOA execution. The Nomination will follow current NPS and SHPO guidelines and requirements. CRT and SHPO will be provided an opportunity to review and comment.
- d. WisDOT or its agent will submit the final Nomination along with supplemental materials within thirty (30) days of receipt of CRT and SHPO comments. The supplemental materials will be processed and labeled in accordance with NPS and SHPO standards.
 - i. Completed NPS Form 10-900, hard copy and electronic version.
 - ii. U.S. Geological Survey map per NPS requirements.
 - iii. Sketch or other appropriate historic boundary map, per NPS requirements.
 - iv. Two sets of labeled 5" x 7" photographs, per NPS requirements.
 - v. Labeled digital images on CD, per NPS requirements.
 - vi. Review Board PowerPoint presentation on CD, per SHPO requirements.
 - vii. Summary paragraph, per SHPO requirements.
 - viii. National Register checklist, per SHPO requirements.
- e. WisDOT's agent will present the National Register Nomination of the Elks Clubhouse at a State Review Board Meeting, as scheduled by the SHPO.

ATTACHMENT E

Requirements for Standard Color Photographic Documentation

- i) Digital photographs shall meet SHPO and National Park Service (NPS) requirements.
 - (a) Images will be taken with a digital SLR camera set to the highest quality.
 - (b) Each image will be at least 2,000 pixels on the longest side or at least 300 pixels per inch.
 - (c) Image file size will exceed 3MB (uncompressed).
 - (d) Images will be saved as uncompressed JPEGs and will not be cropped, compressed, up-sampled, or otherwise digitally altered.
 - (e) Image CDs will be “closed out” and readable on multiple computers.
 - (f) Photologs will be submitted that record the description of subject, location, date of photograph, photographer, and direction of photo.
 - (g) All color prints will be labeled on the back with the date, project name, description of subject, direction of the photograph, and image file name that corresponds with the digital images and photolog.

Appendix 13

U.S. Army Corps of Engineers Correspondence



**Division of Transportation
System Development**
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54304

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

Telephone: (920)492-5643
Facsimile (FAX): (920)492-5640
E-mail: ner.dtsd@dot.wi.gov

January 28, 2016

ATTN: Mr. Nick Domer

U.S. Army Corps of Engineers
211 North Broadway, Suite 216
Old Fort Square
Green Bay, WI 54303

Design Project ID's: 1500-37-00 and 4570-12-00
Waldo Boulevard, City of Manitowoc
County R – Maritime Drive
US 10 / WIS 42
Manitowoc County

RE: Project Notification

The Wisconsin Department of Transportation Northeast Region would like to inform you that it is currently in the process of developing plans for a proposed project located along Waldo Boulevard (US 10/WIS 42) between County R and Maritime Drive in the city of Manitowoc, Manitowoc County. A project location map is attached.

The current scope of work for the proposed project is as follows:

- Roadway Segment from County R to approximately 200-feet west of Fleetwood Drive
 - Resurface the existing roadway
 - Spot repairs to the existing concrete pavement, concrete curb & gutter, and storm sewer
- Roadway Segment from 200-feet west of Fleetwood Drive to Maritime Drive
 - Complete urban reconstruction
 - Replacement of the box culvert below Waldo Boulevard immediately west Fleetwood Drive
 - Deck replacement of the structure over the Canadian National Railroad east of Fleetwood Drive
 - Surface repairs to the bridge structure spanning the Little Manitowoc River
 - Construction of a roundabout intersection at the Waldo Boulevard/Maritime Drive intersection
 - Replacement of the existing storm sewer system including relocation of the existing outfall further from the Little Manitowoc River
 - Replacement of the municipal water and sanitary utility facilities
 - Additional improvements including street lighting, landscaping, traffic signal replacement, and minor intersection improvements

Minor wetland impacts are anticipated adjacent to the box culvert west of Fleetwood Drive and at the proposed storm sewer outfalls near the Little Manitowoc River. Options are being reviewed at these locations to minimize impacts, which are anticipated to be less than 10,000 square feet.

The project is currently scheduled for a PS&E date of May 1, 2018 and a project letting date of November 11, 2018. Construction is proposed for the segment of Waldo Boulevard from between 14th and 15th Streets to Maritime Drive in 2019, with the remainder of the project being constructed in 2020.

Please review the improvement concepts and provide comments on any environmental concerns that you have. If you need any additional information or have any questions, please contact me at (920) 366-4788 or Brian.Haen@dot.wi.gov.

Sincerely,

Brian Haen, P.E.
WisDOT Project Manager
944 Vanderperren Way
Green Bay, WI 54304
(920) 366-4788

Appendix 14

U.S. Fish and Wildlife Correspondence



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Wisconsin-Minnesota Ecological Services Field Office



4101 American Blvd. East
Bloomington, Minnesota 55425-1665
Telephone 612-725-3548
FAX 612-725-3609

2661 Scott Tower Drive
New Franken, Wisconsin 54229-9565
Telephone 920-866-1717
FAX 920-866-1710

505 Science Drive
Madison, Wisconsin 53711-1093
Telephone 608-238-9333
FAX 608-238-9334

To: Brian Haen

USFWS Project ID: 15-TA-0048

Regarding your: ☒ Letter ☐ E-mail ☐ Fax Dated: October 24, 2014

RE: Project ID's 1500-37-00/1500-47-00/4570-12-00, US 10/WIS 42, City of Manitowoc, Manitowoc Co., WI

Pursuant to the **Endangered Species Act of 1973**, the **Fish and Wildlife Coordination Act**, and the **Migratory Bird Treaty Act**, the U.S. Fish and Wildlife Service (Service) has reviewed the information provided for the project noted above. Our comments follow (see checked boxes below).

- ☐ Due to the project location, federally-listed, proposed, or candidate species may occur within the project area. To evaluate your project for endangered and threatened species concerns, please visit our website at http://www.fws.gov/midwest/endangered/lists/cty_indx.html. If you find that there are endangered, threatened, proposed, or candidate species in the county where your project occurs, you may proceed with your initial determination by following the technical assistance instructions, also on the Web, at: <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. The instructions will lead you to contact this office if your project may affect one or more candidate, proposed, or listed species or proposed or final critical habitat. If you determine that your proposed action will have no effect whatsoever on these species or critical habitat there is no requirement to consult with this office and your Section 7 responsibilities are completed.
- ☒ Due to the project location, no federally-listed, proposed, or candidate species, or designated critical habitat occurs within the area that would be affected directly or indirectly by the proposed action (action area).
- ☒ We recommend checking our website (<http://www.fws.gov/midwest/endangered>) every 6 months from the date of this letter to ensure that listed species presence/absence information for the proposed project is current.
- ☐ If migratory birds are known to nest on any structures (e.g., bridges) which may be disturbed by project construction, activities should begin (and be concluded) before the initiation of the breeding season for those species or after the breeding has concluded. Alternatively, the structures can be *tightly screened* before the breeding season (May 1 through August 30) to prevent nesting. If you will not be able to begin construction prior to or after the breeding season, please contact our office.
- ☐ Under the Migratory Bird Treaty Act of 1918, as amended, it is unlawful to take, capture, kill, or possess migratory birds, their nests, eggs, and young. If migratory birds are known to nest on any structures or habitat which may be disturbed by project construction, activities (e.g., tree removal) should begin and be completed before the initiation of the breeding season for those species or after breeding has concluded. Generally, we recommend that any habitat disturbance occur before May 1 or after August 30 to minimize potential impacts to migratory birds, but please be aware that some species may initiate nesting before May 1.

- ☐ We recommend, when possible, that bridges and abutments be designed and constructed in such a way as to allow terrestrial wildlife to pass under the bridge without entering the river during normal flow conditions. This may require lengthening the bridge, limitations on the use of exposed riprap, modifications to the surface of the riprap (e.g., grouting the surface or filling with soil or other natural materials), or modifications in the substrate and/or slope at the base of the abutments, as some wildlife species cannot or prefer not to traverse areas of riprap.
- ☒ The Service supports and encourages the maintenance or creation of habitat connectivity wherever possible. As such, we recommend installing bridges or culverts that do not impede the movement of water, sediments, or aquatic species along existing waterways. Specifically, we strongly recommend replacing failing culverts with bridges or bottomless culverts where possible. At minimum, we recommend new culverts be set at a zero slope, with a width that matches bank flow.
- ☒ We note that the project area may include wetlands. In refining and selecting project alternatives, efforts should be made to select an alternative that does not adversely impact wetlands. If no other alternative is feasible and it is clearly demonstrated that project construction resulting in wetland disturbance or loss cannot be avoided, a wetland mitigation plan should be developed that identifies measures proposed to minimize adverse impacts and replace lost wetland habitat values and other wetland functions and values.

USFWS Contact(s): Lisa Mandell **Phone Number:** 612-725-3548 x2201

Date: November 4, 2014

2014 NOV 7 AM 11 01
MISSOURI REGION

Andy Block

From: Helmricks, Michael - DOT <Michael.Helmrick@dot.wi.gov>
Sent: Wednesday, January 27, 2016 8:07 AM
To: Haen, Brian - DOT
Cc: 'Robillard, Troy'; Verville, Phil; Andy Block
Subject: FW: Request for Informal Consultation for the Northern Long Eared Bat- WisDOT project ID 1500-37-71 and 4570-12-00, Waldo Blvd. (USH 10 and WIS 42), Manitowoc County

FYI – I submitted this to FHW this morning. One minor change to the form was to add some standard language into the project description box. “Evaluation of the proposed project has indicated that the project may affect, but is not likely to adversely affect the northern long-eared bat provided all applicable avoidance and minimization measures, as indicated on page 4 of this form, are adhered to.”

From: Helmricks, Michael - DOT
Sent: Wednesday, January 27, 2016 8:00 AM
To: 'andrew_horton@fws.gov' <andrew_horton@fws.gov>
Subject: Request for Informal Consultation for the Northern Long Eared Bat- WisDOT project ID 1500-37-71 and 4570-12-00, Waldo Blvd. (USH 10 and WIS 42), Manitowoc County

Andrew,

WisDOT is seeking United States Fish and Wildlife Service concurrence on our ***not likely to adversely affect determination*** for the Northern Long Eared Bat, based on the FHWA, FRA, and USFWS's programmatic consultation process.

Project submittal form and supporting documentation are included in the attached pdf.

If you have any questions or concerns feel free to contact me.

Thanks

Mike

Mike Helmricks
Environmental Coordinator
Wisconsin Department of Transportation - Northeast Region
944 Vanderperren Way
Green Bay, WI 54304
Michael.Helmrick@dot.wi.gov
Desk (920)492-7738 Fax (920)492-0144
Cell (920)362-0721

Federal Highway Administration (FHWA) and Federal Railroad Administration (FRA)
Range-wide Programmatic Informal Consultation for
Indiana Bat and Northern Long-eared Bat

Project Submittal Form for FHWA, FRA, and Transportation Agencies
Updated June 23, 2015

In order to use the programmatic informal consultation to fulfill Endangered Species Act consultation requirements, transportation agencies must use this form to submit project-level information for all may affect, not likely to adversely affect (NLAA) determinations to the appropriate U.S. Fish and Wildlife Service (Service) field office prior to project commencement. For more information, see the Standard Operating Procedure for Site Specific Project(s) Submission in the User's Guide.

In submitting this form, the transportation agency ensures that the proposed project(s) adhere to the criteria of the range-wide programmatic informal BA. Upon submittal of this form, the appropriate Service field office may review the site-specific information provided and request additional information. If the applying transportation agency is not notified within 14 calendar days of emailing the Project Submittal Form to the Service field office, it may proceed under the range-wide programmatic informal consultation.

Further instructions on completing the form can be found by hovering your cursor over each text box.

1. Date: January 26, 2016
2. Lead Agency: FHWA
This refers to the Federal governmental lead action agency initiating consultation; select FHWA or FRA as appropriate
3. Requesting Agency: Wisconsin Dept. of Transportation (WisDOT)
 - a. Name: Mike Helmrick
 - b. Title: Environmental Coordinator
 - c. Phone: (920) 492-7738
 - d. Email: Michael.Helmrick@dot.wi.gov>
4. Consultation Code¹: 03E17000-2016-SLI-0237
5. Project Name(s): Project 1500-37-00 & 4570-12-00 Waldo Blvd, City of Manitowoc,
Manitowoc County
County R-8th Street 8th Street-Maritime Drive
(1500-37-00) (4570-12-00)

¹ Available through IPaC System Official Species List: <https://ecos.fws.gov/ipac/>

6. Project Description:

Please attach additional documentation or explanatory text if necessary

The proposed transportation improvement project for Waldo Boulevard between County R and Maritime Drive will address the existing deficiencies described in the Need for the project (See Attached). The existing roadway pavement will be improved by performing spot repairs and resurfacing the existing roadway from County R, Station 35+00 east to Fleetwood Drive, Station 70+00 with a Hot Mix Asphalt (HMA) overlay. The remaining portion of the project will consist of an urban reconstruction consisting of concrete pavement from Fleetwood Drive to Maritime Drive. A roundabout will be constructed at the Maritime Drive intersection.

In addition structure work will be included as part of the project.

- Box culvert located approximately 150-feet west of Fleetwood Drive will be replaced with a new box culvert.

- Structure B-36-0029, located approximately 1,000-feet east of Fleetwood Drive over the Canadian National Railroad is proposed to receive a complete deck replacement

- Structure B-36-900 which spans the Little Manitowoc River approximately 1,100-feet west of Maritime Drive is proposed to replace deficient railing along both sides of the structure and deck surface repairs.

Construction is planned over two years starting early in 2019 and finishing in the fall of 2020. Evaluation of the proposed project has indicated that the project may affect, but is not likely to adversely affect the northern +

7. Other species from Official Species List:

✓ No effect – project(s) are inside the range, but no suitable habitat – see additional information attached

May Affect – see additional information provided for those species (either attached or forthcoming)

8. For Ibat/NLEB, if Applicable, Explain Your No Effect Determination

No effect – project(s) are outside the species' range (*form complete*)

No effect – project(s) are inside the range, but no suitable summer habitat (*form complete*)

No effect from maintenance, alteration, or demolition of bridge(s)/structure(s) – results of inspection surveys indicate no signs of bats. (*form complete*)

No effect – other (*see Section 2.2 of the User's Guide – form complete*)

Otherwise, please continue below.

9. Affected Resource/Habitat Type

✓ Trees

✓ Bridge

Other Non-Tree Roosting Structure (e.g., building)

✓ Other (please explain): Little Manitowoc River

10. For Tree Removal Projects:

- a. Please verify that no documented roosts or foraging habitat will be impacted and that project is within 100 feet of existing road surface: ✓
- b. Please verify that all tree removal will occur during the inactive season²: ✓
- c. Timing of clearing: Between October 1, 2019/20 & March 31, 2019/20
- d. Amount of clearing: Approximately 200 Trees. See attached plans.

11. For Bridge/Structure Work Projects:

- a. Proposed work: Culvert Replacement & Bridge Deck Replacement
- b. Timing of work: February 2019 - November 2020
- c. Evidence of bat activity on bridge/structure:
All three structures were inspected by WisDOT on 1-22-2016. No evidence of bats or indicators of bat activity were found. See attached inspection report. The structure will be re-inspected no more than 7 days prior to construction.
- d. If applicable, verify that superstructure work will not bother roosting bats in any way:
- e. If applicable, verify that bridge/structure work will occur only in the winter months:

² Coordinate with local Service field office for appropriate dates.

12. Please confirm the following:

Proposed project(s) adhere to the criteria of the range-wide programmatic informal BA (see Section 2.0). ✓

All applicable AMMs will be implemented, including³:

Tree Removal AMM 1: ✓

Tree Removal AMM 2: ✓

Tree Removal AMM 3:

Tree Removal AMM 4: ✓

Bridge AMM 1:

Bridge AMM 2: ✓

Bridge AMM 3:

Bridge AMM 4:

Structure AMM 1:

Structure AMM 2:

Structure AMM 3: ✓

Structure AMM 4:

Lighting AMM 1:

Lighting AMM 2:

Dust Control AMM 1: ✓

Water Control AMM 1: ✓

Water Control AMM 2: ✓

Water Control AMM 3: ✓

Water Control AMM 4: ✓

Water Control AMM 5: ✓

Water Control AMM 6:

Wetland/Stream Protection AMM 1:

Wetland/Stream Protection AMM 2: ✓

Wetland/Stream Protection AMM 3: ✓

Wetland/Stream Protection AMM 4: ✓

Wetland/Stream Protection AMM 5: ✓

Wetland/Stream Protection AMM 6: ✓

³ See AMMs Fact Sheet (Appendix B) for more information on the following AMMs.



