

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation
DT2094 12/2013

BASIC SHEET 1 – PROJECT SUMMARY

Project ID 3050-02-02	Project Termini McKay Way to WIS 89 (Monroe Street)	Funding Sources (<i>check all that apply</i>) <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Local								
Construction ID 3050-02-72		Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. \$3,000,000								
WIS Route Designation (<i>if applicable</i>) WIS 19 National Highway System (NHS) Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Nearest Community City of Waterloo	Real Estate Acquisition Portion of Estimated Cost (YOE) \$50,000								
Project Title Sun Prairie - Watertown	Section / Township / Range Section 5,6,7, & 8/ T-8-N/ R-13-E	Utility Relocation Portion of Estimated Cost (YOE) \$110,000								
County Jefferson		<table border="1"> <thead> <tr> <th>Right of Way Acquisition</th> <th>Acres</th> </tr> </thead> <tbody> <tr> <td>Fee</td> <td>0.25</td> </tr> <tr> <td>TLE</td> <td>1.00</td> </tr> <tr> <td>PLE</td> <td>0.00</td> </tr> </tbody> </table>	Right of Way Acquisition	Acres	Fee	0.25	TLE	1.00	PLE	0.00
Right of Way Acquisition	Acres									
Fee	0.25									
TLE	1.00									
PLE	0.00									
Bridge Number(s) (<i>if applicable</i>) B-28-0072, B-28-0077, B-28-0104, B-28-0466	Scheduled start date – m/d/yyyy (Operational Planning Meeting (OPM) or Scoping Meeting) 3/7/2013									

Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural	WisDOT Project Classification (FDM 3-5-2)	
Freeway/Expressway	<input type="checkbox"/>	<input type="checkbox"/>	Resurfacing	<input checked="" type="checkbox"/>
Principal Arterial	<input type="checkbox"/>	<input type="checkbox"/>	Pavement Replacement	<input type="checkbox"/>
Minor Arterial	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Reconditioning	<input type="checkbox"/>
Major Collector	<input type="checkbox"/>	<input type="checkbox"/>	Expansion	<input type="checkbox"/>
Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>	Bridge Rehabilitation	<input type="checkbox"/>
Collector	<input type="checkbox"/>	<input type="checkbox"/>	Bridge Replacement	<input checked="" type="checkbox"/>
Local	<input type="checkbox"/>	<input type="checkbox"/>	"Majors" Project (there are both state and federal majors)	<input type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<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 Categorical Exclusion (CE), Draft Type 2c/WisDOT Draft Environmental Report (ER).
No significant impacts indicated by initial assessment.

☒ FHWA Final Categorical Exclusion (CE), Type 2c/WisDOT Final Environmental Report (ER). **No significant impacts will occur.**

☐ FHWA Environmental Assessment (EA), Type 3/WisDOT Environmental Assessment (EA). **No significant impacts indicated by initial assessment.**

(Signature – Company/Organization) (Date – m/d/yy) (Title) (Signature – Director, Bureau of Technical Services) (Date – m/d/yy)
 12/18/14 Project Manager 2/16/15
 (Signature – Company/Organization) (Date – m/d/yy) (Title) (Signature) (Date – m/d/yy) (Title)
 12/18/14 SUPERVISOR 4/7/2015 Final EIR
☒ Region ☐ Aeronautics ☐ Rails & Harbors ☒ FHWA ☐ FAA ☐ FTA ☐ FRA

After reviewing and addressing substantive public comments, updating the Environmental Assessment (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 Categorical Exclusion / Final Environmental Report.
☐ Will NOT significantly affect the quality of the human environment. This document is a Finding of No Significant Impact (FONSI).
☐ Has potential to significantly affect the quality of the human environment. Draft Environmental Impact Statement (EIS) required.

PREPARER

(Signature – Company/Organization) (Date – m/d/yy) (Title) (Signature – Director, Bureau of Technical Services) (Date – m/d/yy)
 (Signature – Company/Organization) (Date – m/d/yy) (Title) (Signature) (Date – m/d/yy) (Title)
☐ Region ☐ Aeronautics ☐ Rails & Harbors ☐ FHWA ☐ FAA ☐ FTA ☐ FRA

BASIC SHEET 2 – PURPOSE AND NEED

1. Purpose and Need**Existing Facility:**

Wisconsin State Highway (WIS) 19 is classified as a Rural Minor Arterial, which is a two-lane roadway that connects places with populations of less than or equal to 5,000 people to urban centers with larger populations as part of an integrated interstate and intercounty service. WIS 19 is not on the National Highway System (NHS), but is a state Long Truck Route.

Within the city limits of Waterloo, WIS 19 (Madison Street) is an urban two lane highway that carries an annual average daily traffic (AADT) volume of 7400 vehicles per day within the limits of the proposed scope of work (0.833 miles). 13.9% of the AADT volume is truck traffic. These are typical volumes for a roadway this size.

WIS 19 from McKay Way to WIS 89 (Monroe Street) has varying roadway, sidewalk and bike accommodation widths. The western portion of the project limits from McKay Way to bridge B-28-466 (spanning the Mauneshia River) features twelve foot travel lanes, four foot bike lanes, curb and gutter, and a four foot sidewalk on the west side of the roadway. The center portion of the project from bridge B-28-466 to S. Jackson Street features twelve foot travel lanes, one to six foot bike accommodations, curb and gutter, and four foot sidewalks on both sides of the roadway. The eastern portion of the project limits extends from S. Jackson Street to WIS 89 (Monroe Street) features twelve foot travel lanes, twelve to sixteen foot parking lanes, curb and gutter, and five foot sidewalks. See Appendix: A - Project Location Map, and Appendix: C - Typical Sections.

Purpose:

The purpose of the project is to address the existing pavement structure, storm water utility, street lighting and bridge B-28-466 crossing the Mauneshia River. The project will also standardize the varying roadway widths, provide safe bike and sidewalk accommodations and make intersections improvements for large truck traffic. In addition, the City of Waterloo is proposing to replace underlying sanitary sewer and water main utilities within the project limits.

Need:**Roadway Deficiencies:****WIS 19 (McKay Way to Bridge Structure B-28-466)**

The underlying pavement structure was constructed in the 1930's and the pavement and associated features are at the end of their service life. The asphalt surface overlay had a high degree of cracking and rutting, resulting in increased maintenance needs. The condition of the existing pavement warranted an overlay project in 2013 to extend the life of the pavement until a more substantial repair could be made including subgrade improvements. Bridge B-28-072 was replaced in 1989 and is in good condition. No improvement activities will take place on Bridge B-28-072

Bridge Structure B-28-466:

The existing Bridge Structure B-28-466 over the Mauneshia River between Minnetonka Way and Van Buren Street was originally built in 1938 and has cracks in the girders, abutment, and concrete railing. There is delamination of the underside of the deck with exposed rebar. Due to the age and extent of deterioration, the existing bridge is beyond serviceable repair.

WIS 19 (Bridge Structures B-28-466 to B-28-077)

The underlying pavement structure, located between the above referenced bridge structures, was built in the 1930's and has since been overlaid with asphalt pavement. The asphalt surface had a high degree of cracking, rutting, and potholing, resulting in increased maintenance needs, primarily patching and pothole filling. The high degree of patching required warranted an overlay project in 2013 for the majority of this segment to extend the life of the pavement until the roadway can be reconstructed. The roadway pavement structure needs to be replaced. Bridges B-28-077 and B-28-104 were replaced in 1993 and 2001 respectively. Bridges B-28-077 and B-28-104 are both in good condition and no improvement activities will take place on either bridge.

Transportation Demand:

The central segment of the project from east of Bridge (B-28-466) to the Jackson Street intersection does not have proper accommodations for bicycles. Currently no sidewalk exists on the south side of STH 19 between Palmer Street and VanBuren Street. The sidewalk throughout the project varies in width and some areas in poor condition. Sections of the sidewalk and curb ramps do not meet the American Disability Act (ADA) accessibility requirements and need to be reconstructed to current standards.

Transportation Demand/Safety:

The intersection of WIS 19 (Madison Street) and WIS 89 (Monroe Street) does not properly accommodate large truck turning movements. Currently large trucks encroach into opposing traffic lanes to complete their turning movements. Some of these maneuvers create safety concerns. The intersection needs to be reconstructed to meet current design standards for accommodating the truck turning movements and the associated safety concerns.

2. Summary of Alternatives

Alternative 1 - No-build Alternative:

This alternative makes no changes to the existing roadway, except for routine maintenance such as pavement patching and crack filling. The failing condition of the underlying pavement structure may increase the frequency and quantity of maintenance required. This alternative would have the lowest initial cost, but a higher long term cost without any improvement to the quality or safety of the roadway. This alternative does not meet any of the project needs.

Alternative 2 - Mill and Overlay:

This alternative includes resurfacing 0.833 miles of WIS 19 (Madison Street) west of the City of Waterloo beginning just east of McKay Way and extending east through the intersection of WIS 19 (Madison Street) and WIS 89 (Monroe Street). The resurfacing will include milling 3 inches of existing bituminous surface and replacing it with 3.5 inches of HMA pavement.

This alternative does not address the narrow sections of roadway that does not accommodate bicycles or ADA compliant sidewalk and curb ramps. In addition, the City of Waterloo would be unable to replace aging underground utilities resulting in spot repairs causing service disruptions and traffic delays. This alternative does not meet the project needs.

Alternative 3 - Resurface and Reconstruct (Preferred Alternative):

Resurfacing of 0.08 miles of WIS 19 (Madison Street) west of the City of Waterloo from McKay Way to bridge B-28-072. The resurfacing will include milling 3 inches of the existing bituminous surface and replacing it with 3.5 inches of HMA pavement. The subgrade, curb and gutter and underground utilities from McKay Way to bridge B-28-072 are in good condition, therefore, a mill and overlay will address the project needs of this section.

This alternative also consists of reconstructing 0.75 miles of WIS 19 (Madison Street) through the downtown area of the City of Waterloo beginning at bridge B-28-072 and extending east through the intersection of WIS 19 (Madison Street) and WIS 89 (Monroe Street). The reconstruction will consist of standardizing varying roadway widths for full bicycle and ADA compliant pedestrian accommodations, replacing the existing pavement structure, curb and gutter, storm sewer and street lighting. The City of Waterloo will also replace the sanitary sewer and water utilities. This alternative will also replace Bridge Structure B-28-466 over the Maunsha River, raise the roadway profile to flatten the steep driveway entrances and terraces between Bridge B-28-466 and S. Jackson Street, as well as reconstruct the intersection of WIS 19 (Madison Street) and WIS 89 (Monroe Street) to accommodate large truck turning movements. This alternative meets the purpose and need of the project.

See Appendix B - Project Overview Map.

3. Description of Proposed Action

Alternative 3 - Resurface and Reconstruct (Preferred)

The proposed action includes resurfacing 0.08 miles of WIS 19 (Madison Street) from east of McKay Way to bridge B-28-072 and reconstructing 0.75 miles of WIS 19 (Madison Street) from bridge B-28-072 through the intersection of WIS 19 (Madison Street) and WIS 89 (Monroe Street) in the City of Waterloo.

Resurface:

The resurfacing will include milling 3 inches of the existing bituminous surface and replacing it with 3.5 inches of HMA pavement and moving the existing sidewalk 3' away from traffic and widening the sidewalk to meet current ADA standards.

Reconstruct:

The reconstruction section (bridge B-28-072 through the intersection of WIS 19 (Madison Street) and WIS 89 (Monroe Street)) will consist of standardizing varying roadway widths (12' travel lanes with 4' bike lanes), providing bike and pedestrian accommodations on both sides of WIS 19, sidewalk and terrace widths will vary due to terrain and proximity to residences but will overall consist of a 5-foot sidewalk and 8-foot terrace. The project will also replace the

existing pavement structure, curb and gutter, storm sewer and street lighting. The City of Waterloo will also replace all necessary utilities including sanitary sewer and water in coordination with the proposed action.. New curb ramps compliant with ADA guidelines will be constructed at all intersection corners. Scope of the project is detailed in "Sections" below.

Section: Bridge B-28-72 to S. Jackson Street:

This portion of the project will consist of replacing Bridge Structure B-28-466 over the Mauneshia River and raising the roadway profile 1 to 2-feet from just west of bridge B-28-466 to S. Jackson Street providing a 36-foot roadway with two 12-foot travel lanes, two 4-foot bike lanes, and 30-inch curb and gutter. This section proposes to have an 8-foot terrace with 5-foot sidewalk on both sides of the roadway.

Section: S. Jackson Street to Bridge B-28-077:

This proposed roadway section will consist of two 12-foot travel lanes, two 5-foot bike lanes, two parking lanes, and in kind replacement of 30-inch curb and gutter and sidewalk. The proposed section will not have a terrace area in order to accommodate on street parking and to preserve the nature of the downtown Historic District. The intersection of WIS 19 (Madison Street) and WIS 89 (Monroe Street) will be reconstructed to accommodate large truck turning movements by widening NE corner radius and removing some parking stalls near the intersection.

See Appendix: C - Typical Section Sheets, Appendix: D - Plan and Profile Sheets, and Appendix: E - Structure Plan Sheets.

WIS 19 (Madison Street) is planned to be closed to through traffic during construction, access for emergency services, businesses and residences will be maintained. . A detour route will be provided for WIS 19 (Madison Street) traffic. Likewise, WIS 89 (Monroe Street) will be closed to through traffic during the construction of the intersection of WIS 19 (Madison Street) and WIS 89 (Monroe Street). A detour route will be provided for WIS 89 (Monroe Street) traffic. Pedestrians and bicyclists can be detoured to adjacent, parrallel side streets. The City of Waterloo may post alternate route information for local traffic and alternate access to businesses on Madison Street. Emergency vehicles will have access throughout construction.

See Appendix F - Detour Maps

4. Construction and Operational Energy Requirements

Alternative 1 - No Build - With no improvements energy requirements will be less in the short term but greater in the long term due to energy for continuous repairs of the roadway and and agin utilities.

Alternative 2 - Mill and Overlay - energy requirements will be less in the short term but greater in the long term due to energy due to continuous removal of new pavement to access aging underground utilities for repair.

Alternative 3 - Mill and Overlay/Reconstruct - energy requirements will be greater in the short term but less in the long term. Energy requirements to build the preferred alternative will consist primarily of fuel consumption by construction equipment and energy expended on producing materials needed to construct the facility. The preferred alternative will have higher energy requirements than the other alternatives during project construction. Upon completion, however, operational energy requirements for the preferred alternative will be less than most of the other alternatives due to:

- Improved pavement efficiency – the new roadway will provide for a better quality ride for users and it will reduce vehicle maintenance costs.
- Improved fuel efficiency – the new roadway will reduce fuel usage by maintenance vehicles as the amount of pavement maintenance required will be reduced.

5. Land Use

The use of land within the project limits is a mixture of commercial and residential with some park spaces and limited industrial. The limits for the proposed project are entirely within the City of Waterloo. The City of Waterloo has a population of about 3400 residence. The City of Waterloo currently has two land development projects that are to be built prior to the construction of the proposed project. The City is planning to build a public park on the southwest end of the project in 2015. WisDOT is working with the City of Waterloo to accommodate the pedestrian facilities into the park space. Also, an assisted living/senior center is under construction on the north part of the downtown area. The access points to this new development will be off of WIS 19 (Madison Street) within the proposed project limits. The WisDOT will coordinate with the developer accordingly to incorporate the required development design features into the roadway plans. See Appendix G - City of Waterloo Land Use Map.

6. Planning and Zoning

Both Jefferson County and the City of Waterloo have adopted plans for development in and around Waterloo. The

City of Waterloo has a comprehensive plan that was adopted in August of 2008. The proposed action is compatible with the City's comprehensive plan, specifically to maintaining and upgrading the existing road network for traffic on WIS 19 (Madison Street) and WIS 89 (Monroe Street), as well as to become a more bicycle friendly community. Jefferson County adopted a Bikeway/Pedestrianway Plan in 1996, which includes recommendations for the City of Waterloo. The proposed action will fulfill one of the recommendations outlined in the County's Bikeway/Pedestrianway Plan by improving sidewalks and Pedestrian access WIS 19 (Madison Street) through the project limits. See Appendix H - City of Waterloo Comprehensive Plan and Appendix I - Jefferson County Bikeway/Pedestrian Plan.

7. Environmental Justice

How was information obtained about the presence of populations covered by EO 12898? (check all that apply)	
<input checked="" type="checkbox"/> Windshield Survey	<input type="checkbox"/> Official Plan
<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"/> Human Resources Agency Identify agency: Identify plan, approval authority and date of approval:	

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

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

8. Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act

Indicate whether or not individuals covered by Title VI have been identified. Title VI prohibits discrimination on the basis of race, color, or country of origin.

- a. ☒ No – Individuals covered by the above laws were not identified.
 b. ☐ Yes – Individuals covered by the above laws were identified.
☐ Civil Rights issues were not identified.
☐ Civil Rights issues were identified. Explain:

9. 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
5/22/2014	WisDOT	Local Official Meeting	City of Waterloo Municipal Building, 136 N. Monroe Street Waterloo, WI	5
5/22/2014	WisDOT	PIM	City of Waterloo Municipal Building, 136 N. Monroe Street Waterloo, WI	18

B. Other methods: Project information notices and surveys were sent to property owners located on and adjacent to the project limits prior to beginning the investigation of the project alternatives. Many of the property owners responded back with information about their property. Information request letters were sent to the property owners in the downtown historic district to determine which properties have basements that extend under the sidewalk, and, or, old coal chutes. In person meetings were set up with the property owners in the Downtown Historic District to verify any existing extended basements and old coal chutes. A press release was provided to the local media regarding the Public Information Meeting.

C. Identify groups that participated in the public involvement process. Include any organizations and special interest groups including but not limited to: Persons included in the public involvement process include property owners, business owners, and any members of the general public with an interest in the project.

See Appendix J - PIM Meeting Minutes.

D. Indicate plans for additional public involvement, if applicable: A second public meeting may be held to further discuss project details and project construction staging and traffic control. It is anticipated that a business owners meeting will take place prior to beginning of construction.

BASIC SHEET 2 – PURPOSE AND NEED *(continued)*

10. Briefly summarize the results of public involvement.

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

1. During the preliminary design of the intersection of WIS 19 (Madison Street) and WIS 89 (Monroe Street), it was determined that the existing intersection layout did not meet the allowable Degrees of Encroachment to accommodate large truck turning movements as specified in WisDOT policy. The initial intersection design includes widening the radius on the northeast corner, narrowing the roadway by 4 feet on the east side of the intersection, removing all of the parking on the south side of WIS 19 (Madison Street), and shifting the driving lanes to accommodate the truck turning movements and to avoid impacting buildings in the Historic District. The City of Waterloo and many of the business owners in the downtown area have concerns over losing street parking in downtown Waterloo. The City feels that the loss of parking will cripple the already struggling downtown area.
2. Property owners adjacent to WIS 19 (Madison Street) have concerns about access to their homes and businesses. Those who have businesses are worried about the loss of business while the highway is shut down during construction.
3. Concerns were raised by a few property owners regarding snow removal and storage along WIS 19. During snow events, the snow plows pile snow on the corners of Minnetonka Way and WIS 19 (Madison Street) and at Canal Rd. and WIS 19 (Madison Street) reducing the sight distance for vehicles on the side roads. The plows also tend to plow the snow up onto the sidewalk on the west side WIS 19 (Madison Street) on the south side of the intersection with Minnetonka Way. A concern was brought up about snow storage and snow removal on the new sidewalk that is proposed to be off of the back of curb on the east side of WIS 19 (Madison Street) near the intersection with Minnetonka Way.
4. A couple of the property owners expressed concern over the proposal to remove one of their driveway accesses onto WIS 19 (Madison Street).
5. A drainage concern was made by a property owner who lives on the corner of Van Buren Street and WIS 19 (Madison Street). The property owner is worried that with raising the profile of WIS 19 (Madison Street) in this area, it is going to send water down Van Buren Street and down his driveway onto his property.
6. A property owner expressed concern that the intersection of Van Buren Street and WIS 19 (Madison Street) has a sight distance issue. Currently the terrace areas are very steep and contain mature trees. This combination makes it difficult to see oncoming traffic from Van Buren Street.
7. A couple of the property owners expressed concerns over the removal of the trees in the terrace area in front of their homes.
8. A representative from the United Methodist Church expressed concern over keeping the street parking in front of the church on WIS 19 (Madison Street).

See Appendix J - PIM Meeting Minutes

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

1. After reviewing of current traffic volumes, truck turning movements, and accident history, it was concluded that there is a low number of large trucks turning at the intersection and that none of the reported accidents at this intersection were a result of inadequate room for truck turning.

WisDOT design staff coordinated with the FHWA, WisDOT Central Office, and the City of Waterloo to design an alternative intersection layout. The current design is to keep the intersection layout the same as it is in the existing condition and only remove a few parking stalls near the intersection and give larger trucks more room to complete their turning movements, as well as to give motorists the ability to move out of the large truck's turning path. The radius of the intersection's northeast corner will still be widened and the roadway will be narrowed about 4 feet on the east side of the intersection to help accommodate the truck turning movements. If truck turning volumes increased in the future and safety becomes a concern, the pavement will be wide enough so lane lines be re-striped and parking removed on the south to fully accommodate truck turning.

FHWA, WisDOT Central Office, and the City of Waterloo support this alternative.

2. Access to businesses and residences will be maintained at all times during construction, except for when the contractor is working directly in front of a property access point to the highway and cannot feasibly provide safe access. Contract special provisions and construction staging will be included to require the contractor to provide access during construction. The City of Waterloo will work with businesses to provide alternate access routes and signing. WisDOT has offered to provide assistance to the City through their "In This Together" program. This program includes information and sample materials on how businesses and communities have successfully managed changes in traffic patterns as a result of highway construction.
3. Regarding the concerns over snow storage and snow removal at the intersections Minnetonka Way and WIS 19 (Madison Street) and at Canal Road and WIS 19 (Madison Street), the current design will narrow the terrace width from 9.5 feet down to 8 feet, which will still provide adequate snow storage at the intersections. The height of piling snow at the intersections will have to be addressed by the City and County, who are responsible for plowing the roadway.

Regarding the area on the east side of WIS 19 (Madison Street) that is getting new sidewalk, providing an adequate terrace width for snow storage would negatively impact the properties in this section. The property owners will have to remove the snow in a similar manner as other property owners who have sidewalk and no terrace storage area in the City.

4. The driveway entrance closest to the corner of WIS 19 (Madison Street) and S. Jackson Street for the BP Station is going to be removed because it is in the functional area of the intersection. The BP Station will still retain one driveway on WIS 19 and one driveway on S. Jackson Street. The driveway entrances for the property owner on the south east side of WIS (Madison Street) near the intersection with Minnetonka Way is still being reviewed. No determination has been made at this time, and coordination with the property owner will continue.
5. Any change in the existing drainage pattern that exists today on Van Buren Street will continue to be collected by a storm sewer system. No additional water will reach a property due to adjusting the roadway profile, or any other modifications being made to WIS 19 (Madison Street) under the proposed actions.
6. To address the sight distance issue at the intersection of Van Buren Street and WIS 19 (Madison Street), the proposed roadway profile is to be raised through this area to help reduce the steep terraces and the existing trees in the terrace area along the highway are going to be removed. These modifications along with proper tie-ins with the existing side streets will be such that intersection sight distances will be improved.
7. Most if not all of the trees in the terrace area along WIS 19 (Madison Street) within the project limits are proposed to be removed. The City of Waterloo and WisDOT have reached an agreement that for every tree that is removed from the terrace area in front of a property due to construction, the City will be credited for those trees. The City will work with the property owners to plant a replacement tree on their property either in the front yard, or side yard. See Appendix K - State/Municipal Agreement (SMA)
8. A proper parking lane will be constructed in front of the United Methodist Church on WIS 19 (Madison Street).

11. 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, etc.)	Coordination Correspondence Attached	Coordination Initiation Date (m/d/yyyy)	Coordination Completion Date (m/d/yyyy)	Comments
City of Waterloo	<input type="checkbox"/> Yes <input type="checkbox"/> No	2/15/2013		
Jefferson County	<input type="checkbox"/> Yes <input type="checkbox"/> No	2/15/2013		
Various Tribes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4/18/2013		
	<input type="checkbox"/> Yes <input type="checkbox"/> No			
	<input type="checkbox"/> Yes <input type="checkbox"/> No			
	<input type="checkbox"/> Yes <input type="checkbox"/> No			

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

1. The City of Waterloo noted that there is a "Two Hour Parking" sign in front of the United Methodist Church on WIS 19. Both the City and the Methodist Church are interested in keeping the parking as is.

2. The City of Waterloo has a developer in the process of building a multi-family unit /elderly assisted living complex in the location of the Perry Judd Printing facility on the north side of WIS 19. The developer would like to use the existing driveway entrance between bridge B-28-466 and Van Buren Street as one of the access points to the development. Both Jefferson County and WisDOT expressed concern over using the existing driveway entrance for access to the development. Jefferson County and WisDOT would prefer if the access point on the west side of the development be aligned with Van Buren Street. The City and developer are currently at the conceptual stage of planning, further coordination will be needed.
3. Currently there are many utilities tied to the bridge structure that is proposed to be replaced under the proposed actions. WisDOT's policy does not allow any utilities to be attached to the new bridge structure. Many utilities will have to find alternative methods for crossing the Mauneshia River at the location of the bridge that is proposed to be replaced.
4. The City is not interested in a lot of street scaping and is interested in pursuing a similar agreement/approach with WisDOT that they had on the last WIS 89 project back in 2008. Under the last agreement, the City was credited for the trees that were removed during construction from the terrace area and then the City worked with the property owners to plant new trees in their front or side lawns to replace the trees lost from the terrace areas. WisDOT and the City of Waterloo have agreed to follow this previous agreement.
5. The City of Waterloo is very concerned about losing parking in the downtown area. Coordination concerning parking is on-going.

See Attachment J - PIM Meeting Minutes and Appendix L - 30% Design Meeting Minutes

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

1. A full parking lane is proposed to be constructed in front of the Methodist Church on STH 19 (Madison Street).
2. The City of Waterloo has worked with the developer and the preliminary plans show the west access point into the development from WIS 19 (Madison Street) to be aligned with Van Buren Street.
3. The City and all utility companies have been notified that bridge B-28-466 is going to be replaced and that any utilities that are currently attached to the structure will not be allowed to be attached to the new bridge. The City's Engineer, Kunkel Engineering, is working on a design to cross the sanitary sewer and water main utilities under the Mauneshia River in the proposed action. No responses from the utility companies have been received at this time.
4. WisDOT is working on an agreement with the City of Waterloo to provide replacement trees for property owners along the project. The City will work with the property owners to plant the replacement trees either in the front lawn areas, or side lawn areas. The replacement trees will not be planted in the terrace areas.
5. The City of Waterloo noted that there is a "Two Hour Parking" sign in front of the United Methodist Church on WIS 19. Both the City and the Methodist Church are interested in keeping the parking..

D. Indicate any unresolved issues or ongoing discussions: There are no unresolved issues to date.

12. Public Hearing Requirement

- ☐ This document is an Environmental Assessment.
- ☐ A Notice of Opportunity to Request a Public Hearing will be published.
- ☐ A Public Hearing will be held.
- ☒ This document is a Type 2c Categorical Exclusion / Environmental Report.
- ☒ A Public Hearing is NOT Required.

Note: If any of the following five boxes are checked, a Notice of Opportunity to Request a Public Hearing must be published or a Public Hearing must be held.

