

Final Section 4(f) Evaluation for:

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

WisDOT ID:

1500-37-00

Waldo Boulevard,

City of Manitowoc

County R – 8th Street

US 10

Manitowoc County

4570-12-00

Waldo Boulevard,

City of Manitowoc

8th Street – Maritime Drive

WIS 42

Manitowoc County

Project Sponsor:

Wisconsin Department of Transportation

Northeast Region

May 12, 2016

Federal Highway Administration

Date Approved: _____

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I. Proposed Action

Introduction

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

Purpose and Need

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

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

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

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

Proposed Improvement

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

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

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

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

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

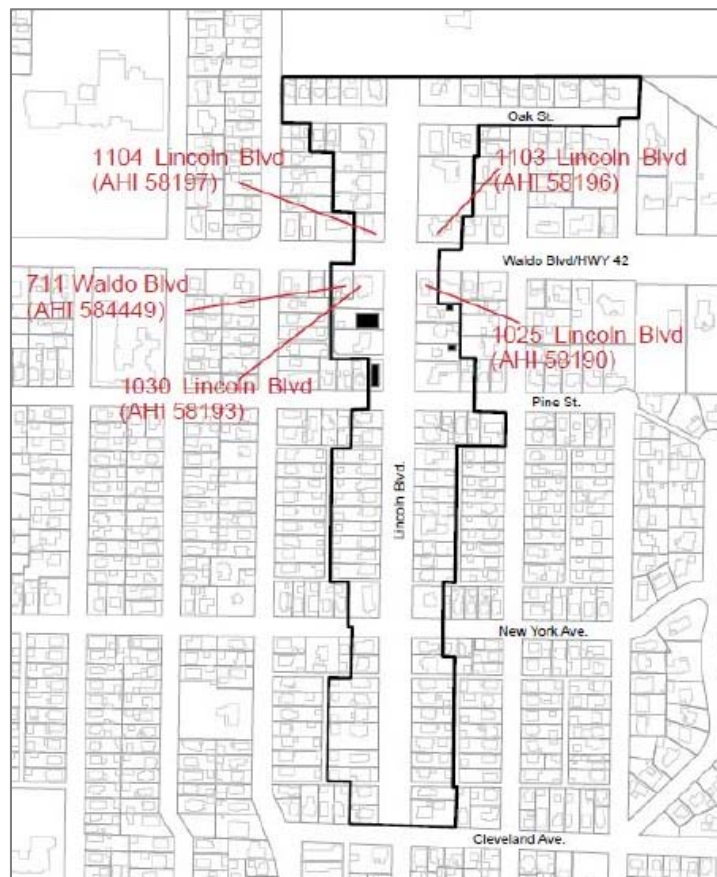
The following ancillary improvements are proposed to be included with the project: retaining wall construction, traffic signal replacement, street lighting, and landscaping. Retaining walls are currently being evaluated for the purpose of reducing real estate impacts between 8th and 9th Streets, which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

II. Section 4(f) Resources

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

Lincoln Boulevard Historic District

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



Plan View of the Lincoln Boulevard Historic District



Address 711 Waldo Boulevard



Address 1025 Lincoln Boulevard



Address 1030 Lincoln Boulevard



Address 1103 Lincoln Boulevard



Address 1104 Lincoln Boulevard

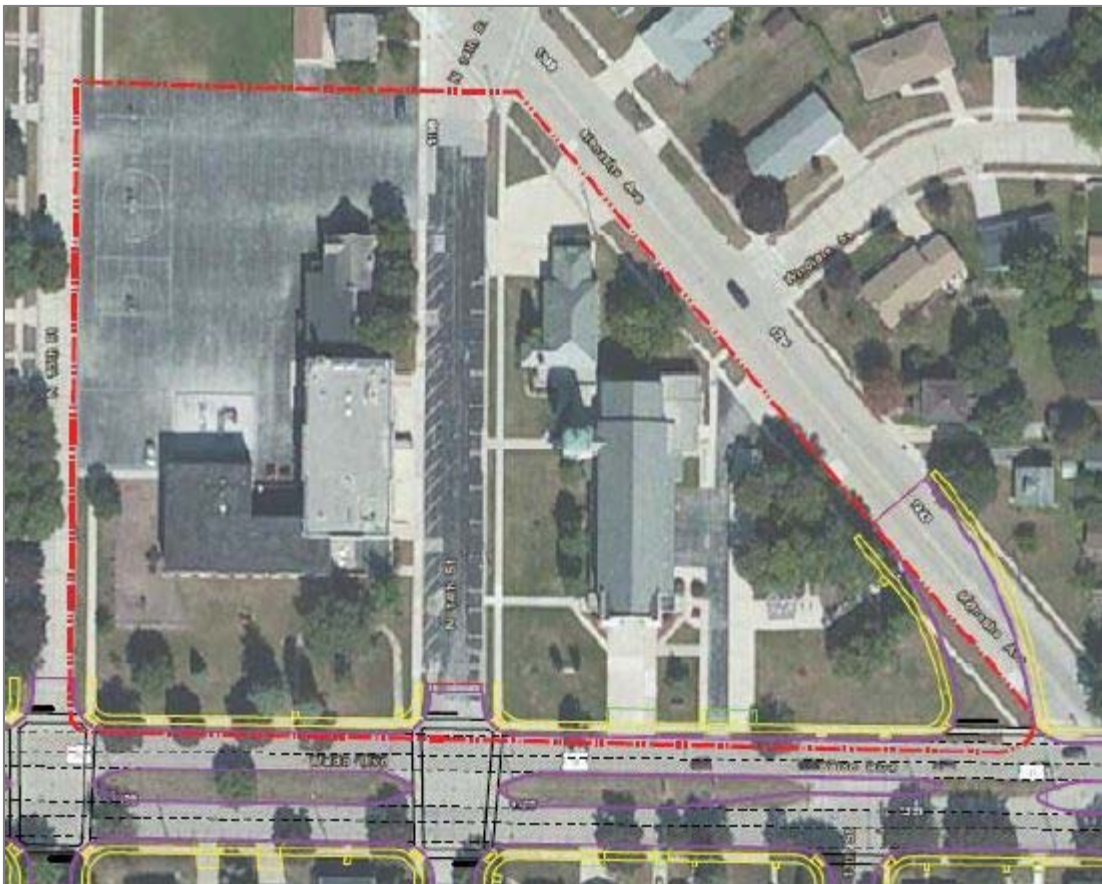
The Lincoln Boulevard Historic District was determined eligible for inclusion in the National Register of Historic Places under Criterion A: Community Planning and Development and Criterion C as a significant example of a concentration of buildings distinctive for their architectural styles. Appendix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

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

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

Holy Innocents Parish Complex

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



Aerial View of the Holy Innocents Parish Complex



Church and Shrine at Holy Innocents Parish Complex

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

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

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

Woodrow Wilson Junior High School

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



Aerial View of Woodrow Wilson Junior High School



Woodrow Wilson Junior High School

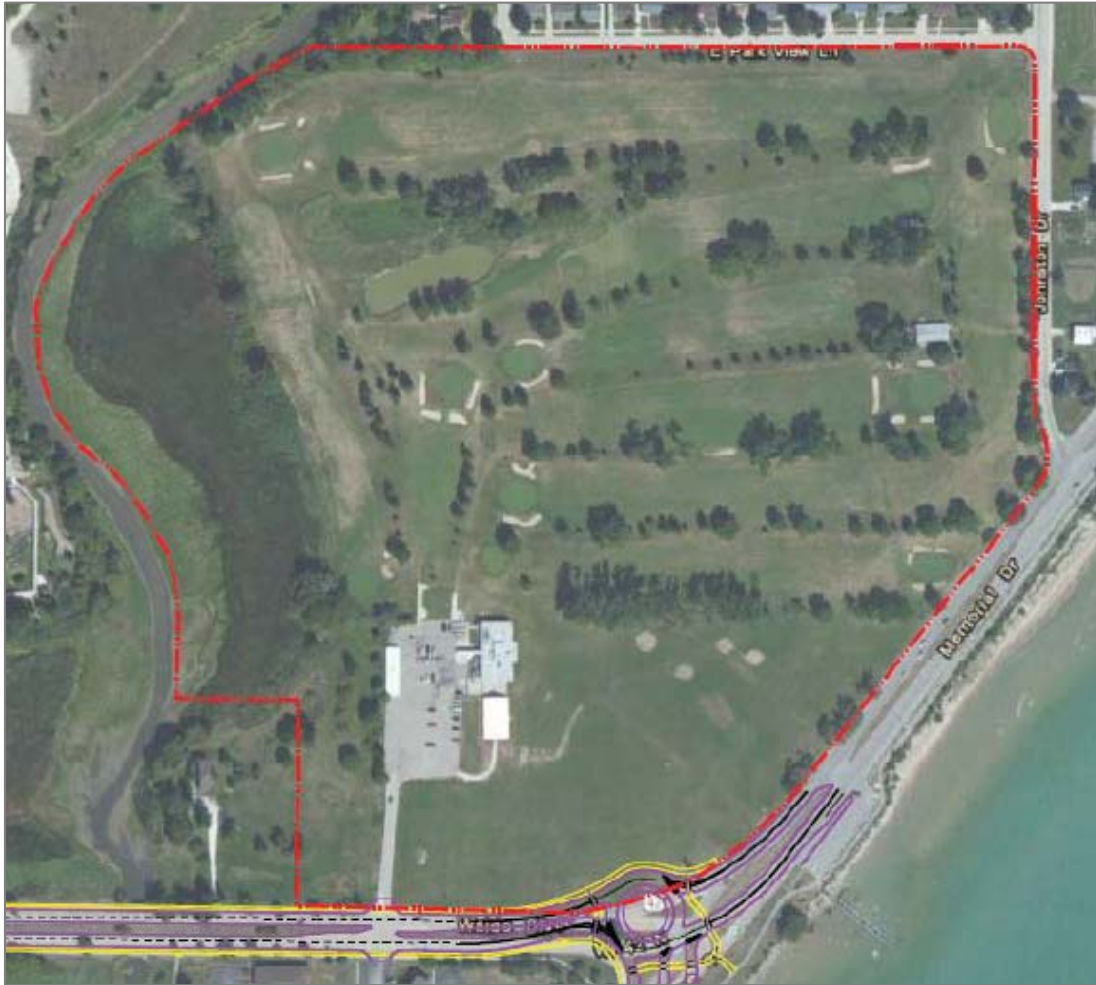
Woodrow Wilson Junior High School was determined eligible for inclusion in the National Register of Historic Places under Criterion A: History as an educational institution that has grown over the years to meeting needs of a growing population, and Criterion C: Architecture as an excellent example of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