United States Department of the Interior



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

Consultation Code: 03E17000-2016-SLI-0237

December 17, 2015

Event Code: 03E17000-2016-E-00208

Project Name: Waldo Blvd

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

To Whom It May Concern:

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

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

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

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

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

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

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

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

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: Waldo Blvd

Official Species List

Provided by:

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

Consultation Code: 03E17000-2016-SLI-0237

Event Code: 03E17000-2016-E-00208

Project Type: TRANSPORTATION

Project Name: Waldo Blvd

Project Description: The proposed improvement project for Waldo Blvd between County R and Maritime Drive will address the existing deficiencies to the existing roadway. The existing roadway pavement will be improved by performing spot repairs and resurfacing from County R east to Fleetwood Drive with a Hot Mix Asphalt (HMA) overlay. The remaining portion of the project will reconstruct the roadway. In addition a roundabout will be constructed at the Maritime Dr. intersection.

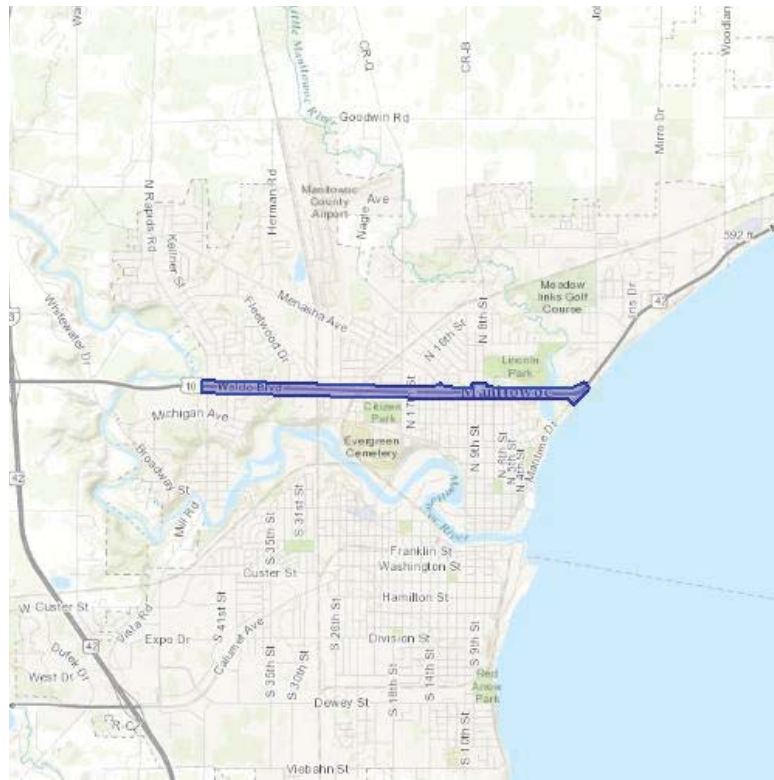
Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your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



United States Department of Interior
Fish and Wildlife Service

Project name: Waldo Blvd

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-87.7014970779419 44.10965168778319, -87.67763614654541 44.10915866803239, -87.66553401947021 44.108942970598235, -87.66521215438843 44.10909704027439, -87.6643967628479 44.10922029572614, -87.66379594802855 44.108881342615334, -87.65969753265381 44.10881971456816, -87.65965461730957 44.109343550920876, -87.65735864639282 44.10932814403559, -87.6573371887207 44.10885052859978, -87.65379667282104 44.10883512158599, -87.64424800872803 44.108696458281045, -87.64210224151611 44.10943599214824, -87.64145851135254 44.108758086456746, -87.64375448226929 44.106924620750235, -87.64469861984252 44.10755632544058, -87.65304565429688 44.10749469601187, -87.67510414123535 44.107710398731186, -87.70153999328613 44.10817261619339, -87.7014970779419 44.10965168778319)))

Project Counties: Manitowoc, WI



United States Department of Interior
Fish and Wildlife Service

Project name: Waldo Blvd

Endangered Species Act Species List

There are a total of 2 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Flowering Plants	Status	Has Critical Habitat	Condition(s)
Pitcher's thistle (<i>Cirsium pitcheri</i>)	Threatened		
Mammals			
Northern long-eared Bat (<i>Myotis septentrionalis</i>)	Threatened		



United States Department of Interior
Fish and Wildlife Service

Project name: Waldo Blvd

Critical habitats that lie within your project area

There are no critical habitats within your project area.

Appendix 15

Advisory Council on Historic Preservation Correspondence



Preserving America's Heritage

January 26, 2016

Mr. Ian Chidister
Environmental Program Manager
Federal Highway Administration
Wisconsin Division
525 Junction Road, Suite 8000
Madison, WI 53717

Ref: *Resurfacing and Reconstruction of Waldo Boulevard*
City of Manitowoc, Manitowoc County, Wisconsin
WisDOT Project #1500-37-00, 1500-47-00, 4570-12-71

Dear Mr. Chidister:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Wisconsin State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Meghan Hesse at 202-517-0214 or via e-mail at mhesse@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov

Appendix 16

Native American Correspondence

- Initial Letter and Project Location Map

- List of Recipients

- *Note – no responses were received



**Division of Transportation
System Development**
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54304

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

Telephone: (920)492-5643
Facsimile (FAX): (920)492-7707
E-mail: greenbay.dtsd@dot.wi.gov

May 17, 2012

Tribe
Attn:
Title
Address 1
Address 2

Design Project ID: 1500-37-00
USH 10
Waldo Blvd, City of Manitowoc
CTH R – 8th Street
Manitowoc County

Design Project ID: 4570-12-00
STH 42
Waldo Blvd, City of Manitowoc
8th Street – Maritime Drive
Manitowoc County

RE: Initial Project Notification

We wish to inform you that the consulting firm of Ayres Associates is under contract with the Wisconsin Department of Transportation (WisDOT) NE Region in Green Bay office to develop plans for a proposed project located on Waldo Boulevard between CTH R and Maritime Drive in the City of Manitowoc, Manitowoc County. A project location map is attached for your reference.

Combined the projects are approximately three miles long. The proposed work for the sections of Waldo Boulevard from CTH R to Fleetwood Drive and from 5th Street to Maritime Drive includes repair to the existing concrete pavement, spot curb & gutter and storm sewer repair, and HMA pavement overlay. Within the above mentioned sections, the intersections of Waldo Boulevard/CTH R and Waldo Boulevard/Maritime Drive may be reconstructed as part of the proposed project. The portion of Waldo Boulevard from Fleetwood Drive to 5th Street is proposed for complete urban reconstruction which will likely include underground utility replacements. Within the reconstruction section of the project an underground storm water detention facility may be constructed below the recreational field at Wilson Junior High School (between 11th and 9th Streets north of Waldo Boulevard). Work involving existing structures may be incorporated with the proposed work at the following locations: the existing box culvert immediately west of Fleetwood Drive, the existing bridge over the Little Manitowoc River, and the structure over the Wisconsin Central Railroad. Installation of roadway lighting and landscaping is also proposed. Right-of-way acquisition may be required for the project and will be determined as the design progresses. Minimal horizontal and vertical alignment changes are anticipated with the proposed work.

As part of the design phase of these projects potential impacts to archaeological and/or historical properties will be investigated. Also, cultural resource investigation studies will be conducted for the above projects. Other environmental studies will also be conducted and include: hazardous materials and contamination assessments, effects on water quality, and impacts to wetlands throughout the project. Information obtained from these studies will assist in the design to avoid, minimize, and/or mitigate the proposed project's cultural and natural resource effects.

WisDOT would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact me. Please send comments by October 1, 2012. We appreciate your cooperation and assistance in our project development efforts.

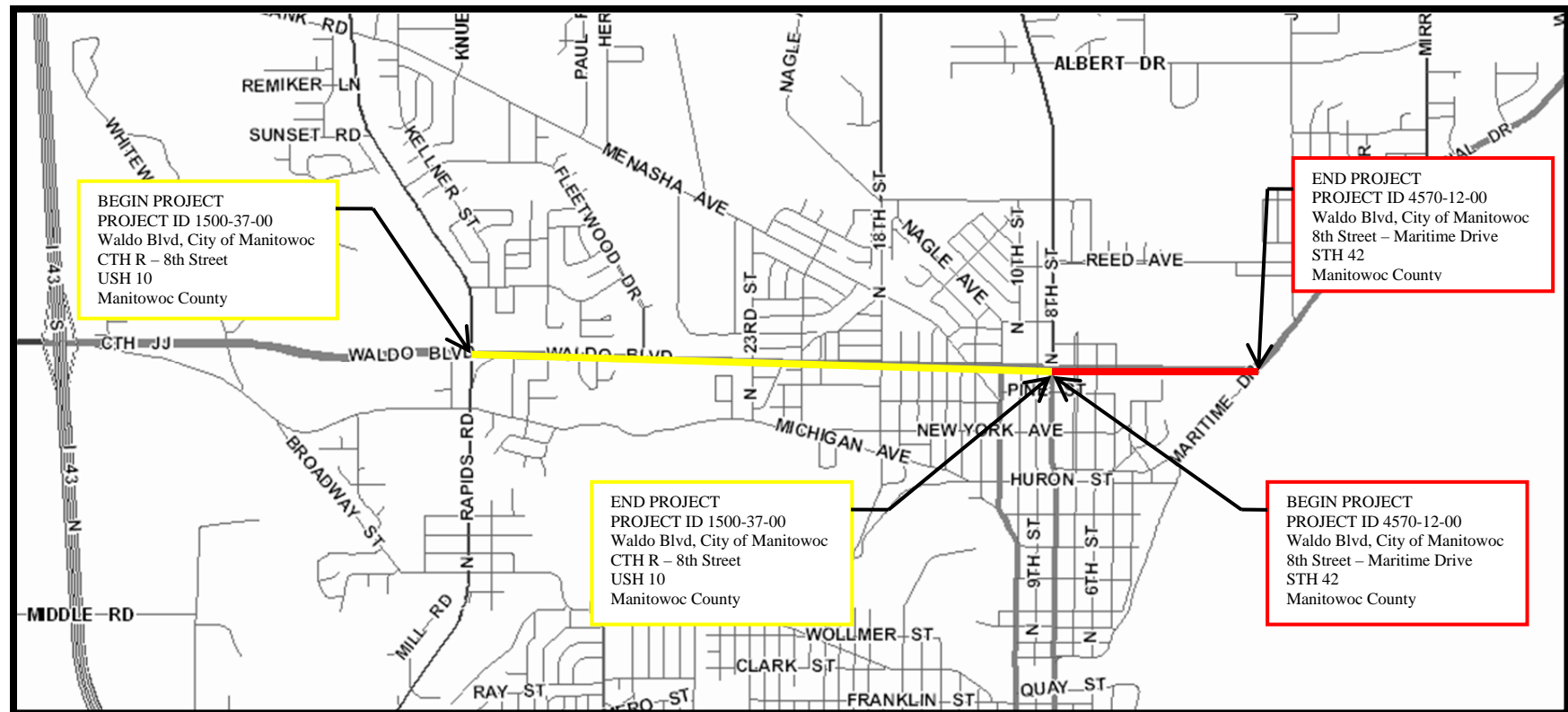
Sincerely,

Matt Haefs, P.E.
WisDOT Project Manager
944 Vanderperren Way
Green Bay, WI 54304
(920) 492-5702
Matthew.Haefs@dot.wi.gov

Electronic cc: Rebecca Burkel, DTSD Bureau of Technical Services, Environmental Services Section
James Becker, DTSD Bureau of Technical Services, Environmental Services Section
Mike Helmrick, Northeast Region Environmental Coordinator

PROJECT LOCATION MAP

Courtesy of Manitowoc County (<http://webmap.manitowoc-county.com/website/pasystem/>)



Sac and Fox of the Mississippi in Iowa
Attn: Jonathan Buffalo, NAGPRA Rep.
349 Meskwaki Road
Tama, Iowa 52339-9629

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

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

Forest County Potawatomi Community
of Wisconsin
Attn: Mike Alloway
Tribal Office
P.O. Box 340
Crandon, WI 54520

Ho-Chunk Nation
Attn: William Quackenbush, THPO
Executive Offices
P.O. Box 667 405 Airport Road
Black River Falls, WI 54615

Lac Courte Oreilles Band of Lake Superior
Chippewa Indians of Wisconsin
Jerry Smith, THPO
Tribal Office
13394 W. Trepania Road
Hayward, WI 54843

Lac du Flambeau Band of Lake Superior
Chippewa Indians of Wisconsin
Attn: Melinda Young, THPO
Tribal Historic Preservation Office
P.O. Box 67
Lac du Flambeau, WI 54538

Menominee Indian Tribe of Wisconsin
Attn: Dave Grignon, THPO
P.O. Box 910
Keshena, WI 54135

Oneida Tribe of Indians of Wisconsin
Attn: Corina Burke, THPO
Tribal Office
P.O. Box 365
Oneida, WI 54155-0365

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

St. Croix Band Chippewa Indians of Wisconsin
Attn: Wanda McFaggen
Tribal Historic Preservation Office
24663 Angeline Ave.
Webster, WI 54893-9246

Sokaogon Chippewa Community
Mole Lake Band
Attn: Cultural Resource Director
3051 Sand Lake Road
Crandon, WI 54520

Sac and Fox Nation of Oklahoma
Attn: Sandra Massey, NAGPRA Rep.
RR 2, Box 246
Stroud, OK 74079

Sac and Fox Nation of Missouri in Kansas and Nebraska
Attn: Jane Nioce
305 N. Main
Reserve, Kansas 66434

**Prairie Band Potawatomi Nation
Attn: Joseph Hale Jr. NAGPRA Rep.
16281 Q Road
Mayetta, KS 66509**

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

**Great Lakes Inter-Tribal Council, Inc.
Attn: Michael Allen
P.O. Box 9
Lac du Flambeau, WI 54438**

Appendix 17

Final Section 4(f) Evaluation and Determination (Less Appendices) and Plan View of Section 4(f) Properties

Final Section 4(f) Evaluation for:

- Lincoln Boulevard Historic District
- Holy Innocents Parish Complex
- Woodrow Wilson Junior High School
- Elks Clubhouse
- Immanuel Lutheran Church and School
- Little Manitowoc River Walkway

WisDOT ID:

1500-37-00

Waldo Boulevard,
City of Manitowoc
County R – 8th Street
US 10
Manitowoc County

4570-12-00

Waldo Boulevard,
City of Manitowoc
8th Street – Maritime Drive
WIS 42
Manitowoc County

Project Sponsor:

Wisconsin Department of Transportation
Northeast Region

May 12, 2016



Johnny M Gerbitz, Field Operations Engineer
Federal Highway Administration

Date Approved: August 8, 2016

Table of Contents

I. Proposed Action 2

II. Section 4(f) Resources..... 5

III. Description of Use and Impacts to Section 4(f) Resources 17

IV. Project Alternatives..... 22

V. Avoidance Alternatives 25

VI. Alternative with Least Overall Harm..... 29

VII. Measures to Minimize and Mitigate Harm 30

VIII. Coordination 32

IX. Section 4(f) Finding 34

List of Appendices

- Appendix A – Project Location Maps
- Appendix B – Proposed Project Plans and Menasha Avenue Alternatives
- Appendix C – Approved Section 106 Form
- Appendix D – Section 106 Memorandum of Agreement (MOA)
- Appendix E – Correspondence and Public Comments

I. Proposed Action

Introduction

The Wisconsin Department of Transportation (WisDOT) is proposing a transportation improvement project along an approximately 3 mile segment of US 10/WIS 42 (Waldo Boulevard) between County R (Rapids Road) and Maritime Drive, in the City of Manitowoc, Manitowoc County. Waldo Boulevard is designated as US 10 west of 8th Street and WIS 42 east of 8th Street. Project location maps are attached in Appendix A. Waldo Boulevard is an urban four-lane divided principal arterial and serves as a designated Long Truck Route which is part of the National Highway System (NHS).

Purpose and Need

The purpose of the proposed transportation improvement project along this corridor is to address deficiencies in the existing facility in six key areas, including: pavement quality, structure condition, storm water collection and conveyance, roadway safety, multimodal accommodations, and municipal utility condition.

1. The existing roadway was constructed with concrete pavement between the years of 1976 and 1985. The existing concrete pavement has reached or exceeded its service life which is typically expected to range between 20 and 30 years. Numerous rehabilitation improvement projects have been completed along this segment of Waldo Boulevard, but a 2010 study determined the International Roughness Index (IRI) of the existing facility ranged between 2.875 to 3.222 (IRI scale 0 (perfect) – 4.5 (poor)) corresponding directly to a poor ride quality felt by roadway users.
2. The existing structures along Waldo Boulevard within the proposed project limits are in various states of deterioration.
 - a. Bridge structure B-36-0029 which supports Waldo Boulevard traffic over the Canadian National Railroad 4,500-feet east of County R was constructed in 1975 and received a concrete deck overlay in 2000. The substructure components remain in acceptable condition, but both the deck and the sidewalk exhibit significant cracking. The sufficiency rating for the structure is 73.9 – a sufficiency rating is a calculated numeric value which represents the overall condition and adequacy of a structure on a scale of 0 (worst condition) to 100 best condition.
 - b. Bridge structure B-36-0900 is located approximately 1,100-feet west of Maritime Drive and carries Waldo Boulevard traffic over the Little Manitowoc River. This structure, originally constructed in 1934, also has a sufficiency rating of 73.9. There are currently no structural integrity issues, but there is a need for minor deck repairs and replacement of the deteriorating metal railing on either side of the structure.