☐ 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 significant social, economic, environmental effects.
- ☐ The department has made a determination that a public hearing is in the public interest.
- ☐ A Notice of Opportunity to Request a Public Hearing will be published.
- ☐ 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 3 – AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Regional Real Estate Section	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	Real Estate will be needed. Preliminary plans are still being developed to determine areas of real estate acquisition required/needed for project and for final plat development.
Bureau of Aeronautics	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	No public use airports near the project area. There are two private grass strip air fields, Der Schwarzwald Airport that is about 2 miles northwest of Waterloo, and Tesmer Airport that is about 2 miles south of Waterloo. Initial coordination sent to BOA on September 2, 2014 to see what coordination is required. Response on coordination received on September 8, 2014 indicates checking the FAA's notice criteria for obstruction elevations on FAA website as construction gets closer.
Railroads and Harbors Section	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Initial coordination sent on February 13, 2013. Standard specials 107.026 needed for railroad. No further coordination required.
STATE AGENCY			
Natural Resources (DNR)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Initial correspondence and comment letter from the DNR is attached. The DNR has identified work restrictions to accommodate/protect fish spawning and to deter migratory bird nesting prior to and during construction of the new bridge over the Maunesha River. Proper measures are to be taken to prevent transporting or introducing invasive species and the spread of Viral Hemorrhagic Septicemia (VHS) while working in and around the Maunesha River. Standard erosion control measures are to be followed. See Attachment F - Agency Coordination.
State Historic Preservation Office (SHPO)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The State Historical Preservation Officer (SHPO) concurred with the Determination of No Adverse Effect on this property on 10/6/2014 See Appendix N– Signed Section 106 Review & Documents.
Agriculture (DATCP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No agricultural land will be affected by the project.
Other	<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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No wetlands will be impacted during project, however, Maunesha River bank disturbance is expected during replacement of bridge B-28-466. A permit from COE is required for any proposed activity that will disturb a river bank. Coordination will be conducted further in design when the extent of impacts are identified. .
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	Initial coordination sent 9-5-2013. No responses received
Natural Resources Conservation Service (NRCS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
U.S. National Park Service (NPS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
U.S. Coast Guard (USCG)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
U.S. Environmental Protection Agency (EPA)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Advisory Council on Historic Preservation (ACHP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

Other (identify)	<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	<p>Tribal Notification letters sent April 2013. No responses received in terms of tribal impacts with this project. The Bad River Band of Lake Superior Tribe of Chippewa Indians did send a letter requesting a processing fee for the information request. On August 14, 2014, WisDOT responded to the Band River Band stating current WisDOT policy does not provide payment of the requested processing fees. However, stating that WisDOT is committed to engage in meaningful consultation. See Appendix Q - American Indian Tribe Notification Letter.</p>

BASIC SHEET 4 – ENVIRONMENTAL FACTORS MATRIX (check all that apply)

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
A. ECONOMIC FACTORS					
A-1 General Economics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The proposed action may provide long term economic advantages as a result of the improved connectivity for all transportation modes and the replacement of failing, maintenance intensive infrastructure. There are short-term adverse effects during construction, including short-term disruption of property access for vehicles. Access to businesses, local residents, and emergency vehicles will be maintained by the contractor during construction. Any closures due to construction will be coordinated with specific owners. Construction Engineer will assure fulfillment. WisDOT has offered to provide assistance to the City through their "In This Together" program. This program includes information and sample materials on how businesses and communities have successfully managed changes in traffic patterns as a result of highway construction
A-2 Business	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are short-term adverse effects during construction, including short-term disruption of property access for vehicles. The benefit of the proposed action is a new street and municipal infrastructure that will serve the transportation needs of both the businesses and business patrons through the 2037 design year. Disruptions for maintenance and repair will be reduced.
A-3 Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Agricultural land is not being impacted by this project.
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The sidewalk and bike lane addition to improve connectivity for all modes of transportation and all users of the transportation facility is a benefit to the community. There are short-term adverse effects during construction, including short term disruption of property access for vehicles. See Basic Sheet 8 - Commitments.
B-2 Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A
B-3 Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A
B-4 Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No known disabled, elderly, minority, or low income populations are located along the proposed project.
<i>For B-5 through B-7, if any of these resources are present on the project, contact your REC.</i>					
B-5 Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Two properties were identified within the project limits as meeting the criteria for being historic for listing on the National Register of Historic Places. There is also a Registered Historic district within the project limits. A Determination of No Adverse Effect has been approved. See Appendix M.
B-6 Archaeological/Burial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	An archaeological survey was conducted. No sites eligible for the National Register were located.
B-7 Tribal Coordination /Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No tribal issues have been identified. See Appendix Q - American Tribal Notification Letter
B-8 Section 4(f) and 6(f) or Other Unique Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The Robert McCracken House (381 W. Madison St.) and the Masonic Temple (422 W. Madison St.) are eligible for the National Register of Historic Places and are Section 4(f) protected properties. The already listed Downtown Historic District and Veteran's Park in the downtown area are also Section 4(f) protected properties. The proposed action includes replacing sidewalk in kind on existing alignment. This will require temporary easements for grading behind the new sidewalk and fee acquisition from Veteran's Park so the existing sidewalk along WIS 19 will be within WisDOT right-of-way. The grading will be minimal and the lawn areas and front walkways and steps behind the sidewalk will be restored

					to existing condition. The road is being widened by approximately 2.5 feet and raised approximately one foot in front of the Mason Temple at 422 W. Madison Street. The road is being narrowed by 1 foot and being raised between 0.5 and 0.75 feet in front of the Robert McCracken House at 381 W. Madison Street. The roadway is being narrowed by 4 feet in front of Veteran's park. See Appendix L - Section 4(f) Documents
B-9 Aesthetics	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A
C. NATURAL RESOURCE FACTORS					
C-1 Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No wetlands have been identified in the proposed project limits.
C-2 Rivers, Streams and Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The Mauneshia River meanders throughout the project limits crossing WIS 19 (Madison Street) three times. There is a bridge on WIS 19 (Madison Street) over the river at each crossing. One of the three bridges over the Mauneshia River will be replaced with the proposed action. Impacts to the River will be minimized through the use of erosion control best management practices
C-3 Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A
C-4 Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A
C-6 Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A
C-7 Threatened and Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	DNR initial coordination has been received and no threatened or endangered species have been identified.
D. PHYSICAL FACTORS					
D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A
D-2 Construction Stage Sound Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 was not required for this project. No impacts are anticipated.
D-4 Hazardous Substances or Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Phase 1 investigations indicated the potential for contaminated soils within the proposed action limits. Phase 2.5 investigations are proposed to define areas of contamination. Special provisions will be written to address contamination if needed.
D-5 Stormwater	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project is exempt from Wis. Adm. Code Trans 401 Post-Construction standards due to the applicability of Wis. Adm. Code Trans 401 (401.03(3)(f)). This code states that Post-construction performance standards do not apply to projects considered as Minor reconstruction of a highway, as defined in s. 84.013 (1) (c), Stats., of a highway. The length of the highway does not widen the roadbed by more than 100 feet, and the total length of highway does not exceed 1.50 miles.
D-6 Erosion Control and Sediment Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Standard erosion control measures will be implemented during construction and will be included in the roadway designs. Erosion control and storm water management will be carried out in accordance with TRANS 401--Construction Site Erosion Control and Storm Water Management Practices, and DNR/DOT Cooperative Agreement. The contractor will be required to produce an Erosion Control Implementation Plan (ECIP), which will require review and approval by WDNR.
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"/>	

BASIC SHEET 5 – 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.

Environmental Issues/Impacts	Unit of Measure	Alternatives/Sections					
		No Build	A	B	C	D	E
Project Length	Miles	0.0	0.833	0.833			
PRELIMINARY COST ESTIMATE (YOE)							
Construction	Million \$	\$0	\$0	\$3			
Real Estate	Million \$	\$0	\$0				
TOTAL	Million \$	\$0					
LAND CONVERSIONS							
Wetland Area Converted to ROW	Acres	0.0	0.0	0.0			
Upland Habitat Area Converted to ROW	Acres	0.0	0.0	0.0			
Other Area Converted to ROW	Acres	0.0					
Total Area Converted to ROW	Acres	0.0					
REAL ESTATE							
Number of Farms Affected	Number	0	0	0			
Total Area Required From Farm Operations	Acres	0.0	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 type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Farmland Rating	Score	N/A	N/A	N/A			
Total Buildings Required	Number	0	0	0			
Housing Units Required	Number	0	0	0			
Commercial Units Required	Number	0	0	0			
Other Buildings or Structures Required	Number & Type	0	0	0			
ENVIRONMENTAL ISSUES/IMPACTS							
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 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 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 type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Historic Properties	Number	0	0	3			
Archeological Sites	Number	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 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 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	<input type="checkbox"/> Yes <input type="checkbox"/> No
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 type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
6(f) Land Conversion Required		<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	<input type="checkbox"/> Yes <input 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 type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Total Wetlands Filled	Acres	0.0	0.0	0.0			
Stream Crossings	Number	0	1	1			
Endangered Species		<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	<input type="checkbox"/> Yes <input type="checkbox"/> No
Design Year Noise Sensitive Receptors							
No Impact	Number	0					
Impacted	Number	0					
Contaminated Sites	Number	0					

BASIC SHEET 6 – TRAFFIC SUMMARY MATRIX

	ALTERNATIVES/SECTIONS					
	No Build	A	B	C	D	E
TRAFFIC VOLUMES						
Existing ADT Yr. 2012	7400	7400	7400			
Const. Yr. ADT Yr. 2017	7800	7800	7800			
Const. Plus 10 Yr. ADT Yr. 2027	8500	8500	8500			
Design Yr. ADT Yr. 2037	9300	9300	9300			
DHV Yr. 2037						
TRAFFIC FACTORS						
K [<input type="checkbox"/> 30 / <input checked="" type="checkbox"/> 100 / <input type="checkbox"/> 200] (%)	10%	10%	10%	%	%	%
D (%)	60%	60%	60%	%	%	%
Design Year T (% of ADT)	14%	14%	14%	%	%	%
T (% of DHV)	12%	12%	12%	%	%	%
Level of Service	(3.53) C	(3.53) C	(3.53) C			
SPEEDS						
Existing Posted	25-40	25-40	25-40			
Future Posted	25-40	25-40	25-40			
Design Year Project Design Speed	30 - 45	30-45	30-45			
OTHER (specify)						
P (% of ADT)	%	%	%	%	%	%
K ₈ (% OF ADT)	%	%	%	%	%	%
Other						

ADT = Average Daily Traffic

K [_{30/100/200}] : K₃₀ = Interstate, K₁₀₀ = Rural, K₂₀₀ = Urban, % = ADT in DHV

T = Trucks

K₈ = % ADT 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 = % ADT in peak hour

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 PSE submittal package.

Factor Sheet	Comments
A-1 General Economics	Access to businesses, local residents, and emergency vehicles will be maintained by the contractor during construction. Any closures due to construction will be coordinated with specific owners. Construction Engineer will assure fulfillment.
A-2 Business	Access to businesses, local residents, and emergency vehicles will be maintained by the contractor during construction. Any closures due to construction will be coordinated with specific owners. Construction Engineer will assure fulfillment. WisDOT has offered to provide assistance to the City through their "In This Together" program. This program includes information and sample materials on how businesses and communities have successfully managed changes in traffic patterns as a result of highway construction.
A-3 Agriculture	None.
B-1 Community or Residential	Access to businesses, local residents, emergency vehicles, and service vehicles (mail, garbage collection, etc.) will be maintained by the contractor during construction. Any closures due to construction will be coordinated with specific owners. Construction Engineer will assure fulfillment.
B-2 Indirect Effects	None.
B-3 Cumulative Effects	None.
B-4 Environmental Justice	None.
B-5 Historic Resources	There will be no impacts as outlined in the DNAE. The construction engineer will ensure the approved scope of work is followed.
B-6 Archaeological Sites	None.
B-7 Tribal Coordination/Consultation	None.
B-8 Section 4(f) and 6(f) or Other Unique Areas	The City of Waterloo was informed of Fee Simple purchase and changes to the Veterans Park. The city signed off on the De minimus impact on November 21, 2014. - The construction engineer will ensure the approved scope of work is followed.
B-9 Aesthetics	None.
C-1 Wetlands	No impacts.
C-2 Rivers, Streams and Floodplains	All instream work in the Mauneshia River that could adversely impact water quality should be undertaken between May 15 and September 15. This reach of Mauneshia is used by recreational watercraft. It may be necessary to place navigational aids around the construction area during construction. The contractor or WisDOT construction engineer will coordinate with a DNR Boating Program Specialist and with the local DNR Warden to process and finalize the permit. The contractor and WisDOT construction engineer will ensure commitment is fulfilled
C-3 Lakes or other Open Water	None.
C-4 Groundwater, Wells and Springs	None.
C-5 Upland Wildlife and Habitat	None.

C-6 Coastal Zones	None.
C-7 Threatened and Endangered Species	The project will either utilize measures to prevent nesting (e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1), or should occur only between August 30 and May 1 (non-nesting season). The contractor and WisDOT construction engineer will ensure commitment is followed.
D-1 Air Quality	None.
D-2 Construction Stage Sound Quality	WisDOT Standard Specification 107.8(6) and 108.7.1 will apply. The contractor and WisDOT construction engineer will ensure commitment is followed.
D-3 Traffic Noise	None.
D-4 Hazardous Substances or Contamination	<p>A Phase 1 assessment has been completed. The Phase 1 investigation identified fourteen potential contamination sites of concern. Currently a Phase 2.5 investigation is underway. Phase 1 and Phase 2.5 investigations has been completed for the project. Five sites were identified as having low level contamination. WisDOT has determined that no further investigations or remedial actions are warranted. The DNR and other affected parties will be notified of the results.</p> <p>HazMat specials have been authored to address the removal of contaminated material when encountered. See Factor Sheet D-4.</p> <p>Bridge B-28-0072 tested positive for asbestos. B-28-0077 and B-28-0104 were both tested and both came back as negative for asbestos. Standard special provisions pertaining to the removal and disposal will be included for bridge B-28-0072.</p>
D-5 Storm Water	NA
D-6 Erosion Control	Standard erosion control measures will be implemented during construction and will be included in the roadway designs. Erosion control and storm water management will be carried out in accordance with TRANS 401- Construction Site Erosion Control and Storm Water Management Practices, and the DNR/DOT Cooperative Agreement. The contractor will be required to produce an Erosion Control Implementation Plan (ECIP), which will require review and approval.
E-1 Other Impacts	None.

Factor Sheets (to follow Basic Sheets)

A-1 General Economics

B-1 Community or Residential

B-5 Historical Resource (381 W. Madison St.)

B-5 Historical Resource (422 W. Madison St.)

B-5 Historical Resource (Downtown Historic District)

B-8 4(f) 6(f) (381 W. Madison St.)

B-8 4(f) 6(f) (422 W. Madison St.)

B-8 4(f) 6(f) (Veteran's Park.)

C-1 Wetlands

C-2 Rivers and Streams

D-2 Construction Stage Sound Quality

D-4 Hazardous Substances or Contamination

D-6 Erosion Control

Appendices : A - Project Location Map

B - Project Overview Map

C - Typical Section Sheets

D - Plan and Profile Sheets

E - Preliminary Structure Plan

F - Detour Maps

G - City of Waterloo Land Use Map
H - City of Waterloo Comprehensive Plan - Chapter 7: Transportation
I - Jefferson County Bikeway/Pedestrian Plan
J - PIM Sign in, Meeting Minutes, and Comments
K - State/Municipal Agreement (SMA)
L - 30% Design Meeting Minutes
M - Signed Section 106 Review and Effect Documents
N - Section 4(f) Documents
O - DNR Initial Coordination Letter
P - USFW initial Coordination Letter
Q - American Indian Tribe Notification Letter

Appendix A

Project Location Map

PROJECT ID:
WITH:

3050-02-72

COUNTY: JEFFERSON

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3050-02-72		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

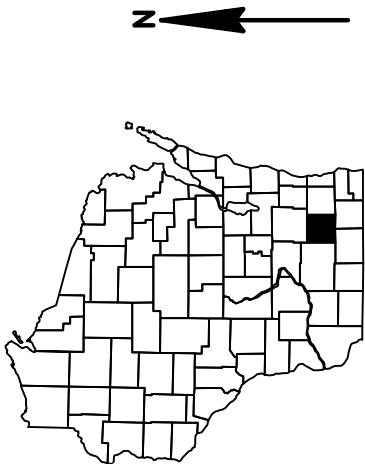
SUN PRAIRIE - WATERTOWN

McKAY WAY - STRUCTURE B-28-0104

STH 19

JEFFERSON COUNTY

STATE PROJECT NUMBER
3050-02-72



TOTAL SHEETS =

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

BEGIN PROJECT
STA. 21+90.46

DESIGN DESIGNATION

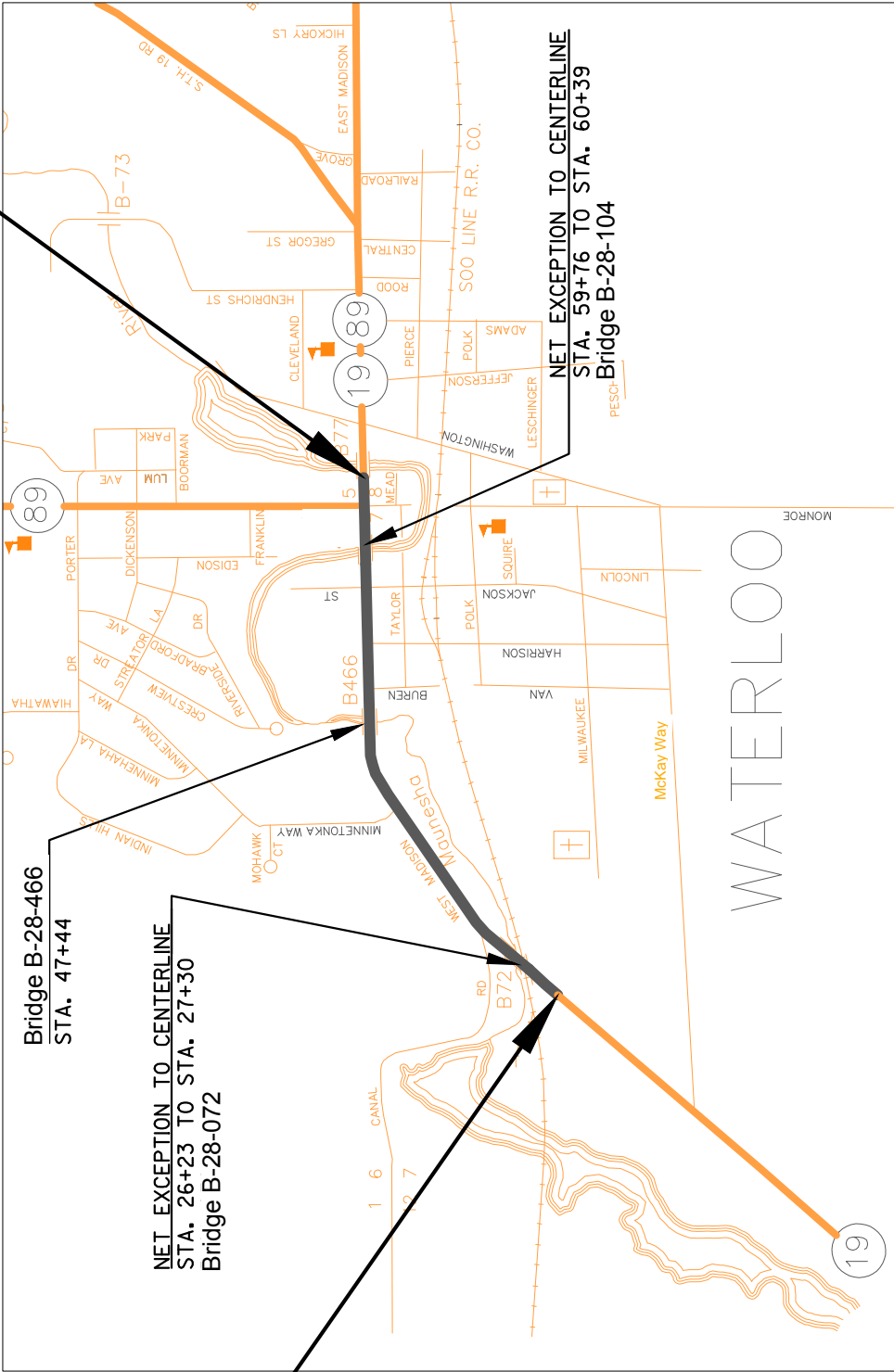
A.A.D.T. (2012)	=	7,400
A.A.D.T. (2037)	=	9,300
D.H.V.	=	11.7%
D.D.	=	60/40
T.	=	13.9%
DESIGN SPEED	=	45/30 MPH
ESALS	=	

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	
EXISTING RIGHT OF WAY		GRADE ELEVATION	
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	
EXISTING CULVERT		FIBER OPTIC	
PROPOSED CULVERT (Box or Pipe)		GAS	
COMBUSTIBLE FLUIDS		SANITARY SEWER	
		STORM SEWER	
		TELEPHONE	
		WATER	
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

END PROJECT
STA. 65+89.10
Bridge B-28-077

R-13-E



T-8-N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	MATTHEW LAMB
Designer	JEREMY HALL
Project Manager	REGIONAL EXAMINER
Regional Examiner	KURT JOHNSON
Regional Supervisor	
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: _____ (Signature)

E

LAYOUT
SCALE 0 1/4 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.83 MI.

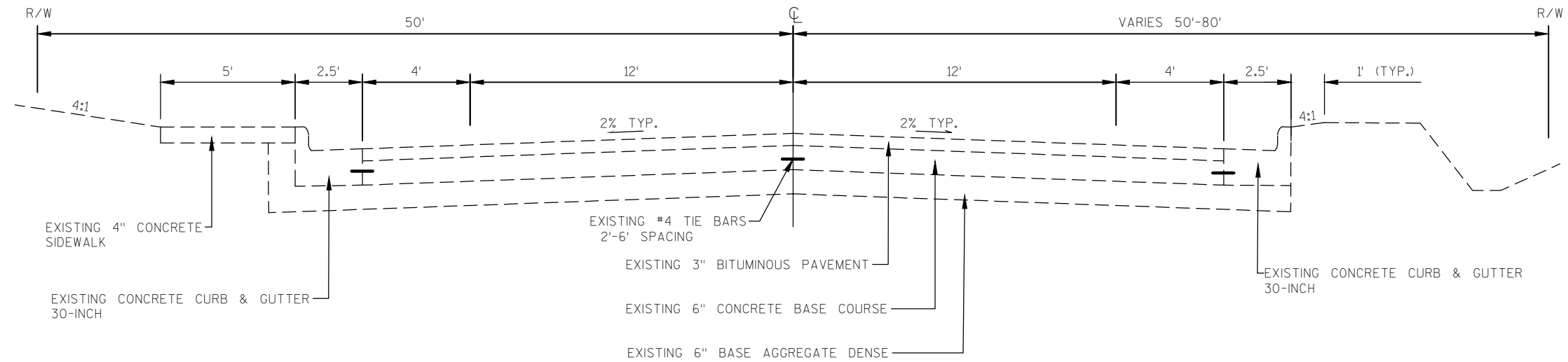
HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, JEFFERSON COUNTY, NAD83 (YEAR), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

Appendix B

Project Overview Map

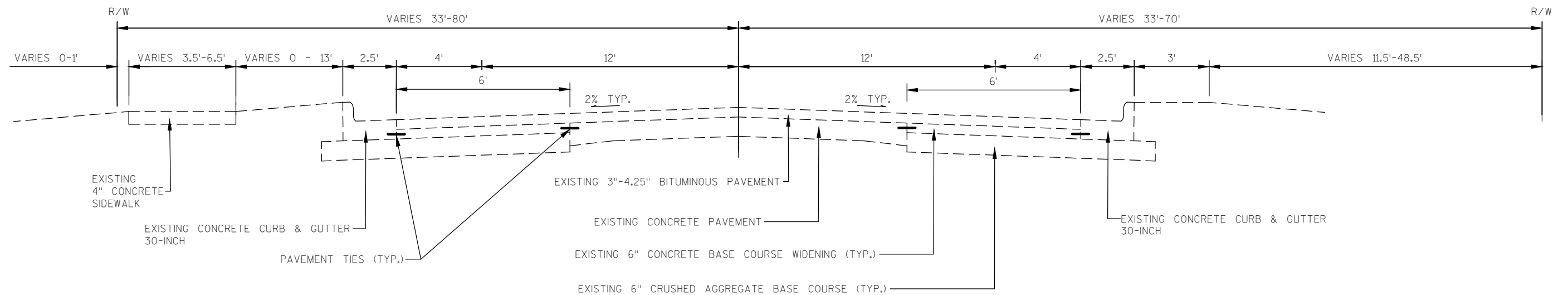
Appendix C

Typical Section Sheets



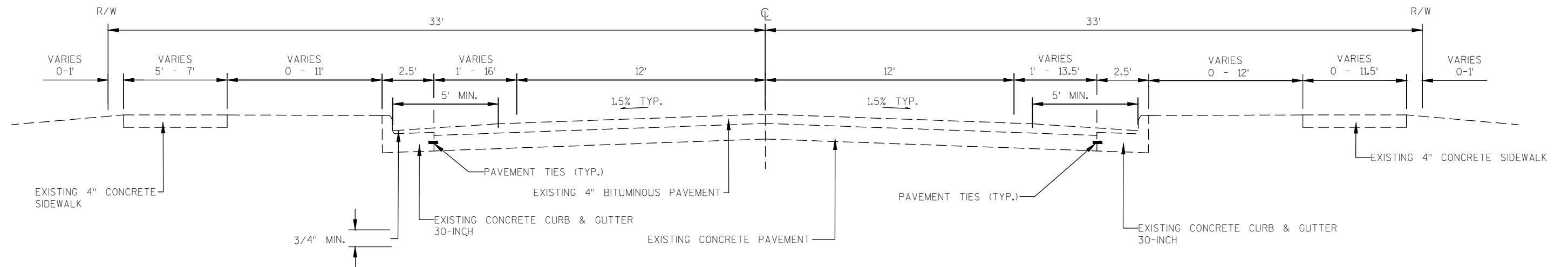
TYPICAL EXISTING SECTION

STH 19
STA. 21+90.46 - STA. 26+23 (B-28-072)



TYPICAL EXISTING SECTION

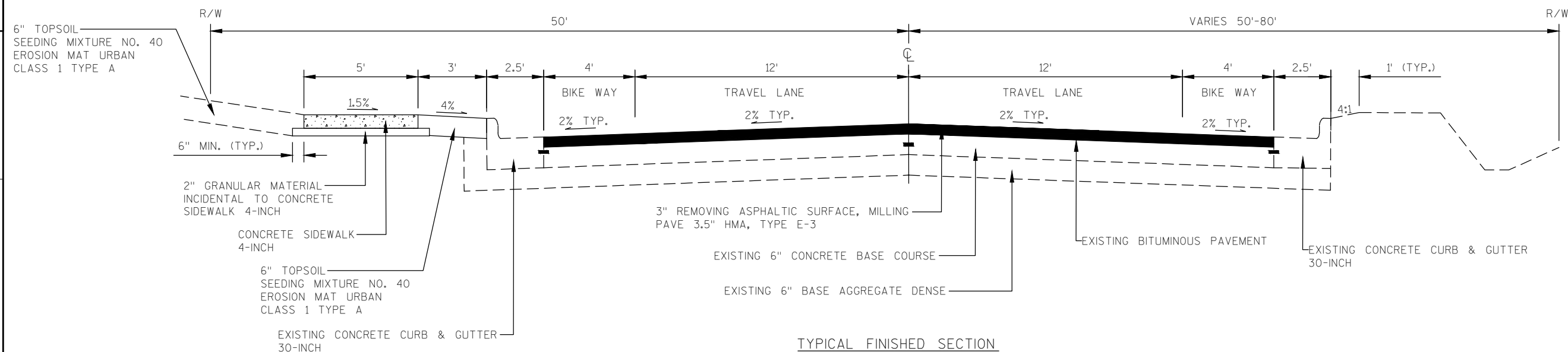
STH 19
STA. 27+30 (B-28-072) - STA. 47+21 (B-28-466)



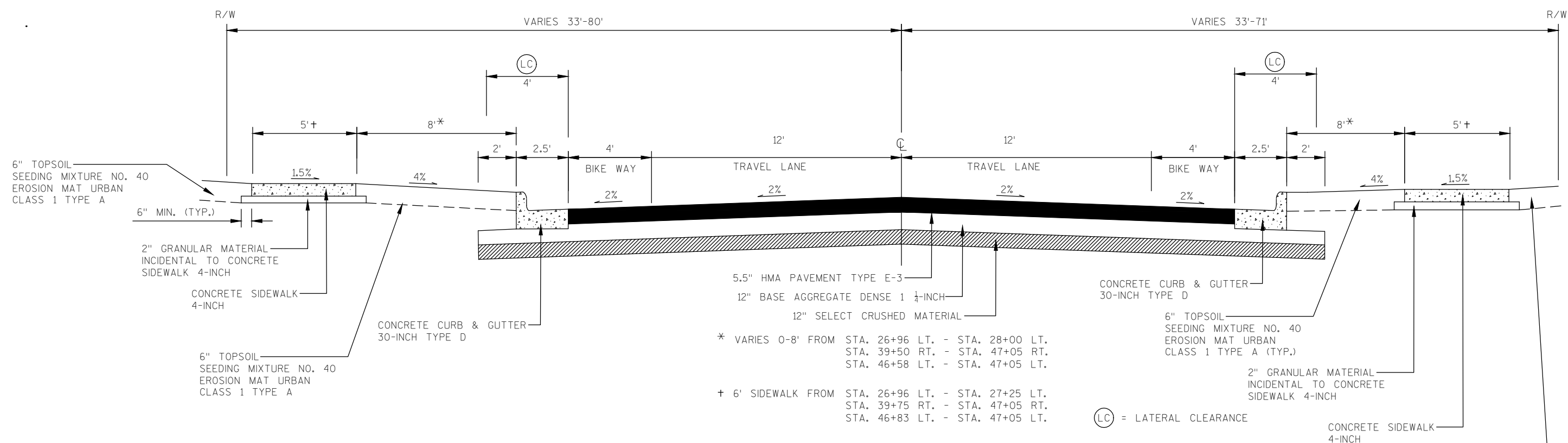
TYPICAL EXISTING SECTION

STH 19

STA. 47+69 (B-28-466) - STA. 65+89.10 (B-28-077)

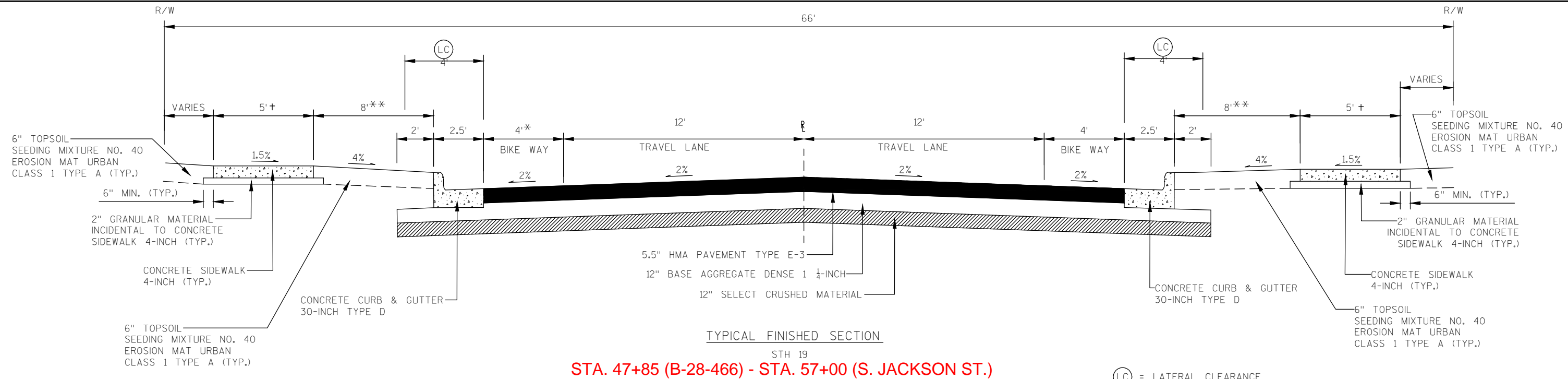


STA. 21+90.45 (BEGINNING OF PROJECT) - STA. 26+23 (B-28-072)



STA. 26+23 (B-28-072) - STA. 47+05 (B-28-466)

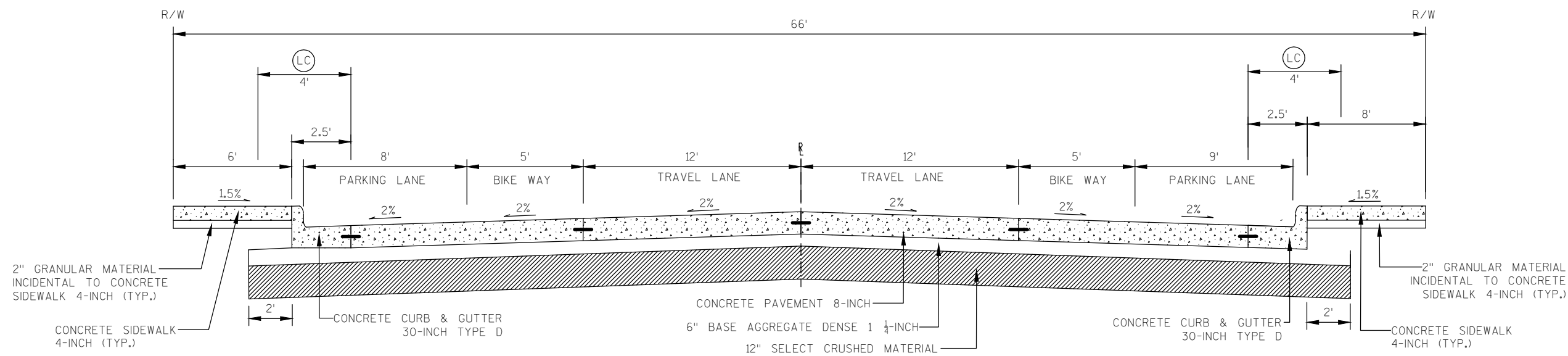
2



* 5' BIKE LANE AND 6' UNLOADING LANE FROM STA. 56+06 - STA. 57+00

** VARIES 0-8' FROM STA. 47+85 LT. - STA. 48+32 LT.
 STA. 47+85 RT. - STA. 48+32 RT.
 STA. 54+14 RT. - STA. 55+66 RT.
 STA. 56+06 LT. - STA. 57+00 LT.