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

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

Elks Clubhouse

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



Aerial View of the Elks Clubhouse



Elks Clubhouse

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

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

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

Immanuel Lutheran Church and School

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



Aerial View of Immanuel Lutheran Church and School

Little Manitowoc River Walkway

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



Aerial View of the Little Manitowoc River Walkway

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

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

Lincoln Boulevard Historic District

Permanent Use

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



Approximate Fee Acquisition at 1030 Lincoln Boulevard

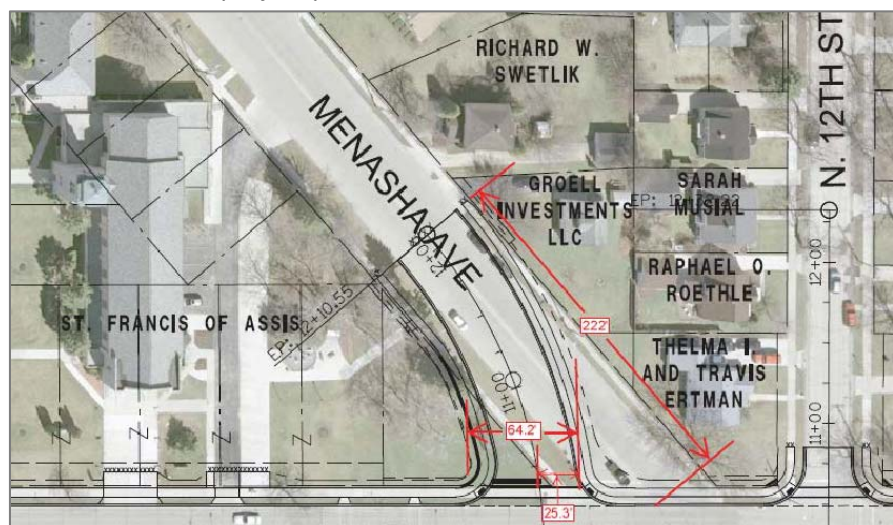
Temporary Occupancy

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

Holy Innocents Parish Complex

Permanent Use

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



Menasha Avenue Realignment and Fee Acquisition

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



Proposed Back of Curb and Sidewalk at the Menasha Avenue Intersection

Temporary Occupancy

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

Woodrow Wilson Junior High School

Permanent Use

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



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

Temporary Occupancy

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

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

Elks Clubhouse

Permanent Use

- The construction of a roundabout at the Waldo Boulevard/Maritime Drive intersection requires a fee acquisition of 11,000 square feet from within the historic boundary of the Elks Clubhouse property. The following image represents an approximation of the proposed back of curb and sidewalk location. The proposed fee acquisition limits will follow closely along the outside of the proposed sidewalk. Appendix B contains a plan view of the proposed acquisition area within the project plans.



Proposed Back of Curb and Sidewalk at Elks Clubhouse (looking west)

Temporary Occupancy

- A TLE of approximately 14,000 square feet will be necessary for grading to match into the existing ground near the roundabout and behind the sidewalk to be replaced west of the Elks Clubhouse driveway, as well as for the replacement of the Elks Clubhouse driveway connection. The entire easement area encroaches into the historic boundary of the Elks Clubhouse property. The proposed work will restore the disturbed area within the temporary easement to lawn, or pavement at the driveway, matching the existing condition and causing no change in use post construction. Work in this area is anticipated to last less than a full construction season. The SHPO is the official with jurisdiction for the Elks Clubhouse pursuant to 23 CFR 774.17, has been

consulted regarding the proposed project's adverse effect on the Elks Clubhouse and signed the Section 106 MOA (attached in Appendix D). As a result, the TLE and proposed work within it meet the requirements of 23 CFR 774.13(d) and do not constitute a 4(f) use.

Little Manitowoc River Walkway

On-street bicycle accommodations requiring the roadway to be widened, a grass terrace, and sidewalk are proposed along Waldo Boulevard adjacent to the Little Manitowoc River Walkway property. As part of the proposed work the existing Little Manitowoc River Walkway will be reconnected to the proposed sidewalk and the topsoil behind the sidewalk graded and restored. This work will require a 1,330 square foot TLE and will return the property to a condition identical to the existing with no change to its use. During the reconstruction of this section of Waldo Boulevard, the multiuse path and park area will remain open for public use, with the only change in condition being temporary restricted access to the sidewalk along Waldo Boulevard while the connection from the multiuse path to the sidewalk is being removed and replaced. The restricted access to Waldo Boulevard will last less than a construction season. Greg Minikel (City of Manitowoc Engineering Division Manager) was contacted via a written letter describing the proposed work in the area and concurred with the proposed project action in a response letter dated June 1, 2015 which is included in Appendix E. As a result of the above, all of the conditions listed in 23 CFR 774.13(d) are met, and thus 4(f) protections do not apply to the Little Manitowoc River Walkway.

IV. Project Alternatives

Several project wide alternatives have been studied and considered during the preliminary design phase of this project and those are detailed below (Alternatives A – C). Beyond the large scale project alternatives, options were evaluated for specific features and/or locations throughout the reconstruction section of the proposed project. Details on those items are discussed below the main alternatives.

- Alternative A: Reconstruct Waldo Boulevard from Fleetwood Drive to 5th Street with underground storm water detention, resurface the remainder of the roadway, and improve structures.

This alternative addresses the deficiencies with the existing roadway/structures and provides for a complete urban reconstruction in the portions of Waldo Boulevard coinciding with the proposed municipal utility replacements. The overall project costs associated with this alternative as related to strictly the roadway reconstruction and resurfacing would be reduced from a complete reconstruction project as a portion of Waldo Boulevard would only be repaired and overlaid to extend its useful life where no utility or storm sewer replacements were needed. This alternative also includes improvements to area intersections, particularly at Menasha

Avenue and Maritime Drive. The proposed underground storm water storage detention facility would be located below the athletic field at Wilson Junior High School with the intent of providing relief to the area storm sewer network. Study of a detention facility in this area during the preliminary design phase of the proposed project provided that only a minor reduction in storm water related issues would be realized given that most of the issues are occurring upstream. This alternative would result in identical uses to all Section 4(f) resources as Alternatives B and C. Additionally, this alternative would result in an increased use at Woodrow Wilson Junior High School, in that construction of the underground storm water detention facility would render the athletic field unusable for approximately one full construction season and a permanent maintenance easement would be necessary post-construction.

- Alternative B: Reconstruct Waldo Boulevard from Fleetwood Drive to 300-feet west of the Little Manitowoc River, resurface the remainder of the roadway, and improve structures.

This alternative is similar in all facets to Alternative A except for the proposed construction of an underground storm water detention facility at Wilson Junior High School would be eliminated resulting in the need to replace and upsize the existing storm sewer trunk line along Waldo Boulevard from 5th Street to the outlet near the Little Manitowoc River. The additional storm sewer work would require an extension of the reconstruction limits, but allows for an adequately sized trunk line to be placed and the existing undersized system, which routes storm water below the Wilson Junior High School athletic field and to the north prior to the outlet at the Little Manitowoc River, to be bypassed. Elimination of the underground storm water detention reduces the overall project costs which are partially offset by the expanded reconstruction area. Alternative B would leave an approximately 600-foot gap between reconstruction segments resulting in discontinuity of on-street bicycle accommodations and pedestrian facilities jeopardizing the safety for those modes of transportation. Use of Section 4(f) resources as a result of this alternative would be identical to Alternatives A and C, with the exception of those uses noted specific to the underground storm water detention facility described in Alternative A.

- Alternative C: Reconstruct Waldo Boulevard from Fleetwood Drive to Maritime Drive and resurface the remainder of the roadway.

This alternative is similar to and provides identical benefits to Alternative B over Alternative A. Beyond what is proposed in Alternative B, this alternative will reconstruct approximately 600 additional feet of Waldo Boulevard from west of the Little Manitowoc River to the proposed intersection improvement at the Waldo Boulevard/Maritime Drive intersection. The project cost for this alternative exceeds that of Alternative B as additional reconstruction is proposed, however the additional work is proposed for a relatively short section of roadway and will provide greater continuity as it relates to the age of the facility and accommodations of non-motorized users. The use of Section 4(f) resources associated with this alternative have been

discussed previously in this document and are identical to the anticipated 4(f) use associated with Alternatives A and B (aside from those associated with the underground storm water detention facility in Alternative A) .

Location or Concept Specific Design Iterations

- Menasha Avenue Intersection

Several alternate designs were considered at this location with the intent of improving the deficient geometrics at the Waldo Boulevard/Menasha Avenue intersection. The concepts are shown in Appendix B.

1. Design Option 1: This concept improves the Menasha Avenue approach angle to 87 degrees with Waldo Boulevard and provides full access for the 12th Street intersection. This option also restricts full access at the Menasha Avenue intersection by eliminating the eastbound to northbound and southbound to eastbound turning movements. Menasha Avenue is a well-traveled local street with 2,100 ADT (average daily traffic) and serves as an access route to and from downtown Manitowoc. By restricting full access at this intersection existing travel patterns would be disrupted and there is a potential for safety and operational issues to result from vehicles utilizing alternate routes through adjacent residential areas to access the downtown area.
2. Design Option 2: This concept improves the Menasha Avenue side road approach angle to 87 degrees with Waldo Boulevard. This option includes restricting 12th Street access north of Waldo Boulevard, by constructing a cul-de-sac. By doing this the confusion due to closely spaced intersections of Menasha Avenue and 12th Street is eliminated. This option requires a residential relocation at the property in the northeast quadrant of the Waldo Boulevard/Menasha Avenue intersection adding additional cost to the project.
3. Design Option 3: This concept improves the Menasha Avenue approach angle to 87 degrees with Waldo Boulevard. It also restricts access for the 12th Street and 13th Street intersections. This is the selected design iteration because this option is the most cost effective concept that allows traffic to maintain using approximately the same traffic patterns as the existing condition, while improving the safety aspects related to the intersection angle.
4. Design Option 4: This concept improves the Menasha Avenue side road approach angle, and creates a consistent Menasha Avenue roadway north and south of Waldo Boulevard. This option also requires a residential relocation in the northeast corner of the Waldo Boulevard/Menasha Avenue intersection adding additional cost to the project.

