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Exhibit

4-1	Section 4(f) Properties Adjacent to I-94
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Updated Section 4(f) Evaluation

4.1 Introduction

The USDOT's Section 4(f) law (49 USC 303 and 23 USC 138) states that FHWA and other USDOT agencies cannot approve the use of land from significant publicly owned parks, recreation areas, wildlife or waterfowl refuges, or significant public and private historic sites unless it is determined that there is no feasible and prudent alternative to the use of land from such properties, and the action includes all possible planning to minimize harm to the property resulting from such use or the use is *de minimis*. Section 4(f) helps guide the decision-making process for the selected alternative.

Following the Section 4(f) Evaluation Process for the 2016 Final EIS (refer to Section 4 of the 2016 Final EIS), a Programmatic Agreement (PA) for historic properties potentially affected by the I-94 East-West Corridor project, in accordance with Section 106 of the National Historic Preservation Act of 1966, was executed in July 2016 and is available on the project website. This PA is being amended as part of this Supplemental EIS process. The Amended Programmatic Agreement will be executed prior to finalization of the project's Record of Decision (ROD) and will be included in the ROD.

This Section 4(f) evaluation updates the Final Section 4(f) evaluation in the 2016 Final EIS. This section summarizes the findings in the 2016 Final 4(f) Evaluation and FHWA's draft evaluation of the applicability of Section 4(f) to certain properties identified since the 2016 Final EIS, assessment of their use, and *de minimis* impact determinations. In addition, this section provides updated details for the alternatives retained for detailed study in the Supplemental EIS (Section 4.4).

The 8- and 6-lane alternatives analyzed in this Supplemental Draft EIS are anticipated to have *de minimis* impact determinations for two Section 4(f) properties: the Soldiers' Home NHL and Soldiers' Home Historic District. It is anticipated that the preferred alternative would not result in impacts to any Section 4(f) properties greater than *de minimis*. This finding is consistent with the 2016 Final EIS. FHWA is proposing a *de minimis* determination for these properties and will re-coordinate with the officials with jurisdiction as part of the Supplemental Final EIS.

An Updated Final Section 4(f) Evaluation will be included as part of the Supplemental Final EIS/ROD for this project.

4.2 Summary of Final Section 4(f) Evaluation from 2016 Final EIS

The 2016 Final Section 4(f) Evaluation (Section 4 of the 2016 Final EIS) reported the following findings regarding use of Section 4(f) properties:

- *De minimis* impact determination for the Soldiers' Home NHL
- *De minimis* impact determination for the Soldiers' Home Historic District

Section 4(f) properties in the study area for which FHWA concluded there would be no Section 4(f) use in 2016 are as follows:

- Calvary Cemetery (eligible for listing on the National Register)
- Soldiers' Home Reef NHL
- Story Hill Residential Historic District 1 (eligible for listing on the National Register)

- Story Hill Residential Historic District 2 and 3 (eligible for listing on the National Register)
- Doyne Park
- Oak Leaf Trail
- Valley Park
- Mitchell Boulevard Park
- Former Paradise Theater (eligible for listing on the National Register)

The 2016 Final EIS stated there would be no Section 4(f) use of Story Parkway. However, FHWA preliminarily determined that there would be no more than de minimis impacts to Story Parkway if a noise barrier were built. A final decision on the construction of a noise barrier will be made by the benefited receptors in Story Hill Residential District 2 and 3 during final design after the anticipated Supplemental Final EIS/ROD is approved. If a noise barrier is built, the Section 106 PA for this project stipulates that WisDOT would prepare a Noise Barrier Design Plan in consultation with the Section 106 consulting parties. FHWA and WisDOT would consult with the consulting parties about the appearance of the wall and other measures to avoid and minimize its effect. FHWA will re-evaluate Section 4(f) determinations for Story Parkway and Story Hill Residential Historic District 2 and 3 based on the results of the noise wall decision. At that time, FHWA will also coordinate with Milwaukee County and the Wisconsin State Historic Preservation Office as the officials with jurisdiction over Story Parkway from a Section 4(f) standpoint in accordance with the de minimis provisions.