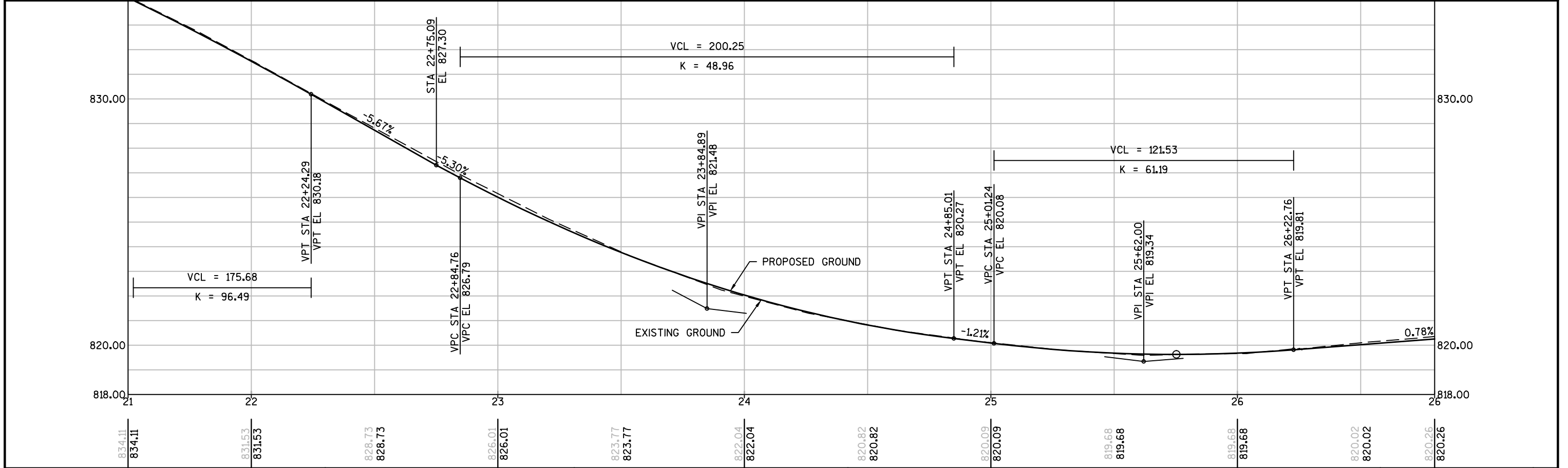
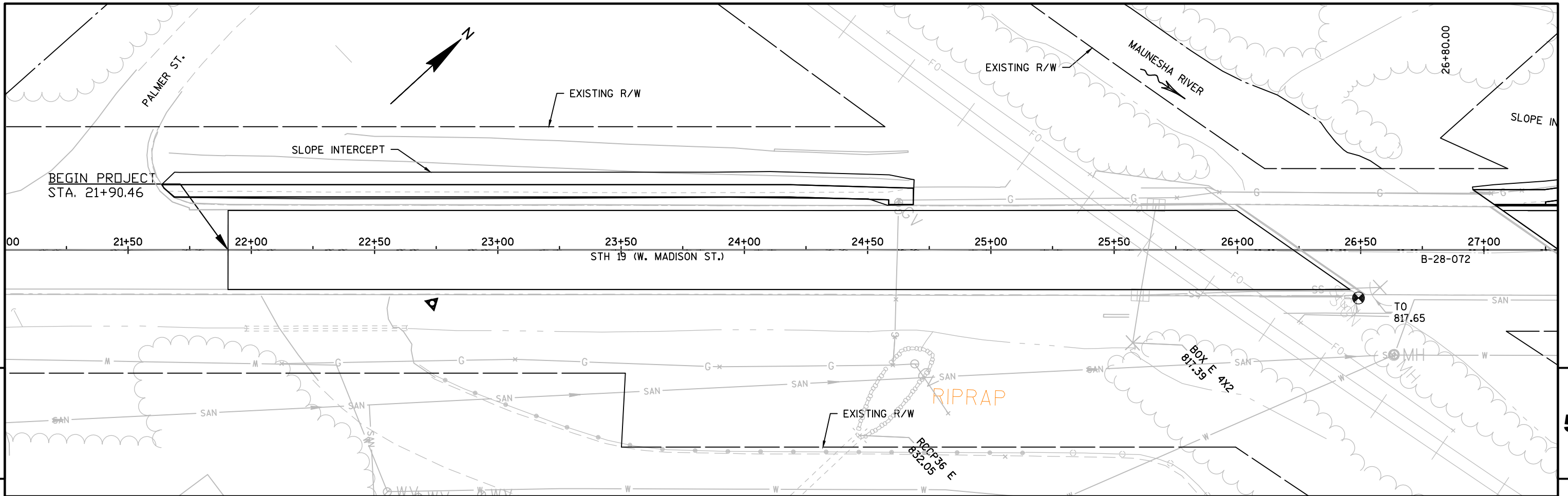
+ SIDEWALK VARIES 6'-7' FROM STA. 47+85 LT. - STA. 48+07 LT.
 STA. 47+85 RT. - STA. 48+07 RT.
 STA. 54+21 RT. - STA. 57+00 RT.
 STA. 56+12 LT. - STA. 57+00 LT.
 SEE PLAN DETAIL SHEETS

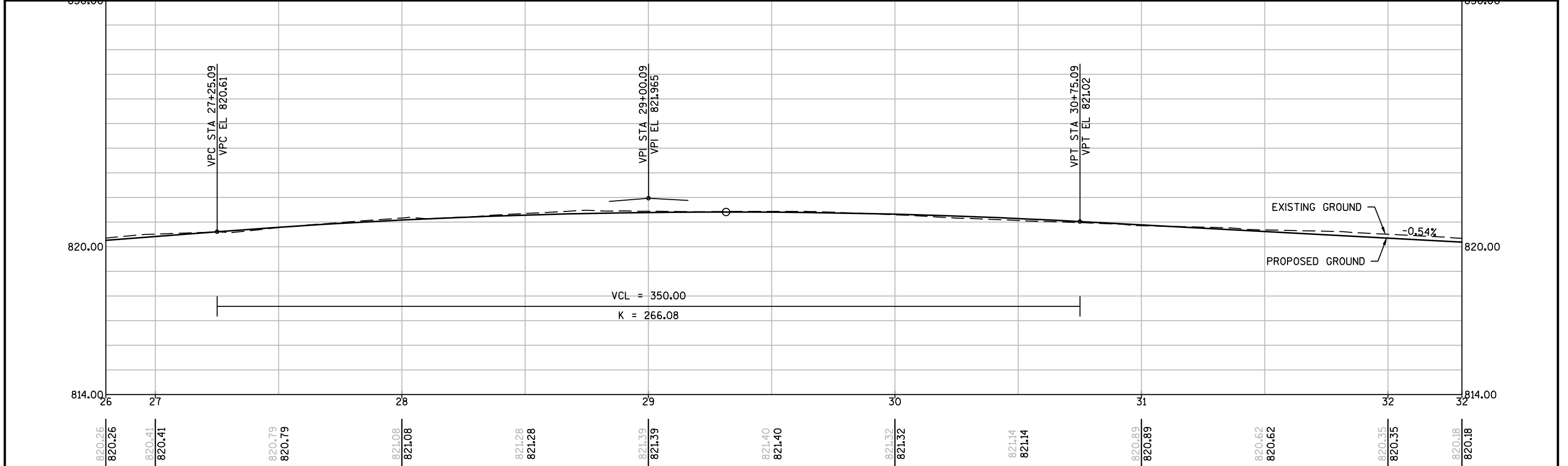
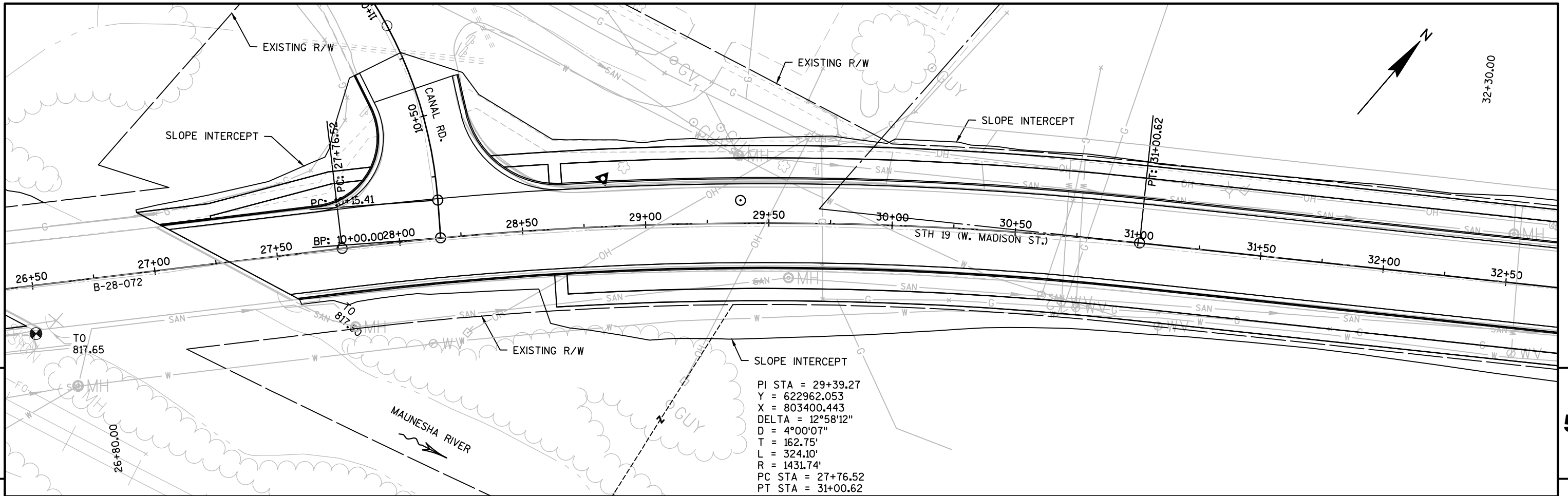


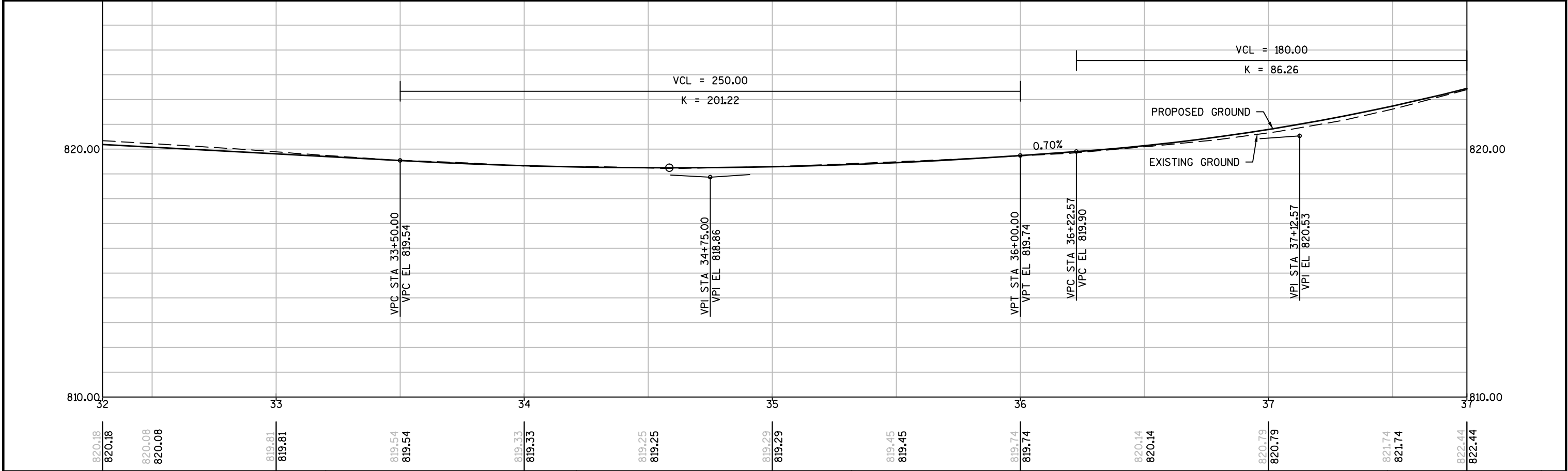
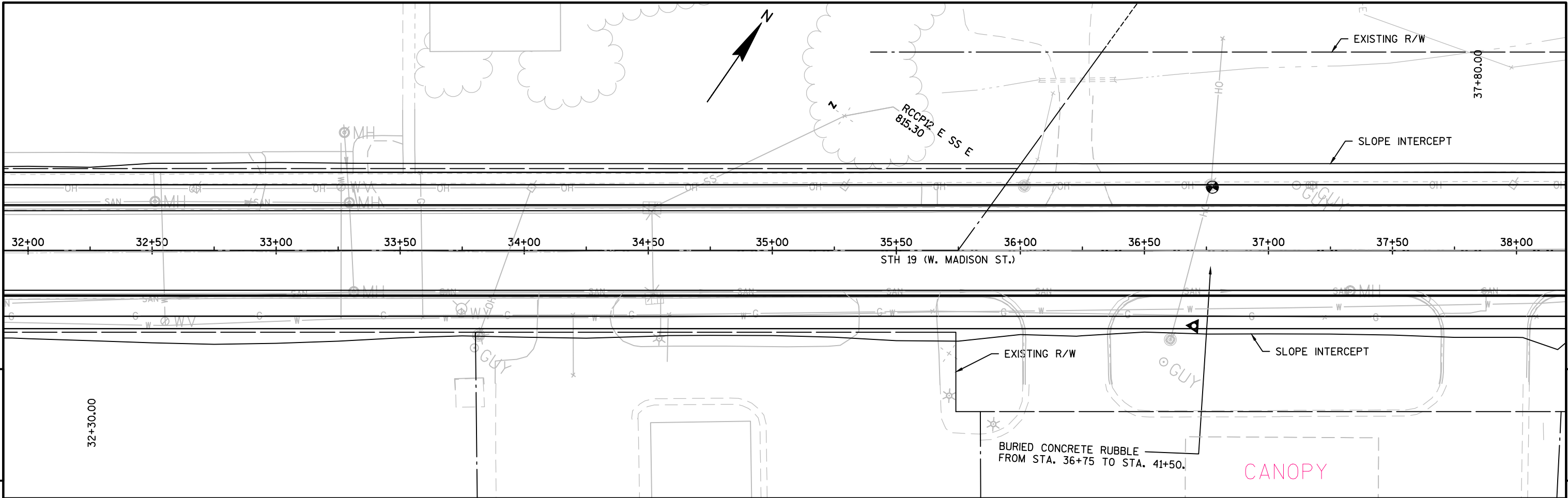
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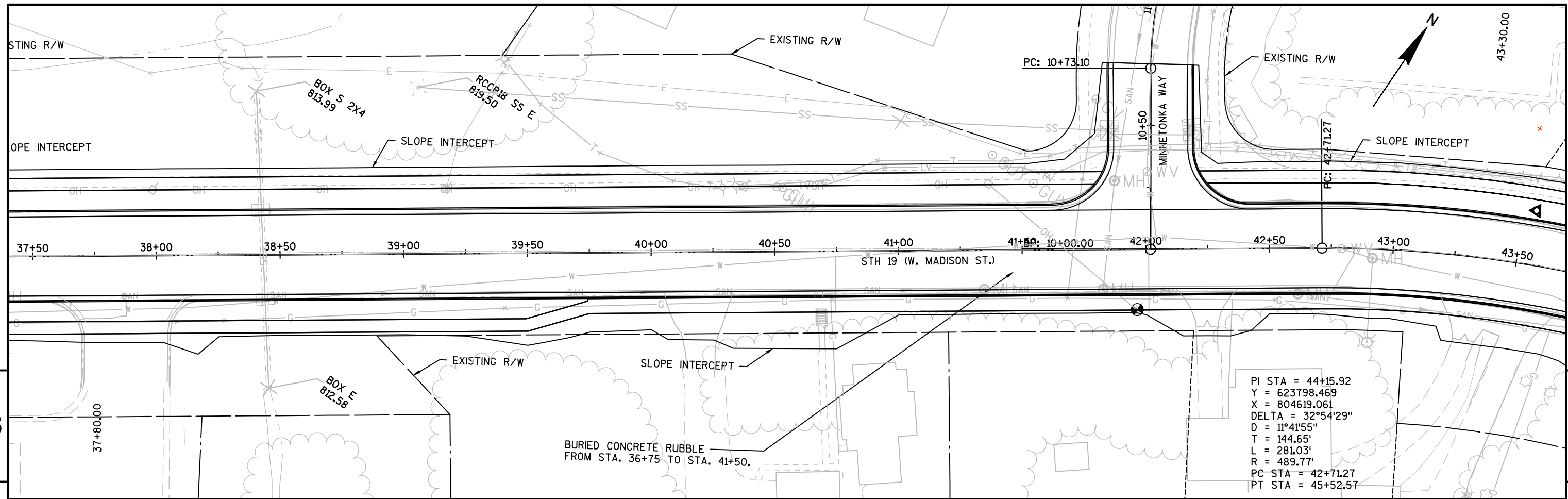
Appendix D

Plan and Profile Sheets

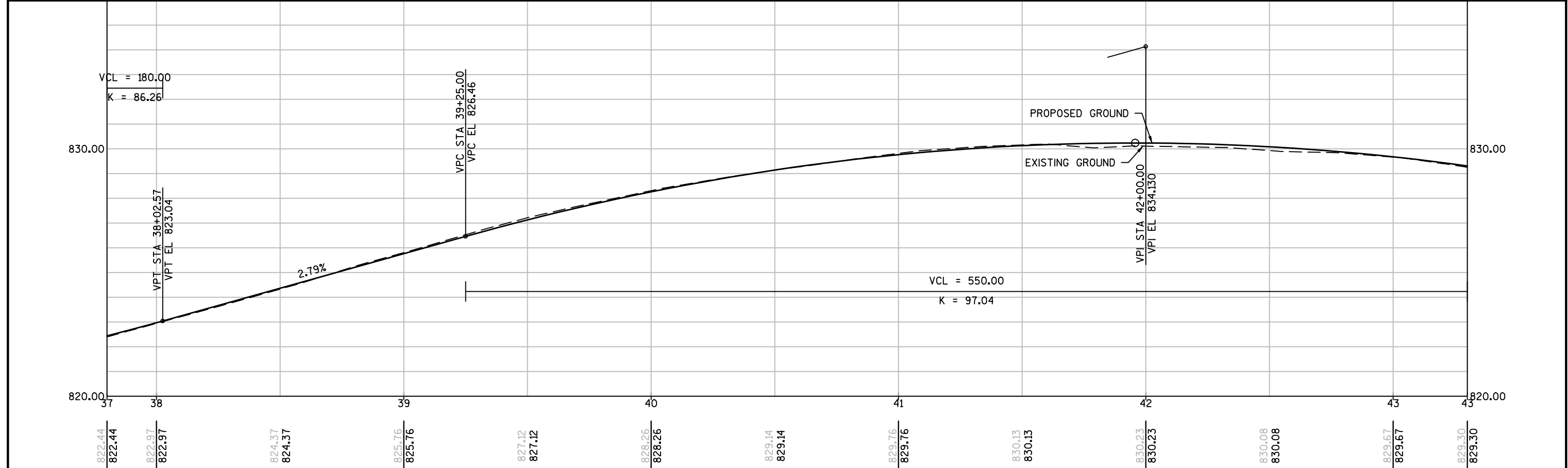


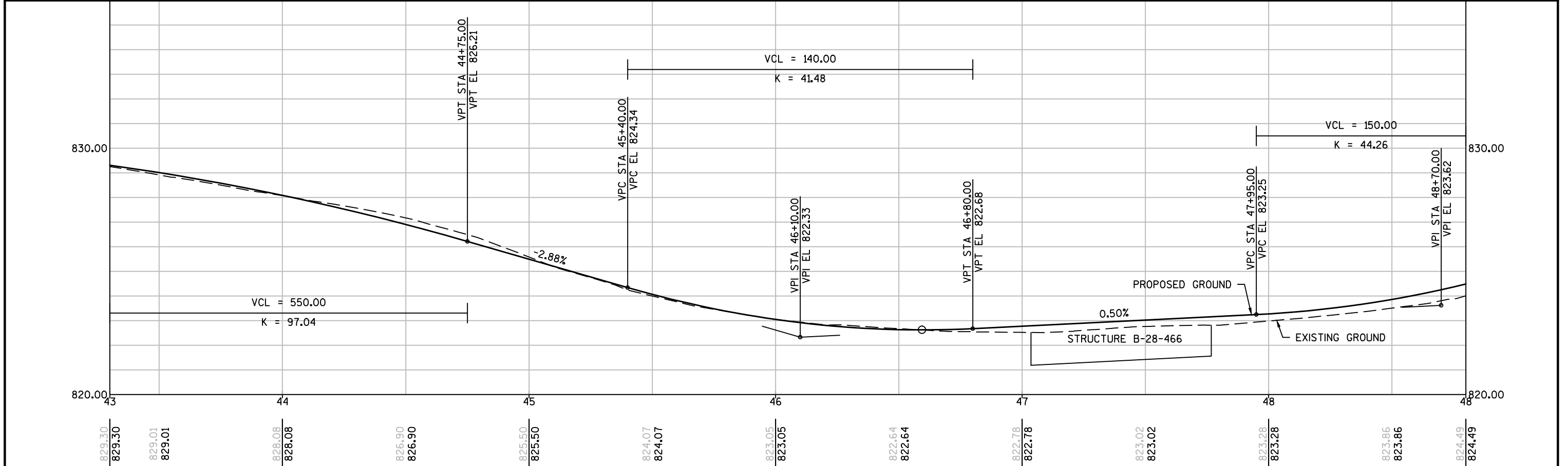
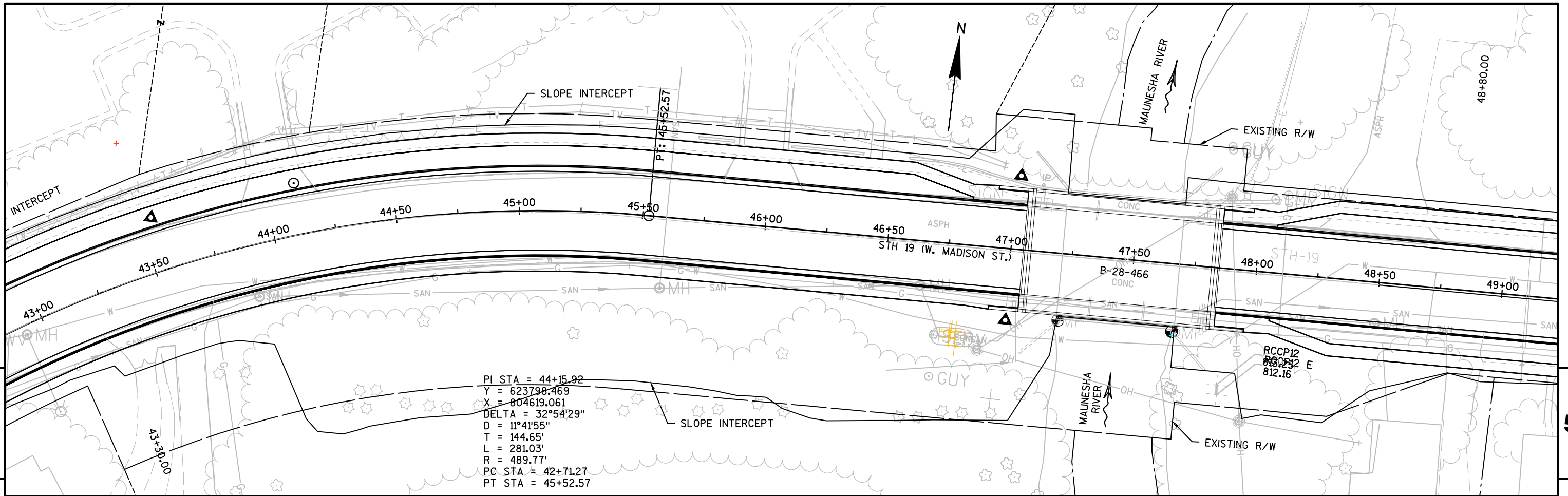


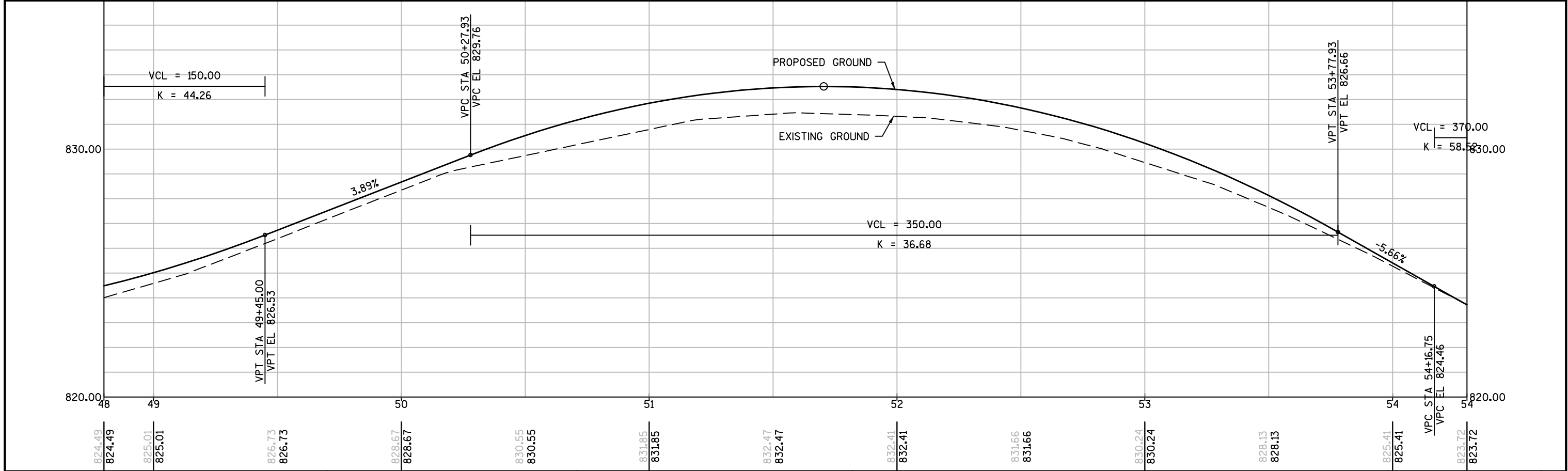
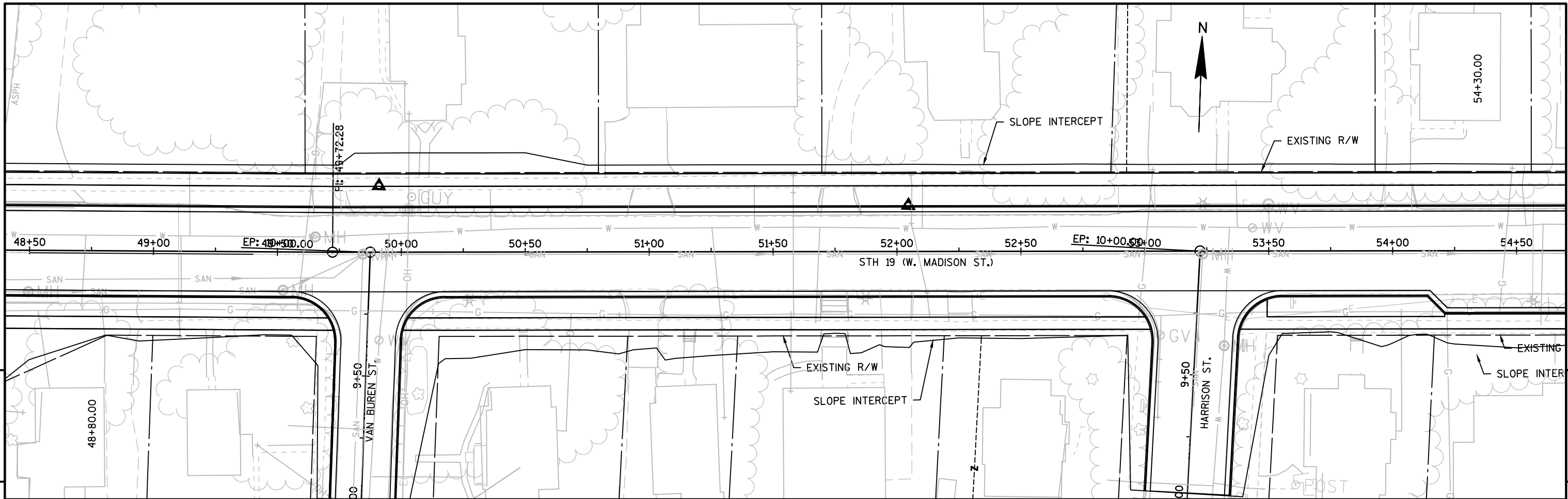