The above Options 1 – 3 all have nearly identical realignment schemes for Menasha Avenue itself which result in the same 4(f) use of the Holy Innocents Parish Complex property. Aside for the options discussed above, various design iterations were evaluated which improved the angle of intersection of Menasha Avenue with Waldo Boulevard within the desirable

range of values provided in the WisDOT FDM. Through this analysis it was determined that reducing the angle of intersection had minimal bearing on the extent of use of the Holy Innocents Parish Complex. As a result, a nearly perpendicular intersection angle, which provides the greatest increase in safety from the existing condition, is proposed at this location.

- Maritime Drive Intersection

An Intersection Control Evaluation (ICE) report was completed for the Waldo Boulevard/ Maritime Drive intersection to determine the most viable control option for the intersection. The process evaluated various control options based on the following criteria: Level of Service (LOS), safety, estimated cost to construct, operation and maintenance costs, pedestrian and bicycle accommodations, right-of-way impacts, environmental impacts, and practicality. A roundabout intersection was chosen because it is anticipated to outperform the other forms of control investigated based on those criteria. The roundabout option does however result in a significant change to the roadway footprint, require additional right-of-way, and has the highest degree of use of the Elks Clubhouse property. The alternate forms of control investigated are evaluated in the following section of this document.

- Bicycle Accommodations

The WisDOT FDM provides several options for incorporating on-street bicycle accommodations in a reconstruction project. The chosen option for Waldo Boulevard consists of a 14-foot wide outside lane with 18-inch integral curb and gutter (1-foot gutter) which represents the minimum total width for a traffic lane and bicycle accommodation. This minimum width translates into the smallest roadway footprint and least amount of roadway widening necessary to provide the accommodation. Minimizing the increase in roadway size provides a benefit when attempting to reduce or eliminate impacts to adjacent properties.

V. Avoidance Alternatives

The following avoidance alternatives were considered. Each avoidance alternative was evaluated to determine if it was both feasible and prudent. 23 CFR 774.17 defines a feasible and prudent avoidance alternative as follows:

(1) A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.

(2) An alternative is not feasible if it cannot be built as a matter of sound engineering judgement.

(3) An alternative is not prudent if:

(i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;

(ii) It results in unacceptable safety or operational problems;

(iii) After reasonable mitigation, it still causes:

(A) Severe social, economic, or environmental impacts;

(B) Severe disruption to established communities;

(C) Severe disproportionate impacts to minority or low income populations; or

(D) Severe impacts to environmental resources protected under other Federal statutes;

(iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;

(v) It causes other unique problems or unusual factors; or

(vi) It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

The applicable feasibility and prudence factors are discussed for each avoidance alternative presented below.

- **No Build Alternative**

This alternative, while it does eliminate any use of the identified 4(f) properties, is not feasible or prudent because it fails address the purpose and need of the proposed transportation improvement project along Waldo Boulevard from County R to Maritime Drive. Without improvements to the roadway and structures their condition will continue to deteriorate, storm water issues will persist, and no improvement to existing intersections will occur, all of which will result in continuing maintenance costs and jeopardize roadway user safety throughout the corridor. Similar results will be experienced if the need to repair and replace municipal utilities is not addressed. While the overall cost to construct is lower than any build alternative, the maintenance costs, which are currently estimated at \$71,400 per year, surpass any of the build alternatives.

- **No Realignment of the Menasha Avenue Intersection**

If the existing geometrics of the Menasha Avenue intersection are retained with the proposed project, any use of the Holy Innocents Parish Complex associated with the realignment would be eliminated. Allowing an intersection this far below minimum intersection angle design standards to remain in-place is a feasible alternative, but is not prudent because it does not

address the purpose and need regarding the operational issues experienced by larger vehicles during turning movements and safety issues for all motorists due to restricted intersection sight distance.

- Alternate Control Forms or No Improvement at the Waldo Boulevard/Maritime Drive Intersection

Three forms of control were investigated in the ICE Report for the Waldo Boulevard/Maritime Drive intersection including stop control, traffic signals, and a roundabout intersection. Stop control is not prudent because traffic models predict that the intersection is not anticipated to operate any better than LOS D during the design year (2036), which is operationally unacceptable. Traffic signals at the intersection are however a feasible option and would significantly reduce or eliminate any use of the Elks Clubhouse property. Traffic signals at this location are not prudent because they don't provide as significant of a safety benefit at the intersection when compared to a roundabout. A 2013 study by the University of Wisconsin Traffic Operations and Safety laboratory (UW TOPS lab) documented that roundabouts have shown a 38 percent reduction in fatal and injury crashes when compared to other intersection types. This is due to reduced vehicle operating speeds at the intersection, fewer conflict points, and less complicated decision-making required by motorists because conflicting traffic is typically only approaching from one direction. A safety benefit is also realized for bicyclists and pedestrians at roundabout intersections in that they are only required to monitor traffic from one direction prior to crossing to the next safety refuge.

Making no improvement to the intersection by retaining the existing unconventional geometrics is a feasible alternative, but not prudent as it does not address the safety issues and abnormally high crash rate at this location discussed in the purpose and need. No improvements to the existing intersect would however eliminate any use of the Elks Clubhouse property by the proposed project.

- Waldo Boulevard Typical Section

Early in the design process a typical section consisting of one through lane in each direction separated by a two way left turn lane (TWLTL) was considered. A TWLTL typical section is a feasible option because it has previously been used in WisDOT's Northeast Region on similar roadways with success. This typical section would reduce the roadway width and has the potential to reduce or eliminate use of all identified Section 4(f) resources resulting from the addition of ADA compliant curb ramps. The TWLTL option was viewed as undesirable by the City of Manitowoc officials as it would have completely changed the character of, and eliminated one of the largest defining features of the established Waldo Boulevard corridor which is the median. This option was also presented to area residents who reacted similarly to the local officials. Residents also had concerns that the reduction in through lanes would lead to operational issues as a result of reduced capacity. As a result of the resistance from local

officials and area residents, and the impacts to the existing established corridor, this alternative is not prudent and was eliminated as an alternative.

Reconstructing Waldo Boulevard as a four lane undivided roadway was not studied in depth during the design process, but it is a feasible option which would likely eliminate all permanent use at each 4(f) property associated with the construction of ADA compliant curb ramps. Since this alternative requires the removal of the median, which is a defining feature of the corridor, it is not considered prudent.

- Elimination of On-Street Bicycle Accommodations and ADA Compliant Sidewalks

Trans. 75 legislation requires on-street bicycle accommodations to be incorporated into reconstruction level improvements in all but the rarest instances when certain exceptions are met. The Waldo Boulevard project does not qualify for such exception(s) and thus eliminating the on-street accommodations is not feasible. Eliminating accommodations for bicyclists is not prudent because it would create a transportation facility which jeopardizes the safety of bicyclists who still chose to utilize the route. Exclusion of on-street bicycle accommodations from the proposed project would reduce the roadway width and eliminate the use of Section 4(f) properties that a wider roadway causes.

WisDOT FDM standards dictate that state and federally funded projects shall include ADA compliant curb ramps with detectable warning fields; therefore not including them is not a feasible option. Not including ADA compliant curb ramps would eliminate the resulting permanent use of 4(f) resources (Lincoln Boulevard Historic District, Holy Innocents Parish Complex, and Woodrow Wilson Junior High School), but the alternative is not prudent because of the reduced pedestrian safety and mobility, particularly for those with disabilities.

Beyond the direct safety implications discussed above, complete elimination of multimodal accommodations along Waldo Boulevard would be detrimental to the community. The Waldo Boulevard corridor abuts the Mariner's Trail along Lake Michigan (a multiuse path connecting Manitowoc and Two Rivers), has four schools along its length, and is located in close proximity to several area park/attraction type facilities. By eliminating adequate bicycle and pedestrian facilities, the availability of access to those features for those who cannot or chose not to travel by vehicle is diminished.

- Realignment of Waldo Boulevard

Realigning Waldo Boulevard throughout the entire corridor to avoid all 4(f) resources identified within the project limits is not feasible and prudent since the roadway corridor is already established and doing so would result in large scale impacts to the surrounding and relatively

densely populated urban community. Realigning the entire corridor also carries with it a prohibitively significant cost burden when compared to the preferred alternative.

Realigning the corridor in select locations is a feasible alternative except in the case of the Lincoln Boulevard Historic District where choosing an alternative alignment to avoid that resource would be comparable to shifting the entire corridor given the overall size of the historic district. Below is a discussion of potential spot realignment alternatives which would avoid individual 4(f) resources.

- Shifting Waldo Boulevard south between 8th and 14th Streets would eliminate permanent uses at the Holy Innocents Parish Complex and Woodrow Wilson Junior High School resulting from the addition of ADA compliant curb ramps. This alternative is not prudent because it would encroach into the establish neighborhood along the south side of Waldo Boulevard and would require fee acquisitions along that length of roadway thereby increasing the project cost significantly.
- The roundabout intersection at Waldo Boulevard/Maritime Drive could feasibly be shifted further south, thereby realigning Waldo Boulevard and eliminating use of the Elks Clubhouse property. This alternative is not prudent for several reasons. First, it would place the roadway through the existing building complex in the southwest quadrant of the intersection requiring large scale commercial relocations. The commercial relocations would affect the established community in that location and significantly increase the cost of the project. Shifting Waldo Boulevard south would also likely require a complete structure replacement over the Little Manitowoc River again increasing the cost of the project. Lastly, realignment in this location would increase the anticipated impacts to the Little Manitowoc River Walkway as well as and the wetlands adjacent to the river itself.