Impacts to the two Section 4(f) resources where de minimis determinations were made in 2016 (Soldiers' Home NHL and Soldiers' Home Historic District) as well as the Section 4(f) analysis of each of the properties listed in Section 4.2 are detailed in Sections 4.4.1.2 and 4.4.1.3 of the 2016 Final EIS.

The Hank Aaron State Trail, as described in Section 3.26.1.1, is not subject to Section 4(f). WisDOT and WDNR agreed in the Zoo Interchange Project Memorandum of Understanding that the trail's primary use is for transportation, not recreation. Also, the rail banking provisions of the National Trails Systems Act and 23 CFR 774.11(h) and 23 CFR 774.13(f) support this determination..

4.3 Description of Section 4(f) Properties Identified since 2016 Final EIS

As part of the Section 4(f) evaluation, properties adjacent to I-94 were evaluated as possible Section 4(f) properties if they are one or more of the following: publicly owned land of a park, recreation area, or any land of an historic site (in public or private ownership). There are no publicly owned wildlife or waterfowl refuges in the study area.

In addition to the 12 properties determined to be Section 4(f) resources in the 2016 Final EIS (**Exhibit 4-1**), two additional Section 4(f) properties were identified during the Supplemental EIS process:

- West St. Paul Avenue Industrial Historic District
- 16th Street Viaduct

FHWA's determination regarding Section 4(f) applicability to the two additional adjacent properties is summarized in Sections 4.3.1 and 4.3.2. The impacts of the No-build and 8- and 6-lane alternatives on Section 4(f) properties are evaluated in Section 4.4, which has been updated to include changes in design and costs since the 2016 Final EIS. Other Section 4(f) properties in the vicinity, but not adjacent to I-94 or any 8- or 6-lane alternative actions, are illustrated in **Exhibit 3-24**, Recreational Resources/Public Use Lands. These parks and playgrounds are far enough from I-94 that they would not be affected by the project.

Both Section 4(f) properties discussed in Sections 4.3.1 and 4.3.2 are listed in the National Register.

4.3.1 West St. Paul Avenue Industrial Historic District

The West St. Paul Avenue Industrial Historic District was listed in the National Register in 2018 under Criterion C for its demonstration of late 19th century and 20th century architecture, with construction occurring from 1888 to 1951. The district is on the south side of I-94 near the east terminus of the project, covers 27.7 acres, and is generally bounded by the buildings on the north and south side of West St. Paul Avenue, including 272 to 405 North 12th Street, 324 to 422 North 15th Street, and 1101 to 2045 West St. Paul Avenue (refer to **Exhibit 4-1**).

There are 24 buildings in the district, of which 22 are contributing resources and 2 are noncontributing resources. Nine of the 22 contributing resources are within view of the project.

The SHPO and the Advisory Council on Historic Preservation are the officials with jurisdiction over the property because it is listed in the National Register.

Section 4(f) applies to the West St. Paul Avenue Industrial Historic District because it is a significant historic site.

4.3.2 16th Street Viaduct

The 16th Street Viaduct, also called the James E. Groppi Unity Bridge, was built in 1929. The 4,000-foot-long steel girder bridge carries traffic over the valley of the Menomonee River. The viaduct aligns with North 16th Street from West Clybourn Street to West Pierce Street. The viaduct is significant for civil rights events that occurred in 1967 and 1968. It was listed in the National Register under Criterion A in May 2019.

The viaduct stands above the revised APE; only the bridge foundations are within the West St. Paul Avenue Industrial Historic District boundary; the bridge is considered neither a contributing nor a noncontributing resource to that district.

The SHPO and the Advisory Council on Historic Preservation are the officials with jurisdiction over the property because it is listed in the National Register.

Section 4(f) applies to the 16th Street Viaduct because it is a significant historic site.

4.4 Assessment of Use of Section 4(f) Properties Identified since 2016 Final EIS

This section assesses potential uses of the newly identified Section 4(f) properties associated with the 8-lane and both 6-lane alternatives. Because the alternatives are not anticipated to impact any Section 4(f) properties greater than *de minimis*, the regulations do not require FHWA to conduct a Section 4(f) feasible and prudent avoidance analysis or least overall harm analysis (refer to 23 CFR 774.3 and 774.17). Refer to Section 4 of the 2016 Final EIS for a discussion of the previously identified properties.