- c. The 12-foot by 8-foot reinforced concrete box culvert below Waldo Boulevard and 3,100-feet east of County R was constructed in 1931. The existing wing walls at either opening are either beginning to or have already become detached from the main section of the culvert. The bottom of the culvert is also perched above the adjacent channel which is causing water to pond and excess erosion at the outfall.
3. During the preliminary design process, WisDOT maintenance staff, officials from the City of Manitowoc and area residents have called attention to numerous locations within the project corridor that experience storm water ponding and other drainage issues. Most issues can be attributed to insufficient capacity, outlets prone to clogging, and municipal utilities which pass through the existing storm sewer system.
4. Safety is an issue for roadway users along Waldo Boulevard. The issues discussed above involving the inadequate storm sewer system have resulted in water ponding in select locations on the roadway surface presenting a risk for the travelling public. The existing geometrics of intersections in the corridor also contribute to safety issues, particularly at the Menasha Avenue and Maritime Drive intersections. Menasha Avenue intersects Waldo Boulevard at an approximate angle of 50-degrees which is 20-degrees below the minimum design standard given in the WisDOT Facilities Development Manual (FDM). Intersections with this type of angle present problems associated with larger vehicle turning movements and can be an issue for motorists given the amount they must turn to view cross traffic, specifically for drivers of advanced age. The intersection of Maritime Drive has an unconventional layout and several types of control for the various movements (no control, stop control and yield control) which can create confusion for drivers unfamiliar with the route. The 2007 – 2011 crash rate for the intersection is 1.33 crashes per million entering vehicles (MEV) in comparison to the statewide average crash rate for that time frame of 0.96 MEV which emphasizes the necessity for safety improvements. The atypical geometry can be confusing and dangerous for drivers, but also pose a hazard for pedestrians at the nearby crossing. Pedestrian safety is of particular concern given the intersections proximity to the Mariner's Trail which is a high volume multi-use trail along Lake Michigan which connects the communities of Manitowoc and Two Rivers.
5. Waldo Boulevard has sidewalk throughout the project limits on both sides of the roadway except for an approximately 600-foot section along the north side of the roadway at the far eastern project limits. Currently no dedicated bicycle accommodations exist within the corridor which reduces both safety and opportunities for those individuals who choose that form of transportation. The magnitude of this issue is compounded with the Mariner's Trail being located adjacent to the eastern end of the Waldo Boulevard corridor.
6. City of Manitowoc Officials and Manitowoc Public Utilities, who maintain the sanitary sewer and water utilities respectively, have expressed concern with the existing facilities within the project area. Much of the sanitary sewer has aged to a point that it either requires rehabilitation to prolong its service life or complete replacement. Similarly, much

of the public water facilities between 23rd and 5th Streets must be replaced due to age/deterioration or because they incorporate lead components.

Proposed Improvement

The proposed transportation improvement project along Waldo Boulevard between County R and Maritime Drive will address the existing deficiencies as described previously in the Purpose and Need section of this document. Appendix B contains the current project plans, easement and fee acquisition areas, and depict what is described below. The existing pavement will be improved by performing spot repairs and resurfacing Waldo Boulevard from County R east to just west of Fleetwood Drive (Construction Project ID 1500-47-71). An asphalt overlay will extend the service life of the existing facility and improve the ride quality. Also within this 0.66 mile section of roadway, upgrades will be made to the existing traffic signals at the Waldo Boulevard/County R intersection. The remaining 2.40 mile portion of the project will consist of an urban reconstruction with concrete pavement split into two segments; Fleetwood Drive to 8th Street (Construction Project ID 1500-37-71; 1.56 miles) and 8th Street to Maritime Drive (Construction Project ID 4570-12-71; 0.84 mile). The proposed typical section in the reconstruction portion of the project will consist of two through lanes in each direction separated by a typical 21-foot median with a terrace and sidewalk on each side of the roadway. The outside lane on both sides of the roadway, commonly referred to as a wide outside lane, is proposed to be 14-feet in width and will provide on-street bicycle accommodations throughout the reconstruction section. The roadway typical section within the resurfacing section of the proposed project will remain unchanged from what currently exists. As part of the proposed roadway reconstruction, the existing storm sewer will be removed and replaced with an adequately sized system. Spot improvements to the storm sewer system within the resurfacing segment of the roadway will be incorporated into the proposed work as necessary.

Structure B-36-0029 over the Canadian National Railroad is proposed to receive a complete deck replacement to extend the service life of the structure while allowing its structurally sound substructure to remain in service. A cost benefit analysis was performed for structure B-36-0029 which documented this to be the most appropriate level of improvement. Improvements proposed for structure B-36-900 spanning the Little Manitowoc River consist of replacing the deficient safety railing along both sides of the structure and spot deck surface repairs (Type 1 and Type 2). The existing reinforced concrete box culvert located immediately west of Fleetwood Drive, with its inherent structural degradation and maintenance issues, is proposed to be replaced with a similar structure sized to fit the anticipated flow. The new structure will no longer be an outlet for the area storm sewer thereby eliminating the existing maintenance issue of storm sewer flow cascading down into the box culvert, causing ice build up, and restricting flow during the colder months of the year.

The most significant intersection improvements proposed are at the intersections of Menasha Avenue and Maritime Drive. The existing Menasha Avenue intersection is planned to be shifted west

approximately 64-feet to intersect Waldo Boulevard at an angle within current standards. Numerous alternatives and associated impacts were considered during the design of this intersection, and the current design minimizes the amount of real estate required, eliminates the need for a residential relocation, while promoting both safety and functionality. The existing intersection at Maritime Drive is proposed to be replaced with a roundabout intersection. An Intersection Control Evaluation (ICE) report was completed for this intersection and determined that a roundabout intersection is the most viable option. The additional intersection control types evaluated for this location are discussed later in this document within the alternative sections. Several roundabout design iterations have been completed at this intersection to accentuate improvements, and minimize the expansion and relocation of the roadway which correlates directly with the amount of easement and acquisition areas required. Less substantial, intersection improvements are proposed to be included with the project including lengthening of dedicated turn lanes, adding slotted left turn lanes at the 18th and 11th Street intersections, and reconfiguration of the median island to better accommodate anticipated vehicle turning movements.

Municipal utility (water and sanitary sewer) replacements and repairs are proposed to be incorporated into the project to the extent seen necessary by the respective facility owners, Manitowoc Public Utilities and the City of Manitowoc. The extent of any facilities requiring complete replacement was the initial driver for the amount of reconstruction proposed for Waldo Boulevard. Those entities will be designing and providing the information to be included in the roadway plan documents under Construction Project ID's 1500-37-72 (Fleetwood Drive to 8th Street) and 4570-12-72 (8th Street to Maritime Drive). Both the City of Manitowoc and Manitowoc Public Utility feel that including the utility work in the roadway project will lead to a reduction in cost, construction time, and user delay.

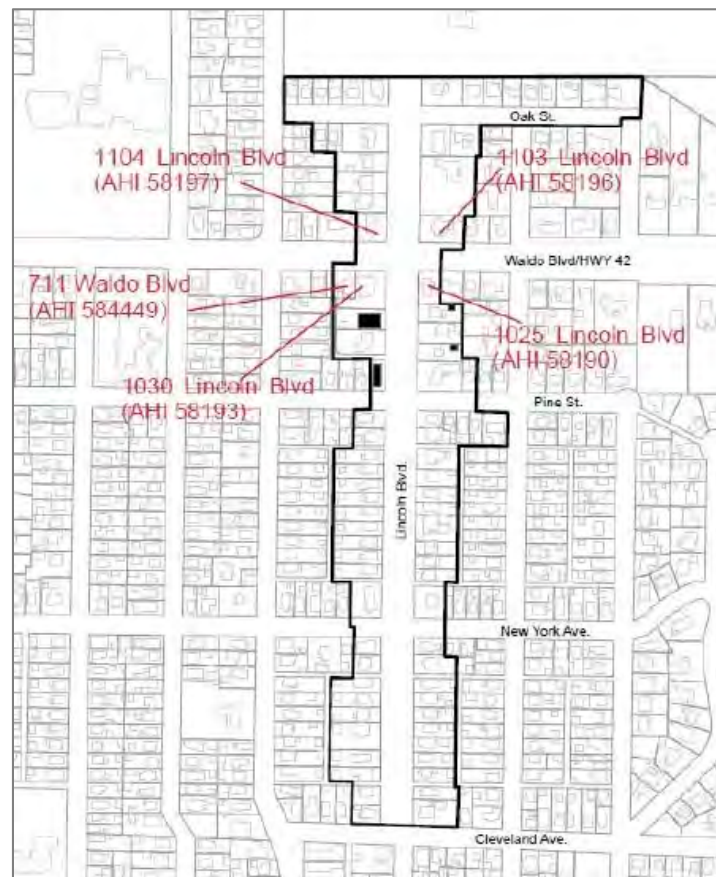
The following ancillary improvements are proposed to be included with the project: retaining wall construction, traffic signal replacement, street lighting, and landscaping. Retaining walls are currently being evaluated for the purpose of reducing real estate impacts between 8th and 9th Streets, which places them away from any potential 4(f) resources. Coordination for the street lighting and landscaping, and the associated design, has not started as of yet but is planned for inclusion to increase roadway safety and to offset impacts to existing vegetation respectively. The preliminary scope of the street lighting and landscaping is to replace the existing lights and trees within the median of Waldo Boulevard.

II. Section 4(f) Resources

Six potential 4(f) resources have been identified along the Waldo Boulevard corridor within the proposed project limits. After further study, one property does not qualify as a 4(f) resource. Details on that property and the remaining Section 4(f) eligible resources are provided below.

Lincoln Boulevard Historic District

Properties within the Lincoln Boulevard Historic District extend approximately three blocks south of and one block north of Waldo Boulevard along Lincoln Boulevard. All properties included in the historic district are single family residential dwellings. The Lincoln Boulevard Historic District consists of 132 contributing buildings (87 houses and 45 garages), and two noncontributing buildings (garages, both built after the period of significance). Five properties within the Lincoln Boulevard Historic District abut Waldo Boulevard. These five properties are shown in the plan view and photos below, and are located at the following addresses: 1025, 1030, 1103 and 1104 Lincoln Boulevard and 711 Waldo Boulevard. The solid black line within the plan view delineates the historic boundary. Appendices A and B include additional information on the location of the Lincoln Boulevard Historic District.



Plan View of the Lincoln Boulevard Historic District



Address 711 Waldo Boulevard



Address 1025 Lincoln Boulevard



Address 1030 Lincoln Boulevard



Address 1103 Lincoln Boulevard



Address 1104 Lincoln Boulevard

The Lincoln Boulevard Historic District was determined eligible for inclusion in the National Register of Historic Places under Criterion A: Community Planning and Development and Criterion C as a significant example of a concentration of buildings distinctive for their architectural styles. Appendix C contains the approved Determination of Eligibility (DOE) for the Lincoln Boulevard Historic District attached to the approved project Section 106 form.

The historic boundary for the Lincoln Boulevard Historic District consists of an irregular shaped polygon which coincides with the outer tax parcel lines of the properties along Lincoln Boulevard between Cleveland Avenue and Lincoln Park, in addition to the properties along Oak Street between N. 8th Street and N. 5th Street. The historic boundary along Waldo Boulevard coincides with the back of curb.

The Lincoln Boulevard Historic District is a 4(f) resource and the proposed project has a 4(f) use of this resource as it incorporates property within the historic boundary into the right-of-way which also results in an adverse effect pursuant of 36 CFR 800.5(a)(1). Section III of this document provides a detailed discussion of the 4(f) use of this resource.

Holy Innocents Parish Complex

The Holy Innocents Parish Complex is located in the northwest quadrant of the Waldo Boulevard/ Menasha Avenue intersection, and consists of the parcels at 1121 N. 14th Street and 1408 Waldo Boulevard. This facility has historically and continues to serve as a religious and educational facility. The complex consists of the church, rectory, convent, school, and shrine. The aerial photo below depicts the property and the red dashed line represents the historic boundary of the resource. Appendices A and B include additional information on the location of the Holy Innocents Parish Complex.



Aerial View of the Holy Innocents Parish Complex



Church and Shrine at Holy Innocents Parish Complex

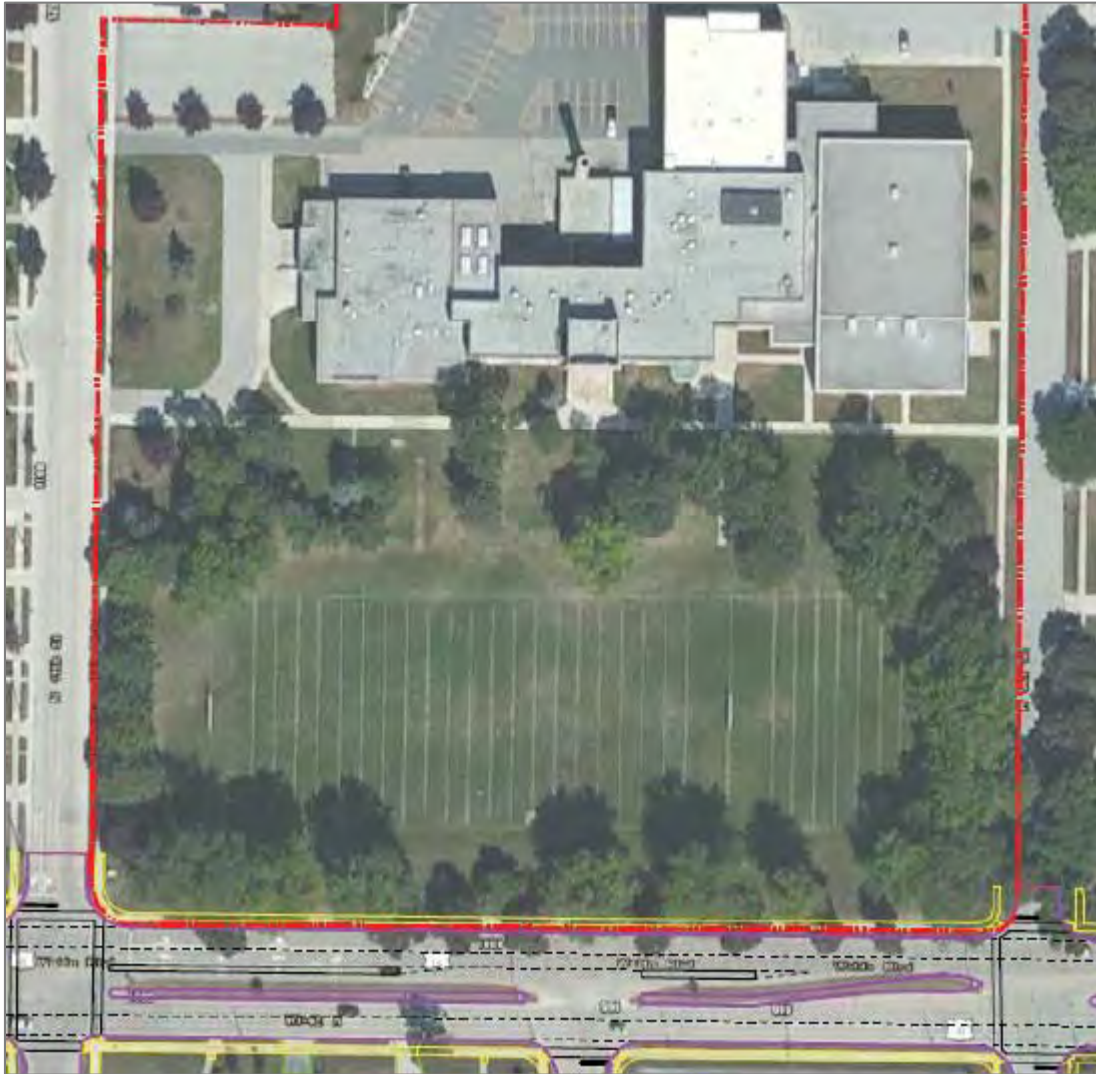
The Holy Innocents Parish Complex was determined eligible for inclusion in the National Register of Historic Places under Criterion C: Architecture as the church itself is an outstanding example of the post-WWII Neo-Gothic Revival style of architecture and the complex as a whole is a stylistically cohesive, distinctive property type (a historic church/school complex). Appendix C contains the approved DOE for the Holy Innocents Parish Complex attached to the approved project Section 106 form.

The historic boundary for the Holy Innocents Parish Complex is a four-sided polygon which corresponds to the existing back of curb line along Waldo Boulevard, Menasha Avenue, and 15th Street, and the edge of the paved schoolyard. The back of curb along Waldo Boulevard defines the southern boundary of the property. The back of curb along Menasha Avenue defines the northeastern boundary of the property.