VI. Alternative with Least Overall Harm

No avoidance alternatives, as presented in Section V above, were determined to be both feasible and prudent. As a result, the remaining alternatives (Alternatives A, B and C), which do use 4(f) resources, were evaluated to determine which alternative results in the least overall harm. The analysis to determine the least overall harm alternative was conducted based on the following factors as required by CFR 774.3(c)(1):

(i) The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);

(ii) The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;

- (iii) The relative significance of each Section 4(f) property;*
- (iv) The views of the official(s) with jurisdiction over each Section 4(f) property;*
- (v) The degree to which each alternative meets the purpose and need for the project;*
- (vi) After reasonable mitigation, the magnitude of any adverse impacts to resource not protected by Section 4(f);*
- (vii) Substantial differences in costs among the alternatives.*

The evaluation to determine the alternative with least overall harm identified the following key elements which differentiate Alternatives A, B and C. The severity of harm to Section 4(f) resources resulting from Alternatives B and C are essentially the same, and less than that caused by Alternative A. Alternative A accounts for the most significant use of 4(f) resources due to the underground storm water detention facility which requires the closure of the Woodrow Wilson Junior High School athletic field during construction and a permanent easement for maintenance of the facility post construction. While projected costs for Alternative C will likely be greater when compared to Alternative B, the increase in both cost to construct and for the additional strip TLE required for Alternative C is anticipated to be relatively insignificant in comparison to the overall proposed project costs. Alternative C does however satisfy the purpose and need to a greater extent than does Alternative B particularly as it pertains to multi-modal accommodations and overall safety for non-motorized users. As a result, this evaluation concluded that Alternative C represents the alternative with least overall harm.

VII. Measures to Minimize and Mitigate Harm

The design features incorporated into the proposed project with the intent of minimizing use of 4(f) properties include utilizing an on-street bicycle accommodation which requires the minimum roadway width and using less than desirable terrace widths between the roadway curb & gutter and sidewalk. Both of these elements allow the proposed sidewalk to be placed in the same location as the existing. With the existing right-of-way located typically 8-inches behind the back of proposed sidewalk, even minor widening of the roadway and/or terrace would require fee acquisitions for sidewalk construction throughout the project. In addition to increased cost, additional fee acquisitions along the Waldo Boulevard frontage would have a direct result of increased permanent 4(f) use at each of the identified resources.

To mitigate unavoidable impacts to historic resources WisDOT consulted with the SHPO, City of Manitowoc, Manitowoc County Historical Society, residents throughout the project corridor, including owners/representatives of the affected properties to determine the appropriate mitigation measure(s) for adverse effects caused by the proposed project. An abbreviated description of the chosen mitigation

measures for each resource are described below and documented in their entirety in the Section 106 MOA in Appendix D. No additional mitigation measures (4(f) specific) were identified beyond what is currently being proposed for Section 106 mitigation.

Lincoln Boulevard Historic District:

- National Register of Historic Places Nomination
 - o WisDOT or its agent will complete a National Register nomination for the Lincoln Boulevard Historic District if the majority of the property owners in the Lincoln Boulevard Historic District do not oppose listing the district in the National Register. The cost of this stipulation will be funded by WisDOT.

Holy Innocents Parish Complex:

- Determination of Eligibility – Sister Resource
 - o Within one (1) year of the MOA execution and before project letting, WisDOT or its agent will complete a Determination of Eligibility for St. Andrew's Church (currently named St. Francis of Assisi Parish Grand Worship Site; 1416 Grand Avenue, City of Manitowoc), a sister resource to Holy Innocents Church. The cost of this stipulation will be funded by WisDOT.

Woodrow Wilson Junior High School:

- o Survey of Public Schools
 - o Within one (1) year of the MOA execution and before project letting, WisDOT or its agent will complete a survey of all extant public and vocational schools in the City of Manitowoc. The cost of this stipulation will be funded by WisDOT.
- o Vegetative Replacement and Screening
 - o Within sixty (60) days of the MOA execution and before project letting, WisDOT or its agent will contact the property owner to determine an appropriate tree replacement plan to be contained entirely on the landowners' property. The landowner will be provided an opportunity to comment on the resulting formalized replacement plan developed by WisDOT or its agent. The cost of this stipulation will be funded by WisDOT.

Elks Clubhouse

- o National Register of Historic Places Nomination
 - o WisDOT or its agent will complete a National Register nomination for the Elks Clubhouse if the property owner does not oppose listing the property in the National Register. If the property owner does oppose listing the property in the National Register, WisDOT or its agent will consult with SHPO and the property owner to determine an alternate mitigation measure. The cost of this stipulation will be funded by WisDOT.

VIII. Coordination

FHWA and WisDOT have coordinated with SHPO, City of Manitowoc, Manitowoc County, Manitowoc County Historical Society, Manitowoc Public School District, residents/property owners throughout the project corridor, and affected property owners. Summaries of the correspondence to date are provided below, and Appendix E contains copies of meeting minutes and other forms of correspondence.

1. Public Involvement Meeting (PIM) #1 was held November 1, 2012 at the Manitowoc City Hall Council Chambers. All property owners along the project corridor were invited and approximately 78 individuals attended the PIM. Comments received at or following the meeting included:
 - a. The TWLTL typical section option was not accepted for a multitude of reasons.
 - b. Minor resistance to the inclusion of roundabouts in the proposed project was given.
 - c. Concern was voiced for bicyclist safety if they were to use the proposed on-street bicycle accommodations along Waldo Boulevard due to traffic volumes and vehicle operating speeds.
 - d. The need for providing on-street bicycle accommodations was questioned.
 - e. No comments were given for impacts to 4(f) resources.
2. Public Involvement Meeting #2 was held September 11, 2014 at the Manitowoc City Hall Council Chambers. All property owners along the project corridor were invited and approximately 64 individuals attended the PIM. Comments received at or following the meeting included:
 - a. Suggestions and conflicts for the chosen design alternative at the Waldo Boulevard/Menasha Avenue intersection were provided. During discussion on this topic no comments were received about concern for impacts to the Holy Innocents Parish Complex.
 - b. The need for providing on-street bicycle accommodations was questioned again.
 - c. Discussions regarding design/project specific issues were held (use of retaining walls, storm water issues, turn lane configuration, etc.).
 - d. No comments were given for impacts to 4(f) resources.
3. Coordination with local units of government has occurred throughout the design process as they have been included in project design meetings (kickoff, plan review, etc.), local official meetings (August 25, 2014), and a utility coordination meeting (March 6, 2012). Officials from the City of Manitowoc also participated in the Consultation Meeting (February 18, 2015). Throughout the coordination process, local officials have provided beneficial local insight into the corridor, and details on municipal utility improvements. A letter was also sent to Greg Minikel (City of Manitowoc Engineering Division Manager) requesting information and concurrence with the proposed project and its resulting impacts to the Little Manitowoc River Walkway. Greg Minikel provided concurrence in a letter dated June 1, 2015.
4. A letter was mailed to the Manitowoc County Historical Society March 20, 2013 requesting input or concerns with the proposed project. No response was received. Members of the project

team visited the Manitowoc County Historical society, and the staff members available provided no comments regarding any historical resources within the project corridor.

5. A consultation meeting was held on February 18, 2015. Attendance (in person or via teleconference) included the current owners of one property within the Lincoln Boulevard Historic District (Barbara and Horst Abel), representatives from Holy Innocents Parish Complex (Mike Miller and Linda Bender), representatives from the City of Manitowoc, WisDOT (Project Team and Cultural Resources), Ayres Associates (Design Consultant), and Cultural Resource Management UW Milwaukee (Cultural Resources Sub consultant). The Manitowoc County Historical Society, SHPO and FHWA were invited but did not attend. Similarly, all of those residing in the Lincoln Boulevard Historic district (aside from those mentioned above), representatives from Woodrow Wilson Junior High School and Red Arrow (current owners of Elks Clubhouse Property) were invited, but did not attend the consultation meeting. At the meeting the proposed design was presented, the Section 106 process discussed, and an overview of affected properties and anticipated impacts was provided, and potential mitigation measures for impacts were discussed. The following comments were provided by those attending the consultation meeting:
 - a. Barbara Abel expressed concern with removal of the existing trees throughout the corridor, including along Lincoln Boulevard, and the loss of canopy which would result. The project team explained that removal of the existing trees was necessary to complete the proposed work, and agreed to investigate ways to minimize the number of trees impacted. Replacement of trees lost was also discussed as a means of potential mitigation. The City of Manitowoc holds final decision to replace trees in the median.
 - b. Barbara Abel questioned why a wide outside lane for bicycle accommodations was proposed, citing that cyclists would not use the accommodation due to the existing large truck traffic and availability of the sidewalk off of the roadway. WisDOT staff responded that the on-street bicycle accommodations were part of federal and state requirements for a reconstruction level improvement.
 - c. Barbara Abel asked why the overhead utilities would not be buried with the project. It was explained by WisDOT and City of Manitowoc representatives that the utilities are a local issue outside the scope of the roadway project, and also cited the cost for the City of Manitowoc and affected residents to complete this.
 - d. Mike Miller relayed that the Pastor of St. Francis of Assisi (Holy Innocents) was not content with the realignment of Menasha Avenue as designed because he felt that it would lead to vehicles turning on 12th Street and then onto Menasha Avenue south of Waldo Boulevard, as opposed to of staying on Waldo Boulevard up to 11th Street, which he viewed as a safety concern. The various design alternatives at the intersection were discussed by the project team along with the decision making process which arrived at the current design.
6. Following the February 18, 2015 consultation meeting the project team contacted several of the consulting parties to complete the follow up actions discussed at the meeting.

- a. Representatives from the Holy Innocents Parish Complex indicated on March 11, 2015 that they were not currently interested in pursuing NHRP designation, but that it might be an option for the future.
 - b. Representatives from the Manitowoc Public School District indicated that they did not have concerns with the proposed project and did not feel that the project would have a detrimental impact on the property on March 8, 2015.
 - c. On March 11, 2015 representatives from Red Arrow (current owner of the Elks Clubhouse) requested a digital copy of the Draft Documentation for Consultation for review and would send any questions or comments after the review. To date no comments have been received.
 - d. The Manitowoc County Historical Society responded that they had not concern with the proposed project in an email on March 12, 2015.
7. On January 11, 2016 the United States Department of the Interior provided a letter in response to the Draft 4(f) Evaluation. The department would concur with the FHWA and WisDOT on a determination of no feasible or prudent alternative to the preferred alternative. The department is withholding its concurrence with the measures to minimize harm to the historic properties until all parties have agreed to the mitigation measures and have signed the Section 106 MOA. The Final signed MOA has been sent to the DOI to fulfill this requirement.
8. On January 26, 2016 the Advisory Council on Historic Preservation (ACHP) provided a letter in response to the notification of adverse effect. ACHP concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases* (36 CFR Part 800), does not apply to this undertaking. The Final signed MOA has been sent to the ACHP to fulfill requirements under section 106 of the National Historic Preservation Act.