4.4.1 Assessment of Use of Section 4(f) Properties Identified since 2016 Final EIS

4.4.1.1 West St. Paul Avenue Industrial Historic District

The 8- and 6-lane alternatives would not permanently or temporarily incorporate property from the West St. Paul Avenue Industrial Historic District. The slightly revised freeway alignment in this area would not directly impact the district; it would remain within the existing right-of-way.

WisDOT has determined that there would be No Adverse Effect from the 8- or 6 lane alternatives on the West St. Paul Avenue Industrial Historic District under 36 CFR 800.5. The alternatives would not alter or change the character of the district in a manner that diminishes the historic integrity of the district. The district would retain its integrity of location, association, feeling, setting, workmanship, design, and materials. The Wisconsin SHPO has not yet concurred with the effects findings, which are part of the ongoing Section 106 consultation and will be captured in the Section 106 Amended Programmatic Agreement, which will be included in the Record of Decision. FHWA will take into account the findings on this historic district and consult with the officials with jurisdiction for this historic district to make a Section 4(f) determination as part of the Supplemental Final EIS.

4.4.1.2 16th Street Viaduct

The 8- and 6-lane alternatives would not temporarily or permanently incorporate property from the 16th Street Viaduct.

The 16th Street Viaduct passes over I-94. 16th Street is the east terminus of the I-94 East-West Corridor project, though construction would end closer to 17th Street to the west of the viaduct. No permanent construction work would take place on or adjacent to the viaduct. There may be some temporary maintenance of traffic operations (restriping of lanes, jersey barriers) underneath the viaduct during construction.

WisDOT has determined that there would be No Adverse Effect from the 8- or 6 lane alternatives on the 16th Street Viaduct under 36 CFR 800.5. The alternatives would not alter or change the character of the viaduct in a manner that diminishes the historic integrity of the property. The viaduct would retain its integrity of location, association, feeling, setting, workmanship, design, and materials. The Wisconsin SHPO has not yet concurred with the effects findings, which are part of the ongoing Section 106 consultation and will be captured in the Section 106 Amended Programmatic Agreement, which will be included in the Record of Decision. FHWA will take into account the findings on this viaduct and consult with the officials with jurisdiction for this viaduct to make a Section 4(f) determination as part of the Supplemental Final EIS.

4.4.2 Summary of 8- and 6-lane Alternative Potential Uses

Table 4-1 summarizes potential use of Section 4(f) properties in the study area as a result of 8- and 6-lane alternatives and the hybrid interchange and diverging diamond interchange options at the Stadium Interchange. Section 2 provides a detailed account of each alternative. **The 8-lane alternative with a diverging diamond interchange has been identified as the preferred alternative.**

Table 4-1. Summary of 8- and 6-lane Alternative Potential Use of Section 4(f) Properties