The Holy Innocents Parish Complex is a 4(f) resource and the proposed project has a 4(f) use of this resource as it incorporates property within the historic boundary into the right-of-way which also results in an adverse effect pursuant of 36 CFR 800.5(a)(1). Section III of this document provides a detailed discussion of the 4(f) use of this resource.

Woodrow Wilson Junior High School

The Woodrow Wilson Junior High School campus is located immediately north of Waldo Boulevard between 11th and 9th Streets at 1201 N. 11th Street. The facility has historically and currently serves as an educational institution. The following aerial photo depicts the property and the historic boundary of the resource is delineated with a red dashed line. Appendices A and B include additional information on the location of Woodrow Wilson Junior High School.



Aerial View of Woodrow Wilson Junior High School



Woodrow Wilson Junior High School

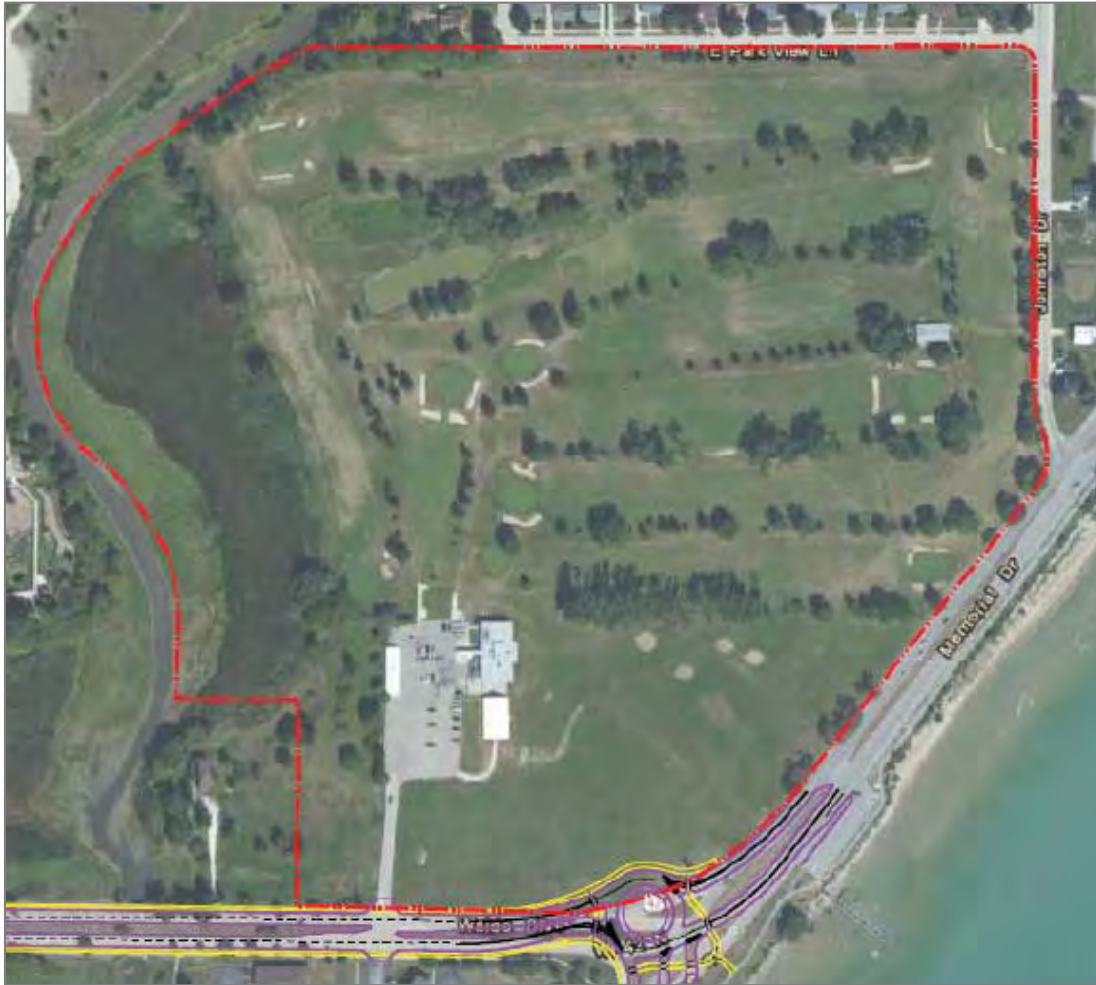
Woodrow Wilson Junior High School was determined eligible for inclusion in the National Register of Historic Places under Criterion A: History as an educational institution that has grown over the years to meeting needs of a growing population, and Criterion C: Architecture as an excellent example of the Collegiate Gothic Style. Appendix C contains the approved DOE for the Woodrow Wilson Junior High School attached to the approved project Section 106 form.

The historic boundary of Woodrow Wilson Junior High School corresponds approximately to its current legal boundary and extends to the existing back of curb along Waldo Boulevard. This delineated boundary includes the entire school building as well as the supporting exterior spaces surrounding it, including parking areas, tennis courts and, in particular, the athletic field to the south of the building. It also includes the mature trees that boarder the field along N. 9th Street, N. 11th Street and Waldo Boulevard.

Woodrow Wilson Junior High School is a 4(f) resource and the proposed project has a 4(f) use of this resource as it incorporates property within the historic boundary into the right-of-way which also results in an adverse effect pursuant of 36 CFR 800.5(a)(1). Section III of this document provides a detailed discussion of the 4(f) use of this resource.

Elks Clubhouse

The Elks Clubhouse property is located in the northwest quadrant of the Waldo Boulevard/Maritime Drive intersection at 200 E. Waldo Boulevard. The property formerly served as a social gathering place, but is currently not in use. The following aerial photo shows the property and its historic boundary outlined with a red dashed line. Appendices A and B include information on the location of the Elks Clubhouse.



Aerial View of the Elks Clubhouse



Elks Clubhouse

The Elks Clubhouse was determined eligible for inclusion in the National Register of Historic Places under Criterion C: Architecture as it is an excellent example of the International Style. Appendix C contains the approved DOE for the Elks Clubhouse attached to the approved project Section 106 form.

The historic boundary for the Elks Clubhouse is an irregular parcel that includes the clubhouse, the golf course, the undeveloped land adjacent to east bank of the Little Manitowoc River, and the lawn between the clubhouse and Waldo Boulevard. The historic boundary is the back of curb along Waldo Boulevard and Maritime Drive.

The Elks Clubhouse is a 4(f) resource and the proposed project has a 4(f) use of resource as it incorporates property within the historic boundary into the right-of-way which also results in an adverse effect pursuant of 36 CFR 800.5(a)(1). Section III of this document provides a detailed discussion of the 4(f) use of this resource.

Immanuel Lutheran Church and School

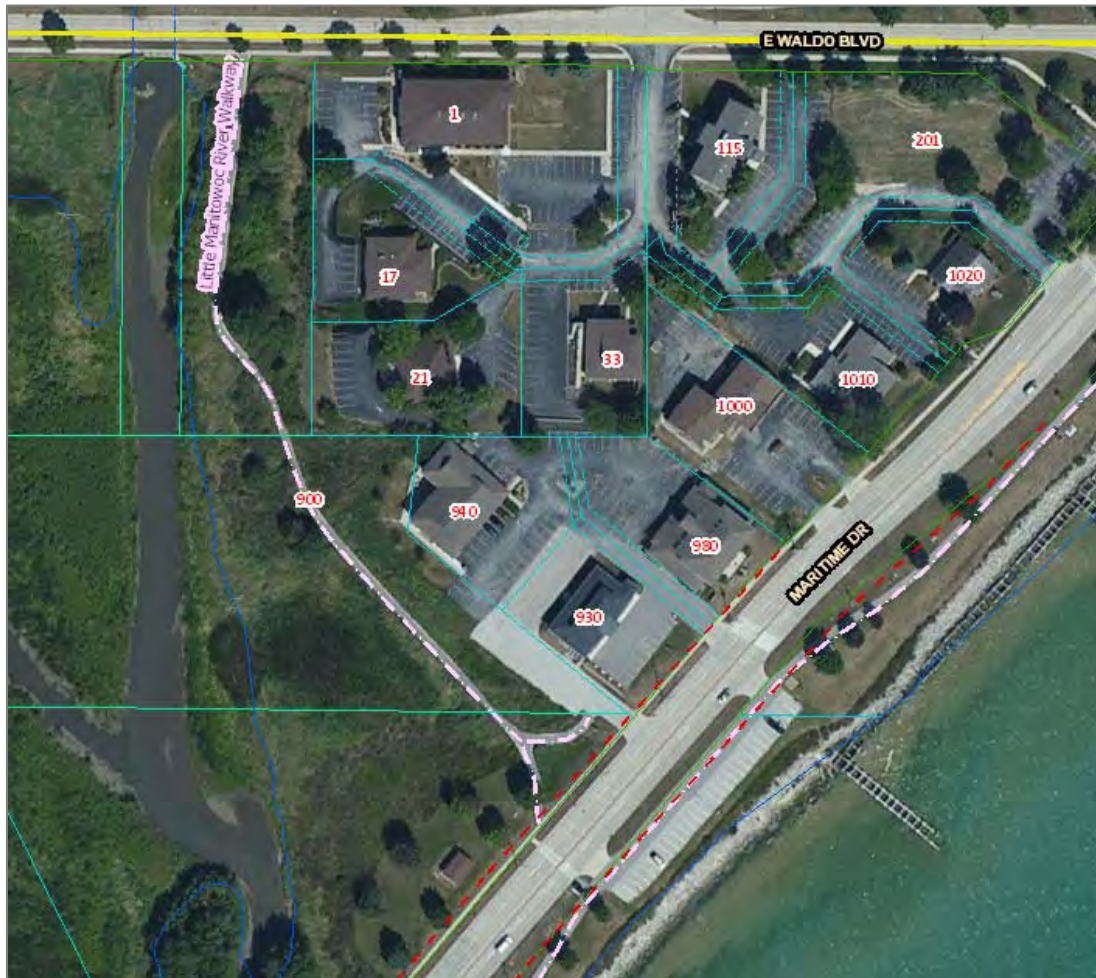
The Immanuel Lutheran Church and School is located at 916 Pine Street. The property borders the south side of Waldo Boulevard and is bounded by 9th, 10th, and Pine Streets. The aerial below and Appendices A and B provide additional detail on the location of Immanuel Lutheran Church and School. The privately owned property historically and currently serves as an education and religious institution. The Immanuel Lutheran Church and School was initially considered as a potential 4(f) resource because the property includes an outdoor recreation/playground area open for public use throughout year. However, since the facility is privately owned, it is not being considered a 4(f) resource.



Aerial View of Immanuel Lutheran Church and School

Little Manitowoc River Walkway

The Little Manitowoc River Walkway is located between the Little Manitowoc River and the office building complex in the southwest quadrant of the Waldo Boulevard/Maritime Drive intersection. The property has frontage along both Waldo Boulevard and Maritime Drive. The aerial below and Appendices A and B provide information on the location of the Little Manitowoc River Walkway. The property qualifies as a 4(f) resource because it is a publically owned park area with a multiuse path running its entire length and green space available for additional forms of outdoor recreation. The impacts to the Little Manitowoc River Walkway by the proposed project are temporary in nature and meet all conditions for temporary occupancy provided in 23 CFR 774.13(d), and as a result 4(f) protections do not apply because there is no 4(f) use of the property. Additional details pertaining to the temporary occupancy at this property are provided in the following section of this document.



Aerial View of the Little Manitowoc River Walkway

III. Description of Use and Impacts to Section 4(f) Resources

Below is a description of the anticipated use of the Section 4(f) resources resulting from the proposed action which corresponds to the preferred alternative (Alternative C). The following section of this document discusses the various alternatives studied and any potential 4(f) use associated with those alternatives.

Lincoln Boulevard Historic District

Permanent Use

- The construction of ADA compliant curb ramps will require a total of 350 square feet of fee acquisition split between the four quadrants of the Waldo Boulevard/Lincoln Boulevard intersection all of which is within the historic boundary. Fee acquisitions will be required from the following property addresses along Lincoln Boulevard: 1025, 1030, 1103 and 1104. The photo below depicts the approximate size and location of the proposed fee acquisition highlighted in yellow in the southwest quadrant of the Waldo Boulevard/Lincoln Boulevard intersection. Acquisitions in the remaining three quadrants are similar. The current proposed fee acquisition limits are shown in better detail in the proposed project plans in Appendix B.



Approximate Fee Acquisition at 1030 Lincoln Boulevard

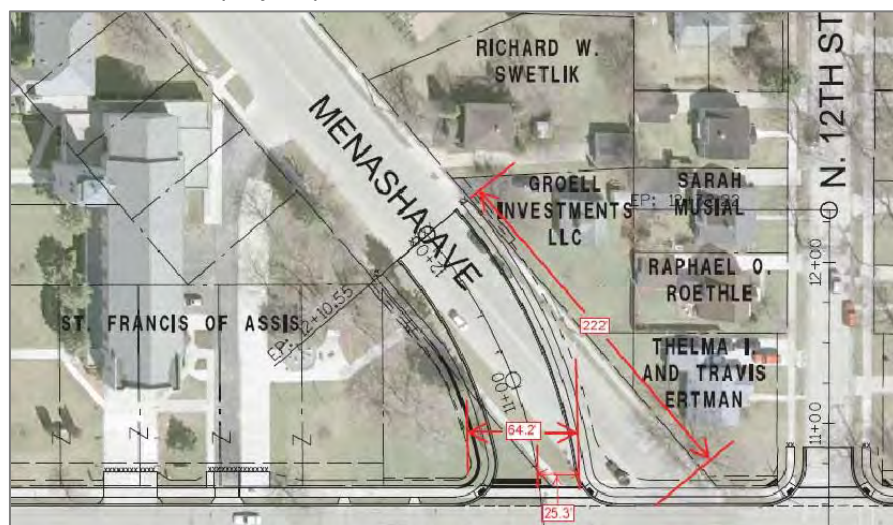
Temporary Occupancy

- The proposed sidewalk along Waldo and Lincoln Boulevards will replace the existing sidewalk in the same location. A total of approximately 4,500 square feet of temporary limited easements (TLE's) will be needed from the five properties abutting Waldo Boulevard within the Lincoln Boulevard Historic District historic boundary. The TLE's are required for grading to match from the back of the proposed sidewalk into the existing terrain. The grading operation in these areas will be relatively short in duration when compared to the overall length of the project, and the disturbed areas will be restored to a condition matching as closely as possible to that of the existing with no change in use anticipated for the lawn areas. The Wisconsin State Historic Preservation Officer (SHPO) who is the official with jurisdiction for the Lincoln Boulevard Historic District pursuant to 23 CFR 774.17, has been consulted with regarding the proposed project's adverse effect on the Lincoln Boulevard Historic District and has signed the Section 106 Memorandum of Agreement (MOA) (attached in Appendix D). As a result, the TLE and proposed work within it meet the requirements of 23 CFR 774.13(d) and do not constitute a 4(f) use.

Holy Innocents Parish Complex

Permanent Use

- The realignment of the Menasha Avenue intersection with Waldo Boulevard by shifting its approach 62.4-feet west, and to a lesser extent the construction of ADA compliant curb ramps at 14th and 15th Streets, will require fee acquisition of 3,600 square feet from the Holy Innocents Parish Complex, all of which is within the historic boundary of that resource. The graphic below depicts the proposed roadway realignment work along with the proposed limits of the fee acquisition along the west side of Menasha Avenue (heavy black line). Appendix B shows the same information in the project plans.



Menasha Avenue Realignment and Fee Acquisition

The image below provides an additional representation of where the realigned intersection is proposed in relation to Holy Innocents Parish Complex.



Proposed Back of Curb and Sidewalk at the Menasha Avenue Intersection

Temporary Occupancy

- A TLE of approximately 3,600 square feet within the resources historic boundary will be necessary to accomplish the grading associated the intersection realignment and sidewalk/access point replacement. The graded areas will be restored to match the existing lawn areas, and all vehicle and pedestrian access points will be replaced in-kind. The grading and restoration activities are anticipated to be relatively short in duration lasting less than one full construction season. SHPO, who is the official with jurisdiction for the Holy Innocents Parish Complex pursuant to 23 CFR 774.17, has been consulted regarding the proposed project's adverse effect on the Holy Innocents Parish Complex and has signed the Section 106 MOA (attached in Appendix D). As a result, the TLE and proposed work within it meet the requirements of 23 CFR 774.13(d) and do not constitute a 4(f) use.

Woodrow Wilson Junior High School

Permanent Use

- The construction of ADA compliant curb ramps at the intersections of 9th and 11th Streets with Waldo Boulevard will require a total of 220 square feet of fee acquisition split between the southeast and southwest corners of the Woodrow Wilson Junior High School property. Both fee acquisition areas are within the historic boundary of the resource. The image below displays the approximate acquisition area at the Waldo Boulevard/11th Street intersection which is similar to what is proposed at the Waldo Boulevard/9th Street intersection. The project plans in Appendix B provide a plan view of the current proposed acquisition area.