IX. Section 4(f) Finding

Based on the above considerations, FHWA has determined there is no feasible and prudent alternative to the use of the Section 4(f) resources discussed in this document. Furthermore, the proposed action includes all possible planning to minimize harm to the Section 4(f) resources resulting from such use.

Appendix A

Project Location Maps

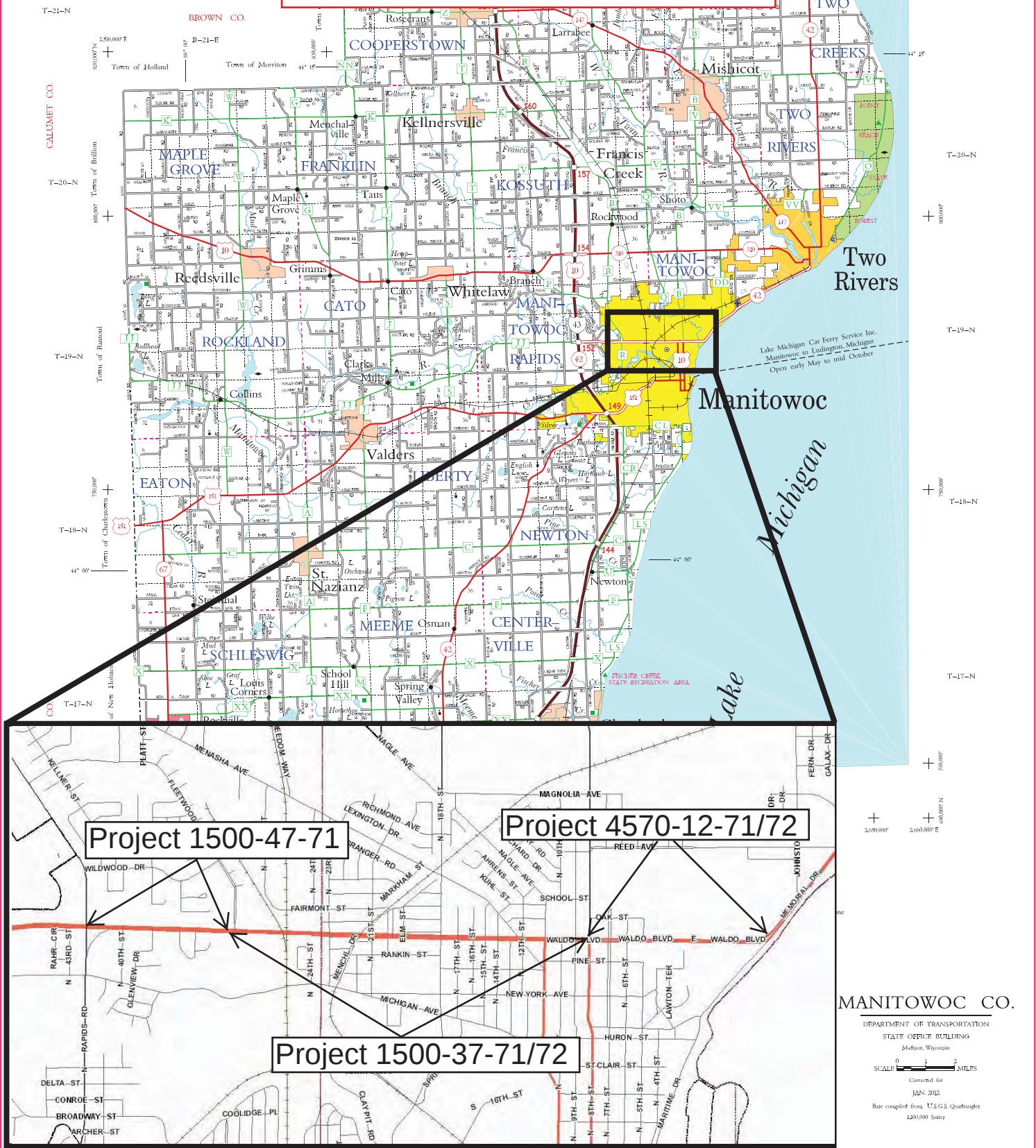
- Manitowoc County Project Location Map
- Project Corridor Specific Location Map (Four Maps)

MANITOWOC 30-NE

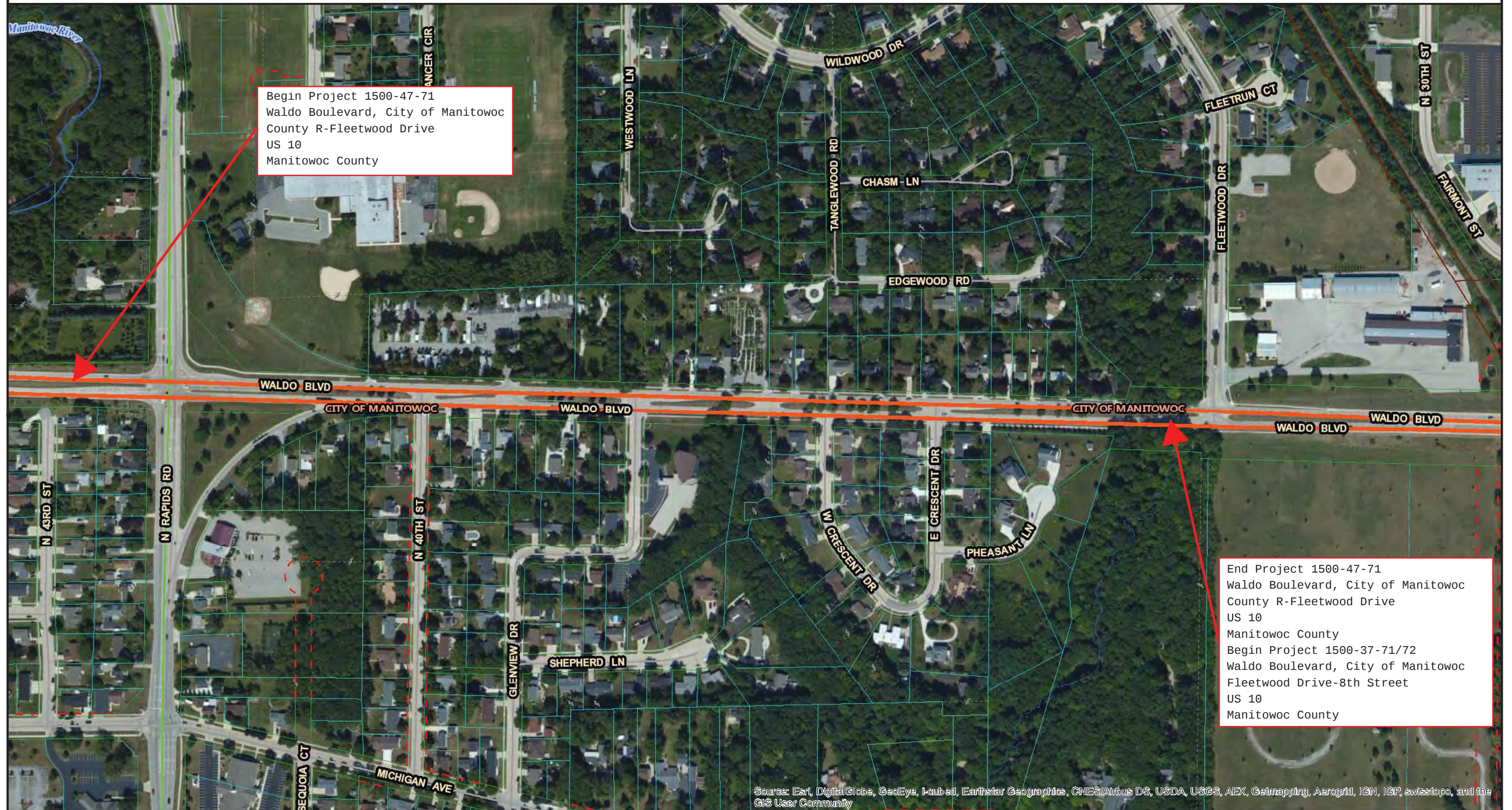


Project 1500-37-00
US 10/WIS 42 (County R - 8th Street)

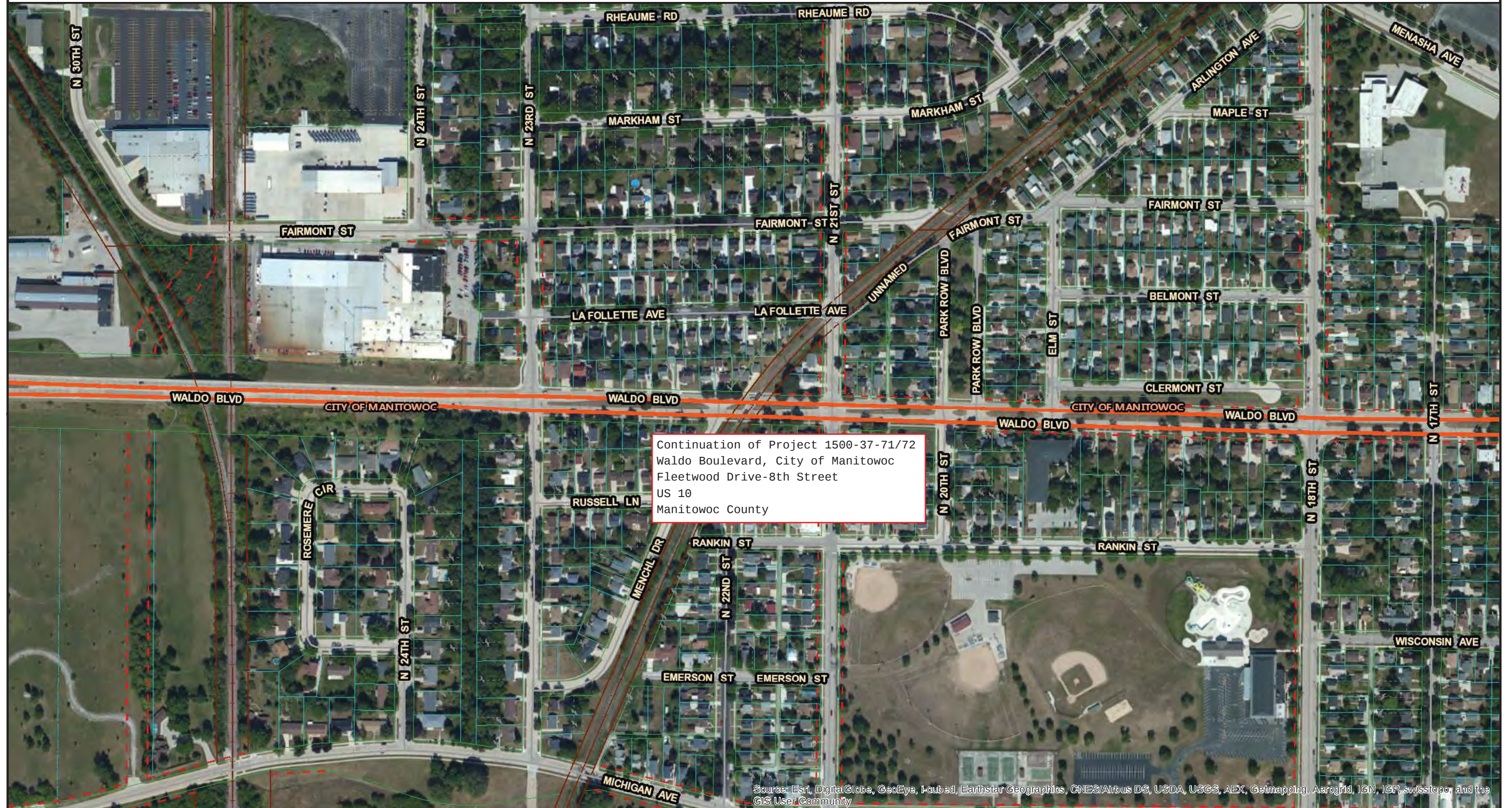
Project 4570-12-00
WIS 42 (8th Street - Maritime Drive)