Section 4(f) Property	Section 4(f) Use	Description of Potential Use
Calvary Cemetery	No	<p>No permanent or temporary right-of-way acquisition would occur. Access to General Mitchell Boulevard from I-94 would change due to the reconstructed Stadium Interchange (hybrid interchange or diverging diamond interchange), and the Hawley Road interchange would be reconstructed as a full or half interchange. With the diverging diamond interchange ramps to and from I-94 would connect directly to General Mitchell Boulevard, while with the hybrid interchange, ramps to and from I-94 would connect to local roads (44th or 46th Streets) and use frontage roads to access General Mitchell Boulevard.</p> <p>However, the 8- and 6-lane alternatives would not alter or change the character of the Calvary Cemetery property in a manner that diminishes the historic integrity of the property's historic associations and architectural value of the chapel or other buildings. There would be no impacts to the Calvary Cemetery with the hybrid interchange or diverging diamond interchange.</p> <p>Based on the above findings, FHWA has determined that there would be no use of Calvary Cemetery as a result of project actions.</p>
Soldiers' Home NHL	Proposed <i>de minimis</i>	<p>I-94 would be reconstructed as an 8- or 6-lane at-grade freeway with narrow lanes and/or shoulders in each direction between the NHL. No right-of-way acquisition would occur adjacent to I-94. The Zablocki Drive bridge over I-94 and its approaches would be reconstructed at about its same location within the Soldiers' Home NHL boundary. For both Stadium Interchange alternatives (hybrid interchange or diverging diamond interchange), replacing the bridge on Zablocki Drive and reconstructing General Mitchell Boulevard south of I-94 would require a temporary easement consisting of about 2 acres of Soldiers' Home NHL property. Access to General Mitchell Boulevard from I-94 would change due to the reconstructed Stadium Interchange, and the Hawley Road interchange would be reconstructed as a full or half interchange. With the diverging diamond interchange ramps to and from I-94 would connect directly to General Mitchell Boulevard, while with the hybrid interchange, ramps to and from I-94 would connect to local roads (44th or 46th Streets) and use frontage roads to access General Mitchell Boulevard. The hybrid interchange and diverging diamond interchange would not impact the Soldiers' Home NHL.</p> <p>For the 8-lane alternative and the 6-lane alternative with half interchange at Hawley Road, a right-turn lane would be provided from westbound National Avenue to the VA entrance at General Mitchell Boulevard/47th Street. This was requested by the VA to improve access to its campus and would improve traffic operations along National Avenue. In addition, the westbound through lane along National Avenue at General Mitchell Boulevard would be extended an additional 500 feet. As part of the improvement, approximately 0.40 acre of the Soldiers' Home NHL would be required for transportation right-of-way.</p> <p>Based on the Section 106 Finding of No Adverse Effect in addition to the discussion provided in this section regarding the net impact to the Soldiers' Home NHL, and after consideration of measures to minimize harm, a subsequent <i>de minimis</i> impact determination was concluded as part of the 2016 Final EIS. As part of the 2016 Final EIS, the Wisconsin SHPO, National Park Service, and Advisory Council for Historic Preservation concurred in writing with the <i>de minimis</i> impact determination.</p> <p>Based on the above findings, FHWA is proposing that there would be no more than a <i>de minimis</i> impact to the Soldiers' Home NHL as a result of project actions. This determination will be finalized as part of the Supplemental Final EIS/ROD.</p>

Table 4-1. Summary of 8- and 6-lane Alternative Potential Use of Section 4(f) Properties

Section 4(f) Property	Section 4(f) Use	Description of Potential Use
Soldiers' Home Historic District	Proposed <i>de minimis</i>	<p>I-94 would be reconstructed as an 8- or 6-lane at-grade freeway with narrow lanes and/or shoulders in each direction between the Historic District. No right-of-way acquisition would occur. The Zablocki Drive bridge over I-94 and its approaches would be reconstructed at about its same location within the Soldiers' Home Historic District boundary. For both Stadium Interchange alternatives (hybrid interchange or diverging diamond interchange), replacing the bridge on Zablocki Drive and reconstructing General Mitchell Boulevard south of I-94 would require a temporary easement consisting of about 3 acres of Soldiers' Home Historic District property (the boundaries Soldiers' Home Historic District and Soldiers' Home NHL differ near General Mitchell Boulevard south of I-94, thus the difference in the amount of temporary easement required).</p> <p>Access to General Mitchell Boulevard from I-94 would change due to the reconstructed Stadium Interchange, and the Hawley Road interchange would be reconstructed as a full or half interchange. C With the diverging diamond interchange ramps to and from I-94 would connect directly to General Mitchell Boulevard, while with the hybrid interchange, ramps to and from I-94 would connect to local roads (44th or 46th Streets) and use frontage roads to access General Mitchell Boulevard. The hybrid interchange and diverging diamond interchange would not impact the Soldiers' Home Historic District.</p> <p>Based on the Section 106 Finding of No Adverse Effect in addition to the discussion provided in this section regarding the net impact to the Soldiers' Home Historic District, and after consideration of measures to minimize harm, a subsequent <i>de minimis</i> impact determination was concluded as part of the 2016 Final EIS. As part of the 2016 Final EIS, the Wisconsin SHPO and Advisory Council for Historic Preservation concurred in writing with the <i>de minimis</i> impact determination.</p> <p>Based on the above findings, FHWA is proposing that there would be no more than a <i>de minimis</i> impact to the Soldiers' Home Historic District as a result of project actions. This determination will be finalized as part of the Supplemental Final EIS/ROD.</p>
Mitchell Boulevard Park	No (Proposed temporary occupancy exception)	<p>For both the hybrid interchange and diverging diamond interchange, I-94 would be moved slightly south, away from the park. Access to General Mitchell Boulevard from I-94 would change due to the reconstructed Stadium Interchange (hybrid interchange or diverging diamond interchange). The diverging diamond interchange ramps to and from I-94 would connect directly to General Mitchell Boulevard, while with the hybrid interchange, ramps to and from I-94 would connect to local roads (44th or 46th Streets) and use frontage roads to access General Mitchell Boulevard. There would be no impacts to Mitchell Boulevard Park with the hybrid interchange or diverging diamond interchange.</p> <p>For both Stadium Interchange alternatives, north of I-94, at the southern end of Mitchell Boulevard Park, General Mitchell Boulevard would be reconstructed for approximately 350 feet. No right-of-way acquisition would occur, and General Mitchell Boulevard would be reconstructed within its current footprint. Reconstructing General Mitchell Boulevard and its adjacent sidewalk would result in a temporary occupancy of park property.</p> <p>As part of the 2016 Final EIS (Section 4.4.1.4), the temporary occupancy met all conditions of 23 CFR 774.13(d), meeting temporary occupation exception criteria and therefore not resulting in a use. As part of the Supplemental Final EIS, coordination will once again take place with Milwaukee County Parks Department (official with jurisdiction) to document their agreement with the temporary occupancy exception, resulting in no use to Mitchell Boulevard Park.</p>