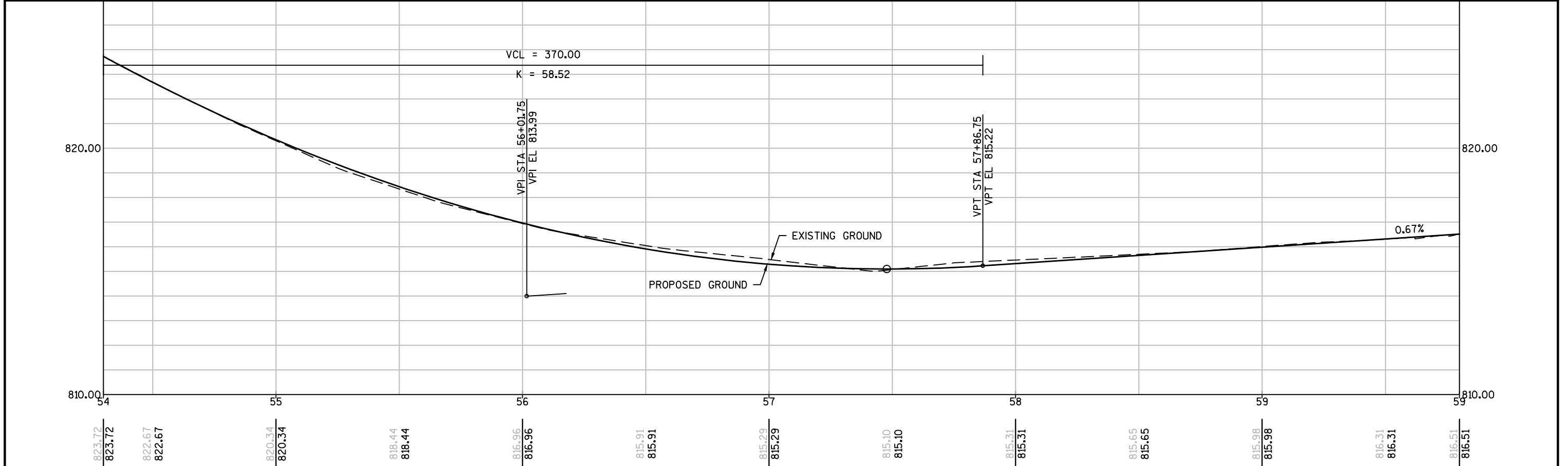
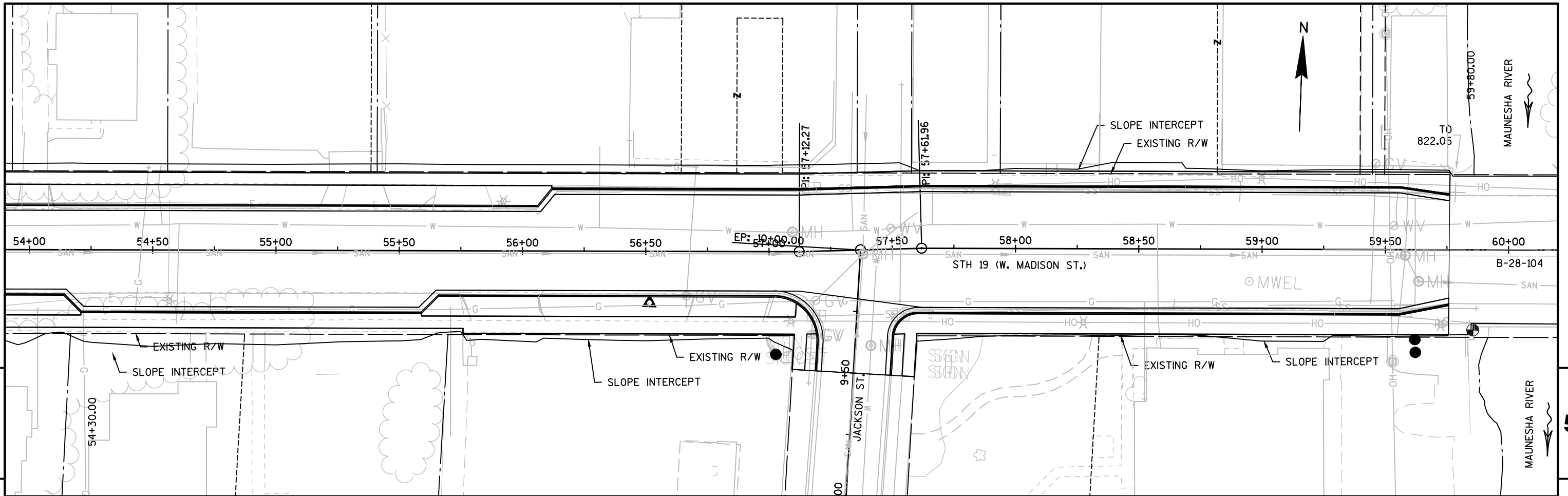


PI STA = 44+15.92
Y = 623798.469
X = 804619.061
DELTA = 32°54'29"
D = 11°41'55"
T = 144.65'
L = 281.03'
R = 489.77'
PC STA = 42+71.27
PT STA = 45+52.57

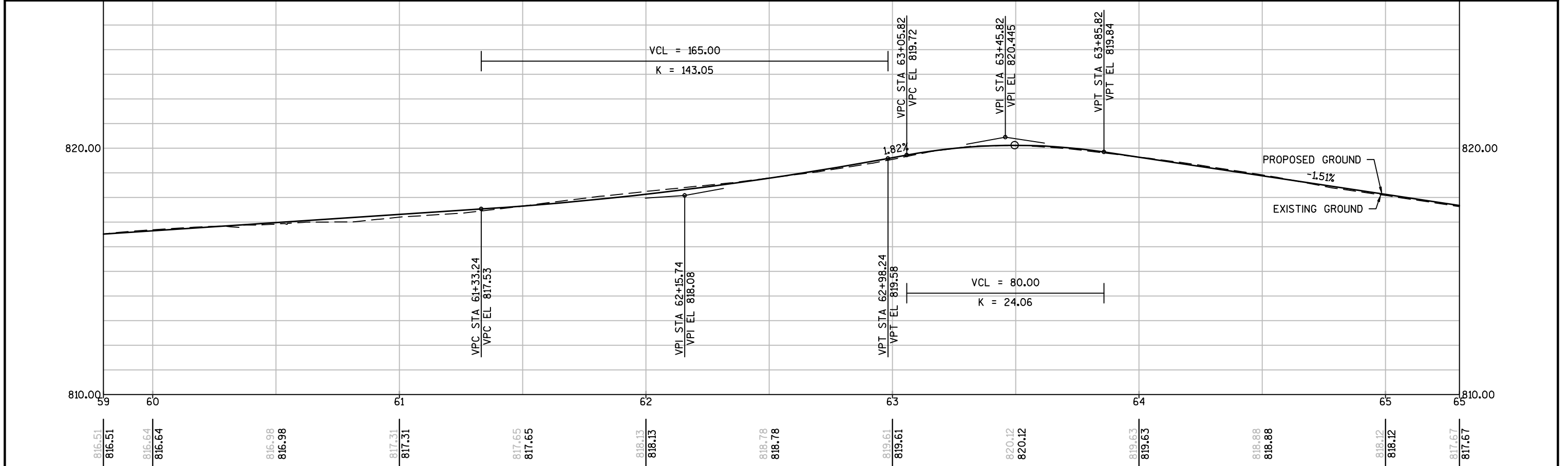
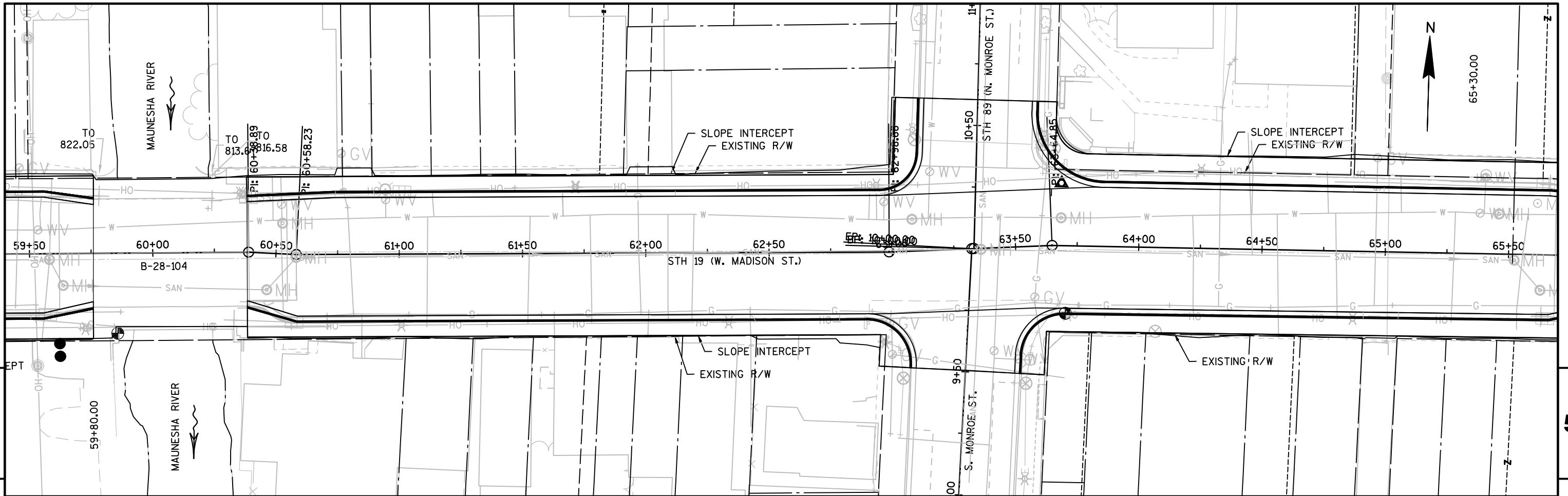


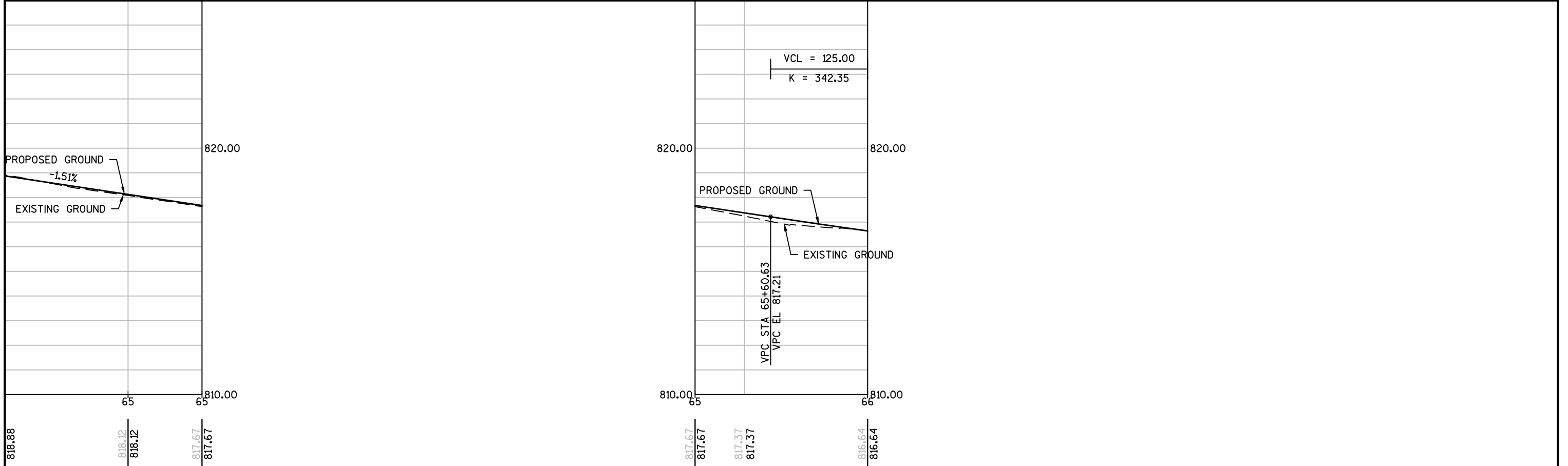
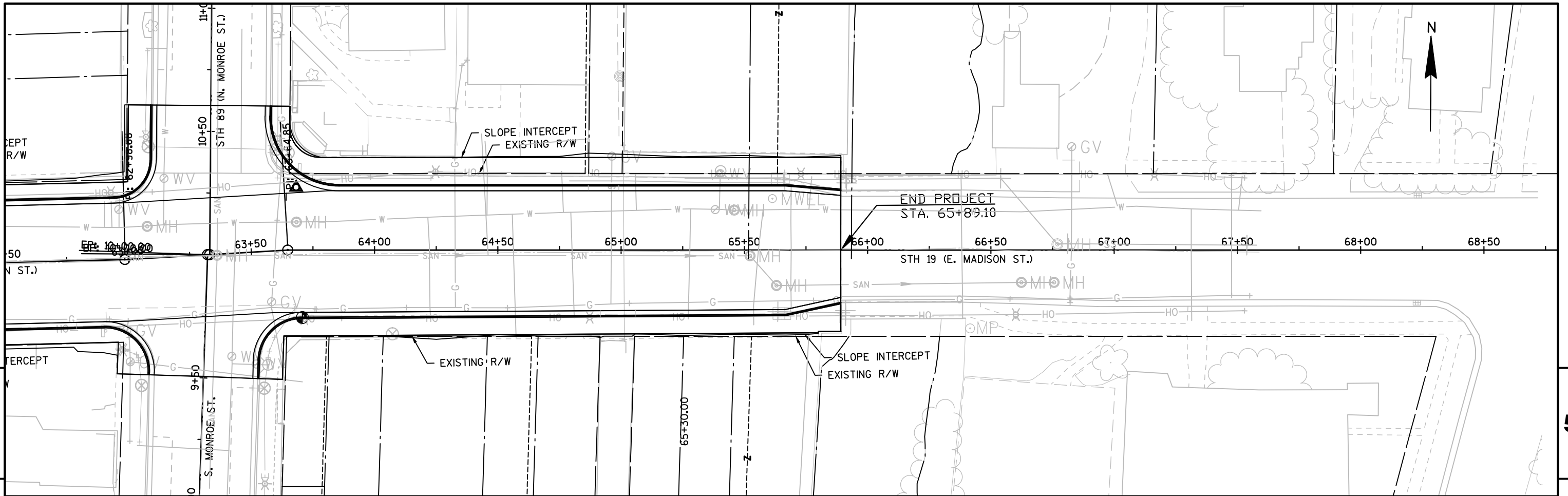






PROJECT NO: 3050-02-72	HWY: STH 19	COUNTY: JEFFERSON	PLAN AND PROFILE: STH 19	SHEET	E
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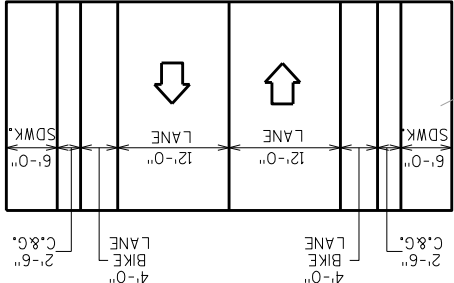
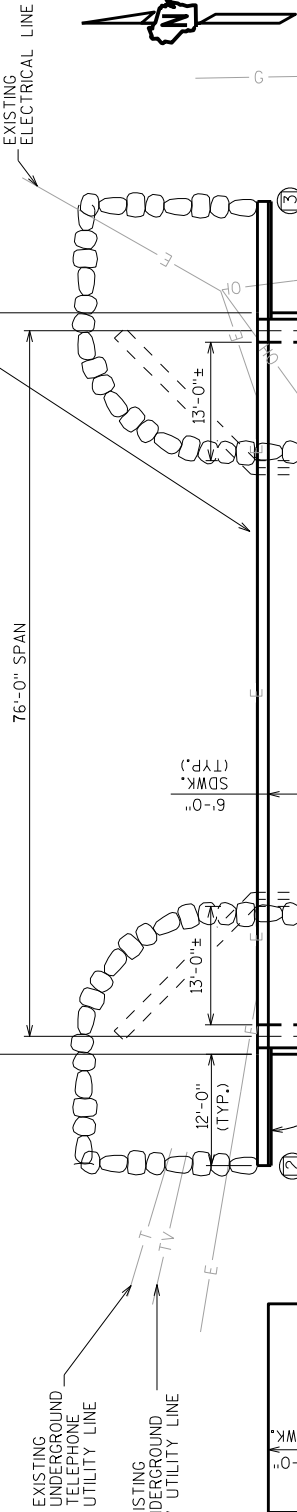
PROJECT NO: 3050-02-72	HWY: STH 19	COUNTY: JEFFERSON	PLAN AND PROFILE: STH 19	SHEET	E
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Appendix E

Preliminary Structure Plan

INDICATES WING NUMBER

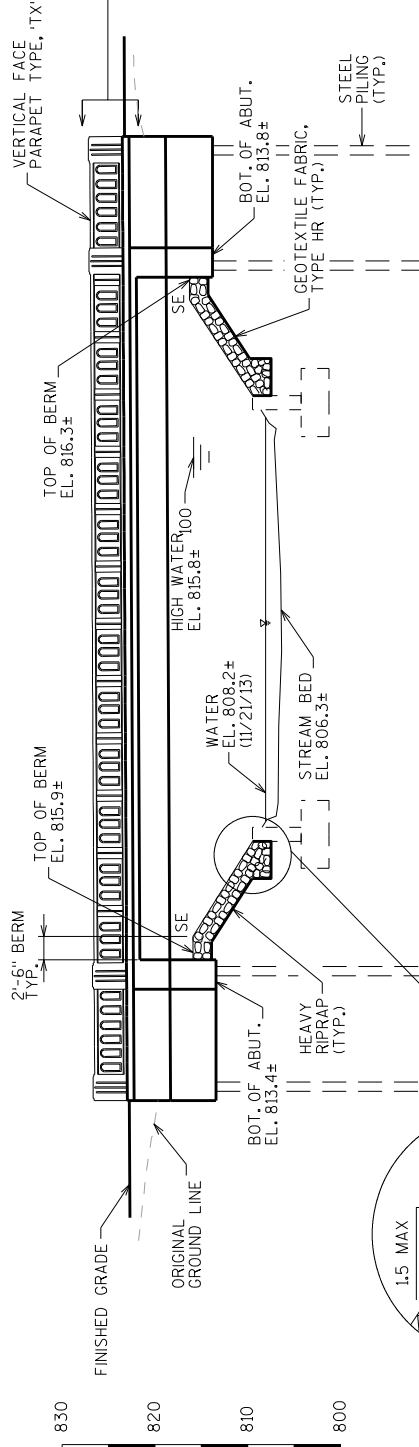
79'-10" BACK TO BACK OF ABUTMENTS



NAME PLATE & BENCH MARK CAP WHEN SUPPLIED FOR LOCATION SEE SHEET

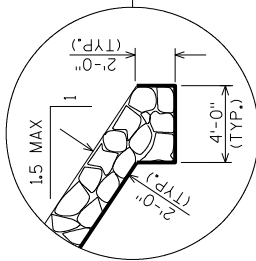
PLAN

SINGLE SPAN - 36W" PRESTRESSED GIRDERS



ELEVATION

NORMAL TO MAUNESHA RIVER



DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF=
OPERATING RATING FACTOR: RF=
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): (KIPS)
STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY DECK — f'_c = 4,000 P.S.I. ALL OTHER — f'_c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — f_y = 60,000 P.S.I.
36W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'_c = P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON
DRIVEN TO A REQUIRED DRIVING RESISTANCE OF TONS ** PER PILE
AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED ----- LONG.

* ** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

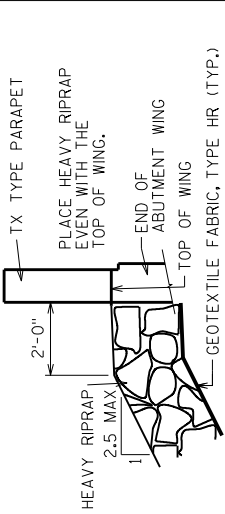
HYDRAULIC DATA

100 YEAR FREQUENCY
 Q_{100} = 2500 C.F.S.
VEL. = 5.40 F.P.S.
HW. = EL. 815.83
WATERWAY AREA = 464 SQ. FT.
DRAINAGE AREA = 91.49 SQ. MI.
ROAD OVERTOPPING = NA
SCOUR CRITICAL CODE = 8

TRAFFIC VOLUME

S.T.H. 19
A.D.T. = 6250 (2037)
R.D.S. = 30 M.P.H.

TYPICAL FILL SECTION AT WING TIPS



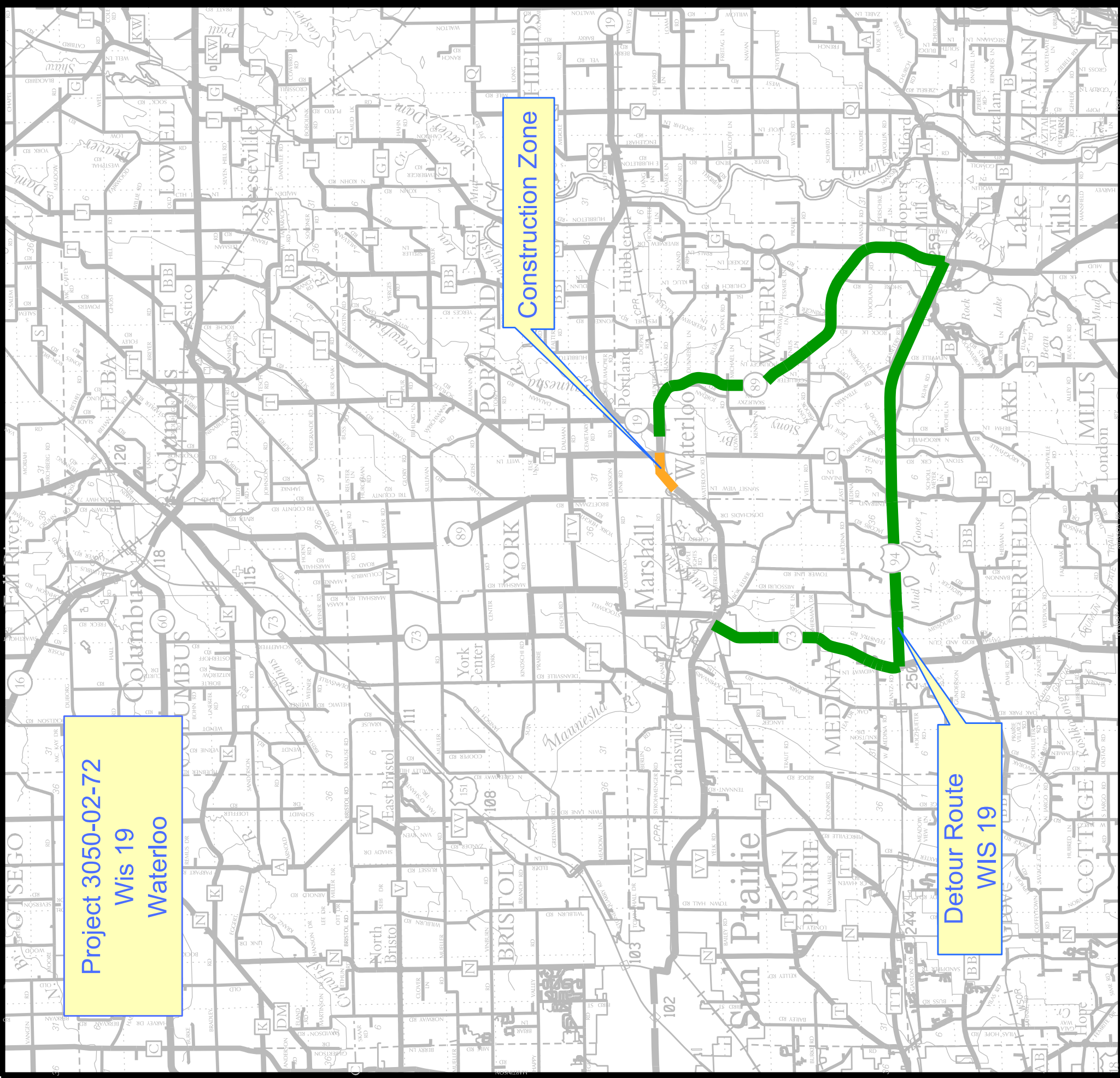
LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION

PRELIMINARY PLAN

Appendix F

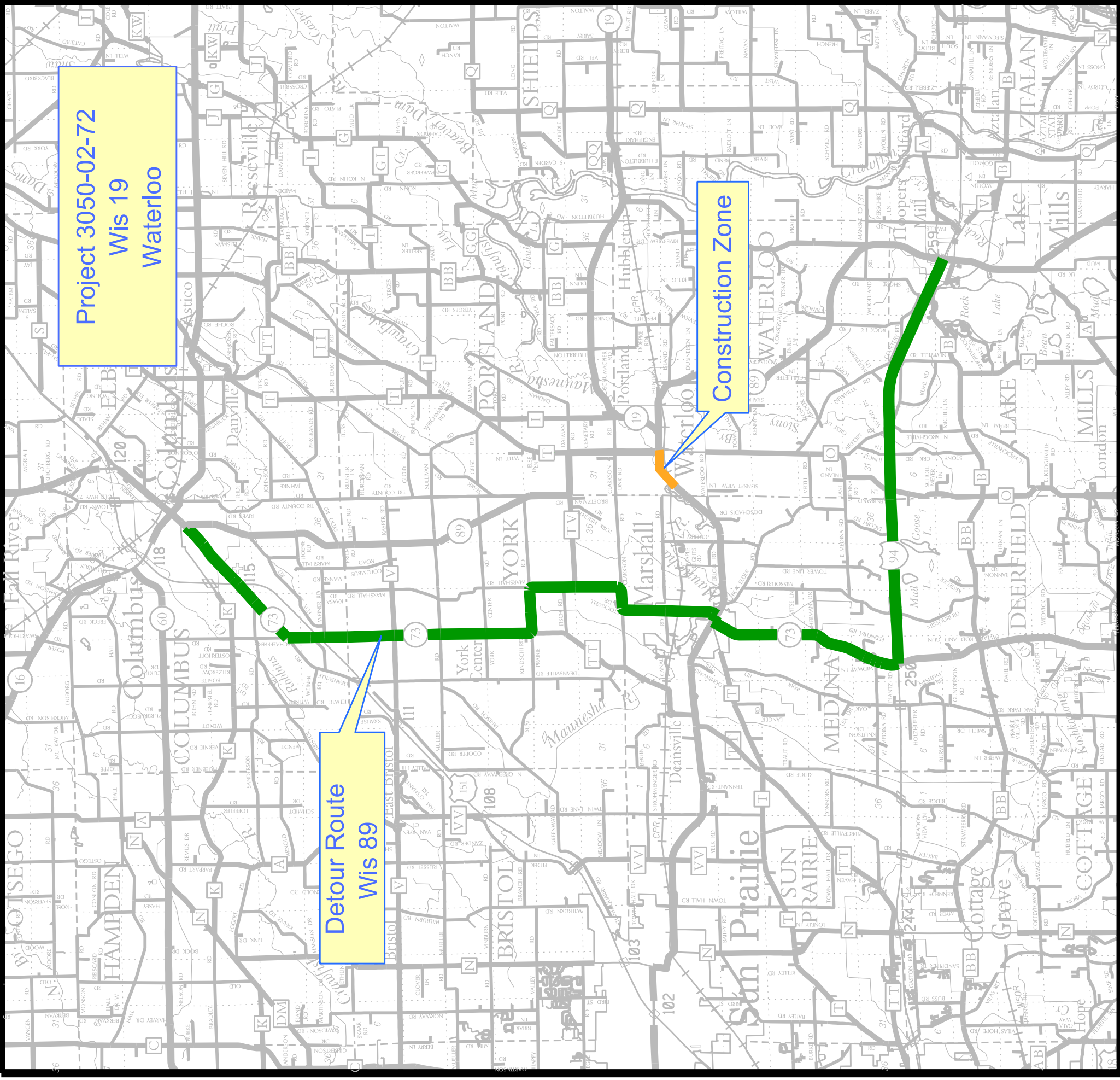
Detour Maps



Project 3050-02-72
Wis 19
Waterloo

Construction Zone

Detour Route
WIS 19



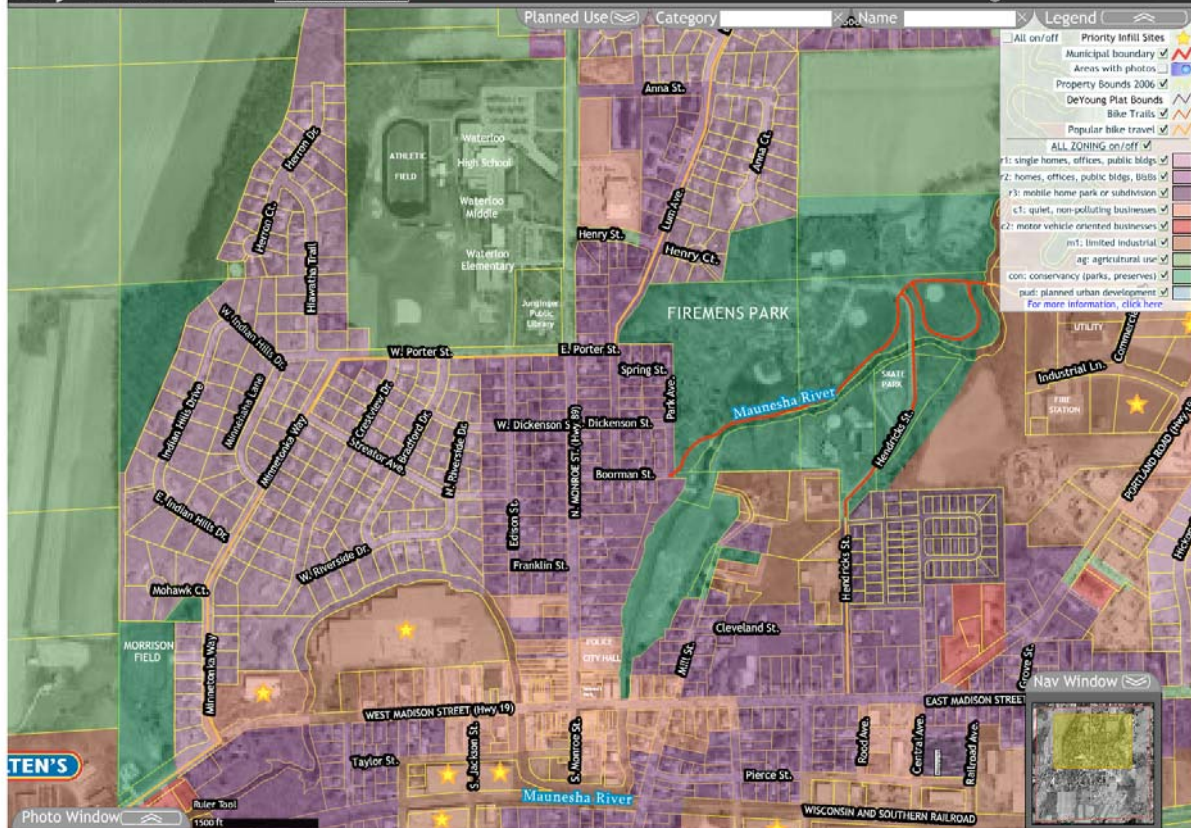
Project 3050-02-72
Wis 19
Waterloo

Detour Route
Wis 89

Construction Zone

Appendix G

City of Waterloo Land Use Map



Appendix H

City of Waterloo Comprehensive Plan –
Chapter 7: Transportation

Chapter Seven: Transportation

This chapter includes a compilation of background information, goals, objectives, policies and recommended programs to guide the future development and maintenance of various modes of transportation in the City of Waterloo. The chapter also compares the City's transportation policies and programs to state and regional transportation plans.