Project Location Map - (1 of 4)



Project Location Map - (2 of 4)



Project Location Map - (3 of 4)

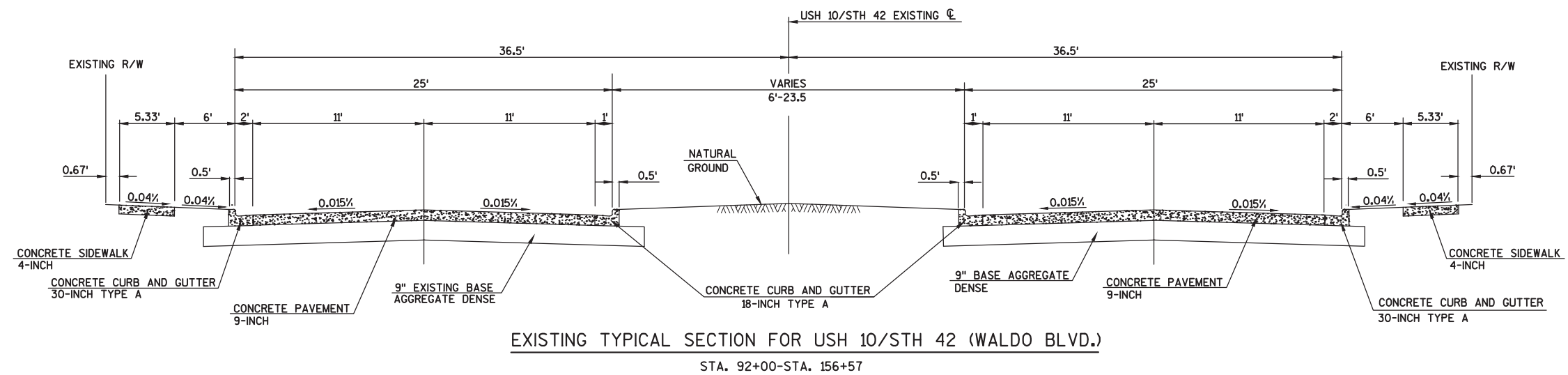
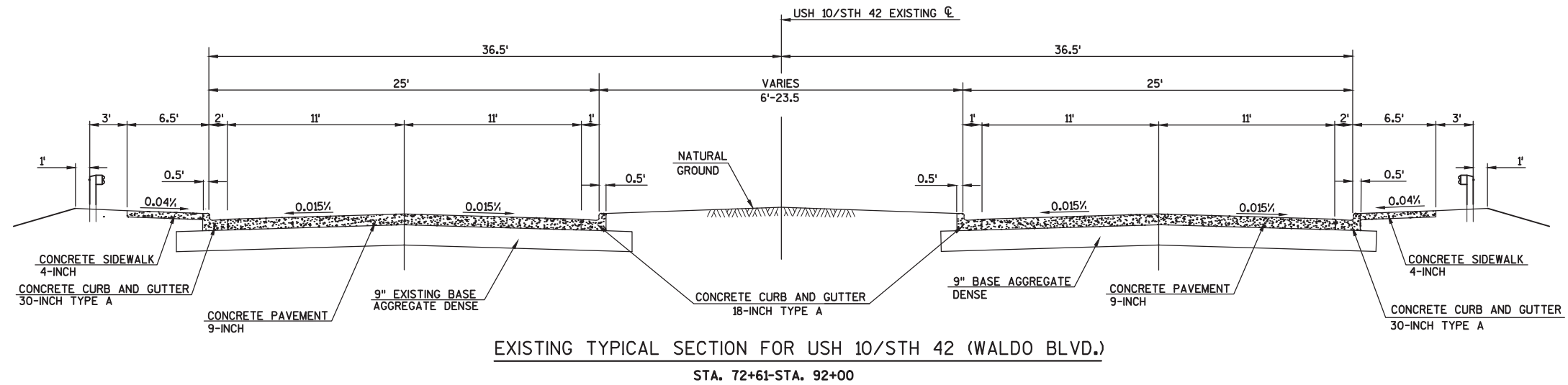


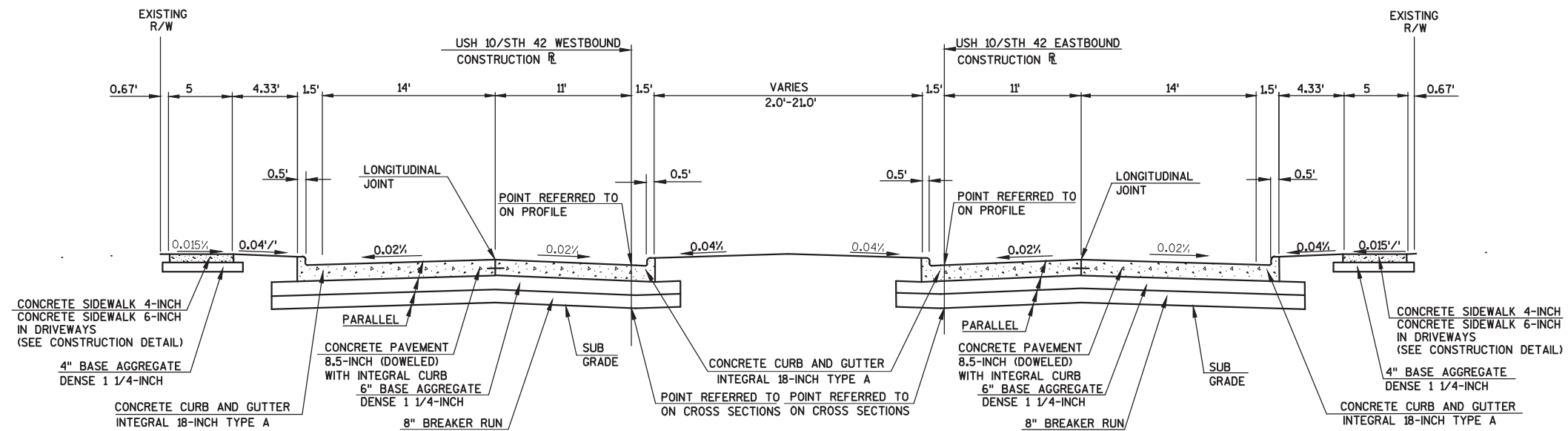
Project Location Map - (4 of 4)



Appendix B

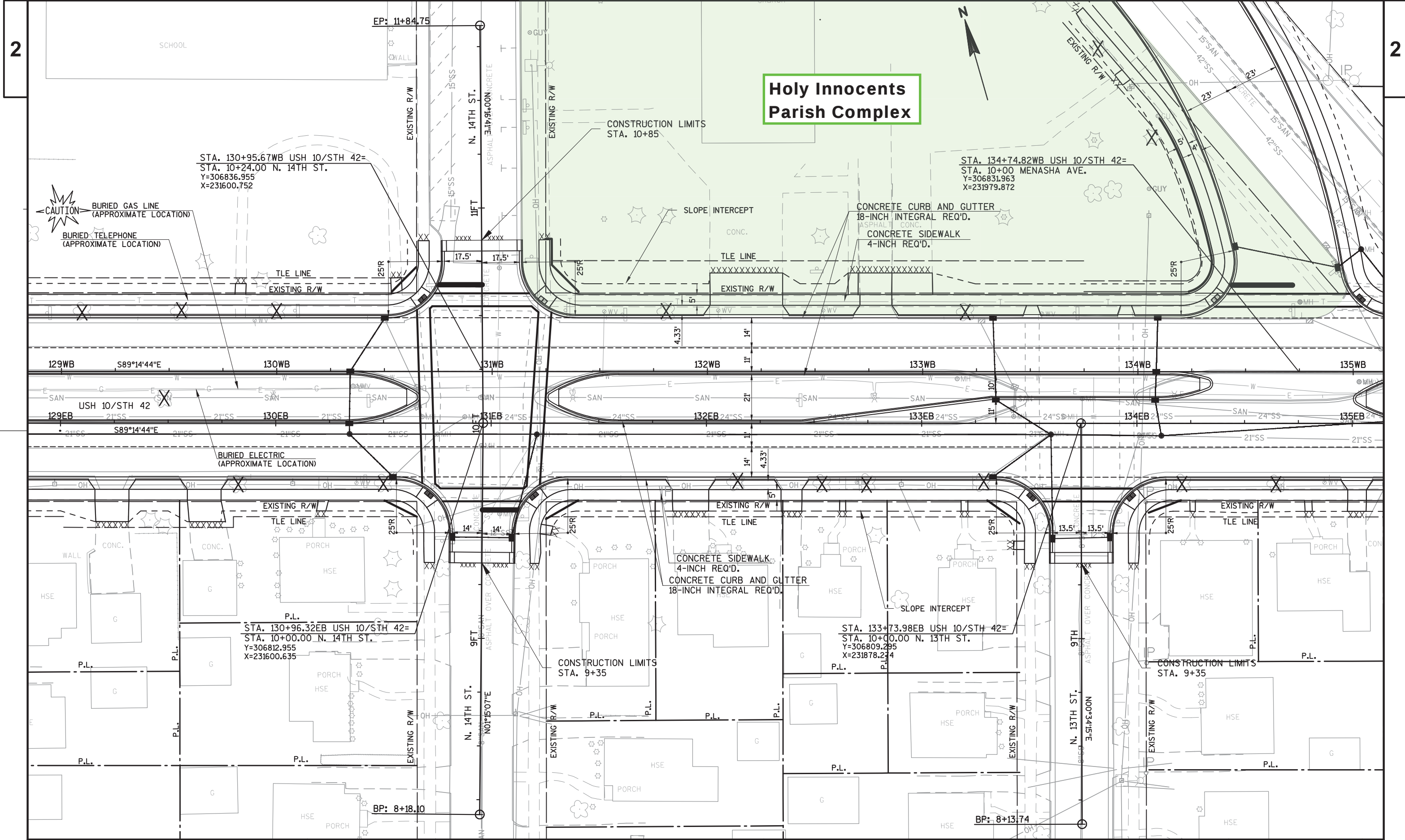
Proposed Project Plans and Menasha Avenue Alternatives