Table 4-1. Summary of 8- and 6-lane Alternative Potential Use of Section 4(f) Properties

Section 4(f) Property	Section 4(f) Use	Description of Potential Use
Soldiers' Home Reef NHL	No	<p>I-94 reconstruction would be more than 1,000 feet away from the Soldiers' Home Reef NHL. Access to General Mitchell Boulevard from I-94 would change due to the reconstructed Stadium Interchange (hybrid interchange or diverging diamond interchange), and the Hawley Road interchange would be reconstructed as a full or half interchange. With the diverging diamond interchange ramps to and from I-94 would connect directly to General Mitchell Boulevard, while with the hybrid interchange, ramps to and from I-94 would connect to local roads (44th or 46th Streets) and use frontage roads to access General Mitchell Boulevard. There would be no impacts to the Soldiers' Home Reef NHL with the hybrid interchange or diverging diamond interchange.</p> <p>Based on the above findings, FHWA has determined that there would be no use of the Soldiers' Home Reef NHL as a result of project actions.</p>
Story Hill Residential Historic District 2 and 3	No	<p>Under both Stadium Interchange options, I-94 would move slightly south and WIS 175 slightly east, away from the neighborhood. With the hybrid interchange at the Stadium Interchange, a new local street would be built on the west side of WIS 175 but would be several hundred feet from the neighborhood.</p> <p>Access to General Mitchell Boulevard from I-94 would change due to the reconstructed Stadium Interchange (hybrid interchange or diverging diamond interchange). With the diverging diamond interchange ramps to and from I-94 would connect directly to General Mitchell Boulevard, while with the hybrid interchange, ramps to and from I-94 would connect to local roads (44th or 46th Streets) and use frontage roads to access General Mitchell Boulevard.</p> <p>As part of the hybrid interchange, there would be no access from northbound Brewers Boulevard to the Wisconsin Avenue interchange on WIS 175. For the diverging diamond interchange, there would continue to be access from northbound Brewers Boulevard to the Wisconsin Avenue interchange on WIS 175. Additionally, those entering WIS 175 southbound from Wisconsin Avenue would continue to be able to access I-94 in both directions and travel south along WIS 175/Brewers Boulevard. The southbound entrance ramp to WIS 175, adjacent to the neighborhood, would not be reconstructed.</p> <p>With the hybrid interchange, the highest point of the new Stadium Interchange would be about 25 feet higher than the existing interchange, which would have minimal visual impacts to the neighborhood. With the diverging diamond interchange, the new Stadium Interchange would be approximately the same height as the existing interchange. No right-of-way acquisition would occur. No Adverse Effect under Section 106 and no use would occur.</p> <p>A final decision on the construction of a noise barrier along Story Parkway, adjacent to the district, may be made prior to completion of the ROD or during the final design phase. The noise barrier would be the same with the hybrid interchange and diverging diamond interchange. It is anticipated that if a noise barrier were to be constructed, the impacts would be <i>de minimis</i> in nature.</p>