Waterloo will become a Green and Healthy community by:

- ♦ Maintaining and upgrading its existing road network for traffic and aesthetic purposes, focused on collaborations with WisDOT for Highway 19 and 89 upgrades and on streetscaping enhancements downtown.
- ♦ Extending local roads as necessary to facilitate traffic flow and economic development, most notably McKay Way.
- ♦ Becoming more bicycle friendly through the completion of new trails and community design approaches that support biking—a natural fit given that Waterloo is Trek's world headquarters.

A. Existing Transportation Network

Access is a key determinant of growth because it facilitates the flow of goods and people. The City of Waterloo is well connected to the region through the existing roadway network. Other transportation facilities, such as freight rail, airport service, and bike and recreational trails are located in or easily available to the City. This section describes the existing conditions of transportation facilities in the City. Map 8 shows existing and planned roadways in the City.



B. Roadways

Principal Arterials

Interstate 94 is located about nine miles south of the City. This roadway serves as a regional, controlled-access facility within Wisconsin, connecting

Minneapolis and La Crosse with Milwaukee and Chicago. The Wisconsin Department of Transportation Corridors 2020 Plan designated the Interstate as a “backbone” route, which connects major population and economic centers. Backbone routes were selected based on seven criteria, including multi-lane capacity needs, truck volume, service trade centers, and manufacturing centers.

Minor Arterials

State Highway (STH) 89 (N. Monroe Street and Madison Street), STH 19 (Madison Street), and County Highway (CTH) O (S. Monroe Street) serve as the City's three minor arterials. STH 89 is the primary north-south arterial in the City, connecting Waterloo with I-94 and the City of Columbus in Columbia County. STH 19 is Waterloo's primary east-west arterial. In 2004, traffic volumes were 8,400 vehicles per day on the Madison Street section of STH 89, 5,200 on the Monroe Street section of STH 89, and 7,000

on STH 19, east of Van Buren Street. STH 89 is the quickest route to the Interstate for traffic headed to the Milwaukee area. STH 19 and then south along STH 73 in the Village of Marshall to the Interstate is the quickest way to the Madison area.

Collector Roads

The City's three minor arterials, Madison and Monroe Streets and CTH O, discussed above, also serve as intra-city collector roads.

Local Roadways

Local streets are neighborhood roadways that provide access to individual homes and businesses, but do not serve as carriers of through traffic. In newer neighborhoods, local streets are often curvilinear so as to discourage through traffic and to provide a safer and more private street for residents.

C. Bridges

The City of Waterloo has four state-maintained bridges located on STH 19 and passing over the Mauneshia River. The State maintains condition reports for these structures.

D. Airports

There are two airports with hard-surface runways in Jefferson County. The City of Watertown Airport is located at 1741 River Drive and has an average of 159 operations per day. The Fort Atkinson Municipal Airport is located at N3465 County Road K in Jefferson and has an average of 30 operations per day.

Located 25 miles west of Waterloo in Madison, the Dane County Regional Airport (DCRA) offers a full range of flights to regional, national, and international destinations to serve a growing metropolitan area. Renovations completed in June 2006 have increased the total square footage from 126,000 to 278,000 in the passenger terminal, expanding additional counter queuing areas, baggage claim areas and restaurants and shops. Annually, there are nearly 116,000 aircraft landings and takeoffs from three runways. DCRA is served by 13 commercial air carriers with over 100 scheduled flights per day and two air freight airlines.

General Mitchell International Airport in

Roadway Functional Classification System

Wisconsin's functional classification system groups roads and highways according to the character of service they offer, ranging from rapid through access to local land access. The purpose of functional classification is to enhance overall travel efficiency and accommodate traffic patterns and land uses by designing streets to the standards suggested by their functional class. The four main functional classes include:

- ◆ Principal Arterials: Serve longer inter-urban type trips and traffic traveling through urban areas, including interstate highways and other freeways (e.g. I-94)
- ◆ Minor Arterials: Provide intra-community continuity and service trips of moderate length, with more emphasis on land access than principal arterials. (e.g. STHs 89 and 19).
- ◆ Collectors: Provide both land access and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. These roadways collect traffic from local streets in residential neighborhoods and channel it onto the arterial system (e.g. Madison Street and Monroe Street)
- ◆ Local Streets: Provide direct access to abutting land and access to collectors. Local roads offer the lowest level of mobility. Through traffic movement on this system is usually discouraged (e.g. Van Buren Street, Riverside Drive)

Source: WisDOT, Facilities Development Manual, Procedure 4-1-15

Milwaukee is located about 67 miles from Waterloo. Mitchell's 13 airlines offer roughly 252 daily departures and arrivals. Approximately 90 cities are served directly from Mitchell International.

E. Rail

The Wisconsin and Southern Railroad Company operates the freight line through the City of Waterloo. This line extends to Watertown, Ixonia, and Madison. Major commodities handled by the railroad are coal, autos, auto parts, potash, and supplies for malt houses and flour mills.

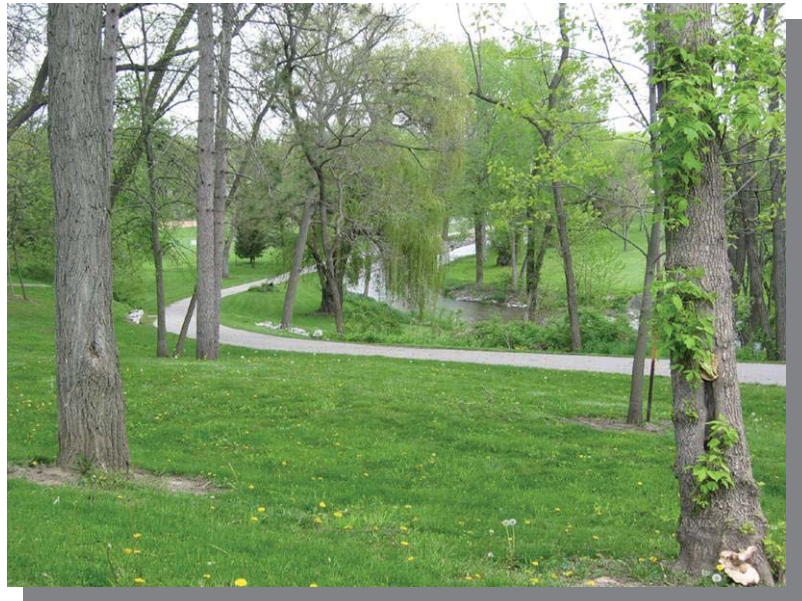
Passenger service is available in Milwaukee, and the Hiawatha Amtrak passenger trains connect Chicago and Minneapolis through Watertown and Ixonia. The closest passenger rail service stop is located in the City of Columbus in Columbia County.

The railroad line that runs through Waterloo has been identified as a potential future high speed passenger rail route under the Midwest Regional Rail Initiative.

F. Bicycles and Walking

The City of Waterloo is home to Trek Bicycles, and the rural roads located in and around the City are used extensively for bicycling. City residents are also in close proximity to the Glacial Drumlin State Trail. Starting in Cottage Grove, this trail runs east through Jefferson County, south of Waterloo, and into Waukesha County where it ends in the Fox River Sanctuary in Waukesha.

In 1996, Jefferson County adopted a Bikeway/Pedestrianway Plan, which includes detailed recommendations for Waterloo. Recommendations include installing bike lanes on CTH O, Washington Street, and STH 19; installing bicycle parking throughout the City; posting bike route signage; installing traffic calming devices in the downtown; and preserving land along the river for the development of a multi-use trail. To date, none of these recommendations have been implemented.



G. Transit, Para-Transit, and Elderly/Disabled Transportation

The City of Waterloo is not currently served by public transit. However, a Shared Ride Taxi Service is provided for residents of Marshall and Waterloo and has been in operation since 1999.

Jefferson County provides specialized transportation services which are designed for use by elderly or disabled persons. To be eligible for specialized transit services, an individual must be at least 55 years of age or be disabled. Transportation services are provided to all areas within Jefferson County in wheelchair-accessible vans.

H. Water and Truck Transportation

There is no waterborne freight movement in the City. Freight shipments in Waterloo occur by truck and rail. Semi-truck shipments are most prevalent along designated truck routes: State Highways 89 and 19, and County Highway O.

I. Review of State and Regional Transportation Plans

Following is a review of state and regional transportation plans and studies that are relevant to the City. Aside from the Midwest Regional Rail Initiative, there are no known conflicts between these state and regional plans and the City's plans and policies.

1. Wisconsin State Highway Plan

The Wisconsin State Highway Plan focuses on the 11,800 miles of State Trunk Highway routes in Wisconsin. The plan does not identify specific projects, but broad strategies and policies to improve the state highway system over the next 20 years. Given its focus, the plan does not identify improvement needs on roads under local jurisdiction. This plan includes three main areas of emphasis: pavement and bridge preservation, traffic movement, and safety. This plan does not provide any Waterloo-specific recommendations.

2. Midwest Regional Rail Initiative

The Midwest Regional Rail Initiative represents an ongoing effort by nine Midwest communities, including Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin, to develop an expanded and improved passenger rail system throughout the Midwest. The proposed regional system would use existing rail lines to connect these nine Midwest states with high-speed service.

As part of this initiative, a rail system is proposed to connect Milwaukee and Madison along a corridor that passes through Waterloo. However, because these systems are intended to provide high-speed connections between major cities (i.e. Madison, Milwaukee, Chicago), it is unlikely that rail stops will be planned for smaller communities along the proposed corridor. Instead, the service would pass through communities like Waterloo at high speeds, fencing would be installed, and crossings of some of the roads may be closed. For this reason, the City of Waterloo does not support the high-speed rail proposal in its current form.

3. Wisconsin Southwest Region Highway Improvement Program

WisDOT maintains a six-year improvement program for state and federal highways within the Region. Wisconsin has 112,362 miles of public roads, from Interstate freeways to city and village streets. This highway improvement program covers only the 11,753-mile state highway system which is administered and maintained by the Wisconsin Department of Transportation (WisDOT). The other 100,609 miles are improved and maintained by the cities, towns, counties and villages in which the roadways are located. The state highway system consists of 750 miles of Interstate freeways and 11,010 miles of state and US-marked highways.

While the 11,753 miles of state highways represent only 10.5% of all public road mileage in Wisconsin, they carry over 34.7 billion vehicle miles of travel a year, or about 60.5% of the total annual statewide highway travel. To ensure the system's vitality and viability, WisDOT currently invests over \$750 million each year, resulting in over 565 miles of roads improved and rehabilitated annually. Projects in the 6-year Improvement Program in the Waterloo area include reconstructing Monroe Street (STH 89) in 2008.

4. Translinks 21: A Multimodal Transportation Plan for Wisconsin's 21st Century

The Translinks 21 Plan includes an overall vision and goals for transportation systems in the state for the next 25 years. More specifically, the goal is to provide a statewide highway network designed to shape a comprehensive, integrated, multimodal transportation blueprint that sets the framework for future policies, programs, and investments and provides essential links to key centers throughout the state. Translinks 21 will address the highways, airports, railroads, water ports and urban transportation systems that carry people and goods throughout Wisconsin.

This 1995 plan recommends complete construction of the Corridors 2020 “backbone” network by 2005, the creation of a new state grant program to help local governments prepare transportation corridor management plans, the provision of state funding to assist small communities in providing transportation services to elderly and disabled persons, and the development of a detailed assessment of local road investment needs. This plan does not include any Waterloo-specific recommendations.

5. Wisconsin Bicycle Transportation Plan 2020

Wisconsin Bicycle Transportation Plan 2020 presents a blueprint for improving conditions for bicycling, clarifies the WisDOT's role in bicycle transportation, and establishes policies for further integrating bicycling into the current transportation system. While this plan does not include any Waterloo-specific recommendations, the plan map illustrates existing state trails and future “priority corridors and key linkages” for bicycling along the State Trunk Highway system in Wisconsin.

6. Wisconsin Pedestrian Plan Policy 2020

In 2001, the State adopted a pedestrian policy plan, which highlights the importance of walking and the need for pedestrian facilities. Additionally, the plan outlines measures to increase walking and to promote pedestrian comfort and safety. This plan provides a policy framework for addressing pedestrian issues and clarifies WisDOT's role in meeting pedestrian needs.

7. Wisconsin Department of Transportation Connections 2030

When completed, Connections 2030 will identify a series of multimodal corridors for each part of the state. Each corridor will identify routes and/or services for several modes of transportation, including car, rail, airplane, and transit. When completed, the document will assist the state in prioritizing investments and assist WisDOT transportation districts in identifying future segments for more detailed corridor plans.

8. Jefferson County Agricultural Preservation and Land Use Plan

This 1999 plan provides a vision and guidelines for growth, development, and land preservation in Jefferson County over the next 20 years. In regards to transportation, the plan outlines existing facilities as well as general recommendations for improvements. Other than the planned WisDOT Monroe Street reconstruction project, there are no Waterloo-specific transportation recommendations.

9. Jefferson County Bikeway/Pedestrianway Plan

In 1996, Jefferson County adopted the Jefferson County Bikeway/Pedestrianway Plan, which focuses on improving pedestrian and bicycle facilities in the County. It identifies desirable routes through Jefferson County and includes a detailed plan for several cities and villages, including Waterloo. Recommendations include installing bike lanes on CTH O, Washington Street, and STH 19; installing bicycle parking throughout the City; posting bike route signage; installing traffic calming devices in the downtown; and preserving land along the river for the development of a multi-use trail.

10. Connecting Jefferson County's Parks and Communities: Proposed Trail Linkages

This document provides a review of general trail design guidelines recommended for Jefferson County trails, which include connectivity, wayfinding, viewsheds and vistas, meandering paths, visible road crossings, and signage. Using input from GIS analysis, stakeholders, and Jefferson County natural features, the plan proposes two potential trail routes for the western section of the County: a 26-mile Waterloo-Crawfish River Loop and an 18-mile Fort Atkinson Loop. The plan also includes recommendations for several additional trail connections throughout the County. Specific recommendations for the Waterloo area include trail connections from the Rock Lake Road overpass to Waterloo and from Waterloo to the Holzheuter Farm.

J. Transportation Goals, Objectives, and Policies

Goal:

Provide a safe and efficient transportation system that meets the needs of multiple users in and around the City.

Goal:

Develop and maintain a comprehensive system of bicycle and pedestrian facilities in and around the City to encourage alternative transportation and a healthy, active lifestyle.

Objectives:

1. Maintain and require an interconnected road, pedestrian, and bike network.
2. Ensure that transportation system improvements are coordinated with land development.
3. Encourage new neighborhood and non-residential development designs that support a range of transportation options.
4. Actively participate in multi-jurisdictional transportation system planning and improvements.
5. Provide for adequate road capacities and safe road conditions in cooperation with the county and state.
6. Coordinate with other units of government as necessary to ensure adequate transportation facilities for trucking, transit, and rail, as well as air and water travel and transit.

Policies:

1. Update the City's subdivision ordinance to reflect the recommendations in this *Plan*. The subdivision ordinance should include standards to ensure street interconnectivity and proper design and placement of new roads and paths in association with future subdivision plats.
2. Follow the 5-Year Improvement Program to provide for upgrading of local roads. This type of mid-range facility planning program can help avoid fluctuations in budgets on a year-to-year basis and promote responsible borrowing of funds, where necessary.
3. Provide a continuous interconnected network of local streets, sidewalks, bicycle routes, and paths for planned neighborhood growth areas that result in safe and convenient access between neighborhoods, employment centers, schools, service centers, and recreational centers. This is key to achieving quality "Conservation Neighborhood Design," as outlined in the Housing and Neighborhood chapter of this Plan.
4. Take advantage of road upgrades and improvements to establish bike paths and routes on local streets throughout the City to connect neighborhoods with schools, parks, jobs, and shopping.

5. Work with Jefferson County and private providers to continue and expand transportation options to those who require them, such as the elderly, disabled, and children.
6. Expand the existing trail network, and work with the county and state to interconnect local trails and bike routes with the Waterloo Wildlife Area and the Crawfish River—Waterloo Drumlins Legacy Place lands, and between communities like Waterloo and Marshall.
7. When streets are reconstructed, take extra measures to preserve and protect established street trees during projects.

K. Transportation Programs and Recommendations

1. Continue to Make Upgrades to Existing City Roadways



In the future, the City will continue to make upgrades, as needed, to local roads and will continue to budget for these projects by annually updating the 5-Year Street Improvements Program. Waterloo will also continue to work with the County and the State to make repairs and upgrades to County and State highways. When possible, utility upgrades should be combined with roadwork. Over the 20-year planning period, other local, county, and state highways should be upgraded from rural to urban cross sections to handle increased traffic volumes and adjacent development, such as Waterloo Road. Roads that will require improvements or upgrades over the planning period are highlighted on Map 8.

The City also has an opportunity to upgrade the aesthetic quality of important corridors such as STH 19 by continuing to install streetscape improvements along these roadways. Streetscaping projects are likely to occur incrementally, over a period of years, usually in coordination with highway or redevelopment projects.

One City streetscaping priority is to replace the bright, highway-oriented street lights in and around the downtown, which will substantially improve the image of this important area of the community. Another priority is to improve the overall visual quality of the STH 19 corridor by installing streetscape improvements similar to those being implemented along STH 89.

2. Extend Existing Roads to Facilitate Traffic Flow and Development



Map 8 depicts future extensions to existing local roads that may be necessary to serve future development (as envisioned on the Future Land Use map) and facilitate traffic flow. The most significant of the recommendations is the proposed extension of McKay Way through the southern half of the City. Ultimately, McKay Way should connect STH 19 near the City's western edge to STH 89 on the City's eastern edge. A segment has already been built through the Deyoung Farms neighborhood. East of CTH O, this extension would significantly improve access to planned industrial areas on the City's southeast side. Other proposed road extensions should be made when adjacent land develops in accordance with this *Comprehensive Plan*.

3. Promote the Use of Railways for Local Use

The City would support the extension of a rail spur into the planned southeast side industrial park area, if demanded by potential users there.

The City will continue to actively oppose initiatives to direct high-speed, regional rail through Waterloo, unless a train stop is located in the City. Without a stop, this type of train service will likely have a detrimental effect on the aesthetic quality and character of the community.

4. Become a “Bicycle Friendly Community”



Waterloo is a small community bounded by natural resources and is the home to the world headquarters of Trek bicycles. It is therefore more than appropriate for Waterloo to actively plan to become a bicycle friendly community through the installation of new bicycle facilities, like paths and bike lanes, and through community design approaches that are supportive of bicycling and walking.

The Bicycle Friendly Community (BFC) campaign is a program designed to recognize and award municipalities that have taken steps to actively support, encourage, and accommodate bicycling for transportation and recreation. The program is administered by the League of American Bicyclists.

Communities who apply for BFC status are judged in five categories: Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning. The engineering category relates to what types of facilities are available for bikers (e.g. bike lanes, bike and multi-use paths, places for park bikes, and the condition of the road network). Education measures the availability of general bike and bike safety information for bikers and motorists (e.g. maps, tips sheets, manuals, courses). The encouragement category relates to how well the community promotes bicycling as measured by the presence of programs and events such as Bike Month, Bike to Work Week, and community bike rides, or the availability of community bike maps, route finding signage, or similar materials. Enforcement measures the connections between the cycling and law enforcement community (e.g. bike related laws, presence of a law enforcement bike division, etc.). And lastly, the Evaluation and Planning category relates to what systems the community has in place to evaluate its current programs and plan for the future. For instance, one basic component of this category is whether or not the community has an adopted bike plan.

In 2007, the Trek Bicycle Corp. announced details on its “One World, Two Wheels” campaign, which is intended to get more people in communities around the nation to ride their bikes for both transportation and recreation. As part of this campaign, Trek has pledged to donate \$1 to the BFC program for every Trek helmet sold in the U.S., for a total commitment of \$1,000,000 over the next three years.

The City may work towards achieving BFC status. The City can begin by obtaining and reviewing the application for the BFC award to get an idea of where Waterloo’s shortcomings are and what can be done differently and better to promote biking.

Some steps and guidelines for achieving a more bike friendly City include the following:

- ♦ Appoint someone who can familiarize themselves with the BFC program and application and can take a leadership role in guiding the City towards achieving BFC status. If and when the City establishes a Park and Recreation Department (see the Utilities and Community Facilities chapter for details), this could be one important aspect of the Department’s responsibilities.

“As the most efficient mode of transportation on the planet, the bicycle is uniquely positioned to provide a simple solution to some of the world’s toughest problems.”

--John Burke, President of Trek Bicycle Corp., 2007



Example of an off-street recreation trail

- ◆ Design new neighborhoods to be bike-able and walk-able by:
 - Extending the street grid to new development areas and provide interconnected roads. Avoid the installation of cul-de-sacs where possible (see Housing and Neighborhood Development chapter).
 - Using street design standards that emphasize safety and enhance connectivity. For minor streets, reduce pavement widths to a maximum of 32 feet, curb-face to curb-face. Require sidewalks and street trees on both sides of all new streets. Adjust the City's subdivision ordinance accordingly.
 - Promoting conservation neighborhood design principles outlined in the Housing and Neighborhood Development chapter.
- ◆ Incorporate conceptual bike and pedestrian routes, existing and future park locations, school sites, and neighborhood retail centers into an up-to-date Park and Open Space Plan (see Utilities and Community Facilities chapter for further explanation).
- ◆ Utilize the many resources available at the National Center for Safe Routes to School to support and sustain the Waterloo Safe Routes to School program.
- ◆ Develop a wayfinding signage system that serves both bicyclists and visitors and provides direction to major area destinations such as Firemen's Park, the downtown, and the school campus and library.
- ◆ Continue to implement the bike and trail system plan as funds become available and as opportunities arise (e.g. install bike lanes at the time of street upgrades). Apply for WisDNR and WisDOT grant monies to help fund projects. The City's conceptual bike route system is depicted on Map 8 and includes both off-street paths and on-road routes and lanes.
- ◆ Continue to remain involved in the ongoing Glacial Heritage project, which will establish plans for an integrated network of regional trails through Jefferson County and part of Dodge County and Dane County (also see the Natural Resources Chapter and the Intergovernmental Cooperation Chapter).

Appendix I

Jefferson County Bikeway/Pedestrian Plan –
Chapter 5.2.7 City of Waterloo

5.2.7 City of Waterloo

The City of Waterloo contains bike lanes on S Monroe Street/CTH O from Waterloo Road to Knowlton Street. Continuation of bike lanes on Washington Street/Mills Street to an existing off-road trail at Firemen Park would complete the north/south bicycle network and provide linkages to a number of east/west routes as well as to the Jefferson County Bike Route and Jefferson County Recreation Loop #1 on CTH O. Since there is on-street parking on Washington Street, a wide striped curb lane (10' from curb) may serve dual-purpose as a parking/bike lane. If there is not adequate width on Mills Street for a lane marking, a shared lane marking could be installed to formalize the bike route (such as a "sharrow").

Existing paved shoulders are provided on STH 19 from E Madison Street to north of city limits. This highway is ridden regularly by experienced bicyclists with few problems, but because many destinations are located off STH 19 and because it crosses the river, better bicycle accommodation is preferred where paved shoulders do not exist. The entire segment of Madison Street/STH 19/89 should include bike lanes from city limits on the west to the proposed McKay Way extension on the east. If the proposed high-speed rail corridor will accommodate a rails-with-trails project, this connection linking the east and west side of town could be provided off-street along the rail corridor and preclude the need for bike lanes along Madison Street/STH 19/89.

Bike lanes are also recommended on Minnetonka Way to formalize this as the primary north/south route east of the river. A secondary east/west route is recommended when McKay Way is constructed between S Monroe Street/CTH O and STH 89. The entire length of McKay Way/Knowlton Road should contain bike lanes. The Garman Nature Preserve/Knowlton Field Trailhead Facility is proposed to be constructed on Knowlton Road. Other off-road trails will occur throughout the community providing linkages between parks, neighborhoods, and other natural features and transportation facilities. See Appendix C, Map C-8.

Table 5.2.7: City of Waterloo Implementation Table for On- and Off-Street Facility Improvements

Term	Project	Limits	Recommendation	Implementing Agency	Length (in feet)	Total Cost	Funding Opportunities
5-Year	Washington St. / CTH O	Knowlton St. to Madison St.	Stripe bike lane	C. Waterloo	2238	\$6,000	General, BPFP
	Mill St.	Madison St. to Firemen Park	Stripe bike lane	C. Waterloo	1116	\$2,800	General, BPFP
	Minnetonka Way	Madison St. to Porter St.	Stripe bike lane	C. Waterloo	2478	\$6,200	General, BPFP
	Saddle Ridge Park	Birch St. to Arbor Vitae Ln.	Construct off-street trail	City of Waterloo	682	\$27,280	Stewardship, RTP
	Garman Nature Preserve/Knowlton Field Trailhead Facility	Knowlton Rd	Trailhead facility	C. Waterloo, Jefferson Co, DNR	TBD	TBD	Stewardship
10-Year	Madison St. / STH 19 / STH 89*	West city limits to east city limits	Construct bike lanes	C. Waterloo, DOT	11592	\$695,520	TE, BPFP
	East/West Trail*	West city limits to east city limits	Rails-with-trails project south of Madison St	C. Waterloo, RTA	9900	\$396,000	TE
10+	Knowlton Rd	W. Madison St. to McKay Way	Construct bike lanes	C. Waterloo	1438	\$86,280	TE, BPFP
	McKay Way	W. Madison St. to S. Monroe St.	Construct bike lanes	C. Waterloo	3156	\$189,360	TE, BPFP
		S. Monroe St. to east city limits	Construct bike lanes	C. Waterloo	7754	\$465,240	
	Southwest Trails	Waterloo Rd. to Knowlton Rd.	Construct off-street trail	C. Waterloo	3806	\$152,240	RTP
		Waterloo Rd. to McKay Way	Construct off-street trail	C. Waterloo	2541	\$101,640	
		McKay Way to Knowlton St.	Construct off-street trail	C. Waterloo	689	\$27,560	
		West city limits to W. Madison St.	Construct off-street trail	C. Waterloo	1648	\$65,920	
	Northwest Trails	Canal Rd to Herron Dr	Construct off-street trail	C. Waterloo	5986	\$239,440	RTP
		Herron Dr to north city limits	Construct off-street trail	C. Waterloo	1535	\$61,400	
		Minnetonka Way to Crestview Dr	Construct off-street trail	C. Waterloo	450	\$18,000	
	Northeast Trails	Mauneshia River Trail north to STH 19	Construct off-street trail	C. Waterloo	3982	\$159,280	Stewardship, RTP
		Commercial Ave. to STH 19	Construct off-street trail	C. Waterloo	500	\$20,000	RTP

*The east/west connection will either be on-street (Madison St) -OR- off-street (rails-with-trails)

Appendix J

PIM Meeting Minutes

PUBLIC INFORMATIONAL MEETING

MINUTES



Madison Street (WIS 19) City of Waterloo

5:00 TO 7:00 P.M.
May 22, 2014
Waterloo City Hall
136 N. Monroe Street
Waterloo, WI

The Wisconsin Department of Transportation (WisDOT) welcomes you to this Public Information Meeting on proposed improvements to Madison Street (WIS 19) in the City of Waterloo. The purpose of today's meeting is to give you an opportunity to view, discuss, and comment on the proposed project.

AGENDA

5:00 P.M.	Open House
5:30 P.M.	Formal Presentation
6:00 P.M.	Questions and Discussion

Prior to the public information meeting for WIS 19 in Waterloo, a meeting with some of the City Council Members was held at around 3:00 pm. The following City Council Members and City Representatives were present:

Angie Stinnett – Alderperson At-large
Jeni Quimby – Alderperson At-large
Ron Griffin – Alderperson At-large
Lindsay Reynolds – Alderperson Wards 4 & 5
Mo Hansen – City Clerk/Treasurer

The following WisDOT Staff was present to present and answer questions about the project.

Jeremy Hall – Project Manager
Matthew Lamb – Project Leader

Attendees viewed and commented on displays before viewing portions of the PowerPoint presentation which was used to help explain aspects of the project and to answer questions.

Specific Conversations/Comments/ and Concerns brought up by the City Council Members:

Alderpersn Quimby discussed the park that the City is planning to construct on the southwest part of town on the east side of WIS 19 near Canal Road. She said that the City is looking to move the Veteran's Memorial monument from Veteran's Memorial Park on the northeast corner of WIS 19 & 89 and place it in the new park on the edge of town. Mo Hansen asked if the new sidewalk that will be installed under our project could wind through the new park instead of being aligned with WIS 19. Jeremy Hall said that the sidewalk will have to remain along the roadway to meet standards. The City can have a path through the park that ties into the new sidewalk.

Alderpersns Quimby and Griffin are concerned with the construction at the intersection of WIS 19 & 89. Both Alderpersns have businesses on S. Monroe Street and are worried about access to and from their properties. They are in favor of having this portion of the project completed as quickly as possible. Alderpersn Quimby would like to see the intersection complete before June of the construction season because the bulk of her business is from June to September.

Matthew Lamb and Jeremy Hall explained the truck turning issues at the intersection of WIS 19 & 89 to the City Council Members. They explained that with the current intersection layout, larger trucks have to cross into opposing traffic lanes to complete their turning movements. Matthew and Jeremy showed the City Council Members the two options developed for laying out the intersection WIS 19 & 89 to help combat these issues. Both Alternative A and B propose to widen the northeast corner and narrow up the roadway on the east side of the intersection by 4 feet. Alternative A will keep the same intersection layout as it is in the existing condition, but will remove a few parking stalls near the intersection. Removing the parking stalls will allow larger trucks more room to complete their turning movements, as well as to give motorists the ability to move out of a large truck's turning path. Alternative B proposes to shift the driving lanes to the south side of WIS 19 through the intersection to accommodate the large truck turning movements. Parking would be removed on the south side of WIS 19 and for about the first 100 to 150 feet from the intersection on WIS 89. Truck turning safe zones would be created on either side of the intersection to allow the larger trucks to make turning movements without crossing into opposing traffic lanes. The City Council Members unanimously voted in favor for Alternative A. Each Alderpersn agreed that the City does not want to lose any more parking than they have to. Matthew Lamb told the Council Members that the Department has presented the two Alternatives to FHWA and to Central Office. Based on the collected data of low traffic volumes, low truck turning counts, and crash ratings that are below the State wide average, FHWA and Central Office are allowing Alternative A to be pursued in design. Alternative A has not been approved. FHWA and Central Office need to do more research to make a determination. Alderpersn Reynolds asked when the determination would be made if Alternative A is allowed. Matthew Lamb said that at the next mile stone, at 60 percent design completion, he would have to right a justification in the Design Study Report (DSR). Based on the DSR, FHWA and Central Office will review and make a determination on the alternative

intersection layout. This should happen later this year. Matthew also added that if at any time, now or in the future, the current collected information changes for the worse; ie, there is an increase in truck turning counts, and/or there is an increase in crashes, the State will have to go with Alternative B for the intersection layout. If the increase in truck volumes/crashes increases after construction, the pavement will be wide enough to accommodate Alternative B without having to replace pavement, only pavement markings would have to be changed and parking removed on south side of STH 19.