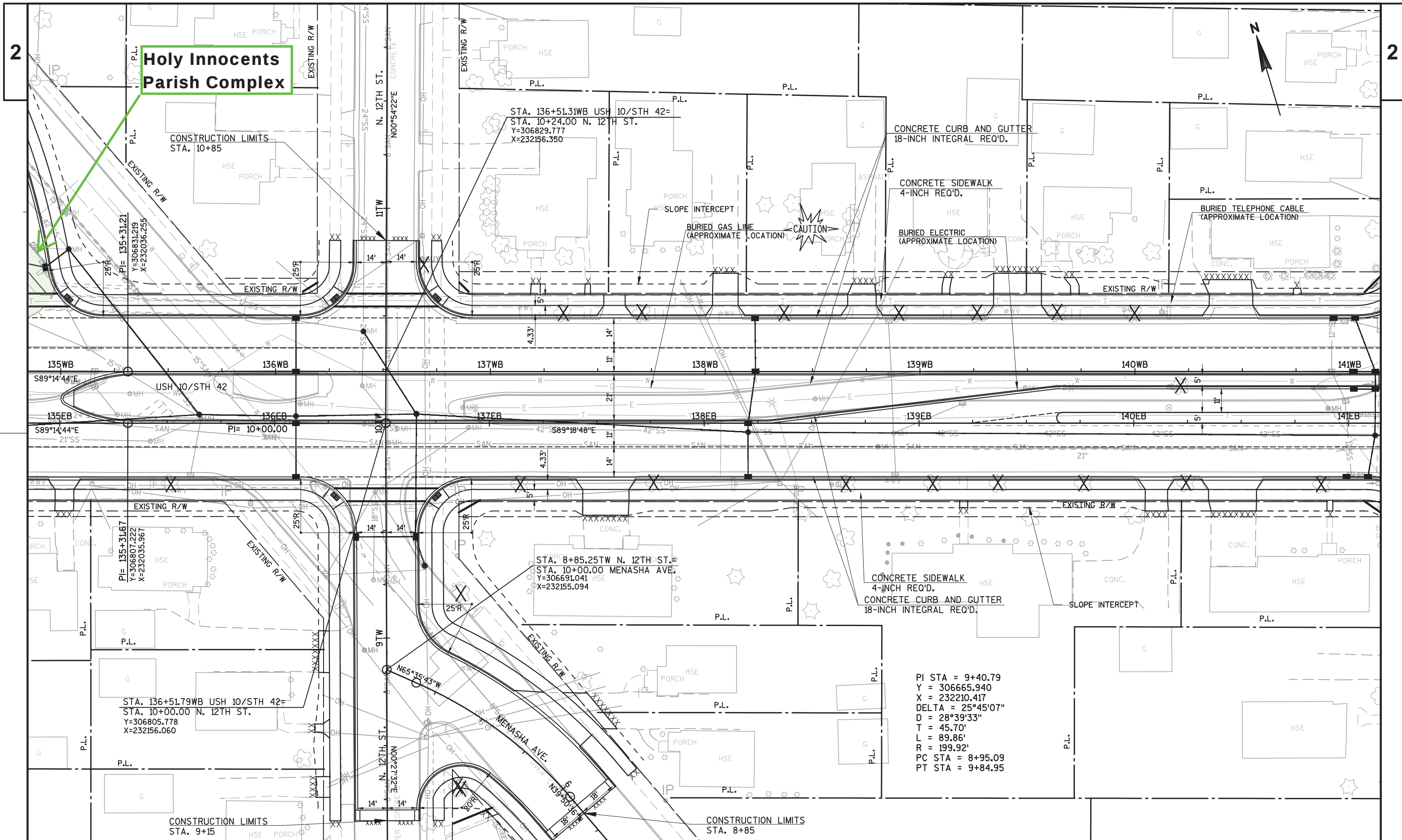


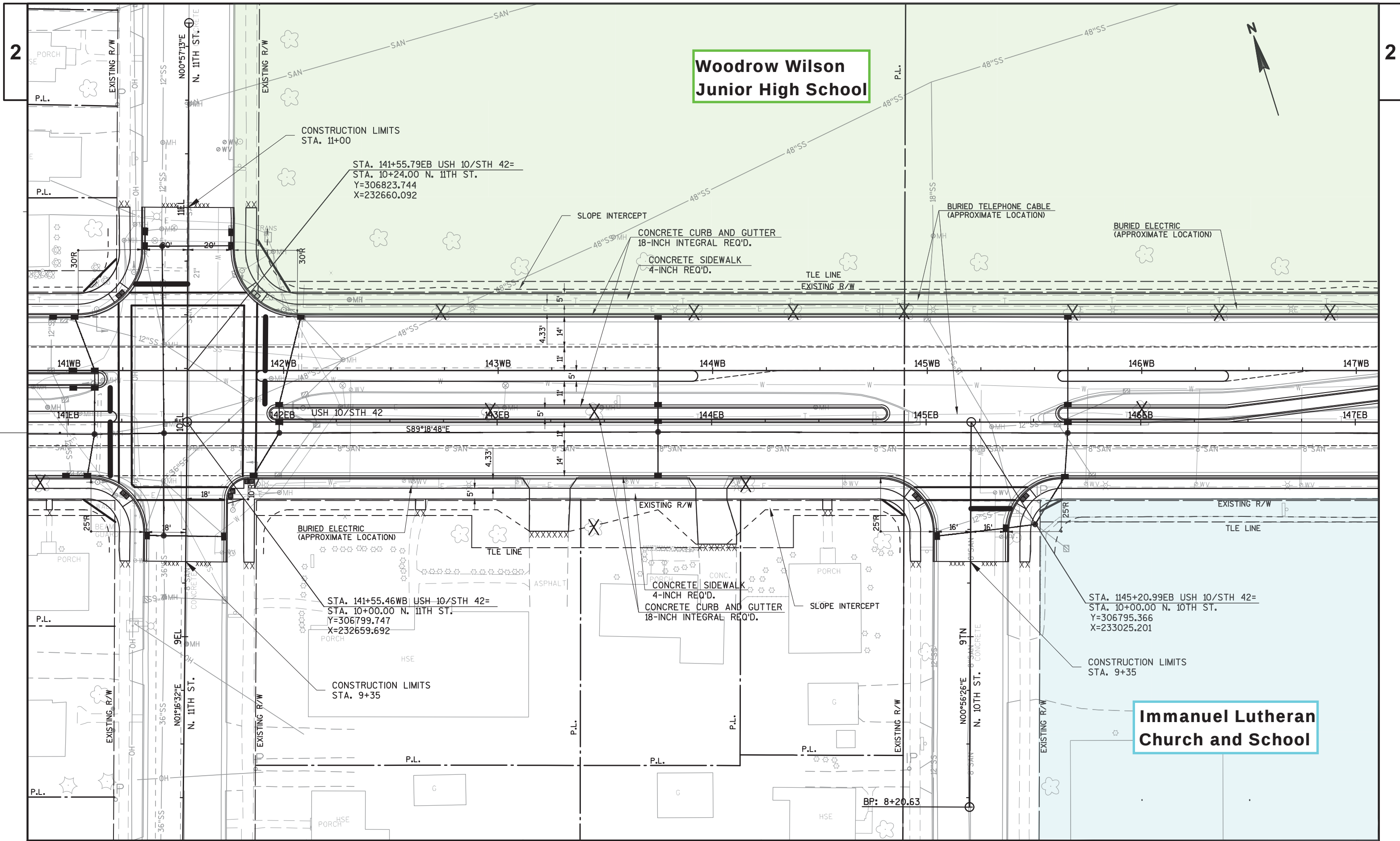


TYPICAL FINISHED CROSS SECTION FOR USH 10/STH 42 (WALDO BOULEVARD)