Table 4-1. Summary of 8- and 6-lane Alternative Potential Use of Section 4(f) Properties

Section 4(f) Property	Section 4(f) Use	Description of Potential Use
Story Parkway	No	<p>Under both Stadium Interchange options, I-94 would move slightly south and WIS 175 slightly east, away from Story Parkway. With the hybrid interchange at the Stadium Interchange, a new local street would be built on the west side of WIS 175 but would be several hundred feet from Story Parkway.</p> <p>Access to General Mitchell Boulevard from I-94 would change due to the reconstructed Stadium Interchange (hybrid interchange or diverging diamond interchange). With the diverging diamond interchange ramps to and from I-94 would connect directly to General Mitchell Boulevard, while with the hybrid interchange, ramps to and from I-94 would connect to local roads (44th or 46th Streets) and use frontage roads to access General Mitchell Boulevard.</p> <p>As part of the hybrid interchange, there would be no access from northbound Brewers Boulevard to the Wisconsin Avenue interchange on WIS 175. For the diverging diamond interchange, there would continue to be access from northbound Brewers Boulevard to the Wisconsin Avenue interchange on WIS 175. Additionally, those entering WIS 175 southbound from Wisconsin Avenue would continue to be able to access I-94 in both directions and travel south along WIS 175/Brewers Boulevard. The southbound entrance ramp to WIS 175, adjacent to Story Parkway, would not be reconstructed.</p> <p>With the hybrid interchange, the highest point of the new Stadium Interchange would be about 25 feet higher than the existing interchange, which would have minimal visual impacts to Story Parkway. With the diverging diamond interchange, the new Stadium Interchange would be approximately the same height as the existing interchange. No right-of-way acquisition would occur.</p> <p>A final decision on the construction of a noise barrier along Story Parkway, adjacent to Story Hill Residential Historic District 2 and 3, may be made prior to completion of the ROD or during the final design phase. The noise barrier would be the same with the hybrid interchange and diverging diamond interchange.</p> <p>Based on the above findings, FHWA has determined that there would be no use of Story Parkway as a result of project actions. FHWA has preliminarily determined that there would be a <i>de minimis</i> use of Story Parkway if a noise wall is built on Milwaukee County–owned land.</p>
Story Hill Residential Historic District 1	No	<p>Both Stadium Interchange alternatives (hybrid interchange and diverging diamond interchange) WIS 175 would not be reconstructed adjacent to the district. No right-of-way acquisition would occur. Based on the above findings, FHWA has determined that there would be no use of Story Hill Residential Historic District 1 as a result of project actions.</p>
Oak Leaf Trail	No	<p>WIS 175 would be reconstructed south of where the Oak Leaf Trail connects to the Hank Aaron State Trail Extension in Doyme Park. The northerly limit of construction would be approximately 300 feet south of the trail’s end point in Doyme Park. The 8- and 6-lane alternatives would provide a new connection to the Oak Leaf Trail from the Hank Aaron State Trail along 44th Street and Wells Street, traveling under I-94 east of the Stadium Interchange. The connection would not differ between the hybrid interchange and diverging diamond interchange.</p>
Doyme Park	No	<p>WIS 175 would be reconstructed south of the park. The northerly limit of construction would be about 300 feet south of the park’s south boundary.</p>
Valley Park	No	<p>The alternatives would not result in a permanent incorporation of property from Valley Park and would not result in the temporary occupancy of park property during construction. The reconfigured westbound I-94 exit ramp to WIS 175/Brewers Boulevard, 44th Street, and General Mitchell Boulevard (hybrid interchange) and the 35th Street entrance ramp to I-94 westbound (diverging diamond interchange) east of the Stadium Interchange would be located close to Valley Park. However, there would be no indirect impacts that would substantially impair the recreational features or attributes of Valley Park. Based on the above findings, FHWA has determined that there would be no use of Valley Park as a result of project actions.</p>

Table 4-1. Summary of 8- and 6-lane Alternative Potential Use of Section 4(f) Properties