Approximate Fee Acquisition at the Waldo Boulevard/11th Street Intersection

Temporary Occupancy

- The existing sidewalk along the length of the Woodrow Wilson Junior High School property is proposed to be replaced in its existing location. Grading behind the sidewalk necessary to match existing ground will last less than a full construction season, and will require a TLE of 3,200 square feet all of which is within the historic boundary of the resource. The disturbed areas will be restored to a condition which matches as closely as possible to the existing and no change in use will be realized in those areas post construction. The official with jurisdiction for Woodrow Wilson Junior High School is the SHPO pursuant to 23 CFR 774.17, who has been consulted regarding the proposed project's adverse effect on Woodrow Wilson Junior High School and has signed the Section 106 MOA (attached in Appendix D). The TLE and proposed

work within it meet all requirements provided in 23 CFR 774.13(d) and therefore do not constitute a 4(f) use.

Elks Clubhouse

Permanent Use

- The construction of a roundabout at the Waldo Boulevard/Maritime Drive intersection requires a fee acquisition of 11,000 square feet from within the historic boundary of the Elks Clubhouse property. The following image represents an approximation of the proposed back of curb and sidewalk location. The proposed fee acquisition limits will follow closely along the outside of the proposed sidewalk. Appendix B contains a plan view of the proposed acquisition area within the project plans.



Proposed Back of Curb and Sidewalk at Elks Clubhouse (looking west)

Temporary Occupancy

- A TLE of approximately 14,000 square feet will be necessary for grading to match into the existing ground near the roundabout and behind the sidewalk to be replaced west of the Elks Clubhouse driveway, as well as for the replacement of the Elks Clubhouse driveway connection. The entire easement area encroaches into the historic boundary of the Elks Clubhouse property. The proposed work will restore the disturbed area within the temporary easement to lawn, or pavement at the driveway, matching the existing condition and causing no change in use post construction. Work in this area is anticipated to last less than a full construction season. The SHPO is the official with jurisdiction for the Elks Clubhouse pursuant to 23 CFR 774.17, has been

consulted regarding the proposed project's adverse effect on the Elks Clubhouse and signed the Section 106 MOA (attached in Appendix D). As a result, the TLE and proposed work within it meet the requirements of 23 CFR 774.13(d) and do not constitute a 4(f) use.

Little Manitowoc River Walkway

On-street bicycle accommodations requiring the roadway to be widened, a grass terrace, and sidewalk are proposed along Waldo Boulevard adjacent to the Little Manitowoc River Walkway property. As part of the proposed work the existing Little Manitowoc River Walkway will be reconnected to the proposed sidewalk and the topsoil behind the sidewalk graded and restored. This work will require a 1,330 square foot TLE and will return the property to a condition identical to the existing with no change to its use. During the reconstruction of this section of Waldo Boulevard, the multiuse path and park area will remain open for public use, with the only change in condition being temporary restricted access to the sidewalk along Waldo Boulevard while the connection from the multiuse path to the sidewalk is being removed and replaced. The restricted access to Waldo Boulevard will last less than a construction season. Greg Minikel (City of Manitowoc Engineering Division Manager) was contacted via a written letter describing the proposed work in the area and concurred with the proposed project action in a response letter dated June 1, 2015 which is included in Appendix E. As a result of the above, all of the conditions listed in 23 CFR 774.13(d) are met, and thus 4(f) protections do not apply to the Little Manitowoc River Walkway.

IV. Project Alternatives

Several project wide alternatives have been studied and considered during the preliminary design phase of this project and those are detailed below (Alternatives A – C). Beyond the large scale project alternatives, options were evaluated for specific features and/or locations throughout the reconstruction section of the proposed project. Details on those items are discussed below the main alternatives.

- Alternative A: Reconstruct Waldo Boulevard from Fleetwood Drive to 5th Street with underground storm water detention, resurface the remainder of the roadway, and improve structures.

This alternative addresses the deficiencies with the existing roadway/structures and provides for a complete urban reconstruction in the portions of Waldo Boulevard coinciding with the proposed municipal utility replacements. The overall project costs associated with this alternative as related to strictly the roadway reconstruction and resurfacing would be reduced from a complete reconstruction project as a portion of Waldo Boulevard would only be repaired and overlaid to extend its useful life where no utility or storm sewer replacements were needed. This alternative also includes improvements to area intersections, particularly at Menasha

Avenue and Maritime Drive. The proposed underground storm water storage detention facility would be located below the athletic field at Wilson Junior High School with the intent of providing relief to the area storm sewer network. Study of a detention facility in this area during the preliminary design phase of the proposed project provided that only a minor reduction in storm water related issues would be realized given that most of the issues are occurring upstream. This alternative would result in identical uses to all Section 4(f) resources as Alternatives B and C. Additionally, this alternative would result in an increased use at Woodrow Wilson Junior High School, in that construction of the underground storm water detention facility would render the athletic field unusable for approximately one full construction season and a permanent maintenance easement would be necessary post-construction.

- Alternative B: Reconstruct Waldo Boulevard from Fleetwood Drive to 300-feet west of the Little Manitowoc River, resurface the remainder of the roadway, and improve structures.

This alternative is similar in all facets to Alternative A except for the proposed construction of an underground storm water detention facility at Wilson Junior High School would be eliminated resulting in the need to replace and upsize the existing storm sewer trunk line along Waldo Boulevard from 5th Street to the outlet near the Little Manitowoc River. The additional storm sewer work would require an extension of the reconstruction limits, but allows for an adequately sized trunk line to be placed and the existing undersized system, which routes storm water below the Wilson Junior High School athletic field and to the north prior to the outlet at the Little Manitowoc River, to be bypassed. Elimination of the underground storm water detention reduces the overall project costs which are partially offset by the expanded reconstruction area. Alternative B would leave an approximately 600-foot gap between reconstruction segments resulting in discontinuity of on-street bicycle accommodations and pedestrian facilities jeopardizing the safety for those modes of transportation. Use of Section 4(f) resources as a result of this alternative would be identical to Alternatives A and C, with the exception of those uses noted specific to the underground storm water detention facility described in Alternative A.

- Alternative C: Reconstruct Waldo Boulevard from Fleetwood Drive to Maritime Drive and resurface the remainder of the roadway.

This alternative is similar to and provides identical benefits to Alternative B over Alternative A. Beyond what is proposed in Alternative B, this alternative will reconstruct approximately 600 additional feet of Waldo Boulevard from west of the Little Manitowoc River to the proposed intersection improvement at the Waldo Boulevard/Maritime Drive intersection. The project cost for this alternative exceeds that of Alternative B as additional reconstruction is proposed, however the additional work is proposed for a relatively short section of roadway and will provide greater continuity as it relates to the age of the facility and accommodations of non-motorized users. The use of Section 4(f) resources associated with this alternative have been

discussed previously in this document and are identical to the anticipated 4(f) use associated with Alternatives A and B (aside from those associated with the underground storm water detention facility in Alternative A) .

Location or Concept Specific Design Iterations

- Menasha Avenue Intersection

Several alternate designs were considered at this location with the intent of improving the deficient geometrics at the Waldo Boulevard/Menasha Avenue intersection. The concepts are shown in Appendix B.

1. Design Option 1: This concept improves the Menasha Avenue approach angle to 87 degrees with Waldo Boulevard and provides full access for the 12th Street intersection. This option also restricts full access at the Menasha Avenue intersection by eliminating the eastbound to northbound and southbound to eastbound turning movements. Menasha Avenue is a well-traveled local street with 2,100 ADT (average daily traffic) and serves as an access route to and from downtown Manitowoc. By restricting full access at this intersection existing travel patterns would be disrupted and there is a potential for safety and operational issues to result from vehicles utilizing alternate routes through adjacent residential areas to access the downtown area.
2. Design Option 2: This concept improves the Menasha Avenue side road approach angle to 87 degrees with Waldo Boulevard. This option includes restricting 12th Street access north of Waldo Boulevard, by constructing a cul-de-sac. By doing this the confusion due to closely spaced intersections of Menasha Avenue and 12th Street is eliminated. This option requires a residential relocation at the property in the northeast quadrant of the Waldo Boulevard/Menasha Avenue intersection adding additional cost to the project.
3. Design Option 3: This concept improves the Menasha Avenue approach angle to 87 degrees with Waldo Boulevard. It also restricts access for the 12th Street and 13th Street intersections. This this is the selected design iteration because this option is the most cost effective concept that allows traffic to maintain using approximately the same traffic patterns as the existing condition, while improving the safety aspects related to the intersection angle.
4. Design Option 4: This concept improves the Menasha Avenue side road approach angle, and creates a consistent Menasha Avenue roadway north and south of Waldo Boulevard. This option also requires a residential relocation in the northeast corner of the Waldo Boulevard/Menasha Avenue intersection adding additional cost to the project.

The above Options 1 – 3 all have nearly identical realignment schemes for Menasha Avenue itself which result in the same 4(f) use of the Holy Innocents Parish Complex property. Aside for the options discussed above, various design iterations were evaluated which improved the angle of intersection of Menasha Avenue with Waldo Boulevard within the desirable

range of values provided in the WisDOT FDM. Through this analysis it was determined that reducing the angle of intersection had minimal bearing on the extent of use of the Holy Innocents Parish Complex. As a result, a nearly perpendicular intersection angle, which provides the greatest increase in safety from the existing condition, is proposed at this location.

- Maritime Drive Intersection

An Intersection Control Evaluation (ICE) report was completed for the Waldo Boulevard/ Maritime Drive intersection to determine the most viable control option for the intersection. The process evaluated various control options based on the following criteria: Level of Service (LOS), safety, estimated cost to construct, operation and maintenance costs, pedestrian and bicycle accommodations, right-of-way impacts, environmental impacts, and practicality. A roundabout intersection was chosen because it is anticipated to outperform the other forms of control investigated based on those criteria. The roundabout option does however result in a significant change to the roadway footprint, require additional right-of-way, and has the highest degree of use of the Elks Clubhouse property. The alternate forms of control investigated are evaluated in the following section of this document.

- Bicycle Accommodations

The WisDOT FDM provides several options for incorporating on-street bicycle accommodations in a reconstruction project. The chosen option for Waldo Boulevard consists of a 14-foot wide outside lane with 18-inch integral curb and gutter (1-foot gutter) which represents the minimum total width for a traffic lane and bicycle accommodation. This minimum width translates into the smallest roadway footprint and least amount of roadway widening necessary to provide the accommodation. Minimizing the increase in roadway size provides a benefit when attempting to reduce or eliminate impacts to adjacent properties.

V. Avoidance Alternatives

The following avoidance alternatives were considered. Each avoidance alternative was evaluated to determine if it was both feasible and prudent. 23 CFR 774.17 defines a feasible and prudent avoidance alternative as follows:

(1) A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.

(2) An alternative is not feasible if it cannot be built as a matter of sound engineering judgement.

(3) An alternative is not prudent if:

(i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;

(ii) It results in unacceptable safety or operational problems;

(iii) After reasonable mitigation, it still causes:

(A) Severe social, economic, or environmental impacts;

(B) Severe disruption to established communities;

(C) Severe disproportionate impacts to minority or low income populations; or

(D) Severe impacts to environmental resources protected under other Federal statutes;

(iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;

(v) It causes other unique problems or unusual factors; or

(vi) It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

The applicable feasibility and prudence factors are discussed for each avoidance alternative presented below.

- **No Build Alternative**

This alternative, while it does eliminate any use of the identified 4(f) properties, is not feasible or prudent because it fails address the purpose and need of the proposed transportation improvement project along Waldo Boulevard from County R to Maritime Drive. Without improvements to the roadway and structures their condition will continue to deteriorate, storm water issues will persist, and no improvement to existing intersections will occur, all of which will result in continuing maintenance costs and jeopardize roadway user safety throughout the corridor. Similar results will be experienced if the need to repair and replace municipal utilities is not addressed. While the overall cost to construct is lower than any build alternative, the maintenance costs, which are currently estimated at \$71,400 per year, surpass any of the build alternatives.

- **No Realignment of the Menasha Avenue Intersection**

If the existing geometrics of the Menasha Avenue intersection are retained with the proposed project, any use of the Holy Innocents Parish Complex associated with the realignment would be eliminated. Allowing an intersection this far below minimum intersection angle design standards to remain in-place is a feasible alternative, but is not prudent because it does not

address the purpose and need regarding the operational issues experienced by larger vehicles during turning movements and safety issues for all motorists due to restricted intersection sight distance.

- Alternate Control Forms or No Improvement at the Waldo Boulevard/Maritime Drive Intersection

Three forms of control were investigated in the ICE Report for the Waldo Boulevard/Maritime Drive intersection including stop control, traffic signals, and a roundabout intersection. Stop control is not prudent because traffic models predict that the intersection is not anticipated to operate any better than LOS D during the design year (2036), which is operationally unacceptable. Traffic signals at the intersection are however a feasible option and would significantly reduce or eliminate any use of the Elks Clubhouse property. Traffic signals at this location are not prudent because they don't provide as significant of a safety benefit at the intersection when compared to a roundabout. A 2013 study by the University of Wisconsin Traffic Operations and Safety laboratory (UW TOPS lab) documented that roundabouts have shown a 38 percent reduction in fatal and injury crashes when compared to other intersection types. This is due to reduced vehicle operating speeds at the intersection, fewer conflict points, and less complicated decision-making required by motorists because conflicting traffic is typically only approaching from one direction. A safety benefit is also realized for bicyclists and pedestrians at roundabout intersections in that they are only required to monitor traffic from one direction prior to crossing to the next safety refuge.

Making no improvement to the intersection by retaining the existing unconventional geometrics is a feasible alternative, but not prudent as it does not address the safety issues and abnormally high crash rate at this location discussed in the purpose and need. No improvements to the existing intersect would however eliminate any use of the Elks Clubhouse property by the proposed project.

- Waldo Boulevard Typical Section

Early in the design process a typical section consisting of one through lane in each direction separated by a two way left turn lane (TWLTL) was considered. A TWLTL typical section is a feasible option because it has previously been used in WisDOT's Northeast Region on similar roadways with success. This typical section would reduce the roadway width and has the potential to reduce or eliminate use of all identified Section 4(f) resources resulting from the addition of ADA compliant curb ramps. The TWLTL option was viewed as undesirable by the City of Manitowoc officials as it would have completely changed the character of, and eliminated one of the largest defining features of the established Waldo Boulevard corridor which is the median. This option was also presented to area residents who reacted similarly to the local officials. Residents also had concerns that the reduction in through lanes would lead to operational issues as a result of reduced capacity. As a result of the resistance from local

officials and area residents, and the impacts to the existing established corridor, this alternative is not prudent and was eliminated as an alternative.

Reconstructing Waldo Boulevard as a four lane undivided roadway was not studied in depth during the design process, but it is a feasible option which would likely eliminate all permanent use at each 4(f) property associated with the construction of ADA compliant curb ramps. Since this alternative requires the removal of the median, which is a defining feature of the corridor, it is not considered prudent.

- Elimination of On-Street Bicycle Accommodations and ADA Compliant Sidewalks

Trans. 75 legislation requires on-street bicycle accommodations to be incorporated into reconstruction level improvements in all but the rarest instances when certain exceptions are met. The Waldo Boulevard project does not qualify for such exception(s) and thus eliminating the on-street accommodations is not feasible. Eliminating accommodations for bicyclists is not prudent because it would create a transportation facility which jeopardizes the safety of bicyclists who still chose to utilize the route. Exclusion of on-street bicycle accommodations from the proposed project would reduce the roadway width and eliminate the use of Section 4(f) properties that a wider roadway causes.

WisDOT FDM standards dictate that state and federally funded projects shall include ADA compliant curb ramps with detectable warning fields; therefore not including them is not a feasible option. Not including ADA compliant curb ramps would eliminate the resulting permanent use of 4(f) resources (Lincoln Boulevard Historic District, Holy Innocents Parish Complex, and Woodrow Wilson Junior High School), but the alternative is not prudent because of the reduced pedestrian safety and mobility, particularly for those with disabilities.

Beyond the direct safety implications discussed above, complete elimination of multimodal accommodations along Waldo Boulevard would be detrimental to the community. The Waldo Boulevard corridor abuts the Mariner's Trail along Lake Michigan (a multiuse path connecting Manitowoc and Two Rivers), has four schools along its length, and is located in close proximity to several area park/attraction type facilities. By eliminating adequate bicycle and pedestrian facilities, the availability of access to those features for those who cannot or chose not to travel by vehicle is diminished.

- Realignment of Waldo Boulevard

Realigning Waldo Boulevard throughout the entire corridor to avoid all 4(f) resources identified within the project limits is not feasible and prudent since the roadway corridor is already established and doing so would result in large scale impacts to the surrounding and relatively

densely populated urban community. Realigning the entire corridor also carries with it a prohibitively significant cost burden when compared to the preferred alternative.

Realigning the corridor in select locations is a feasible alternative except in the case of the Lincoln Boulevard Historic District where choosing an alternative alignment to avoid that resource would be comparable to shifting the entire corridor given the overall size of the historic district. Below is a discussion of potential spot realignment alternatives which would avoid individual 4(f) resources.