The public information meeting for WIS 19 in Waterloo began with the arrival of local property owners, a local newspaper journalist, and local political representatives at 5:00 P.M.

Attendees viewed and commented on displays before the presentation began shortly after 5:30 P.M. Jeremy Hall, Matthew Lamb, and Teri Schopp were answering questions and explaining details to attendees on displays and other topics related to the project. The presentation ended shortly after 6:00 P.M., where Department Representatives, were available and answered questions the public had concerning the project.

Specific Conversations/Comments with Attendees:

General:

After the presentation, Barb Schenker of 101 Minnetonka Way expressed concern that in winter the snow piles up on the corners of Minnetonka Way and WIS 19 from the plow trucks as they plow WIS 19. Mrs. Schenker and her husband Gerald live on the northwest corner of the intersection. She said that the snow from the plows end up spilling over the terrace area and onto the sidewalk. She explained her frustration with having to clear the sidewalk multiple times during a snow event because of this. Mrs. Schenker also said that the piles on the corners build up and make it very difficult to see around when trying to turn onto WIS 19 from Minnetonka Way. She said that after awhile, someone comes by and knocks the piles down, but until then, Mrs. Schenker feels the intersection is unsafe. Jeremy Hall told Mrs. Schenker that the issue is a County matter with snow removal.

Barb Smith, the owner of the Waterloo Veterinarian Clinic at 801 Canal Rd. mentioned that in winter, the snow plow drivers are also placing snow on the corners of WIS 19 and Canal Rd. She said that the snow piles are hard to see around to turn onto WIS 19 from Canal Rd.

Rob Rowbotham of 630 W. Madison Street, also expressed concern with the snow plows leaving piles of snow on the south side of WIS 19 (W. Madison Street) just east of Minnetonka Way. He is especially concerned with snow removal on the new sidewalk that is going to be installed behind the curb in front of his house being that there is little to no snow storage available. Jeremy Hall and Rob also discussed his driveways. Jeremy Hall asked how his driveways function, because the current configuration with 3 driveways is not desirable from an access control standpoint. He said the far East driveway serves his garage below and is the only way in, and the driveway immediately west of that driveway is needed because it is the only way to get out when they back out of their garage. The driveway furthest west is the only way to get into the garage up top. He said his property will not function without all three of them in their current configuration. Jeremy Hall said we may still look to see if we could possibly combine the far East driveways, but would have further discussion with him about this if we were going to pursue that option.

Teri Schopp:**Jeremy Hall:**

I spoke with Bell Larden owner of BP gas station at intersection of Jackson/STH 19. We discussed the driveway that was shown to be removed on STH 19 closest to Jackson Street. Mr. Larden said he understood that it cannot remain, A but requested that the remaining driveway on STH 19 be placed closer to the intersection as possible. I said it would most likely have to remain pretty close to its current location. He asked how wide we could make it, and I explained it could be 35' wide maximum where it crosses the right of way.

I spoke with Bev Grenawalt and Richard Saric that both live near the intersection of VanBuren St. Richard said he did not understand why there is not any curb and gutter on VanBuren St. and asked if it would be installed with this project. I explained that we would install curb and gutter on STH 19 to the end of the radius approximately on VanBuren Street and anything beyond that on VanBuren would be the responsibility of the City. He asked if since STH 19 will be raised in front of his driveway if all of the road water would now drain down his driveway. I explained that all of the road water will be captured with the storm sewer. I said there may be a small amount of water that would come from the driveway apron and terrace that would drain along the back of the sidewalk down to the river. His drainage concerns were primarily with water that drains off of VanBuren through his property south of the project limits...this was also explained as being something that would have to be discussed with the City. Ms. Grenwalt also raised concerns that if we raise the road profile along STH 19, they would have even worse sight distance from Van Buren St. I explained that Van Buren St. would also be raised to match the new profile along STH 19 and the vertical curves will meet desirable sight distance standards. It was also explained that the steep terrace along with the trees also create some of the current sight distance issues, and after the trees are removed along with the terraces flattened will also improve sight distances.

Matthew Lamb:

I spoke with Ms. Elizabeth Arians and Mrs. Christine Licari of 335 W. Madison Street and 381 W. Madison Street, respectively. Mrs. Licari's property was identified as being a potentially historic property. They both wanted to know what construction activities would be happening in front of their homes. I told them that we would be replacing the pavement, base, and sub base of the roadway, replacing sanitary and storm sewer, water mains and laterals, sidewalk, street lighting, and raising the profile slightly in this section. Mrs. Licari's was happy to hear that the Department is going to address the steep terrace areas and driveway entrances along WIS 19. Both Ms. Arian and Mrs. Licari had concern over access to their homes during construction. I told them that they would mostly have access to their property during construction. Really the only time that they wouldn't have access, is when the contractor is working directly in front of their driveways. Ms. Arian wanted to know if we were going to cut down her trees in the "Tree Lawn." I told both Ms. Arians and Mrs. Licari that the trees are more than likely going to have to come down. I explained that during construction, even if we try to be careful around the trees, often, the roots get cut and a short time later, the trees end up dying. The responsibility and cost for removal then falls on the property owner. Mrs. Licari asked if they could keep the wood. I told her that she would probably have to work that out with either the City, or the contractor who cuts the tree down.

I spoke with Diane Graff from the Courier. Diane asked if she could ask me some interview questions for an article for the paper. She asked what type of roadway project we were going to be doing, the project limits and when the roadway is to be constructed.

I spoke with Raynelle Butzine from the Waterloo United Methodist Church at 348 W. Madison Street. Ms. Butzine is concerned about keeping the parking on WIS 19 in front of the Church. I told her that the preliminary design proposes to incorporate about six parking stalls on WIS 19 in front of the Church.

I spoke with Barb Smith, who owns the Waterloo Veterinarian Clinic at 801 Canal Rd. Ms. Smith had a concern about access for her customers to the Clinic during construction. I told her that she, her colleagues, and her clients would mostly have access to the Clinic during construction off of WIS 19. The only time they really wouldn't have access is when the contractor was doing work at the intersection of WIS 19 and Canal Rd.

Appendix K

State/Municipal Agreement (SMA)



[2] REVISION
**STATE/MUNICIPAL AGREEMENT
FOR A STATE- LET HIGHWAY
PROJECT**

*[This agreement supersedes the
agreement approved by Central Office
and signed by the Municipality on May
23, 2013]*

Revised Date: 10-10-14

Date: 10-10-2014

I.D.: 3050-02-02/20/40/72/73

Road Name: STH 19

Limits: McKay Way to Structure B-28-104

County: Jefferson County

Roadway Length 0.72 Miles

The signatory city, village, town or county, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility - Describe and give reason for request: Existing pavement is cracked and rutted. The section of roadway from B-28-466 to B-28-104 is deteriorated and does not contain adequate width to provide full bike accommodations. The existing sidewalk and curb ramps are not ADA compliant. The curb and gutter is filled in from previous overlays and is in poor condition. The city's existing water main and sanitary sewer is old and deteriorated. Structure B-28-466 is structurally deficient and functionally obsolete.

Proposed Improvement - Nature of work: The section of STH 19 between McKay Road and Structure B-28-072 will receive a deep mill and overlay. Due to the existing operational problems, deteriorated pavement, and the need to replace all of the sanitary sewer and water main between structure B-28-072 and Structure B-28-104 a reconstruction improvement scope is proposed. Sidewalk will also be added where it does not currently exist as required by Trans 75 and existing sidewalk will be replaced to conform to current ADA standards.

Replacement of structure B-28-466 is being accomplished under Project 3050-02-01/81, which will be let and constructed in conjunction with this project.

Describe non-participating work included in the project and other work necessary to finish the project completely which will be undertaken independently by the municipality:

- 1) All costs incurred for the design, construction and inspection of the water main system and the Sanitary sewer system, including adjustments of manhole covers and water valves.
- 2) Replacement of existing or new sidewalks not required by construction or Trans 75
- 3) Any additional cost of upgrading the size of the storm sewer to accomidate water that does not naturally drain to STH 19.
- 4) All costs associated with the design, construction of a decorative lighting system that exceeds a standard lighting system.
- 5) The construction inspection and the acceptance of a decorative street lighting system.
- 6) The city will be responsible for 100% of the cost beyond the cost of the standard sidewalk. Any overruns of capped Community Sensitive Solutions (CSS) funding is to be funded 100% by the municipality.

The Project is currently scheduled for 2017 construction.

TABLE 1: SUMMARY OF COSTS					
Phase	Total Est. Cost	Federal/State Funds	%	Municipal Funds	%
Preliminary Engineering: Plan Development	\$ 326,000	\$ 326,000	100%	\$ -	0%
Real Estate Acquisition: Acquisition	\$ 100,000	\$ 100,000	100%	\$ -	0%
Compensable Utilities	\$ 50,000	\$ 50,000	100%	\$ -	0%
Construction Contract Costs					
Roadway Items (0010)	3050-02-72				
Parking area items ⁽¹⁾	\$ 13,087	\$ -	0%	\$ 13,087	LS
Reconstruction area and mill and overlay	\$ 1,893,300	\$ 1,893,300	100%	\$ -	0%
Tree Planting Credit ⁽²⁾		\$ 5,000	Max	\$ (5,000)	LS
Subtotal	\$ 1,906,387	\$ 1,898,300	--	\$ 8,087	--
Structure B-28-175 (0020)					
Structure B-28-175	\$ 376,400	\$ 376,400	100%	\$ -	0%
Subtotal	\$ 376,400	\$ 376,400	100%	\$ -	0%
Street Lighting, CSS (0040)					
New Street Lighting	\$ 200,000				
Standard Lighting ⁽³⁾	\$ -	\$ 41,000	LS	\$ 41,000	bal
CSS Decorative Lighting ⁽⁴⁾	\$ -	\$ 103,200	Max	\$ 14,800	bal
Subtotal	\$ 200,000	\$ 144,200	Max	\$ 55,800	Bal
Non -Participating Municipal Utilites	3050-02-73				
Sanitary Sewer ⁽⁵⁾	\$ 200,000	\$ -	0%	\$ 200,000	100%
Water Main ⁽⁵⁾	\$ 200,000	\$ -	0%	\$ 200,000	100%
Street Lighting Design costs ⁽⁶⁾		\$ 10,000	Max	\$ (10,000)	LS
Subtotal	\$ 400,000	\$ -	0%	\$ 390,000	100%
Roadway Construction Total	\$ 2,882,787	\$ 2,418,900		\$ 453,887	
Total Cost Distribution	\$ 3,358,787	\$ 2,894,900		\$ 453,887	

Note: The dollar amounts shown in the above table are estimates unless explicitly identified as maximum amounts. All estimates are 2013 dollars and include 15% delivery costs.

- (1) All construction costs associated with the parking lanes on STH 19 will be 100% by the municipality. Parking Lane costs are not eligible for Federal/State Funding.
- (2) The municipality will replace the existing trees within the project that will be removed as a result of construction and will spend at least \$5,000 on trees. The municipality will be responsible for furnishing, planting, and coordinating all necessary easements or permits required to plant the trees on private property. The State will provide the Municipality a lump sum work credit of \$5,000 which is \$500/tree x 10 trees.
- (3) Federal/State Funding will cover 50% of a standard lighting system within these project limits. The municipality is responsible for 100% of the additional costs to upgrade the standard lighting system to a decorative lighting system. If the Municipality so chooses the CSS dollars could be applied to the additional cost of a decorative lighting system. CSS dollars can NOT be used to fund the municipalities 50% of the standard lighting system.
- (4) Community Sensitive Solutions (CSS) funding is optional Federal/State funding available to the Municipality for enhancing construction projects by integrating them into the community. CSS items must be approved by the State and shall be attributable to LET bid items through a State project. Federal/State CSS funding is capped at \$103,200. All CSS costs (including delivery) exceeding the cap is the responsibility of the Municipality.
- (5) The dollar amounts entered for Sanitary Sewer and Water main are entered as placeholders until better estimates have been received from Waterloo.
- (6) The City of Waterloo hired a consultant to perform the design engineering services for the street lighting being installed with this project. As stated in the terms and conditions below, all design engineering costs necessitated by the street or road construction are 100% eligible for Federal/State funds.

This request is subject to the terms and conditions that follow (pages [5] – [8]) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Agreement.

Signed for and in behalf of the City of Waterloo (please sign in blue ink)		
Name	Title	Date
Signed for and in behalf of the State (please sign in blue ink)		
Name	Title	Date

Appendix L

30% Design Meeting Minutes

Preliminary Plan Review (30%) Meeting Minutes

Revised: 11 Mar 2014

Date: February 18, 2014

Time: 9:00 AM

Location: DOT DTSD Truax Lab, Antigo Conference Room

Project ID: 3050-02-02

Hwy: STH 19

Limits: McKay Way – B-28-077

County: Jefferson

Meeting agenda items

1. Introductions/Participants:

a. WisDOT – Southwest Region PDS

Teri Schopp, PDS Supervisor, Teri.Schopp@dot.wi.gov

Jeremy Hall, PDS Project Manager, Jeremy.Hall@dot.wi.gov

Matthew Lamb, Project Leader, Matthew.Lamb@dot.wi.gov

Michelle Brokaw, Multi-modal Coordinator, Michelle.Brokaw@dot.wi.gov

b. WisDOT Environmental Coordinators & Reviewers

Alyssa Barrette, Alyssa.Barrette@dot.wi.gov

Wendy Braun, Wendy.Braun@dot.wi.gov

c. WisDOT Utility Coordinator

Chad Renly, Chad.Renly@dot.wi.gov

Gary Plummer, Gary.Plummer@dot.wi.gov

d. WisDOT Railroad Coordinator/ Tribal Liaison

Roger Larson, Roger.Larson@dot.wi.gov

e. WisDOT Traffic

Dena Damm, Dena.Damm@dot.wi.gov

Erik Nilson, Erik.Nilson@dot.wi.gov

f. WisDOT Planning

Michelle Elias, Michelle.Elias@dot.wi.gov

g. WisDOT Real Estate

TBD

h. WisDOT Maintenance

Pat Gavinski, Patrick.Gavinski@dot.wi.gov

i. WisDOT Bureau of Structures

Laura Shadewald, Laura.Shadewald@dot.wi.gov

j. Wisconsin Department of Natural Resources (WDNR)

Eric Heggelund (Jefferson Co.), eric.heggelund@wisconsin.gov

k. City of Waterloo

Mo Hansen, City Clerk/Treasurer, cityhall@waterloowi.us

Gary Yerges, Director of Public Works, dpw@waterloo.wi.us

1. Jefferson County Highway Department
Brian Udovich, Operations Manager, brianu@jeffersoncountywi.gov
2. Brief project overview
 - a. Scope Changes
 - i. Original Scope from Scoping Meeting held on March 22, 2012.
 1. Mill and overlay existing pavement on STH 19 from east of McKay Way to B-28-466 and recondition STH 19 from B-28-466 to B-28-104.
 2. Replace B-28-466 under Project I.D. 3050-02-01/81
 - ii. Scope presented at OPM held on March 7, 2013.
 1. Mill and overlay existing pavement on STH 19 from Palmer Street to B-28-072, 0.08 miles, and reconstruct STH 19 from B-28-072 to B-28-104, 0.64 miles.
 2. B-28-466 will be replaced under current project.
 3. The City of Waterloo is going to replace the sanitary sewer and water main utilities from around Canal Rd. to B-28-104 under current project.
 - iii. Current Scope as of 30% Meeting, February 18, 2014
 1. Mill and overlay existing pavement on STH 19 from east of Palmer Street to B-28-072, 0.08 miles, and reconstruct STH 19 from B-28-072 to B-28-077, 0.75 miles.
 2. B-28-466 will be replaced under current Design project.
 3. The City of Waterloo is going to replace the sanitary sewer and water main utilities from around Canal Rd. to B-28-077 under current project.
 4. Reconstruction of the intersection of STH 19 and STH 89 was added to the project scope.
 - b. Design Discussion Items
 - i. Alignment Changes
 1. Adjusting alignment 0-3 ft on STH 19.
 - a. Moving alignment 2 – 3 feet north of existing alignment on STH 19 through the curve between Minnetonka Way and B-28-466.
 - b. Moving alignment 0.5 – 1.0 feet north on B-28-466.
 - ii. Profile Changes
 1. Raising profile on STH 19 from just west of B-28-466 to about 200 feet east of Harrison St to reduce the terrace and driveway slopes.
 - a. Raising profile 0.3 feet at B-28-466.
 - b. Raising profile of the city block between Van Buren Street and Harrison St about 1.1 feet.

- Matthew Lamb from the DOT mentioned that he would also be looking to extend raising the profile of STH 19 east of Harrison to help reduce the steep slopes on the driveway entrances and terrace areas on the north side of the road. The end limits of raising the profile of the roadway are unknown at this time.

- Matthew also indicated at looking to raise the profile of STH 19 near and around the intersection of Minnetonka Way and extending the profile adjustment into B-28-466. The profile adjustment would help reduce the impact of adding sidewalk to the properties on the southeastern side of STH 19. Currently the houses are close to the roadway and on much higher elevation. Raising the profile is intended to limit the need to build retaining walls on these properties. It was also noted that due to the close proximity of the houses to the road and steep slopes near the new bridge there will not be a grass terrace on the south side, just 6' sidewalk at the back of curb.

- iii. Sight Distance Issues – In process of determining if adjustment in profile, typical sections, and terrace work has solved the issue.
 - 1. Van Buren St.
 - 2. Harrison St.

iv. Drainage

- 1. Box culvert at STA. 38+43.
 - a. Salvageable?

- After reviewing pictures of the box culvert from a field visit to the project on September 6, 2013, the culvert appears to be in good condition. At this time there are no known issues with the existing box culvert. Further investigation is required. Mitch Leisses from Kunkel Engineering expressed a concern with replacing the existing sanitary sewer and water utilities that are located below the box culvert if left in place during construction. Mitch Leisses said that they could work around the box culvert.

v. Intersection of STH 19 and STH 89

- 1. FDM 11-25 Table 2.1 "Default Intersection Design and Check Vehicles & Degree of Encroachment (DE)" and Figure 2.3 "Degrees of Encroachment", outline the truck turning movements for State Long Truck Routes. Currently the intersection does not accommodate the required DE's for the design and check vehicle, WB-65.
 - a. Shift driving lanes
 - b. Reduce roadway width on north side of STH 19 from Intersection of STH 19 & 89 and B-28-077.
 - c. Increase NE Quadrant radius
 - d. Remove parking on south side of STH 19 and on both sides of STH 89.

- Matthew Lamb from the DOT gave a presentation showing a number of intersection layouts with various truck turning movements. The intersection layouts presented included the existing intersection layout showing the deficient truck turning movements; the intersection layout that would best accommodate the truck turning movements per the standards outlined in the Wisconsin DOT's Facility Development Manual (FDM); and an alternate option "A" which kept the existing intersection layout, but made some minor geometric changes to the northeast corner of the intersection and removed minimal parking.

- i. Mo Hansen from the City of Waterloo expressed concerns about the optimum truck turning option that would shift the driving lanes and remove all of the parking on the south side of STH 19 and a portion of the parking on both sides of the street on STH 89.

- 1. Mo said the downtown area of Waterloo is struggling and that on street parking is critical. Most of the businesses in the downtown area of Waterloo are on the south side of STH 19. The City feels that it would be detrimental to the businesses in this area if they lost their parking.
- 2. Mo also expressed a safety concern with just using pavement markings and not using raised medians at the intersection. He said Marshall is having problems with motorists not obeying the pavement markings on the road at intersections. The motorists are going around vehicles that are waiting to turn and causing safety concerns.
- 3. Mo mentioned that the City has Comprehensive Plan that outlines extending the existing roads in Waterloo to facilitate traffic through the downtown area. He said that City has a plan to create a southern loop around Waterloo that could help remove some of the large trucks from the intersection.

- ii. Matthew Lamb and Jeremy Hall from the DOT mentioned that the intersection does not have high traffic volumes, or a large percentage of large truck turning movements. The intersection also has a low crash rating. For these reasons, and

from previous conversations with the City of Waterloo about their opposition to losing parking in the downtown area, the alternate option "A" was developed to accommodate the parking needs of the City of Waterloo.

1. Low traffic volumes: The existing and forecasted traffic volumes at the intersection are low, 7400 vehicles per day and 9300 vehicles per day respectively.

2. Low percentage of large trucks turning at intersection. A 12 hour intersection traffic count performed on November 13, 2013 showed that a small percentage of large trucks use the intersection. 6842 vehicles were counted during the 12 hour intersection count, 160 (2.3%) of those vehicles were large trucks. Of the 160 large trucks counted, 107 were through movements on STH 19, 52 were turning movements, and 1 was a through movement from S. Monroe Street to STH 89 North. In total, less than 1 percent (0.8%) of the vehicles counted were large trucks making turning movements at the intersection.

3. Low number of crashes at the intersection. The crash analysis shows 6 crashes in the last 5 years from 2008 to 2012. Of the 6 crashes, there were 0 deaths, 0 injuries, and 6 with property damage. 3 of the 6 crashes involved large trucks turning at the intersection. Of those 3 crashes, only one of the accidents involved another motorist/vehicle.

- iii. Jeremy Hall told Mo Hansen that the Department met with Central Office and FHWA and discussed the truck turning issues at the intersection. The Department presented both the optimum truck turning layout and the alternate option "A" to Central Office and FHWA. Both Central office and FHWA is supportive of the alternate option "A" at this time, but further review is required.

- iv. Mo Hansen said that the City would prefer the alternate option "A" over the optimum truck turning layout and is supportive in pursuing the alternate option "A" design layout. Mo said that he would take this information back to the City to discuss further.

- v. Matthew Lamb said that with the alternate option "A", the Department would still be looking to widen the radius on the northeast corner of the intersection of STH 19 & 89 to help accommodate the right turning movement from STH 19 westbound to STH 89 northbound. The Department would need to acquire some real estate from the Veterans Memorial Park. The changes proposed would only affect the sidewalk along STH 19 and STH 89. There are no plans to disturb the existing park itself and its memorials.

1. Mo Hansen mentioned that the City is discussing the long range plans for the Veterans Memorial Park. The City and Veterans would like to update the park to include honoring those who are/were involved in the more recent conflicts around the world. There is a chance that the proposed changes to the park can integrate the Department's plans for the intersection.

2. Alyssa Barrette said that because the City owns the parkland, the Department will need to obtain an agreement with the City regarding the proposed changes to the park area. The Department will move forward with the 4F process.

- vi. Jeremy Hall wanted to make clear that the intersection modifications proposed with the alternate option "A" would be done so that if warranted, the intersection could be easily converted to the optimum truck turning layout. Currently the traffic data and crash ratings at the intersection support that keeping the existing traffic pattern through the intersection the same will not cause major issues. If the current situation changes to where there is an increase in large truck volumes, large truck turning volumes, and/or, crashes, the Department will remove parking and shift the driving lanes to accommodate the truck turning movements. With the proposed alternate option "A", the roadway will be set up so that the only thing the Department

will have to do is to change some signing and the pavement markings on the roadway through the intersection.

2. Historic District.

- a. At least one building's in the southeast quadrant has a basement that extends out from the building front to the back of curb, under the existing sidewalk.

- The City has no preference on how to address the coal shoots under the sidewalk. The Department will need to coordinate with SHPO and the property owners to either restore, or abandon the existing coal shoots. Teri Schopp from the DOT said that the Department had run into similar situations on STH 89 a few years back near the same intersection. The department ended up abandoning the existing coal shoot. The Department will look to do the same on STH 19.

- Teri Schopp also mentioned that the Department had run into steam tunnels on STH 89. Mo Hansen confirmed that there are old steam tunnels running under STH 19 from B-28-104 to B-28-077. There is a good chance there is asbestos in the old steam tunnels. The Department will have to research and address the steam tunnels.

3. Crosswalks

- a. Confirm colored concrete for all crosswalks at intersection of STH 19 & 89.

- Mo said the City would like to have colored concrete in the crosswalks at the intersection of STH 19 & 89.

vi. Future Developments in Waterloo

1. Perry Judd Plant Development

- a. Extension of Jackson Street?
- b. Extension of Van Buren Street?

- The developer plans to remove the existing driveway between B-28-466 and Van Buren Street on the west side of the development and will construct a new access driveway that is aligned with Van Buren Street. There are no plans to use Jackson Street as an access driveway to the east side of the development. The developer plans to convert part of the hardware store's parking lot into a new access driveway. The new access driveway will be across from the United Methodist Church located between Jackson Street and Harrison St. Substantial completion is scheduled for 2015.

2. Warehouses off of Jackson Street and Taylor Street?

- Trek bought both warehouses. At this time, there are no plans for Harrison St. to be used as a primary truck route.

3. Parking in front of the Waterloo United Methodist Church

- a. Keep parking and widen roadway in this section?
 - i. Estimated cost to City is about \$6000.00, not including real estate.
- b. Eliminate parking?

- The City is interested in exploring the option of adding a parking lane in front of the church. The City would like more information and preliminary drawings on the proposed parking lane.

vii. Pavement Structure

1. Recommendations – reconstruct STH 19 with both HMA and concrete pavement. HMA was selected from Palmer St. to B-28-104 because of its lower total facility cost. Concrete pavement was selected from B-28-104 to

Appendix M

Signed Section 106 Review and Effect Documents

SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION
 Wisconsin Department of Transportation
 DT1635 11/2006

For instructions, see FDM Chapter 26

SEP 11 2014

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DIV HIST PRES

I. PROJECT INFORMATION

Project ID 3050-02-02	Highway - Street STH 19	County Jefferson
Project Termini Palmer St. to B-28-77		Region - Office SW Region - Madison
Regional Project Engineer - Project Manager Jeremy Hall		Area Code - Telephone Number 608-245-2655
Consultant Project Engineer - Project Manager N/A		Area Code - Telephone Number N/A
Archaeological Consultant Kent Dickerson - MAP		Area Code - Telephone Number 608-264-6560
Architecture/History Consultant Greg Rainka Mead & Hunt		Area Code - Telephone Number 608-273-6380
Date of Need		SHSW #
Return a signed copy of this form to:		

II. PROJECT DESCRIPTION

Project Length 0.833 miles	Land to be Acquired: Fee Simple 0.5 acres	Land to be Acquired: Easement 3.0 acres
-------------------------------	--	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width			Terrace Width		
Palmer St. to B-28-072	60' - 80'	60' - 80'	Palmer St. to B-28-072	N/A	N/A
B-28-072 to B-28-466	33' - 80'	33' - 85'	B-28-072 to B-28-466	0' - 12'	0' - 12'
B-28-466 to Jackson St.	33' - 55'	33' - 85'	B-28-466 to Jackson St.	0' - 11.5'	0' - 10'
Jackson St. to B-28-104	33'	33'	Jackson St. to B-28-104	0' - 4'	0' - 3'
B-28-104 to Monroe St.	33'	33'	B-28-104 to Monroe St.	0' - 3'	0' - 3'
Monroe St. to B-28-77	33'	33'	Monroe St. to B-28-77	0' - 4'	0' - 4'
Shoulder			Sidewalk Width		
Palmer St. to B-28-072	N/A	N/A	Palmer St. to B-28-072	5' - 7'	5'
B-28-072 to B-28-466	N/A	N/A	B-28-072 to B-28-466	4' - 4.5'	5'
B-28-466 to Jackson St.	N/A	N/A	B-28-466 to Jackson St.	4' - 5'	5'
Jackson St. to B-28-104	N/A	N/A	Jackson St. to B-28-104	5' - 6'	6'
B-28-104 to Monroe St.	N/A	N/A	B-28-104 to Monroe St.	5' - 6'	5' - 6'
Monroe St. to B-28-77	N/A	N/A	Monroe St. to B-28-77	5' - 6'	5' - 6'
Slope Intercept			Number of Lanes		
Palmer St. to B-28-072	N/A	60' - 75'	Palmer St. to B-28-072	2 Travel	2 Travel, 2 Bike
B-28-072 to B-28-466	N/A	33' - 80'	B-28-072 to B-28-466	2 Travel	2 Travel, 2 Bike
B-28-466 to Jackson St.	N/A	33' - 80'	B-28-466 to Jackson St.	2 Travel	2 Travel, 2 Bike
Jackson St. to B-28-104	N/A	33'	Jackson St. to B-28-104	2 Travel,	2 Travel, 2
B-28-104 to Monroe St.	N/A	33'	B-28-104 to Monroe St.	2	Parking/Bike
Monroe St. to B-28-77	N/A	33'	Monroe St. to B-28-77	Parking	
Edge of Pavement			Grade Separated Crossing		
Palmer St. to B-28-072	16'	16'		N/A	N/A
B-28-072 to B-28-466	16'	16'			
B-28-466 to Jackson St.	13' - 22.5'	16'			
Jackson St. to B-28-104	22.5'	24'			
B-28-104 to Monroe St.	24'	24'			
Monroe St. to B-28-77	23' - 28'	23' - 28'			

Back of Curb Line Palmer St. to B-28-072 B-28-072 to B-28-466 B-28-466 to Jackson St. Jackson St. to B-28-104 B-28-104 to Monroe St. Monroe St. to B-28-77	18.5' 18.5' 15.5' -25' 25' 26.5' 25.5' - 30.5'	18.5' 18.5' 18.5' 26.5' 26.5' 25.5'-30.5'	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other - List:	N/A	N/A	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.

The project is located on STH 19 (Madison Street) in the City of Waterloo. The project begins just north of Palmer Street and extends northeast to Bridge Structure B-28-077, which is located just east of the intersection of STH 19 (Madison Street) and STH 89 (Monroe Street) in downtown Waterloo. The project will be in an urban section with residential and commercial activity. This section of roadway was originally constructed in 1938. The plan for this project is to resurface STH 19 (Madison Street) from just north of Palmer Street to Bridge Structure B-28-072. The rest of the project from Bridge Structure B-28-072 to Bridge Structure B-28-077 is scheduled to be reconstructed. The proposed typical roadway cross sections includes replacing the curb and gutter from B-28-072 to B-28-077, adding a bike way throughout the project from just north of Palmer Street to S. Jackson Street and adding both a bike lane and a parking lane from S. Jackson Street to Bridge Structure B-28-077, and adding and replacing the sidewalk throughout the project limits. Proposed ground disturbing activities include replacing the entire road infrastructure from Bridge Structure B-28-072 to Bridge Structure B-28-077, raising the road profile from just west of Bridge Structure B-28-466 to approximately 100 feet east of Harrison Street, and replacing sidewalk. Storm sewer, sanitary sewer, water main, street lighting and Bridge Structure B-28-466 over the Maunasha River will also be replaced. Reconstruction of the sidewalk and terrace areas will require temporary limited easement strip acquisition. Permanent limited easement or fee simple is anticipated on the right hand side of STH 19 (Madison Street) between Station 43+00 and Station 48+50. Permanent Limited easement or fee simple is also anticipated around the Bridge Structure B-28-466, the northeast corner of the intersection of STH 19 (Madison Street) and STH 89 (Monroe Street), the left hand side of STH 19 (Madison Street) from Station 63+85 to Bridge Structure B-28-077, and at all of the intersection corners at Canal Road, Minnetonka Way, Van Buren Street, Harrison Street, and S. Jackson Street.