Section 4(f) Property	Section 4(f) Use	Description of Potential Use
Paradise Theater	No	For the 8-lane alternative and the 6-lane alternative with half interchange at Hawley Road, improvements at the National Avenue/Greenfield Avenue intersection will not require any property acquisition. The changes to the traffic patterns on Greenfield and National avenues would have minimal noise impacts on the Paradise Theater, compared with existing conditions. The traffic volume changes would not be such that it would measurably increase the noise level at this location. Based on the above findings, FHWA has determined that there would be no use of the Paradise Theater as a result of project actions..
West St. Paul Avenue Industrial Historic District	No	The district is in an industrial and commercial corridor along West St. Paul Avenue; the slightly revised freeway alignment in this area would not directly impact the district; it would remain within the existing right-of-way and would not extend into the district. No Adverse Effect under Section 106 (pending SHPO concurrence) and no Section 4(f) use would occur.
16th Street Viaduct	No	The 16th Street Viaduct passes over I-94. No permanent construction work would take place on or adjacent to the viaduct, and it is outside the construction limits. The project would not impact the viaduct. No Adverse Effect under Section 106 (pending SHPO concurrence) and no Section 4(f) use would occur.

4.5 Coordination for Supplemental EIS Section 4(f) Evaluation

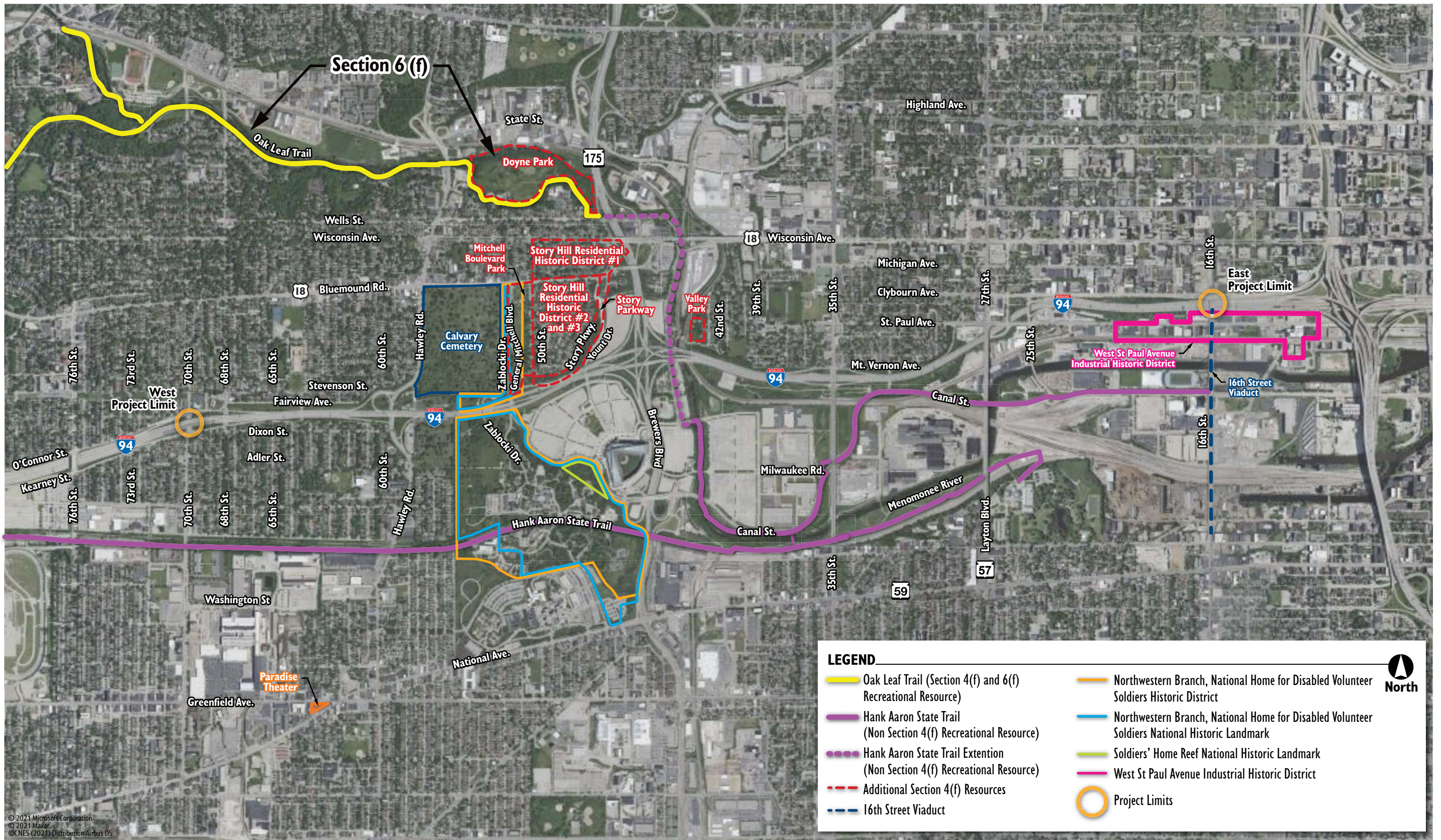
In May 2021, FHWA and WisDOT reinitiated National Historic Preservation Act of 1966 Section 106 consultation for this Supplemental EIS to discuss changes to the alternatives, updates to the APE, and updates to historic properties within the APE. Updates or amendments to the 2016 PA will be prepared as a part of this consultation process.