- Shifting Waldo Boulevard south between 8th and 14th Streets would eliminate permanent uses at the Holy Innocents Parish Complex and Woodrow Wilson Junior High School resulting from the addition of ADA compliant curb ramps. This alternative is not prudent because it would encroach into the establish neighborhood along the south side of Waldo Boulevard and would require fee acquisitions along that length of roadway thereby increasing the project cost significantly.
- The roundabout intersection at Waldo Boulevard/Maritime Drive could feasibly be shifted further south, thereby realigning Waldo Boulevard and eliminating use of the Elks Clubhouse property. This alternative is not prudent for several reasons. First, it would place the roadway through the existing building complex in the southwest quadrant of the intersection requiring large scale commercial relocations. The commercial relocations would affect the established community in that location and significantly increase the cost of the project. Shifting Waldo Boulevard south would also likely require a complete structure replacement over the Little Manitowoc River again increasing the cost of the project. Lastly, realignment in this location would increase the anticipated impacts to the Little Manitowoc River Walkway as well as and the wetlands adjacent to the river itself.

VI. Alternative with Least Overall Harm

No avoidance alternatives, as presented in Section V above, were determined to be both feasible and prudent. As a result, the remaining alternatives (Alternatives A, B and C), which do use 4(f) resources, were evaluated to determine which alternative results in the least overall harm. The analysis to determine the least overall harm alternative was conducted based on the following factors as required by CFR 774.3(c)(1):

(i) The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);

(ii) The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;

- (iii) The relative significance of each Section 4(f) property;*
- (iv) The views of the official(s) with jurisdiction over each Section 4(f) property;*
- (v) The degree to which each alternative meets the purpose and need for the project;*
- (vi) After reasonable mitigation, the magnitude of any adverse impacts to resource not protected by Section 4(f);*
- (vii) Substantial differences in costs among the alternatives.*

The evaluation to determine the alternative with least overall harm identified the following key elements which differentiate Alternatives A, B and C. The severity of harm to Section 4(f) resources resulting from Alternatives B and C are essentially the same, and less than that caused by Alternative A. Alternative A accounts for the most significant use of 4(f) resources due to the underground storm water detention facility which requires the closure of the Woodrow Wilson Junior High School athletic field during construction and a permanent easement for maintenance of the facility post construction. While projected costs for Alternative C will likely be greater when compared to Alternative B, the increase in both cost to construct and for the additional strip TLE required for Alternative C is anticipated to be relatively insignificant in comparison to the overall proposed project costs. Alternative C does however satisfy the purpose and need to a greater extent than does Alternative B particularly as it pertains to multi-modal accommodations and overall safety for non-motorized users. As a result, this evaluation concluded that Alternative C represents the alternative with least overall harm.

VII. Measures to Minimize and Mitigate Harm

The design features incorporated into the proposed project with the intent of minimizing use of 4(f) properties include utilizing an on-street bicycle accommodation which requires the minimum roadway width and using less than desirable terrace widths between the roadway curb & gutter and sidewalk. Both of these elements allow the proposed sidewalk to be placed in the same location as the existing. With the existing right-of-way located typically 8-inches behind the back of proposed sidewalk, even minor widening of the roadway and/or terrace would require fee acquisitions for sidewalk construction throughout the project. In addition to increased cost, additional fee acquisitions along the Waldo Boulevard frontage would have a direct result of increased permanent 4(f) use at each of the identified resources.

To mitigate unavoidable impacts to historic resources WisDOT consulted with the SHPO, City of Manitowoc, Manitowoc County Historical Society, residents throughout the project corridor, including owners/representatives of the affected properties to determine the appropriate mitigation measure(s) for adverse effects caused by the proposed project. An abbreviated description of the chosen mitigation

measures for each resource are described below and documented in their entirety in the Section 106 MOA in Appendix D. No additional mitigation measures (4(f) specific) were identified beyond what is currently being proposed for Section 106 mitigation.

Lincoln Boulevard Historic District:

- National Register of Historic Places Nomination
 - WisDOT or its agent will complete a National Register nomination for the Lincoln Boulevard Historic District if the majority of the property owners in the Lincoln Boulevard Historic District do not oppose listing the district in the National Register. The cost of this stipulation will be funded by WisDOT.

Holy Innocents Parish Complex:

- Determination of Eligibility – Sister Resource
 - Within one (1) year of the MOA execution and before project letting, WisDOT or its agent will complete a Determination of Eligibility for St. Andrew's Church (currently named St. Francis of Assisi Parish Grand Worship Site; 1416 Grand Avenue, City of Manitowoc), a sister resource to Holy Innocents Church. The cost of this stipulation will be funded by WisDOT.

Woodrow Wilson Junior High School:

- Survey of Public Schools
 - Within one (1) year of the MOA execution and before project letting, WisDOT or its agent will complete a survey of all extant public and vocational schools in the City of Manitowoc. The cost of this stipulation will be funded by WisDOT.
- Vegetative Replacement and Screening
 - Within sixty (60) days of the MOA execution and before project letting, WisDOT or its agent will contact the property owner to determine an appropriate tree replacement plan to be contained entirely on the landowners' property. The landowner will be provided an opportunity to comment on the resulting formalized replacement plan developed by WisDOT or its agent. The cost of this stipulation will be funded by WisDOT.

Elks Clubhouse

- National Register of Historic Places Nomination
 - WisDOT or its agent will complete a National Register nomination for the Elks Clubhouse if the property owner does not oppose listing the property in the National Register. If the property owner does oppose listing the property in the National Register, WisDOT or its agent will consult with SHPO and the property owner to determine an alternate mitigation measure. The cost of this stipulation will be funded by WisDOT.

VIII. Coordination

FHWA and WisDOT have coordinated with SHPO, City of Manitowoc, Manitowoc County, Manitowoc County Historical Society, Manitowoc Public School District, residents/property owners throughout the project corridor, and affected property owners. Summaries of the correspondence to date are provided below, and Appendix E contains copies of meeting minutes and other forms of correspondence.

1. Public Involvement Meeting (PIM) #1 was held November 1, 2012 at the Manitowoc City Hall Council Chambers. All property owners along the project corridor were invited and approximately 78 individuals attended the PIM. Comments received at or following the meeting included:
 - a. The TWLTL typical section option was not accepted for a multitude of reasons.
 - b. Minor resistance to the inclusion of roundabouts in the proposed project was given.
 - c. Concern was voiced for bicyclist safety if they were to use the proposed on-street bicycle accommodations along Waldo Boulevard due to traffic volumes and vehicle operating speeds.
 - d. The need for providing on-street bicycle accommodations was questioned.
 - e. No comments were given for impacts to 4(f) resources.
2. Public Involvement Meeting #2 was held September 11, 2014 at the Manitowoc City Hall Council Chambers. All property owners along the project corridor were invited and approximately 64 individuals attended the PIM. Comments received at or following the meeting included:
 - a. Suggestions and conflicts for the chosen design alternative at the Waldo Boulevard/Menasha Avenue intersection were provided. During discussion on this topic no comments were received about concern for impacts to the Holy Innocents Parish Complex.
 - b. The need for providing on-street bicycle accommodations was questioned again.
 - c. Discussions regarding design/project specific issues were held (use of retaining walls, storm water issues, turn lane configuration, etc.).
 - d. No comments were given for impacts to 4(f) resources.
3. Coordination with local units of government has occurred throughout the design process as they have been included in project design meetings (kickoff, plan review, etc.), local official meetings (August 25, 2014), and a utility coordination meeting (March 6, 2012). Officials from the City of Manitowoc also participated in the Consultation Meeting (February 18, 2015). Throughout the coordination process, local officials have provided beneficial local insight into the corridor, and details on municipal utility improvements. A letter was also sent to Greg Minikel (City of Manitowoc Engineering Division Manager) requesting information and concurrence with the proposed project and its resulting impacts to the Little Manitowoc River Walkway. Greg Minikel provided concurrence in a letter dated June 1, 2015.
4. A letter was mailed to the Manitowoc County Historical Society March 20, 2013 requesting input or concerns with the proposed project. No response was received. Members of the project

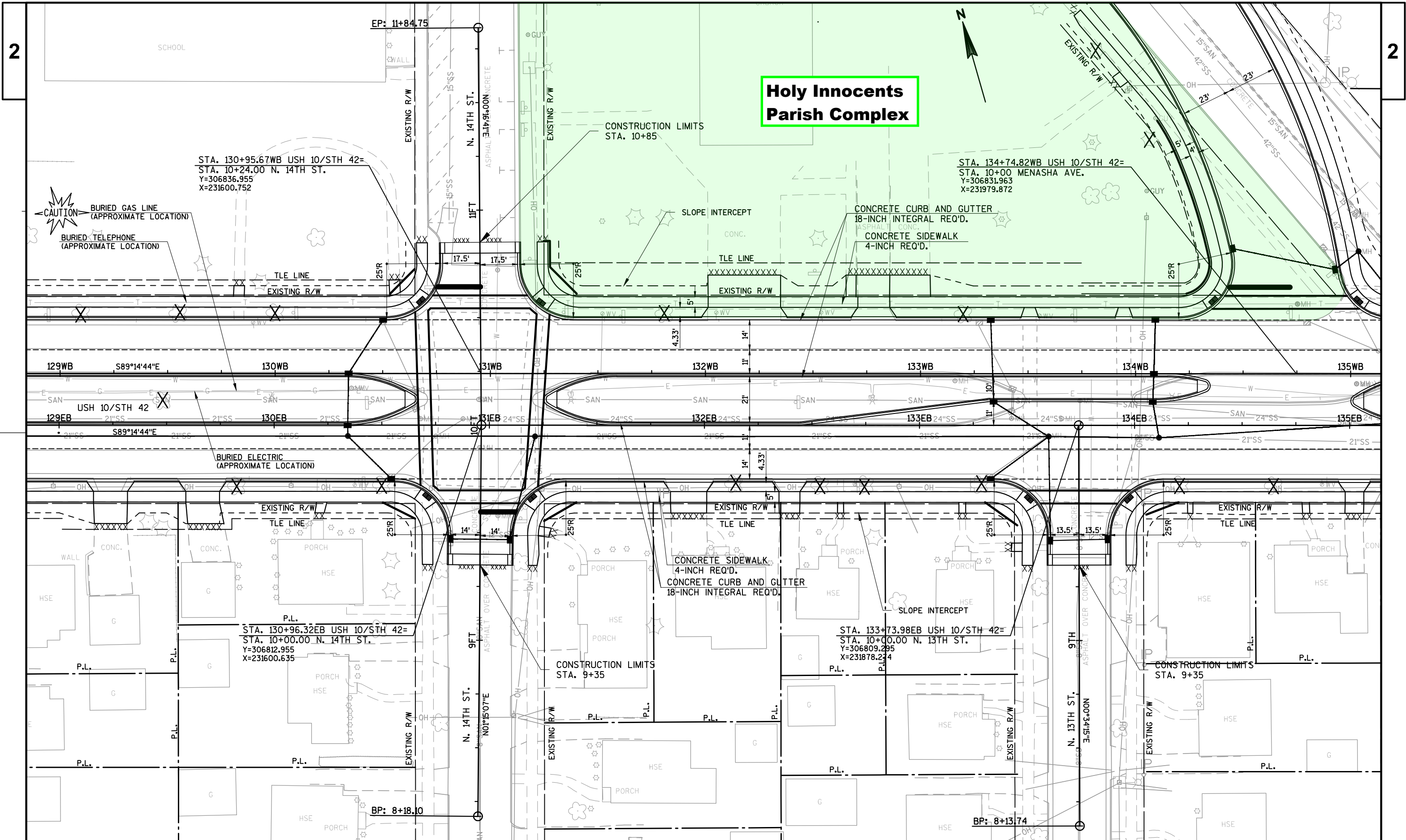
team visited the Manitowoc County Historical society, and the staff members available provided no comments regarding any historical resources within the project corridor.

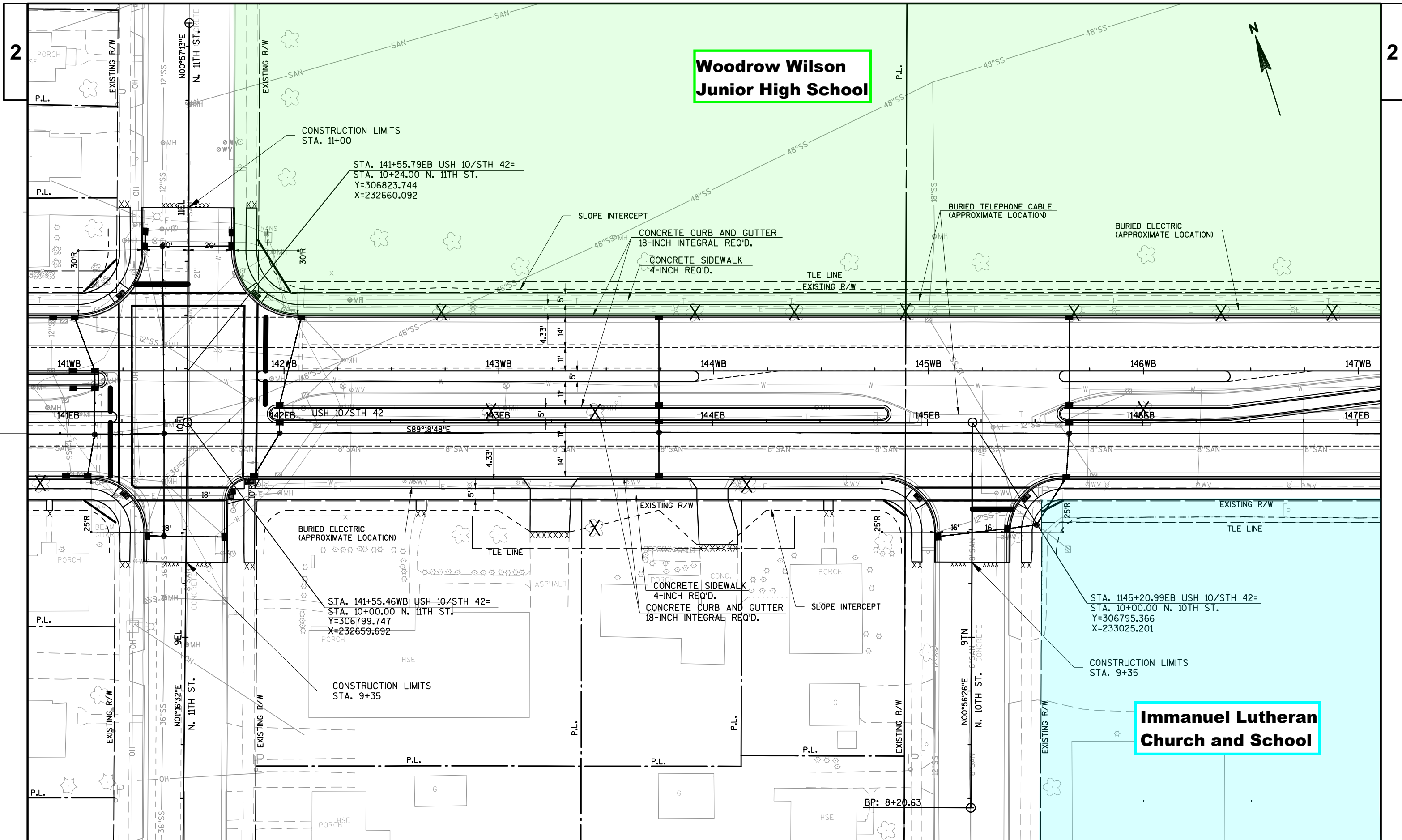
5. A consultation meeting was held on February 18, 2015. Attendance (in person or via teleconference) included the current owners of one property within the Lincoln Boulevard Historic District (Barbara and Horst Abel), representatives from Holy Innocents Parish Complex (Mike Miller and Linda Bender), representatives from the City of Manitowoc, WisDOT (Project Team and Cultural Resources), Ayres Associates (Design Consultant), and Cultural Resource Management UW Milwaukee (Cultural Resources Sub consultant). The Manitowoc County Historical Society, SHPO and FHWA were invited but did not attend. Similarly, all of those residing in the Lincoln Boulevard Historic district (aside from those mentioned above), representatives from Woodrow Wilson Junior High School and Red Arrow (current owners of Elks Clubhouse Property) were invited, but did not attend the consultation meeting. At the meeting the proposed design was presented, the Section 106 process discussed, and an overview of affected properties and anticipated impacts was provided, and potential mitigation measures for impacts were discussed. The following comments were provided by those attending the consultation meeting:
 - a. Barbara Abel expressed concern with removal of the existing trees throughout the corridor, including along Lincoln Boulevard, and the loss of canopy which would result. The project team explained that removal of the existing trees was necessary to complete the proposed work, and agreed to investigate ways to minimize the number of trees impacted. Replacement of trees lost was also discussed as a means of potential mitigation. The City of Manitowoc holds final decision to replace trees in the median.
 - b. Barbara Abel questioned why a wide outside lane for bicycle accommodations was proposed, citing that cyclists would not use the accommodation due to the existing large truck traffic and availability of the sidewalk off of the roadway. WisDOT staff responded that the on-street bicycle accommodations were part of federal and state requirements for a reconstruction level improvement.
 - c. Barbara Abel asked why the overhead utilities would not be buried with the project. It was explained by WisDOT and City of Manitowoc representatives that the utilities are a local issue outside the scope of the roadway project, and also cited the cost for the City of Manitowoc and affected residents to complete this.
 - d. Mike Miller relayed that the Pastor of St. Francis of Assisi (Holy Innocents) was not content with the realignment of Menasha Avenue as designed because he felt that it would lead to vehicles turning on 12th Street and then onto Menasha Avenue south of Waldo Boulevard, as opposed to of staying on Waldo Boulevard up to 11th Street, which he viewed as a safety concern. The various design alternatives at the intersection were discussed by the project team along with the decision making process which arrived at the current design.
6. Following the February 18, 2015 consultation meeting the project team contacted several of the consulting parties to complete the follow up actions discussed at the meeting.