☐ Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

- ☒ Property Owners
 - ☒ Public Information Meeting Notice
 - ☐ Letter - Required for Archaeology
 - ☐ Telephone Call
 - ☒ Other: Notice of Project Design and Survey

- ☒ Historical Societies/Organizations
 - ☒ Public Information Meeting Notice
 - ☒ Letter
 - ☐ Telephone Call
 - ☐ Other:

- ☒ Native American Tribes
 - ☐ Public Info. Mtg. Notice
 - ☒ Letter
 - ☐ Telephone Call
 - ☐ Other:

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

IV. AREA OF POTENTIAL EFFECTS - APE

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

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

The area that will potentially be affected is anywhere up to 52' outside the STH 19 ROW from McKay Way to Bridge Structure B-28-77 and including up to 250' along side street alignments.

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

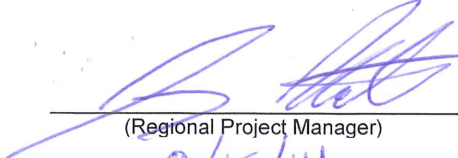
- ☐ No arch site(s) eligible for NRHP - Phase II Report attached
- ☐ Arch site(s) eligible for NRHP - Phase II Report attached
- ☐ Site(s) eligible for NRHP - DOE attached

- ☐ No buildings/structure(s) eligible for NRHP - DOE attached
- ☒ Building/structure(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. WIDOT 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.




(Regional Project Manager)
0/15/14

(Date)


(Consultant Project Manager)

(Date)



(WIDOT/Historic Preservation Officer)
9-11-14

(Date)



(State Historic Preservation Officer)
Oct 6 2014

(Date)

**Wisconsin Historical Society
Determination of Eligibility Form**

(Revised May 2013)

WisDOT Project ID #: 3050-02-02

WHS #: _____

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DIV HIST PRES

Property Name(s): Masonic Temple, Waterloo Lodge No. 63 Free & Accepted Masons
 Address/Location: 422 W. Madison Street
 City & County: Waterloo, Jefferson County Zip Code: 53594
 Town: 8N Range: 13E Section: 7
 Date of Construction: 1926

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 M. Burkel

for

9-11-14

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

10/6/14

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

**Wisconsin Historical Society
Determination of Eligibility Form**

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(Revised May 2013)

SEP 11 2014

DIV HIST PRES

WisDOT Project ID #: 3050-02-02

WHS #: _____

Property Name(s): McCracken, Robert House
 Address/Location: 381 West Madison Street
 City & County: Waterloo, Jefferson County Zip Code: 53594
 Town: 8 Range: 13E Section: 6
 Date of Construction: 1868

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 M. Burkholder for
 Rebecca Burkholder, WisDOT Historic Preservation Officer

Date

9-11-14

State Historic Preservation Office

In my opinion, the property:

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

Jim Draeger
 Jim Draeger, State Historic Preservation Officer

Date

10/6/14

Comments (FOR AGENCY USE ONLY):

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

**Wisconsin Historical Society
Determination of Eligibility Form**

RECEIVED (Revised May 2013)

SEP 11 2014

DIV HIST PRES

WisDOT Project ID #: 3050-02-02

WHS #: _____

Property Name(s): McCracken, Alexander House

Address/Location: 409 West Madison Street

City & County: Waterloo, Jefferson County Zip Code: 53594

Town: _____ Range: _____ Section: _____

Date of Construction: c. 1870

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 M. Turner for

9-11-14

Rebecca Burkell, 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

10/6/14

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

Determination of No Adverse Effect

WisDOT Project ID: 3050-02-02

State Trunk Highway (STH) 19

Palmer Street – B-28-77

Jefferson County, Wisconsin

Report prepared by

**Mead
& Hunt**

July 2014

1. Description of the Undertaking

The Wisconsin Department of Transportation (WisDOT) proposes improvements to approximately 0.75 miles of State Trunk Highway (STH) 19 (East and West Madison Streets) between Palmer Street and the eastern Mauneshia River Bridge (B-28-077) in the city of Waterloo, Jefferson County. A project location map and pertinent plan sheets are provided in Appendix A.

Specific project activities include resurfacing the roadway, widening certain sections to add bike and parking lanes, replacing curb and gutter and sidewalks, and eliminating on-street parking at the STH 89 (Monroe Street) intersection to facilitate truck turning. In addition, storm sewer, sanitary sewer, and water main will be replaced, and coal vaults/extended basements in the commercial downtown may be closed off and filled in with gravel to improve sidewalk support.

The project's Area of Potential Effects (APE) for buildings and structures was defined to include properties adjacent to STH 19 (East and West Madison Streets) within the project limits.

2. Description of Steps Taken to Identify Historic Properties

An architecture/history survey was conducted by Mead & Hunt, Inc. (Mead & Hunt) in 2013. It was determined that the east end of the project is located within a portion of the National Register of Historic Places (National Register)-listed Waterloo Downtown Historic District. In addition, three potentially eligible properties were identified in the APE: the Robert McCracken House at 381 West Madison Street, the Alexander McCracken House at 409 West Madison Street, and the Waterloo Masonic Temple at 422 West Madison Street. A Determination of Eligibility (DOE) was completed by Mead & Hunt for each property; the Robert McCracken House and Waterloo Masonic Temple are recommended eligible for the National Register, while the Alexander McCracken House is recommended not eligible. The Wisconsin State Historic Preservation Office (SHPO) has not yet concurred with the eligibility recommendations because the DOEs are being submitted concurrently with this Determination of No Adverse Effect (DNAE).

An archaeology survey and corresponding report were completed for the project in 2013. No sites were identified in the APE.

3. Description of Affected Historic Properties

Summary descriptions of the Waterloo Downtown Historic District, Robert McCracken House, and Waterloo Masonic Temple are provided below. See Appendix B for representative photographs of the historic properties and historic boundary maps.

Waterloo Downtown Historic District

The National Register-listed Waterloo Downtown Historic District encompasses the city's historic commercial downtown. It is a collection of intact late-nineteenth- and early-twentieth-century commercial buildings fronting STH 19 (East and West Madison Streets) and STH 89 (Monroe Street). The contributing resources are good representative examples of Italianate, Queen Anne, Classical Revival,

and other popular commercial architectural styles of the period. In addition to being architecturally significant, the Waterloo Downtown Historic District is also important because the buildings collectively represent Waterloo's early commercial history.

The historic boundary for the Waterloo Downtown Historic District is an irregular polygon centered on the intersection of STH 19 (East and West Madison Streets) and STH 89 (Monroe Street). The boundary extends to the backs of curbs, and includes the roadways in some areas. The portion of the historic district within the APE includes the contributing buildings fronting STH 19 (East and West Madison Streets) between the two Mauneshia River bridges (B-28-104 and B-28-077). The eastern terminus is shown on the historic boundary map in Appendix B.

Robert McCracken House

The National Register-eligible Robert McCracken House is a cream-brick Gothic Revival-style residence constructed in 1868. It is recommended eligible for the National Register under *Criterion C: Architecture* as an excellent, intact example of the Gothic Revival style as applied to a residential property.

The historic boundary for the Robert McCracken House is a rectangle that corresponds with the current legal parcel lines on all four sides. Adjacent to STH 19 (West Madison Street), the boundary coincides with the back edge of the sidewalk. The grass terrace at the front of the property contains three mature trees. Access to the property includes a driveway on STH 19 (West Madison Street) and a walkway leading from the sidewalk to the front entrance.

Waterloo Masonic Temple

The National Register-eligible Waterloo Masonic Temple is recommended eligible under *Criterion C: Architecture* as an intact example of a Masonic lodge property. The building was constructed in 1926 and retains a number of interior and exterior decorative and functional elements specific to Masonic tradition and imagery. It is currently used as a residence.

The historic boundary for the Masonic Temple is a rectangle that corresponds to the current legal parcel lines on the west, south, and east, and to the back edge of the curb along STH 19 (West Madison Street). The grass terrace at the front of the property contains two young trees and a set of concrete steps. Although these are not the original terrace steps, they are very similar to those visible in a historic photograph of the property. The current steps, therefore, do contribute to the property's historic setting. Access to the property also includes a driveway on STH 19 (West Madison Street) and a walkway with steps leading from the sidewalk to the front entrance.

4. Description of the Undertaking's Effects on Historic Properties

The project's effects on the Waterloo Downtown Historic District, Robert McCracken House, and Waterloo Masonic Temple are discussed in detail below. Figures depicting project activities adjacent to these historic properties are provided in Appendix C.

Waterloo Downtown Historic District

The following project activities will occur within the Waterloo Downtown Historic District (see Figures 1-3 in Appendix C):

- Curb and gutter along STH 19 (Madison Street) will be replaced in-kind.
- Six on-street parking spaces immediately adjacent to the STH 19 (Madison Street)/STH 89 (Monroe Street) intersection will be eliminated to facilitate truck turning, and one space on the north side of STH 19 (Madison Street) adjacent to the western Maunesh River Bridge (B-28-104) will also be eliminated.
- Existing light poles along STH 19 (Madison Street) will be replaced with decorative light standards identical to those already installed within the historic district on STH 89 (Monroe Street).
- As a safety measure and to improve structural support, coal vaults and extended basements located under sidewalks may be closed off and backfilled with gravel. Three properties within the historic district are known to have coal vaults or extended basements: 100 East Madison Street, 104 East Madison Street, and 116 East Madison Street.
- No work is planned for the bridge located in the district (B-28-104).

Initially, all on-street parking on the south side of STH 19 (Madison Street) in the downtown area was planned for removal to reconfigure the driving lanes and facilitate truck turning. Due to public and City objection, the project was redesigned to keep the intersection layout the same and eliminate only the parking spaces immediately adjacent to the STH 19 (Madison Street)/STH 89 (Monroe Street) intersection. This will still allow for improved truck turning, while maintaining sufficient on-street parking in the commercial downtown area.

Robert McCracken House

Project activities adjacent to the Robert McCracken House will consist of widening STH 19 (West Madison Street) by 1.5 feet, resultantly narrowing the grass terrace by 1.5 feet, and replacing the sidewalk and driveway apron in-kind (see Figure 4). The location of the back edge of sidewalk will not change. A 5-foot temporary limited easement (TLE) will be needed in order to complete the sidewalk work, but no irreversible impacts will occur to the front lawn, driveway, or front step and walkway leading from the existing sidewalk to the building. Only the TLE is located within the property's historic boundary. Mature trees within the terrace and outside the historic boundary will be removed. The City of Waterloo will coordinate with the property owner to plant new trees.

Waterloo Masonic Temple

Project activities adjacent to the Waterloo Masonic Temple will consist of widening STH 19 (West Madison Street) by 2.5 feet, widening the sidewalk by approximately 1 foot to reestablish a consistent sidewalk width, and resultantly narrowing the grass terrace by about 3.5 feet, all of which will occur within the property's historic boundary (see Figure 5). The location of the back edge of the sidewalk will not

change. The widening of the roadway will necessitate the removal of the bottom step of the concrete stairs in the terrace (see Figure 6). The remaining three steps will be reconstructed in-kind. A 5-foot TLE will be needed in order to complete the sidewalk work, but no irreversible impacts will occur to the front lawn, driveway, or the steps and walkway leading from the existing sidewalk to the building. The young trees within the terrace will be removed. The City of Waterloo will coordinate with the property owner to plant new trees.

5. Explanation of Why the Criteria of Adverse Effect Were Found Inapplicable

Impacts of the proposed project to the Waterloo Downtown Historic District, Robert McCracken House, and Waterloo Masonic Temple were assessed by applying the criteria for adverse effects outlined in 36 CFR 800.5. Although all of the examples of adverse effect provided in this regulation were considered, only three were found to be relevant for this project and are discussed in detail below.

- ii. Alteration of the property, including restoration, rehabilitation, repair, maintenance, etc.*

Waterloo Downtown Historic District

Within the Waterloo Downtown Historic District, curb and gutter will be replaced in-kind, minimal on-street parking will be eliminated, modern lamp posts will be replaced with decorative light standards, and coal vaults/extended basements may be closed off and backfilled with gravel. These alterations will not affect any resources or elements that contribute to the district's significance. Curb and gutter will be replaced in-kind, so there will be no discernible change. The reduction in on-street parking will be limited to six spaces immediately adjacent to the STH 19 (Madison Street)/STH 89 (Monroe Street) intersection, and one space on the north side of STH 19 (Madison Street) adjacent to the western Mauneshia River Bridge (B-28-104). Remaining on-street parking will be sufficient to meet the needs of the commercial downtown area. Existing modern light poles will be replaced with decorative light standards that have already been installed within the historic district on STH 89 (Monroe Street). They are smaller in scale and more understated than the existing modern poles, and are therefore more sensitive to the historic commercial setting. The coal vaults/extended basements that are known to exist in front of 100 East Madison Street, 104 East Madison Street, and 116 East Madison Street (all contributing buildings in the historic district) are ancillary components of these properties that are not visible from the street and do not contribute to the district's significance. The coal vaults/extended basements may be closed off and backfilled with gravel as part of this project, but this will not impact other parts of any buildings in the historic district and will not diminish the overall integrity.

Robert McCracken House

The project will not alter the Robert McCracken House property. The only project activity within the historic boundary is a TLE, which is needed to perform sidewalk work. No irreversible impacts will occur to the front lawn, driveway, or front step and walkway leading from the existing sidewalk to the building. The sidewalk and driveway apron will be replaced in-kind, and the location of the back edge of sidewalk will not change. Mature trees within the terrace will need to be removed, but the City of Waterloo will

coordinate with the property owner to plant new trees. The current trees, while a feature of the immediate setting, do not contribute to the architectural significance of the property.

Waterloo Masonic Temple

Minor alterations will occur to the Waterloo Masonic Temple property, but they will not negatively affect its integrity or impact any features that contribute to its significance. STH 19 (West Madison Street) will be widened by 2.5 feet and the sidewalk will be widened by approximately 1 foot. The location of the back edge of sidewalk will not change, but this will result in the narrowing of the grass terrace by about 3.5 feet and removal of the bottom step of the set of concrete stairs in the terrace. The terrace itself does not contribute to property's significance, and is only being reduced slightly. The stairs are a historic feature of the property, though they do appear to have been reconstructed at least once. The removal of one step will be negligible, and the remaining three steps will be reconstructed in-kind. A 5-foot TLE will be needed in order to complete the sidewalk work, but no irreversible impacts will occur to the front lawn, driveway, or the steps and walkway leading from the existing sidewalk to the building. Trees within the terrace will be removed, but they are not mature and do not contribute to the significance of the property. The City of Waterloo will coordinate with the property owner to plant new trees.

- iv. *Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.*

Waterloo Downtown Historic District

No uses within the Waterloo Downtown Historic District will change as a result of the project. STH 19 (Madison Street) will remain a strictly commercial zone with a multi-lane thoroughfare and sufficient on-street parking. Similarly, no physical features within the historic district's setting that contribute to its historic significance will be changed as a result of the project. Curb and gutter will be replaced in-kind, the roadway will not be widened, the lamp posts being replaced are modern fixtures, and the coal vaults/extended basements that may be filled are not visible.

Robert McCracken House

The residential use of the Robert McCracken House property will not change as a result of the project. In addition, no contributing features of the property's setting will be impacted. STH 19 (West Madison Street) will be widened by only 1.5 feet. The grass terrace will resultantly be reduced by that amount, but ultimately there will be no distinct visual change. There are mature trees within the terrace that will need to be removed, but the City of Waterloo will coordinate with the property owner to plant new trees. The current trees, while a feature of the immediate setting, do not contribute to the architectural significance of the property. The existing sidewalk will be replaced in-kind. A 5-foot TLE will be needed in order to complete the sidewalk work, but no irreversible impacts will occur to the front lawn, driveway, or front step and walkway leading from the existing sidewalk to the building.

Waterloo Masonic Temple

The current residential use of the Waterloo Masonic Temple property will not change as a result of the project. One historic feature of the property's setting will be impacted, but not to a significant degree. The set of concrete stairs in the terrace will lose one step as a result of the widening of STH 19 (West Madison Street) and the sidewalk. The remaining three steps will be reconstructed in-kind, however, so

the formal entrance to the property from the roadway will be retained. Also, these steps appear to have already been reconstructed at least once. The reduction of the grass terrace will not be a distinct visual change. The young trees within the terrace will be removed, but the City of Waterloo will coordinate with the property owner to plant new trees. The current trees do not contribute to the architectural significance of the property. A 5-foot TLE will be needed in order to complete the sidewalk work, but no irreversible impacts will occur to the front lawn, driveway, or the steps and walkway leading from the existing sidewalk to the building.

- v. *Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.*

Waterloo Downtown Historic District

There will be no visual additions to the Waterloo Downtown Historic District that could diminish its integrity. Curb and gutter will be replaced in-kind, minimal on-street parking will be eliminated, the replacement decorative lamp posts are already present elsewhere in the historic district, and the coal vaults/extended basements that may be filled are not visible. The project will not introduce atmospheric or audible elements. Since no lanes are being added to STH 19, traffic is not expected to increase.

Robert McCracken House

There will be no visual additions to the Robert McCracken House property that could diminish its integrity. The roadway is only being widened slightly. The project will also not introduce atmospheric or audible elements. Since no lanes are being added to STH 19, traffic is not expected to increase.

Waterloo Masonic Temple

There will be no visual additions to the Waterloo Masonic Temple property that could diminish its integrity. The roadway, terrace, and sidewalk will be altered, but no new elements will be introduced. The project will also not introduce atmospheric or audible elements. Since no lanes are being added to STH 19, traffic is not expected to increase.

6. Views of the SHPO and Interested Parties

Below are brief summaries of correspondence and other contacts with interested parties and the public relating to the proposed project. See Appendix D for copies of correspondence.

- The Waterloo Area Historical Society was notified of the project by letter on September 17, 2013. To date, no response has been received.
- The Jefferson County Historic Sites Preservation Commission was notified of the project via e-mail on January 17, 2014. To date, no response has been received.
- Property owners in the project area were notified of the project by letter on September 3, 2013. On March 26, 2013, WisDOT received a letter in response from Mr. George Burlingham, the owner of the Alexander McCracken House (409 West Madison Street), which was recommended not eligible for the National Register. He said his property and neighboring properties are some

of the oldest in Waterloo, and requested that no trees be removed as a result of the project. Trees within the terrace will need to be removed as part of the project, but the City of Waterloo will coordinate with property owners to plant new trees. No other property owners have responded to WisDOT's notification letter with concerns about the project and its potential to impact historic resources.

- On July 10, 2013, Mead & Hunt contacted the owners of the Robert McCracken House (381 West Madison Street) and Waterloo Masonic Temple (422 West Madison Street) regarding the DOEs being prepared for their respective properties. Mr. Barry Engen, the owner of the Waterloo Masonic Temple, responded by phone on July 12, 2013, and said he had no concerns about impacts to the stairs in the terrace at the front of his property. He did, however, ask that the project not impact the stairs leading from the sidewalk to the building. No responses were received from the owner(s) of the Robert McCracken House, and follow-up phone calls have gone unanswered.

7. Application of *de minimis* Section 4(f) finding

In accordance with 23 USC 138(b), WisDOT, on behalf of the Federal Highway Administration (FHWA), hereby informs SHPO that the Determination of No Adverse Effect (DNAE) may be used in considering whether a *de minimis* Section 4(f) finding is appropriate and SHPO concurrence with the DNAE serves as acknowledgement of this official notification.

Documentation of No Adverse Effect Prepared By:

Name & Company:	Greg Rainka, Mead & Hunt, Inc.		
Address:	6501 Watts Road	Phone:	608-443-0403
City:	Madison	State:	WI
Email:	greg.rainka@meadhunt.com	Zip:	53719
		Date:	July 2014

Sub-contracting to:			
Address:		Phone:	
City:		State:	
Email:		Zip:	
		Date:	

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

WISDOT ID: 3050-02-02

Route: WIS 19

Termini: McKay Way to B-28-77

City/County: City of Waterloo / Jefferson County

Name of 4(f) Resource: Veterans Park

Project description: The proposed action includes narrowing the roadway approximately four feet in front of the property. The narrowing of the roadway is a result of modifying the intersection of WIS 19 (Madison Street) and WIS 89 (Monroe Street) to better accommodate large truck turning movements. The additional space in front of the park will be converted to sidewalk space and concrete terrace space. The existing sidewalk will be replaced in kind and require fee acquisition for replacing the existing sidewalk and for grading behind the sidewalk. Currently the existing sidewalk in front of the park is not within the DOT right-of-way. The grading will be minimal and the areas on the property side of the sidewalk will be restored to existing condition. WisDOT met with the City of Waterloo and explained that the sidewalk would be replaced in-kind and the existing limestone wall would not be affected. The anticipated de minimis use is approximately 0.025 acres of fee right of way and 0.02 acre of temporary limited easement. **(See attached drawings)**

The attached documentation shows the following:

1. A. *What the activities, features, and attributes are that qualify the Veterans Park for protection under Section 4(f).*

The Veterans Park is owned by City of Waterloo
(See attached Parcel Owner map).

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

Currently the existing sidewalk along WIS 19 adjacent to the Veteran's Park is located on private property. Per State Statutes, for liability and indemnity reasons, the State of Wisconsin doesn't allow state roads on private or City property. Sidewalk is considered part of a state road. A small amount of Fee Right of way will be required to replace the sidewalk on State right of way.

The small temporary easement on the park land will also be required to replace the sidewalk and grading behind the sidewalk.

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

The sidewalk along WIS 19 will be replaced in kind. No park features or activities will be affected by disturbing this area for the purpose of replacing the existing sidewalk.

2. City of Waterloo has been informed that FHWA may make a *de minimis* finding under 4(f) and may use the City of Waterloo's written concurrence that the project does not adversely affect the activities, features, and attributes listed in 1.A., above that qualify the property for protection under Section 4(f) in making that finding (**see attached Letter of Concurrence**); and

3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.
(See attached City of Waterloo's City Council Meeting Minutes)
4. There are no federal encumbrances [such as 6(f)] on Veterans Park.

This *de minimis* documentation was prepared by

12/18/14
Date



Jeremy M. Hall, (Project Manager - SW Region)

This *de minimis* documentation was reviewed and approved by

12/30/14
Date



Brian Taylor, (Regional Environmental Coordinator)

Date

Rosie Meer,
(ESS - Environmental Analysis & Review Specialist)

Date

Johnny Gerbitz, (Federal Highway Administration)

Cc: WISDOT Bureau of Technical Services / Environmental Services Section
WISDOT Region



Division of Transportation System Development
Southwest Region
2101 Wright St
Madison, WI 53704-2583

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

Telephone: 608-246-3800
Facsimile (FAX): 608-246-7996

E-mail: swr.dtsd@dot.wi.gov

November 04, 2014

LOIS BAIRD
CITY OF WATERLOO
136 N. MONROE STREET
WATERLOO, WI 53594

Dear Ms. Baird:

The Wisconsin Department of Transportation (WisDOT) is in the process of finalizing the preliminary design for the proposed resurfacing and reconstruction project on WIS 19 (Madison Street) in the City of Waterloo. As part of the proposed project, WisDOT is planning to reconstruct the intersection of WIS 19 (Madison Street) and WIS 89 (Monroe Street) to better accommodate large truck turning movements. The intersection improvements include widening the radius of the northeast corner of the intersection and narrowing the roadway four feet on the north side of WIS 19 (Madison Street) in front of Veterans Park. These improvements will require purchase of right-of-way and temporary limited easement. The sidewalk adjacent to the existing limestone wall within the proposed temporary limited easement will be replaced in-kind and not affect the existing wall. (See Attachment B)

The purpose of this letter is to request your concurrence that the proposed project will not adversely affect the activities, features, and attributes of Veterans Park, thus allowing the Federal Highway Administration (FHWA) to make a Section 4(f) *de minimis* impact determination.

As a facility owned by City of Waterloo, Veterans is afforded special protections under Section 4(f) of the USDOT Act (recodified in 49 U.S.C 303 and 23 U.S.C. 138). Under the provisions of Section 4(f), if the proposed transportation project would result in adverse effects to the park or recreation facility, the transportation agency must conduct an evaluation to demonstrate that there is no prudent and feasible alternative to the use of the 4(f) property. Because this evaluation can be expensive and potentially result in project delays, an exemption is provided in cases where the official with jurisdiction over the park or recreation area concurs in a determination that the impacts are not adverse. This concurrence enables FHWA to make a *de minimis* (minimal) impact determination, which satisfies the requirements of Section 4(f) and precludes the need for a section 4(f) Evaluation. *De minimis* impact on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) resource.

For purposes of federal law, including Section 4(f) of the USDOT Act of 1966, the future right of way will be considered transportation right of way, not parkland, and will be purchased from the City. The proposed project will require approximately 0.025 acres for right of way and 0.020 acres of temporary limited easement to blend slopes, as shown in the attached drawings. We will compensate the City for any land acquired for the project, in accordance with applicable federal and state laws.

If you concur that the acquisition of right of way as shown on the attached figure would not adversely affect the recreational activities, features, and attributes that qualify Veterans Park for protection under Section 4(f), the Wisconsin Department of Transportation (WisDOT), on behalf of FHWA, requests that you sign and date this letter in the spaces below. We will maintain a copy of this letter in the project file.

As the official with jurisdiction over Veterans Park, located in the northeast quadrant of the WIS 19 (Madison Street) and WIS 89 (Monroe Street) intersection, I concur with the determination that the proposed transportation project as described in this letter and shown on the accompanying attachments would not adversely affect the activities, features, and attributes that qualify Veterans Park for protection under Section 4(f). I have also been informed that, based on my concurrence, the FHWA intends to make a *de minimis* finding regarding impacts to Veterans Park, thus satisfying the requirements of Section 4(f).

Print: ROBERT H. THOMPSON

Signature: Robert H. Thompson

Date: 11-21-14

Please keep a copy for your records and return a signed and dated original to my attention within 30 days of the date of this letter to the following address:

Wisconsin Department of Transportation
Southwest Region
2101 Wright Street
Madison, WI 53704-2583

WisDOT is thankful for your assistance in making this transportation project possible. Should you have any questions or concerns, please contact me at (608) 245-2655 or jeremy.hall@dot.wi.gov.

Sincerely,

Jeremy Hall

Jeremy M. Hall, P.E.
Project Manager

Encl: Attachment A - Plan view drawing showing proposed improvements adjacent to Veterans Park
Attachment B - Street view drawing showing proposed improvements adjacent to Veterans Park

*Mailed
4/25/2014
78*



136 NORTH MONROE STREET, WATERLOO, WISCONSIN 53594-1198

Phone: (920) 478-3025

Fax: (920) 478-2021

E-Mail: cityhall@waterloowi.us

Website: www.waterloowi.us

CITY OF WATERLOO COUNCIL AGENDA
COUNCIL CHAMBER OF THE MUNICIPAL BUILDING – 136 N. MONROE STREET
THURSDAY, NOVEMBER 20, 2014
7:00 P.M.