Coordination and consultation efforts specific to the Section 106 process for the Supplemental EIS are summarized as follows:

- February 22, 2017**—WisDOT provided the first biannual report to the Section 106 consulting parties as stipulated by the signed 2016 PA. The report notified the consulting parties that “. . . additional funding is necessary to continue advancing the project through the design. As of the date of this email, the project has not received necessary funding, therefore no progress in fulfilling commitments listed in the PA has occurred.”
- August 23, 2017**—WisDOT provided the second biannual report to the Section 106 consulting parties. The report notified the consulting parties that “As of the date of this email, there has been no change in funding for the project. Therefore, no progress in fulfilling commitments listed in the PA has occurred since last February.” The consulting parties were advised that an update would be provided once the funding for the project is secured.
- August 18, 2021**—The 13th Section 106 consultation meeting took place virtually. FHWA and WisDOT presented a project update, summary of the Section 106 consultation process to date, and changes to historic properties since the 2016 Final EIS, including the addition of the West St. Paul Avenue Industrial Historic District to the APE. There were no questions or comments from the Section 106 consulting parties.
- November 16, 2021**—The 14th Section 106 consultation meeting took place virtually. FHWA and WisDOT presented an overview of the project alternatives, changes to the 2016 Final EIS preferred


alternative, and differences between the 8- and 6-lane alternatives. The presentation included changes to the APE since the August 2021 meeting. The SHPO noted that the 16th Street Viaduct was listed on the National Register in 2019. Because the viaduct traverses the West St. Paul Avenue Industrial Historic District, a discussion of the 16th Street Viaduct has been added to the Supplemental EIS and Section 4(f) evaluation. Consulting parties were asked to provide comments on the revised APE and the potential impacts from alternatives to the West St. Paul Avenue Industrial Historic District. The Milwaukee Historic Preservation Commission submitted comments recommending expanding the APE to the east side of 16th Street and expressed concern about potential Section 4(f) uses of Valley Park. The 2016 Final Section 4(f) Evaluation indicates there would be no use of Valley Park as a result of project actions. There is no change to that finding in the Supplemental EIS.

- **July 27, 2022**—Virtual Section 106 consultation meeting in which FHWA and WisDOT provided a project update and shared changes to the alternatives under consideration, including consideration of a diverging diamond interchange at the Stadium Interchange. FHWA and WisDOT also presented an update on the historic properties in the revised APE. Consulting parties were asked to provide comment on potential impacts from the diverging diamond interchange by August 31, 2022. No comments were received.



LEGEND

- Oak Leaf Trail (Section 4(f) and 6(f) Recreational Resource)
- Hank Aaron State Trail (Non Section 4(f) Recreational Resource)
- - - Hank Aaron State Trail Extention (Non Section 4(f) Recreational Resource)
- - - Additional Section 4(f) Resources
- - - 16th Street Viaduct
- Northwestern Branch, National Home for Disabled Volunteer Soldiers Historic District
- Northwestern Branch, National Home for Disabled Volunteer Soldiers National Historic Landmark
- Soldiers' Home Reef National Historic Landmark
- West St Paul Avenue Industrial Historic District
- Project Limits


North

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