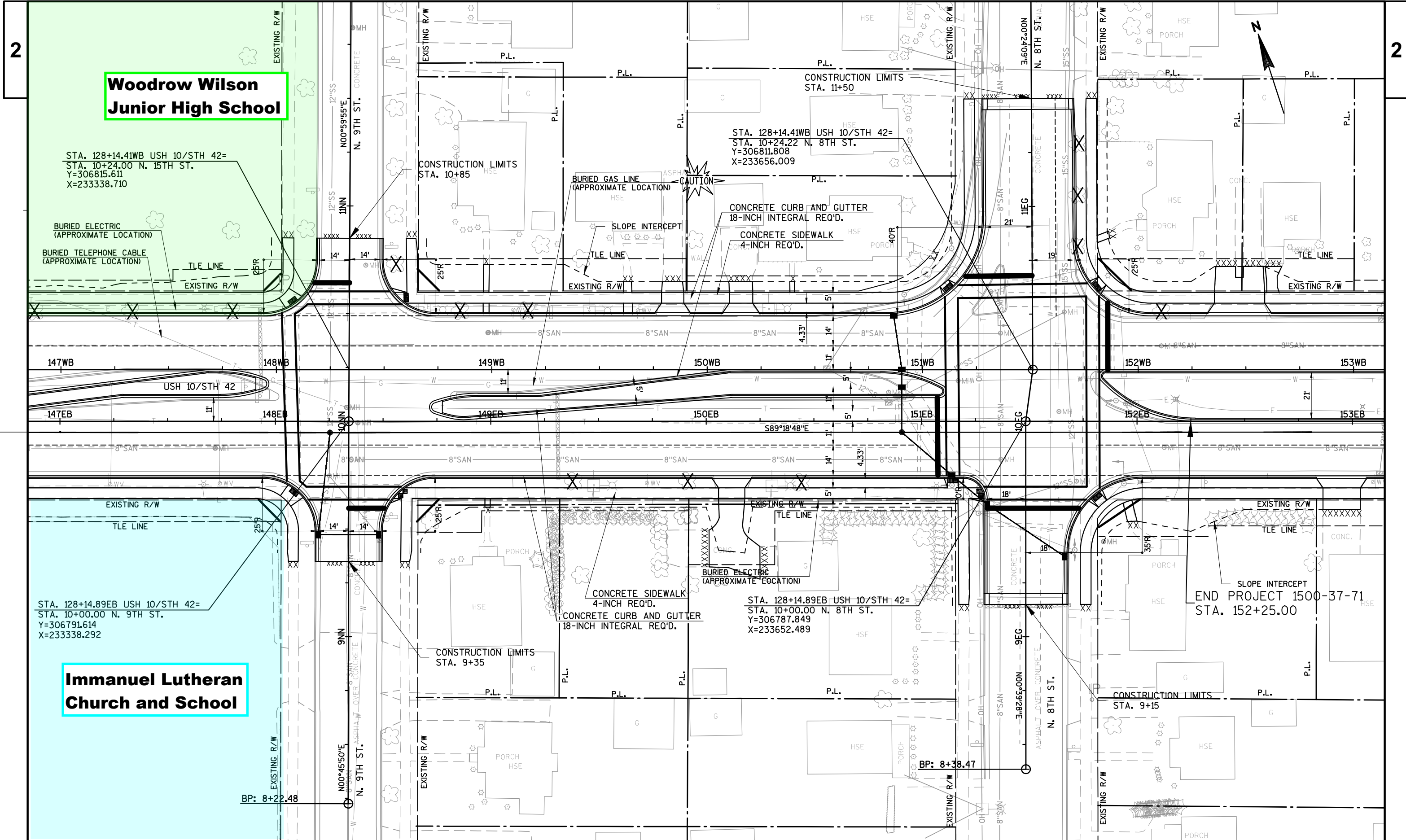
- a. Representatives from the Holy Innocents Parish Complex indicated on March 11, 2015 that they were not currently interested in pursuing NHRP designation, but that it might be an option for the future.
 - b. Representatives from the Manitowoc Public School District indicated that they did not have concerns with the proposed project and did not feel that the project would have a detrimental impact on the property on March 8, 2015.
 - c. On March 11, 2015 representatives from Red Arrow (current owner of the Elks Clubhouse) requested a digital copy of the Draft Documentation for Consultation for review and would send any questions or comments after the review. To date no comments have been received.
 - d. The Manitowoc County Historical Society responded that they had not concern with the proposed project in an email on March 12, 2015.
7. On January 11, 2016 the United States Department of the Interior provided a letter in response to the Draft 4(f) Evaluation. The department would concur with the FHWA and WisDOT on a determination of no feasible or prudent alternative to the preferred alternative. The department is withholding its concurrence with the measures to minimize harm to the historic properties until all parties have agreed to the mitigation measures and have signed the Section 106 MOA. The Final signed MOA has been sent to the DOI to fulfill this requirement.
 8. On January 26, 2016 the Advisory Council on Historic Preservation (ACHP) provided a letter in response to the notification of adverse effect. ACHP concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases* (36 CFR Part 800), does not apply to this undertaking. The Final signed MOA has been sent to the ACHP to fulfill requirements under section 106 of the National Historic Preservation Act.

IX. Section 4(f) Finding

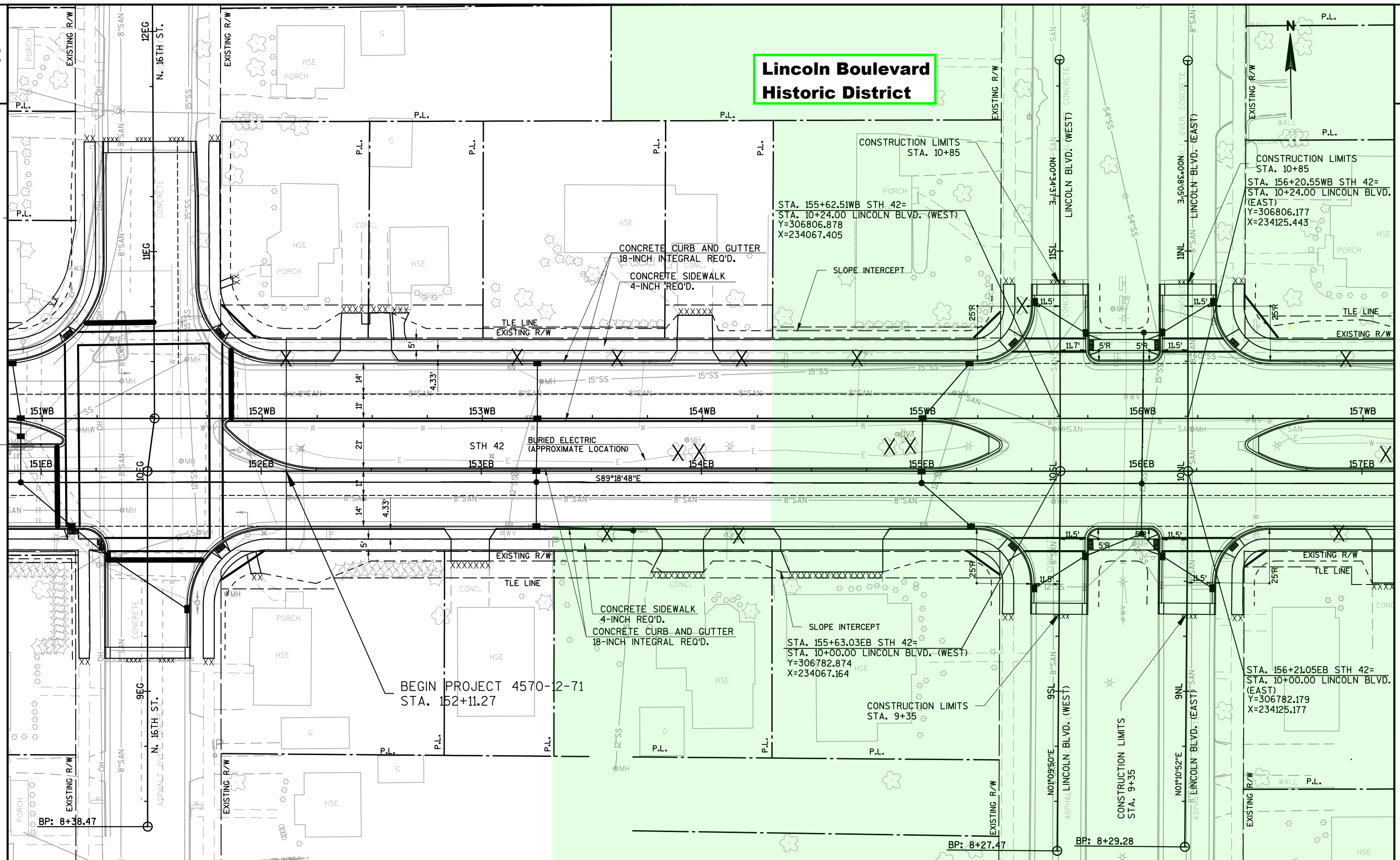
Based on the above considerations, FHWA has determined there is no feasible and prudent alternative to the use of the Section 4(f) resources discussed in this document. Furthermore, the proposed action includes all possible planning to minimize harm to the Section 4(f) resources resulting from such use.