1. Call to Order and Roll Call

2. Approval of Meeting Minutes

- November 6, 2014

3. Citizen Input

4. Communications to the Council

- Governor Proclamation – November 20, 2014 - "Snowplow Driver Appreciation Day"
- Published Notices: Filing Nomination Papers - Notice of Spring Election – April 7, 2015

5. Consent Agenda Items

- a. Reports of City Officials & Contract Service Providers
 - Waterloo Active Fire Department for October 2014
 - Building Inspector - Building, Plumbing, and Electrical Permits for October 2014
 - Public Works Director Gary Yerges for October 2014
 - Police Chief Denis Sorenson for October 2014
 - Library Director Kelli Mountford for October 2014
 - Waterloo Water & Light Commission – November 11, 2014
 - Watertown Humane Society for October 2014

6. Committees, Commissions & Boards – Recommendations and Reports

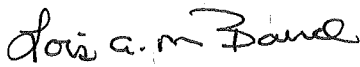
- a. Finance, Insurance & Personnel Committee: Reports of the Clerk/Treasurer
 - Payroll for October - \$88,395.34
 - Pay Vouchers – October 17, 2014 through November 20, 2014
 - Treasurer's Report & Budget Reports for August, September and October 2014
- b. Public Safety & Health Committee
 - Purchase New Squad Car

7. New Business

- a. Mayoral Appointment of Chris Astrella as Clerk/Treasurer effective December 8, 2014
- b. Issuance of On Street Parking Permit per Section 350-7(g) of the Municipal Code:
 - Jessalyn Springer, 305 Goehl Road, Apt. 3
- c. Agreement with WisDOT that the proposed resurfacing and reconstruction project of WIS 19 (Madison Street) and WIS 89 (Monroe Street) does not adversely affect the activities of Veterans Park
- d. Resolution #2014-42, Final Resolution Authorizing Public Improvement and Levying Special Assessments Against Benefitted Property In Waterloo, Wisconsin (S/W Quadrant)

8. Future Agenda Items and Announcements

9. Adjournment

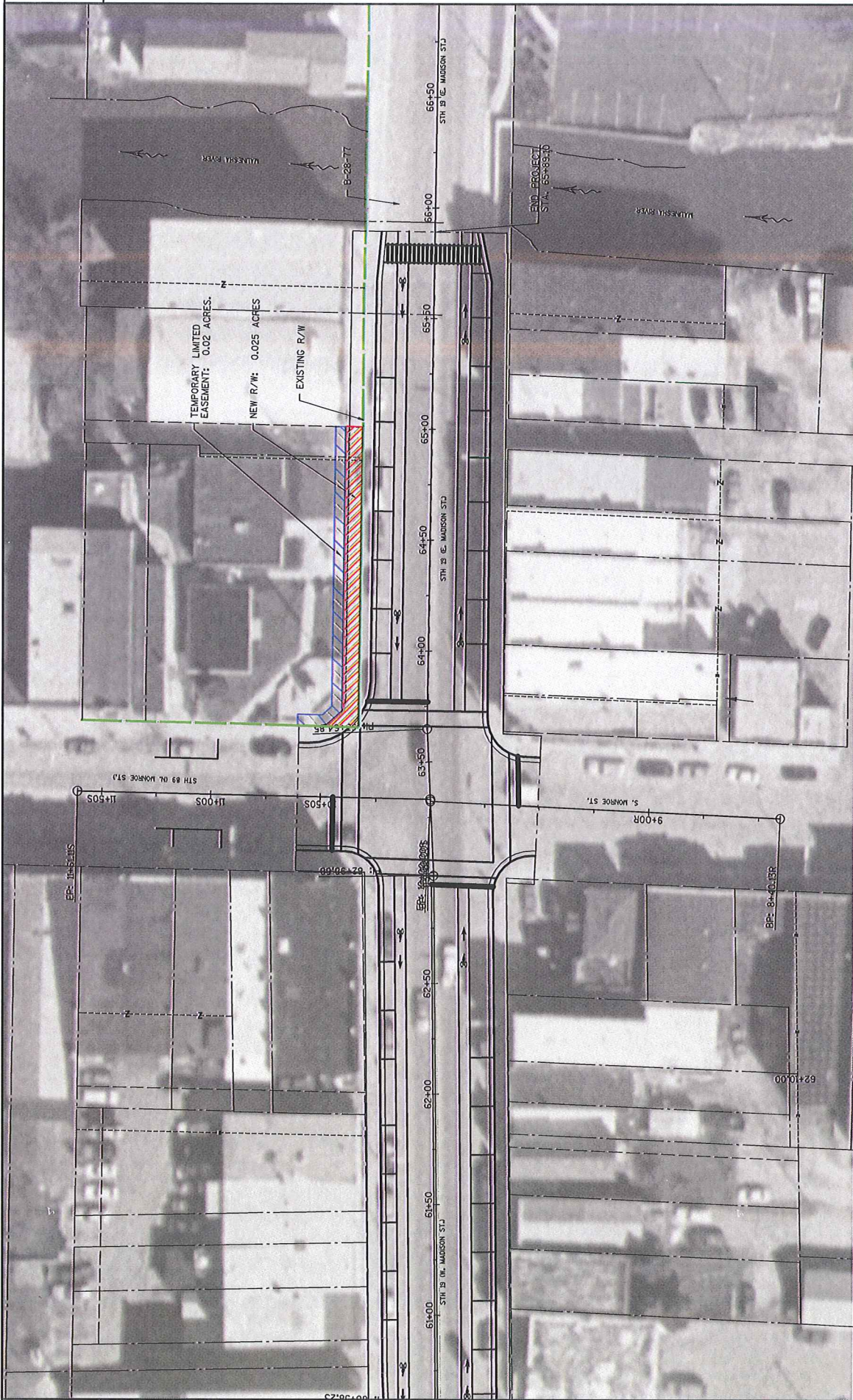


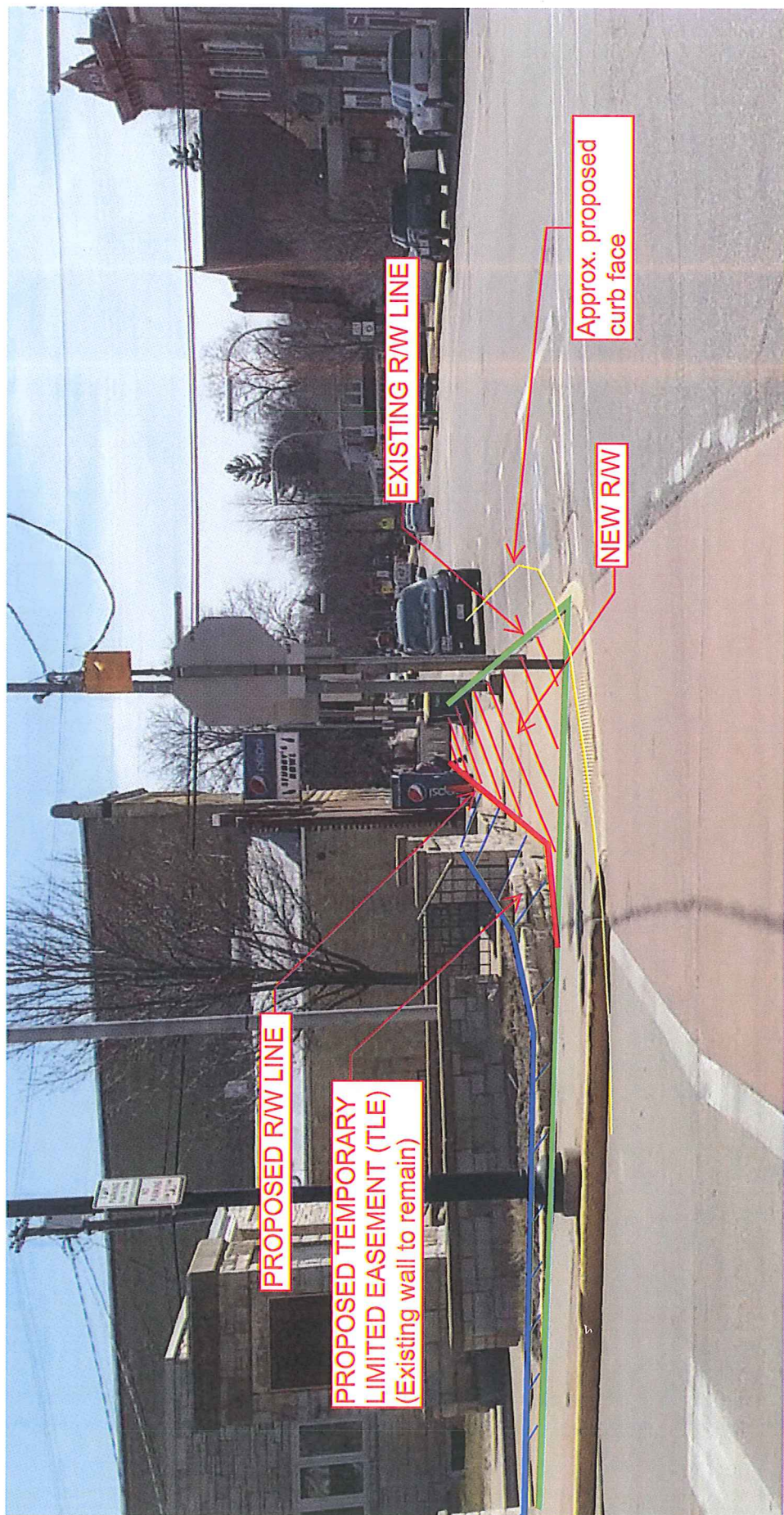
Lois A.M. Baird
Interim Clerk/Treasurer

Posted and Emailed: November 17, 2014

PLEASE NOTE: It is possible that members of and possibly a quorum of members of other governmental bodies of the municipality may be in attendance at the above meeting(s) to gather information. No action will be taken by any governmental body other than that specifically noticed. Also, upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request such services please contact the clerk's office at the above location.

- Finance, Insurance & Personnel - October 21, 2014 and November 6, 2014
- Karl Junginger Memorial Library Board - October 14, 2014
- Parks Commission - September 16, 2014
- Public Safety & Health Committee - October 2, 2014
- Public Works & Property Committee - October 2, 2014
- Plan Commission - September 23, 2014 and Special Plan Commission - October 10, 2014





Appendix O

DNR Initial Coordination Letter



Division of Transportation System Development

ATTN: Jeremy Hall
Southwest Region - Madison
2101 Wright St.
Madison, WI 53704-2583

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

Jeremy Hall
Telephone: (608) 245-2655
FAX: (608) 246-5380
Email: Jeremy.Hall@dot.wi.gov

October 31, 2013

ERIC HEGGELUND
DNR-SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711

Dear Eric Heggelund,

WisDOT is requesting an initial review of a highway project by the Wisconsin DNR for environmental concerns. This is an updated request from one sent to the DNR back in April of 2013. The project limits have been extended, but will still be performing work on STH 19 in the City of Waterloo in Jefferson County. The project ID is 3050-02-02/72. This project will have a plan submittal date of August 1, 2016, and is scheduled to be constructed during the 2017 construction season.

Attached are copies of the DTDR 0002 DNR/DOT review form and a project location map.

If you have any questions or comments, please feel free to contact me.

Sincerely,

Jeremy Hall, P.E.
Southwest Region - Madison
2101 Wright St.
Madison, WI 53704-2583
(608) 245-2655

DNR / DOT PROJECT REVIEW

State of Wisconsin – Department of Natural Resources (DNR) and Department of Transportation (WisDOT)
DTNR0002 12/2012

DNR Internet: http://dnr.wi.gov/	WisDOT Internet: http://www.dot.wisconsin.gov/
ERIC HEGGELUND SOUTH CENTRAL REGION 3911 FISH HATCHERY ROAD FITCHBURG, WI 53711	Wisconsin Department of Transportation Division of Transportation Systems Development 2101 WRIGHT ST. MADISON, WI 53704

Inform WisDOT Regional Environmental Coordinator, if more than 45 days is needed.

Design Project ID 3050-02-02	Project Highway STH 19	Review Submittal Date (m/d/yy) 10/31/13
Construction Project ID 3050-02-72	Estimated Project Cost (range) \$2,000,000.00 to \$2,500,000.00	Construction Year (yyyy) 2017
Project Name SUN PRAIRIE - WATERTOWN	Project Limits McKay Way - Structure B-28-77	
County Jefferson	Project on Tribal Land <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Contact Name Jeremy Hall	Contact (Area Code) Phone Number (608) 245-2655	
Section/Township/Range Sections 5,6,7, and 8/8N/13E		

Type of Review Requested <input checked="" type="checkbox"/> Initial Review <input type="checkbox"/> Final Concurrence <input type="checkbox"/> Scope Change <input type="checkbox"/> Other:	Document Type <input type="checkbox"/> Environmental Assessment (EA) <input checked="" type="checkbox"/> Environmental Report (ER) <input type="checkbox"/> Programmatic Environmental Report (pER)
WisDOT Project Classification <input type="checkbox"/> Bridge Rehabilitation, FDM 3-5-2 <input checked="" type="checkbox"/> Bridge Replacement, FDM 3-5-2 <input type="checkbox"/> Expansion, FDM 3-5-2 <input type="checkbox"/> Pavement Replacement, FDM 3-5-2 <input type="checkbox"/> Preventive Maintenance, FDM 3-1-5 <input type="checkbox"/> SHRM (State Hwy Rehab/Maint), Maintenance Manual 13.08 <input type="checkbox"/> Recondition, FDM 3-5-2 <input checked="" type="checkbox"/> Reconstruction, FDM 3-5-2 <input checked="" type="checkbox"/> Resurface, FDM 3-5-2 <input type="checkbox"/> Safety (HSIP), PMM 4-1-10 <input type="checkbox"/> Other:	Work Involved <input checked="" type="checkbox"/> Beam Guard Replacement <input type="checkbox"/> Borrow and/or Waste Site Required <input type="checkbox"/> Channel Change/Stream Relocation <input checked="" type="checkbox"/> Clearing and Grubbing <input checked="" type="checkbox"/> Culvert Replacement or Extensions <input type="checkbox"/> Dredging <input checked="" type="checkbox"/> Grading <input checked="" type="checkbox"/> Fill Outside Toe of Slope <input type="checkbox"/> Intersection Improvement <input checked="" type="checkbox"/> Right of Way Acquisition <input type="checkbox"/> Shoulder Work <input checked="" type="checkbox"/> Storm Sewer <input checked="" type="checkbox"/> Other: Sanitary Sewer and Water Main Replacement

Storm Water Management (check all that apply)

- ☒ Trans 401 post construction requirements
☐ NPDES MS4/Urbanized Area
☒ TMDL Implementation Area

For more information and directions, please see the back of this form.

Project Description and Reason for Project:

(include project location map with limits and necessary attachments; attach additional sheets if needed)

The reason for the project is because the existing pavement is cracked and rutted. Section from B-28-466 to B-28-77 is deteriorated and narrow. Curb and gutter is filled in by previous overlays and is in poor condition.

The first section will consist of a 3 inch mill and overlay of STH 19 beginning at Palmer St. and extending east to B-28-072. The second section is to reconstruct STH 19 beginning at B-28-072 and extending east to B-28-77. B-28-0466 will be replaced with this project. No work is scheduled on B-28-072, B-28-0104, or B-28-77 under this project. (See the attached project location map)

The project will shift the horizontal alignment of STH 19 0-2 feet north of where it is today from around Minnetonka Way to B-28-77. B-28-466 is expected to move 0-2 feet north of its current location. The horizontal alignment shift is being done to reduce the deflection angle in the existing alignment through this section of roadway.

The project will raise the vertical alignment of STH 19 0-2 feet from around Minnetonka Way to about 100 feet east of Harrison St. B-28-466 is expected to be raised 0.5 -1.0 feet in elevation. This vertical adjustment is being done to eliminate the need to build retaining walls through out this section of roadway at the tie-in points in resident's front yards.

The pavement structure, including the roadway base, storm sewer, sanitary sewer, water main, and the curb and gutter will be replaced in the section from B-28-072 to B-28-77. The existing sidewalk and street lighting will be replaced, and some new sidewalk will be added on the south side of STH 19, where there currently is none from Canal Road to just west of Van Buren Street. Bike lanes will be added throughout the project limits, and street parking will remain from Jackson Street to the bridge east of Monroe Street.

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg WI 53711-5397

Scott Walker, Governor
Cathy Stepp, Secretary
Mark Aquino, Regional Director
Telephone 608-275-3266
FAX 608-275-3338
TTY Access via relay - 711



November 11, 2013

Jeremy Hall
DOT Project Manager
DTSD SW Region - Madison Office
2101 Wright Street
Madison, WI 53704

Subject: **DNR Initial Project Review Revised:**
Project I.D. 3050-02-02/72
STH 19
McKay Way – Structure B-28-77
Jefferson County

Dear Mr. Hall:

The Department has received the information you provided for the proposed above referenced project on STH 19 in the City of Waterloo. According to your proposal, the purpose of this project is to replace existing cracked and rutted pavement, deteriorated and narrow sections of roadway, and remedy curb and gutter filled in by previous overlays that is in poor condition. Structure B-28-0466 over the Mauneshia River will be replaced with this project. Several other structures within the limits will not be replaced. The project will move the horizontal alignment of STH 19 0-2 feet north around Minnetonka Way to B-28-77. The vertical alignment will raise 0-2 feet around Minnetonka Way to about 100 feet east of Harrison Street. The vertical adjustment is being done to eliminate the need to build retaining walls through this section of roadway at the tie-in points in resident's front yards. Storm sewer, sanitary sewer, water main, curb and gutter, sidewalk and lighting will be replaced in some sections of the project. Bike lanes will be added throughout the project limits.

Preliminary information has been reviewed by DNR staff for the project under the DOT/DNR Cooperative Agreement. Initial comments on the project as proposed are included below and assume that additional information will be provided that addresses all resource concerns identified.

A. Project-Specific Resource Concerns

Wetlands:

The project area is located within a developed corridor and there do not appear to be any wetlands within the project limits. There are no wetland concerns with this project, based on the information provided.

Endangered Resources (ER)

No concerns: Based upon a review of the Natural Heritage Inventory (NHI) and other Department records on May 21, 2013, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

Fisheries/Stream work

The Mauneshia River is a warm water fishery. In order to protect developing fish eggs and substrate for aquatic organisms, all instream work that could adversely impact water quality should be undertaken between May 15 and September 15.

Migratory birds

Based on site review, there is evidence of migratory bird nesting on the existing structure. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service. Therefore, the project should either utilize measures to prevent nesting (*e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1*), or should occur only between August 30 and May 1 (non-nesting season). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the U.S. Fish & Wildlife Service must be contacted to apply for a depredation permit.

Invasive species & VHS

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under NR 40, Wis. Administrative Code. This website provides further information and lists those species classified as Restricted or Prohibited under NR 40: <http://dnr.wi.gov/invasives/classification/>.

The Department will work with project managers to help identify specific locations of problem areas across the project site and to recommend preventive measures. The following Best Management Practices (BMPs) for rights-of-way provide a series of measures that will ensure reasonable precautions are taken throughout the stages of construction: <http://council.wisconsinforestry.org/invasives/transportation/pdf/ROW-Manual.pdf>

For work involving waterbodies:

All equipment must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions should require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species. Follow **STSP 107-055** Environmental Protection – Aquatic Exotic Species Control, which includes the protocol found here: http://dnr.wi.gov/fish/documents/disinfection_protocols.pdf

For up to date information on invasive species and infested waters go to <http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

Floodplains

A determination must be made as to whether the project lies within a mapped/zoned floodplain. In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structure or existing structure that is not being replaced “in-kind” within a mapped floodplain. These results must be submitted to the Department and the plans for the structure must comply with the provisions of the local community's floodplain zoning ordinance. For project-specific information, please consult with the [insert county] County Zoning Administrator.

For areas lying outside mapped/zoned floodplain, DNR may request the results of DOT flow and backwater calculations.

Navigation:

Placement of navigational aids during construction:

This reach of Mauneshia is used by recreational watercraft. It may be necessary to place navigational aids around the construction area during construction. Some types of waterway markers have special requirements for placement. A Waterway Marker Application and Permit is required to place *Danger*, *Information*, or *Navigation* (red, green, black/white or red/white striped) type buoys. To place any type of Control buoy (such as *Slow-no-wake*) or a *Boats Prohibited* buoy requires a Waterway Marker Application and Permit, along with a local ordinance authorizing the placement of these types of buoys. Adequate time should be allowed for the passage of an ordinance with the local municipality. The general steps for submission of a Waterway Marker Application and Permit are as follows:

1. Please fill out the Waterway Marker Application and Permit form: <http://dnr.wi.gov/org/es/enforcement/DOCS/8700058.pdf>. The Department of Transportation should be listed as the applicant.
2. Be sure to include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.
3. Provide the completed application/permit to the local municipality(ies) having jurisdictional authority over the area in which the waterway markers will be placed. They will review your plan and provide a signature if they concur.
4. Forward the signed application/permit to the Boating Program Specialist:

Wayne Ringquist
Wisconsin Dept. of Natural Resources
101 S Webster Street - LE/8
Madison WI 53703

The Boating Program Specialist will communicate with the local Warden and Recreational Safety Warden in processing and finalizing the permit. If the permit application is incomplete or additional information is needed the Boating Program Specialist will work with the DNR's Regional DOT Liaison to resolve.

5. A final permit approval letter and copy of the signed application/permit will be sent to you by the Recreational Boating Program Specialist.
6. If a local ordinance is also required, this should be submitted at the same time as the Waterway Marker Application and Permit. Helpful guidelines to assist you in this process can be obtained by reviewing the DNR Publication "Guidelines for Creating Local Boating Ordinances And Placing Waterway Markers In Wisconsin Waters", which can be obtained at:
<http://dnr.wi.gov/org/es/enforcement/docs/WaterwayManual2008.pdf>.
The last page of this document also lists the contact information for the Regional Recreational Safety Warden, who is also available to assist with any questions.

B. Construction Site Considerations:

The following issues may be addressed in the Special Provisions and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP).

Erosion control/Stormwater

Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.

An adequate erosion control implementation plan (ECIP) for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference.

The above comments represent the Department's initial concerns for the proposed project 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 608-275-3301.

Sincerely,

Eric Heggelund

Eric Heggelund
Environmental Analysis & Review Specialist

CC: Brian Taylor, WisDOT REC
Russ Anderson, WDNR
Alyssa Barrette, WisDOT REC
Matthew Lamb, WisDOT

Appendix P

USFW Initial Coordination Letter



Division of Transportation System Development

ATTN: Jeremy Hall
Southwest Region - Madison
2101 Wright St.
Madison, WI 53704-2583

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

Jeremy Hall
Telephone: (608) 245-2655
FAX: (608) 246-5380
Email: Jeremy.Hall@dot.wi.gov

September 18, 2013

U.S. FISH & WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
2661 SCOTT TOWER DRIVE
NEW FRANKEN, WI 54229-9565

RE: 3050-02-02/72
Sun Prairie - Watertown
Palmer St. – Structure B-28-77
STH 19
Jefferson County

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for a proposed project located on STH 19 in the City of Waterloo, in Jefferson County. **The limits of this project have been extended from the initial notification letter sent out in April of this year.** The project will still consist of milling off the top 3 inches of asphalt pavement and then overlaying with 3 inches of new asphaltic surface on STH 19 beginning at Palmer Street and extending east to B-28-072. The project will also still consist of reconstructing STH 19 beginning at B-28-072 and now will extend east to B-28-77. **The limits of this project have been extended about 0.12 miles to the east.** The pavement structure, including the roadway base, storm sewer, sanitary sewer, water main, and the curb and gutter will be replaced in this section of roadway. The existing sidewalk and street lighting will be replaced, and some new sidewalk will be added on the south side of STH 19, where there currently is none from Canal Road to just west of Van Buren Street. B-28-466 over the Mauneshia River will be replaced with this project. Bike lanes will be added throughout the project limits, and street parking will remain from Jackson Street to the bridge structure B-28-77 east of Monroe Street.

We are currently in the early design phase of the project. Since there are state and federal agencies which could be affected by or have an interest in the project, we wanted to make early contact with all the agencies to learn possible concerns and obtain some preliminary comments prior to the final design of the project.

In the near future, environmental studies will be conducted to enable WisDOT to assess the project's effect upon the environment and to identify the resources located in the project area. Information obtained from these studies will assist engineers in design to avoid or minimize the proposed project's effect upon environmental resources.

We would appreciate any information you may wish to share regarding any endangered species or any general comments you may have on the project. Your input will be valuable in the design process of this project.

If you have comments, would like additional information regarding this proposed project, or would like to be an interested party in the project development process, please contact me, at (608) 245-2655.

Please refer to the attached project location map.

Sincerely,

Jeremy Hall

Jeremy Hall, P.E.
Southwest Region - Madison
2101 Wright St.
Madison, WI 53704-2583
(608) 245-2655

Appendix Q

American Indian Tribe Notification Letter



Division of Transportation System Development
Southwest Region
2101 Wright Street
Madison WI 53704

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

Telephone: 608-246-3800
Facsimile (FAX): 608-246-7996
E-mail: swr.dtsd@dot.wi.gov

9/9/2013

SOKAOGON CHIPPEWA COMMUNITY MOLE LAKE BAND ATTN:
CULTURAL RESOURCE DIRECTOR
3051 SAND LAKE ROAD
CRANDON, WI 54520

RE: 3050-02-02
Sun Prairie - Watertown
Palmer St. to Structure B-28-77
STH 19
Jefferson County

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for a proposed project located on STH 19 in the City of Waterloo, in Jefferson County. **The limits of this project have been extended from the initial notification letter sent out in March of this year.** The project will still consist of milling off the top 3 inches of asphalt pavement and then overlaying with 3 inches of new asphaltic surface on STH 19 beginning at Palmer Street and extending east to the bridge between Palmer Street and Canal Road. The project will also still consist of reconstructing STH 19 beginning at the bridge between Palmer Street and Canal Road, but will now extend east to the bridge just east of Monroe Street, rather than just west of Monroe Street in downtown Waterloo as it had before. **The limits of this project have been extended about 0.12 miles to the east.** The pavement structure, including the roadway base, storm sewer, sanitary sewer, water main, and the curb and gutter will be replaced in this section of roadway. The existing sidewalk and street lighting will be replaced, and some new sidewalk will be added on the east side of STH 19, where there currently is none from Canal Road to just west of Van Buren Street. The bridge structure between Minnetonka Way and Van Buren Street will be replaced with this project. Bike lanes will be added throughout the project limits, and street parking will remain from Jackson Street to the bridge east of Monroe Street.

A public information meeting will be held to familiarize interested parties with the project. Notification will be provided when public meetings are scheduled. In addition, cultural resource investigation studies will be conducted for the above project. These investigations will enable WisDOT to determine whether historical properties as defined in 36 CFR 800 are located in the project area. Other environmental studies will also be conducted and include; endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Information obtained from these studies will assist the engineers in the design to avoid, minimize, or mitigate the proposed project's effect upon cultural and natural resources.

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 James Becker, Bureau of Technical Services, Cultural Resources Team, 4802 Sheboygan Avenue, Room 451, Madison, Wisconsin 53707, (608) 261-0137.

Sincerely,

Jeremy Hall

Jeremy M. Hall, P.E.
WisDOT Project Manager

cc: Roger Larson, SW Region – Madison Tribal Coordinator (via e-mail)
Rebecca Burkel, Bureau of Technical Services, Environmental Services Section (via e-mail)

BAD RIVER BAND OF LAKE SUPERIOR TRIBE OF CHIPPEWA INDIANS

CHIEF BLACKBIRD CENTER

P.O. Box 39 · Odanah, WI 54861

Tribal Historic Preservation Office

September 26, 2013

Mr. Jeremy Hall, P.E.
Southwest Region
2101 Wright Street
Madison, WI 53704

RE: Project ID 3050-02-02
Sun Prairie-Watertown, McKay Way-Structure B-28-0104
STH 19, Jefferson County

Dear Mr. Hall:

The Bad River Tribal Historic Preservation Office has received a request for review of your federal undertaking under Section 106 of the National Historic Preservation Act.

In order for us to process your request, the Bad River Tribal Historic Preservation Office requires payment of a processing fee of **\$650.00** for each request for review of each federal undertaking received for projects beyond the exterior boundaries of the Bad River Indian Reservation.

The Bad River Tribal Historic Preservation Office - *106 Review Processing Fees* not only expedites your request for review, but also supports our efforts to obtain self-sufficiency. Further, this fee will enable us to provide other educational development efforts to enhance public knowledge of the history of the Bad River Band of the Lake Superior Tribe of the Chippewa.

To process your request, please make checks payable to:

Bad River Tribe – THPO/NAGPRA Services

Insert this Reference:

**RE: #106-2013-September-1057/Project
ID 3050-02-02**

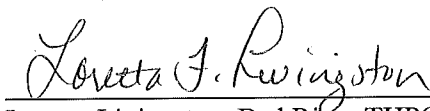
And mail your payment to:

**Bad River Band of Lake Superior Tribe of
Chippewa Indians
ATTN: Accounting
P.O. Box 39
Odanah, WI 54861**

Once payment is received, our office will promptly respond to your request.

Your efforts to maintain compliance with Section 106 of the National Historic Preservation Act is greatly appreciated.

Sincerely,



Loretta Livingston, Bad River THPO Processing Clerk



Division of Transportation System Development
Southwest Region
2101 Wright Street
Madison WI 53704

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

Telephone: 608-246-3800
Facsimile (FAX): 608-246-7996
E-mail: swr.dtsd@dot.wi.gov

August 14, 2014

BAD RIVER BAND OF LAKE SUPERIOR
CHIPPEWA INDIANS OF WISCONSIN
ATTN: EDITH LEOSO, THPO
P.O. BOX 39
ODANAH, WI 54861

RE: 3050-02-02
Sun Prairie - Watertown
Palmer St. to Structure B-28-077
STH 19
Jefferson County

Dear Ms. Leoso,

Thank you for your September 13, 2013, correspondence regarding a processing fee request for the above referenced project in the City of Waterloo, in Jefferson County. Current WisDOT policy does not provide payment of these processing fees. However, we are still committed to engage in meaningful consultation about the resources that you and/or your tribe wish to share regarding this undertaking to aid in the determination of the APE, and any potential impacts to historic properties and/or burials. If you wish to have a consultation meeting or conversation on this undertaking and there is a preferred method/technique that works best, please contact me by mail at WisDOT DTSD - Southwest Region, 2101 Wright Street, Madison, WI 53704-2583, email at Jeremy.Hall@dot.wi.gov, or call me at (608) 245-2655 so appropriate arrangements can be made.

Sincerely,

Jeremy Hall

Jeremy M. Hall, P.E.
WisDOT Project Manager

AREAS OF TRIBAL INTEREST FOR PROJECT NOTIFICATION

Updated – October 2013

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

<p>Menominee Indian Tribe of Wisconsin Attn: Dave Grignon, THPO P.O. Box 910 Keshena, WI 54135</p>	<p>Fed Ex Address: Menominee Indian Tribe of Wisconsin W3426 CTH V V West Keshena, WI 54135 Website: http://www.menominee-nsn.gov/</p>
<p>Oneida Tribe of Indians of Wisconsin Attn: Corina Williams, THPO Tribal Office P.O. Box 365 Oneida, WI 54155-0365</p>	<p>Website: www.oneidanation.org</p>
<p>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</p>	<p>Website: www.redcliff-nsn.gov</p>
<p>St. Croix Band Chippewa Indians of Wisconsin Attn: Wanda McFaggen, THPO Tribal Historic Preservation Office 24663 Angeline Ave. Webster, WI 54893-9246</p>	<p>Website: http://www.stcciw.com/home.aspx</p>
<p>Sokaogon Chippewa Community Mole Lake Band Attn: Cultural Resource Director 3051 Sand Lake Road Crandon, WI 54520</p>	<p>Website: www.sokaogonchippewa.com</p>
<p>Stockbridge Munsee Community of Wisconsin Attn: Sherry White, THPO Tribal Office W13447 Camp 14 Road Bowler, WI 54416</p>	<p>Website: www.mohican-nsn.gov/</p>
<p>Sac and Fox Nation of Oklahoma Attn: Sandra Massey, NAGPRA Rep. RR 2, Box 246 Stroud, OK 74079</p>	<p>Website: http://www.sacandfoxnation-nsn.gov/</p>

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

Environmental Documents (all EIS and when appropriate EA or ER) are sent to BOTH the Tribal Chair/President and the Historic Preservation Offices. Please contact Bureau of Technical Services - Environmental Process and Documentation Services before sending documents to the Tribal Chair/President.

Counties of Tribal Interest for Project Notification

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

	Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Forest County Potawatomi Community of Wisconsin	Fond du Lac Band of Lake Superior Chippewa	Ho-Chunk Nation	Iowa Tribe of Oklahoma	Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin	Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin	Lac Vieux Desert Band of Lake Superior Chippewa Indians	Menominee Indian Tribe of Wisconsin	Oneida Tribe of Indians of Wisconsin	Prairie Band Potawatomi Nation	Prairie Island Indian Community Minnesota Mdewakanton Sioux	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Sac and Fox Nation of Missouri in Kansas and Nebraska	Sac and Fox Nation of Oklahoma	Sac and Fox of the Mississippi in Iowa	Sokaogon Chippewa Community Mole Lake Band	St. Croix Band Chippewa Indians of Wisconsin	Stockbridge Munsee Community of Wisconsin
Forest	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Grant	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No
Green	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No
Green Lake	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Iowa	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No
Iron	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Jackson	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Jefferson	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No
Juneau	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Kenosha	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No
Kewaunee	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
LaCrosse	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Lafayette	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No
Langlade	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Lincoln	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Manitowoc	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Marathon	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Marinette	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Marquette	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Menominee	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Milwaukee	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No

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Monroe	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Oconto	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Oneida	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Outagamie	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ozaukee	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No
Pepin	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Pierce	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Polk	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Portage	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Price	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Racine	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No
Richland	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Rock	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No
Rusk	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
St. Croix	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Sauk	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No
Sawyer	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Shawano	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Sheboygan	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Taylor	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Trempealeau	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No

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Vernon	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No
Vilas	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Walworth	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No
Washburn	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Washington	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No
Waukesha	Yes	Yes	No	Yes	No	No	No	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	No	No
Waupaca	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Waushara	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Winnebago	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No
Wood	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	No