Lincoln Boulevard Historic District

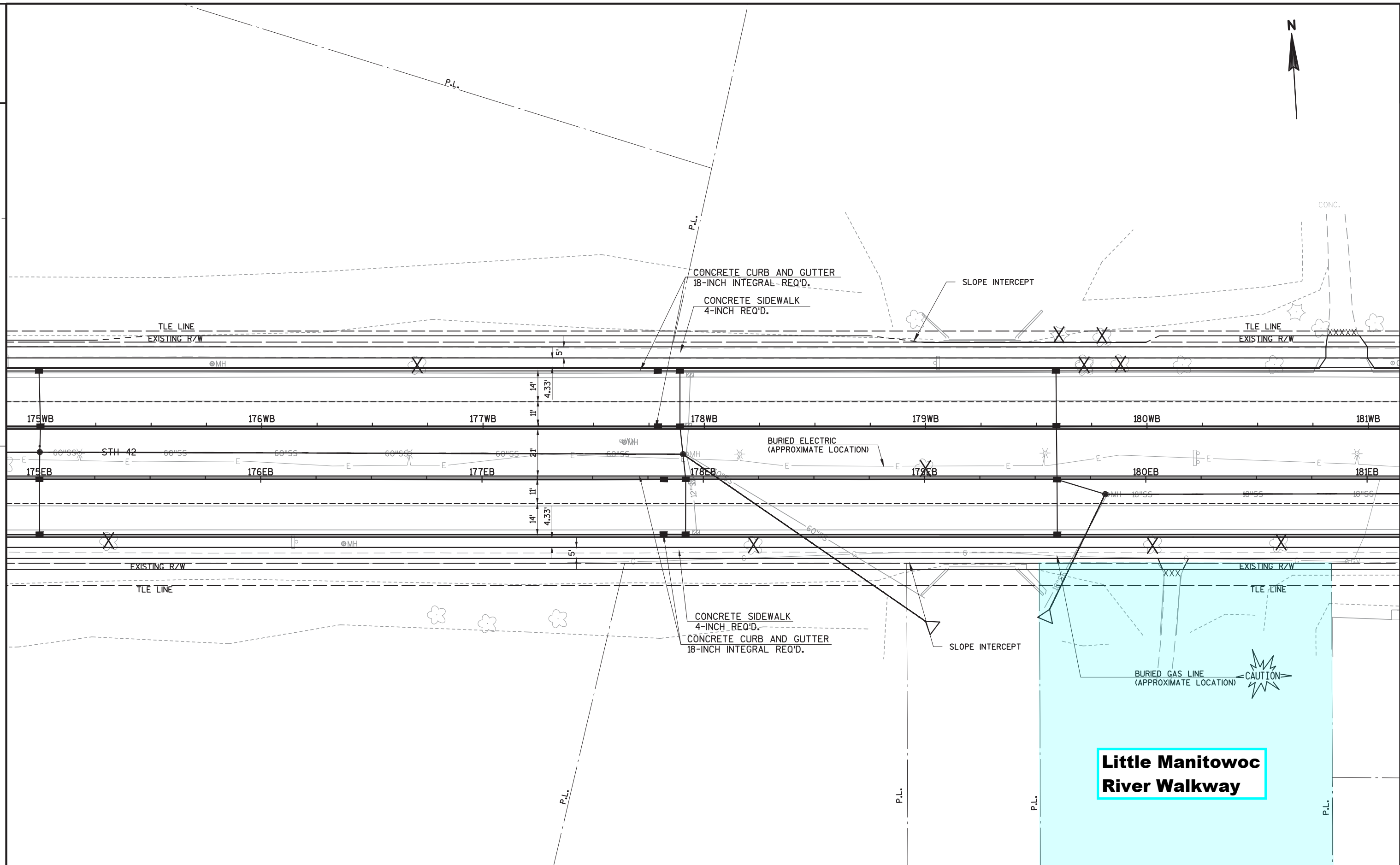


Lincoln Boulevard Historic District



2

2



PROJECT NO: 4570-12-71

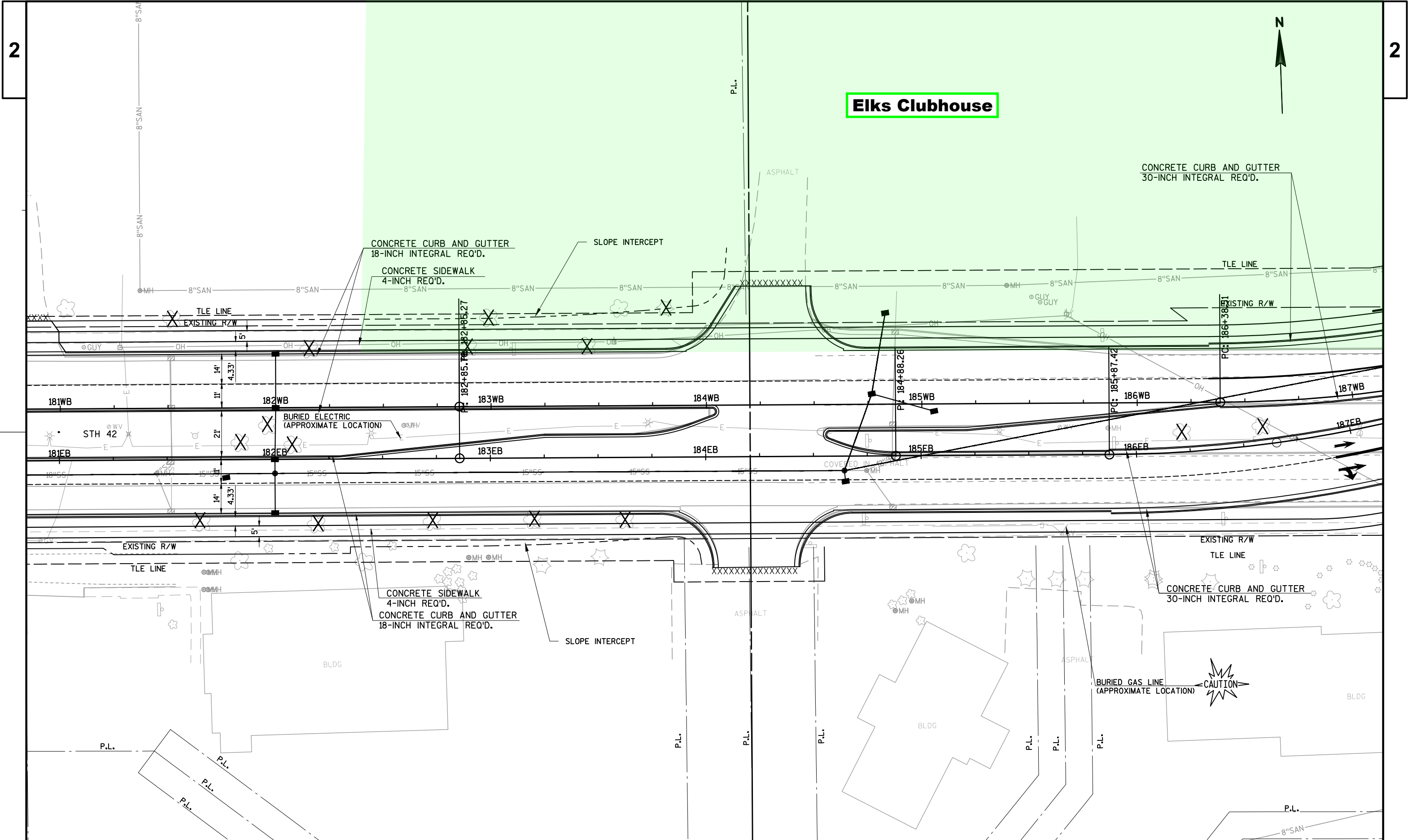
HWY:STH 42

COUNTY: MANITOWOC

PLAN DETAIL

SHEET

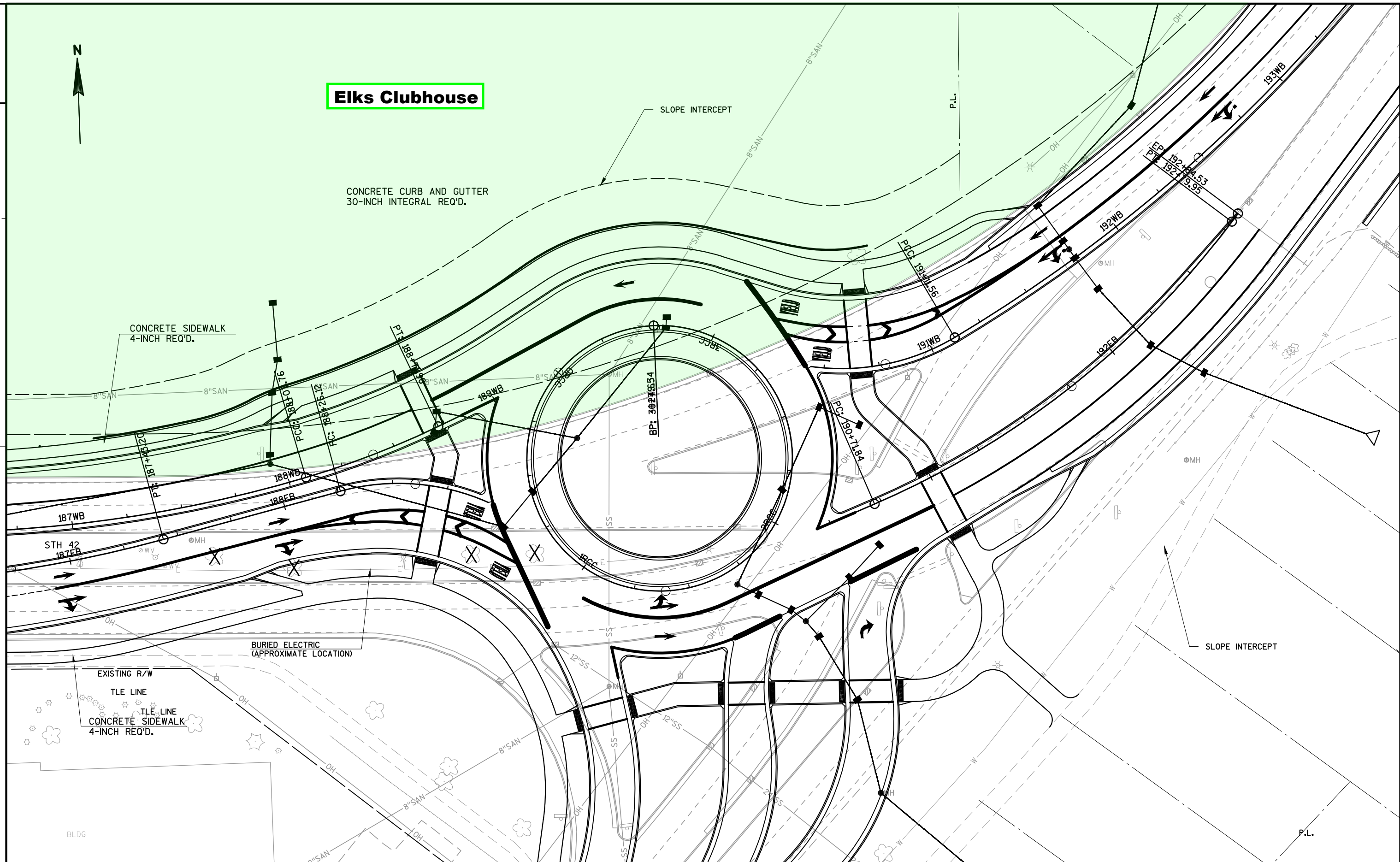
E



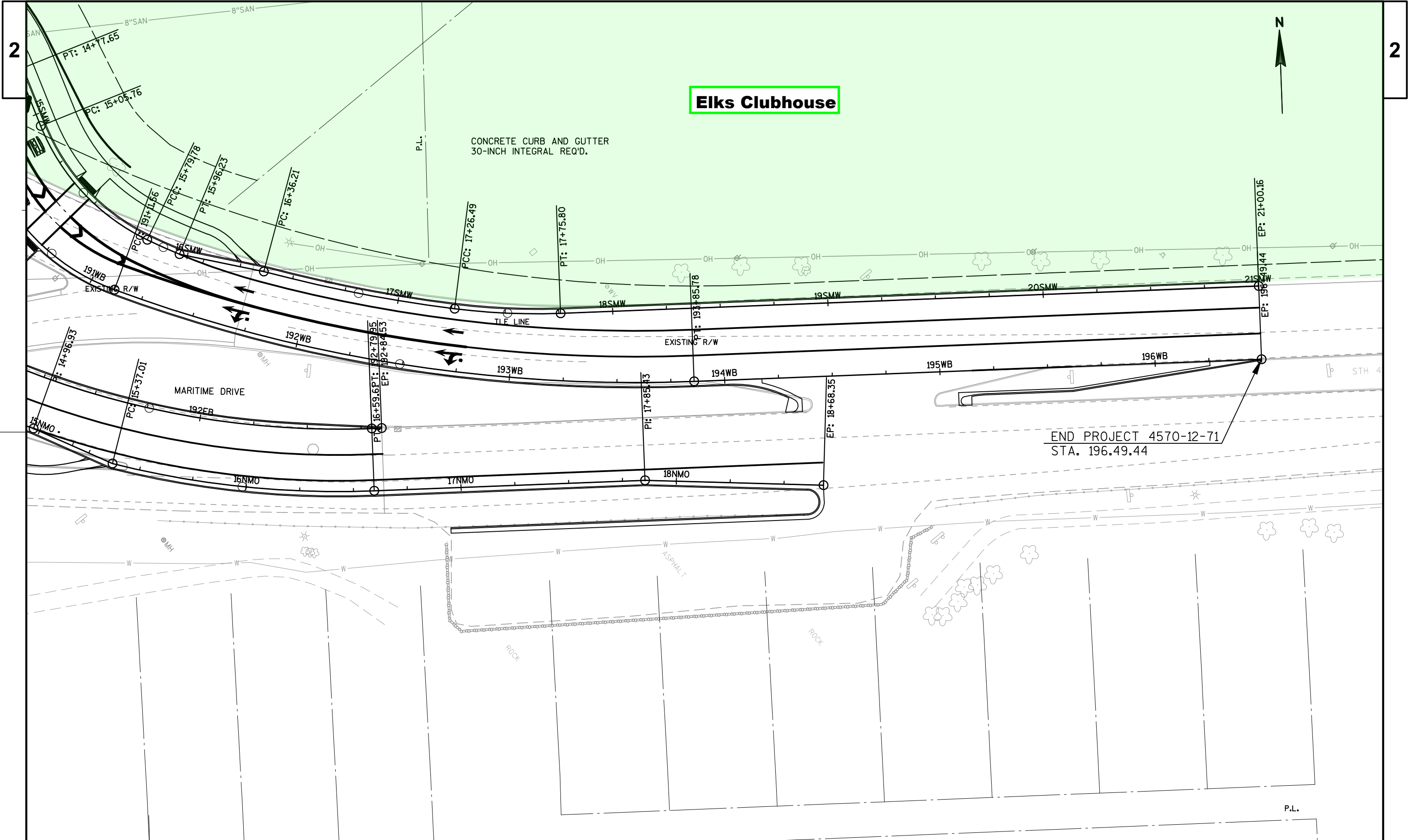
2

2

Elks Clubhouse



PROJECT NO: 4570-12-71	HWY: STH 42	COUNTY: MANITOWOC	PLAN DETAIL	SHEET	E
------------------------	-------------	-------------------	-------------	-------	---

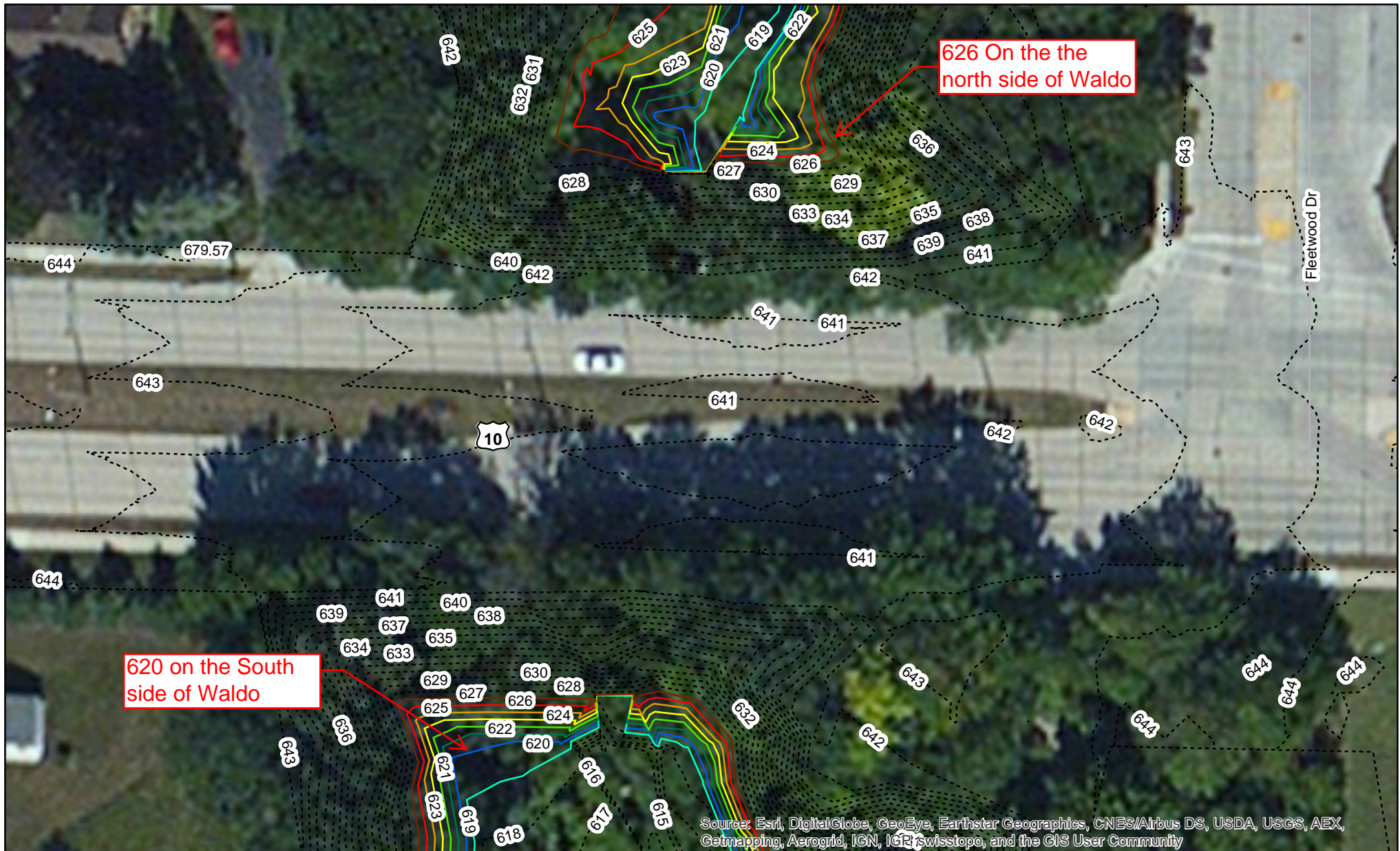


PROJECT NO: 4570-12-71	HWY: STH 42	COUNTY: MANITOWOC	PLAN DETAIL	SHEET	E
------------------------	-------------	-------------------	-------------	-------	---

Appendix 18

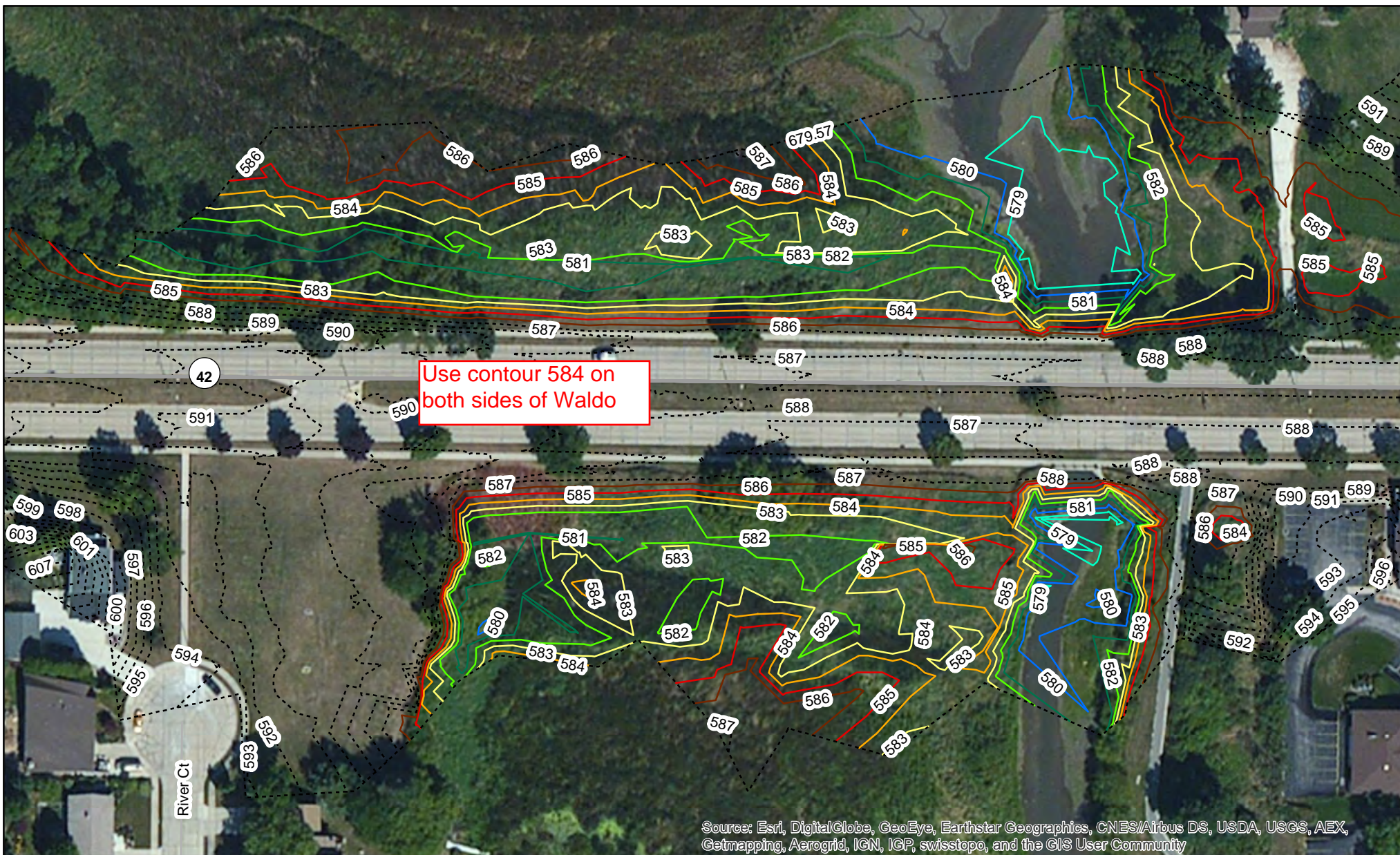
Wetland Delineation and Anticipated Impacts

Existing wetlands (Riparian Forested (RPF)) immediately west of the
Waldo Boulevard/Fleetwood Drive intersection - June 2015.



0 50 100 200 Feet

Existing wetlands (Shallow Marsh (SM)) at the Little Manitowoc River - June 2015.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