STA. 70+00 - STA. 182+00



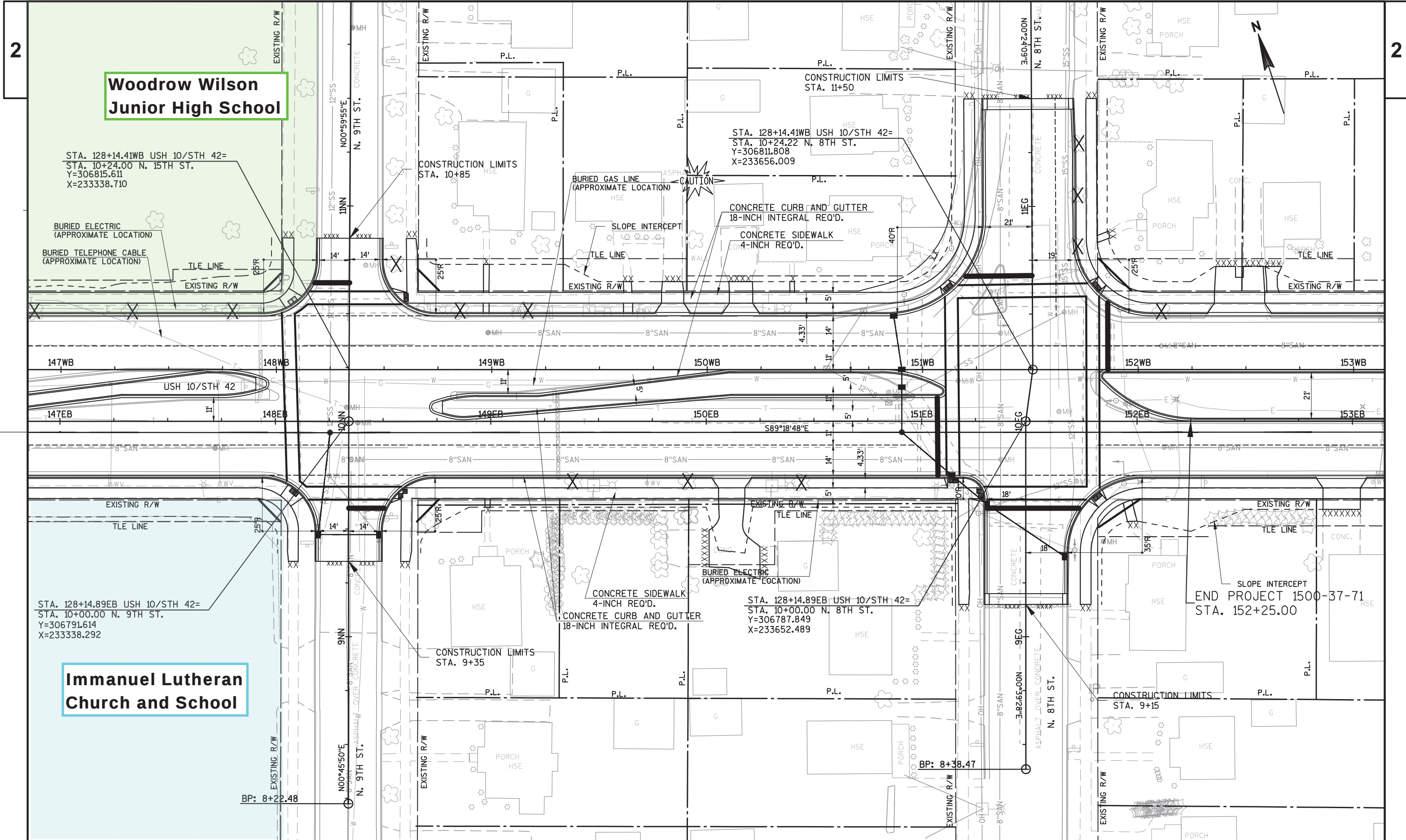


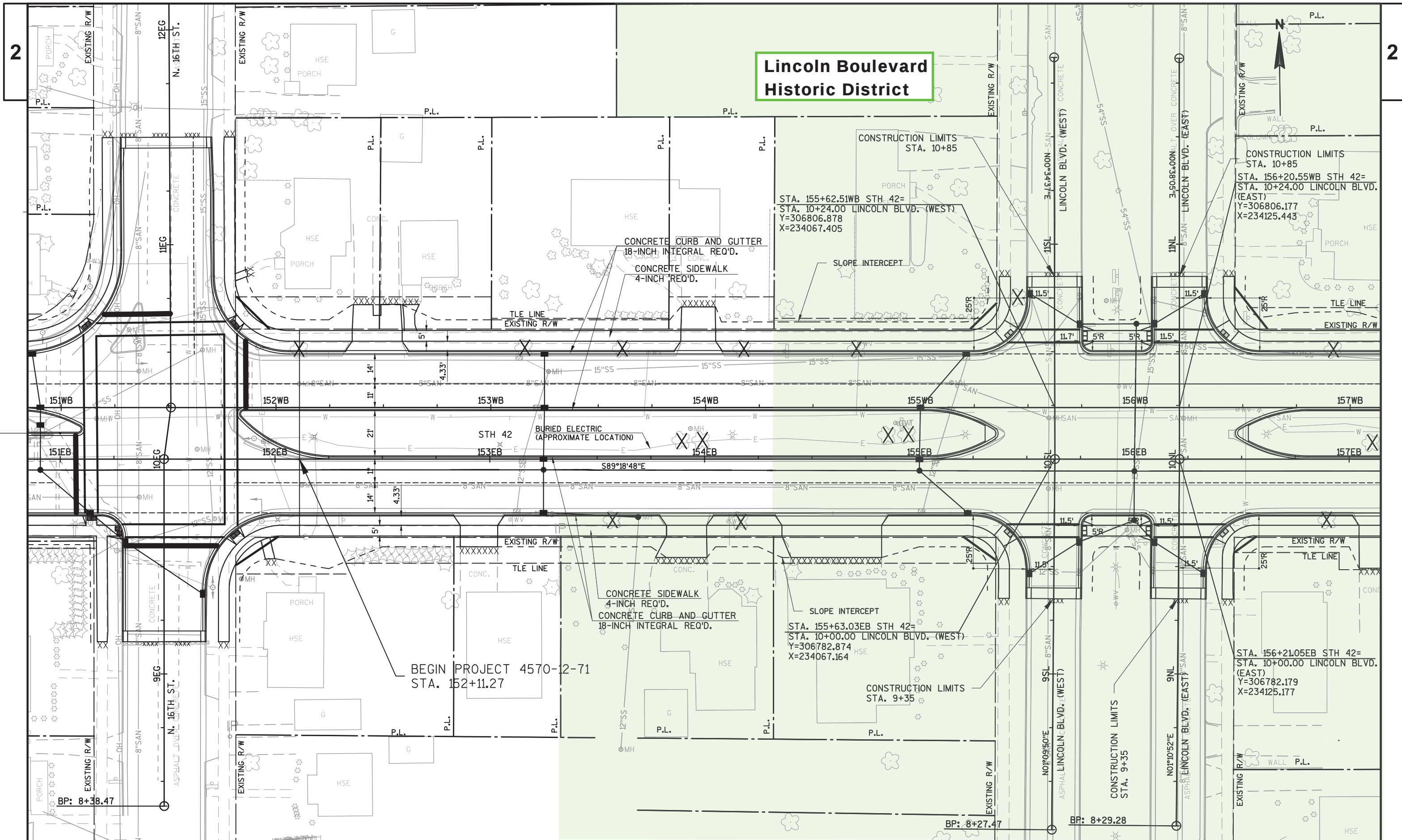


Woodrow Wilson
Junior High School

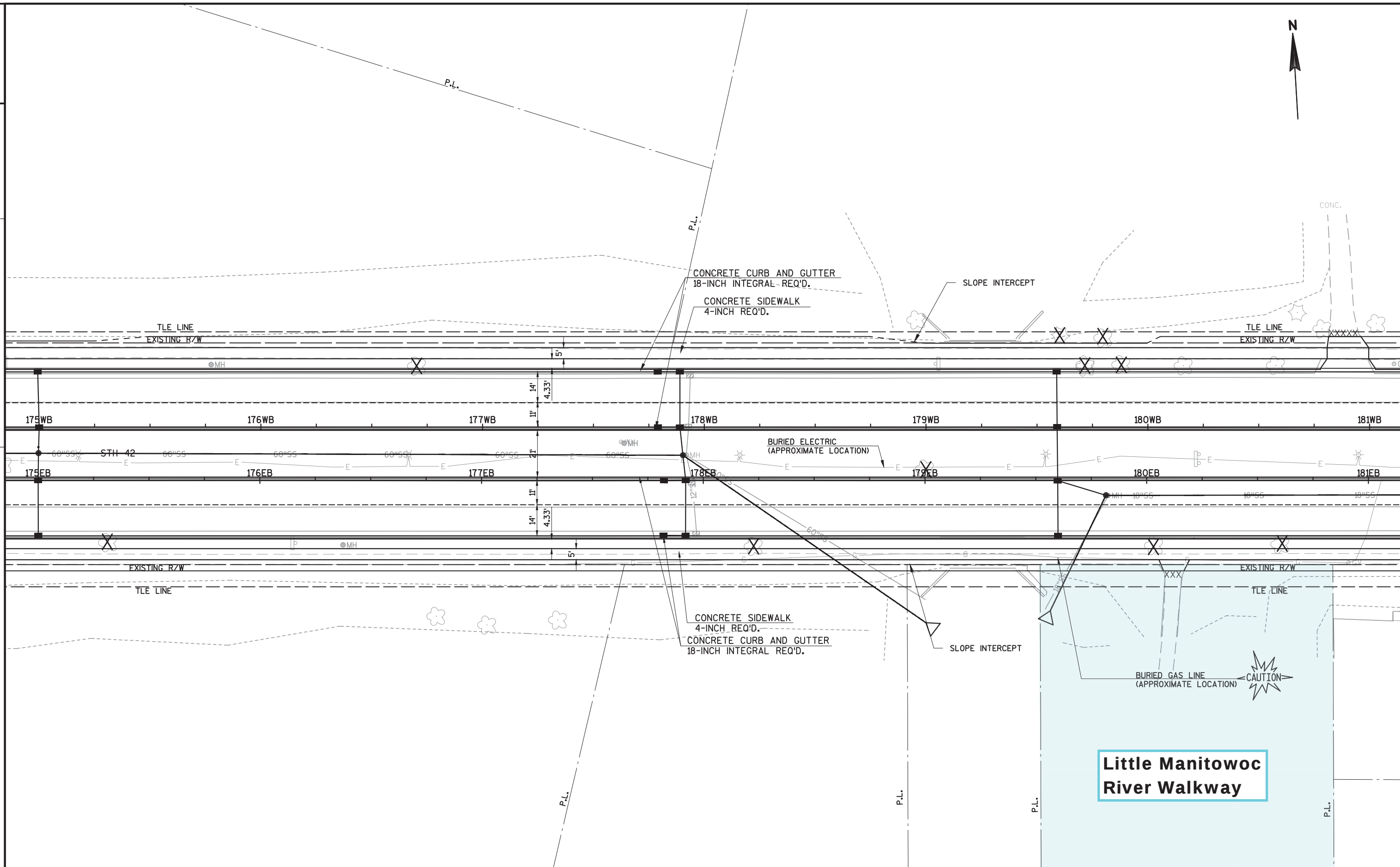
Immanuel Lutheran
Church and School

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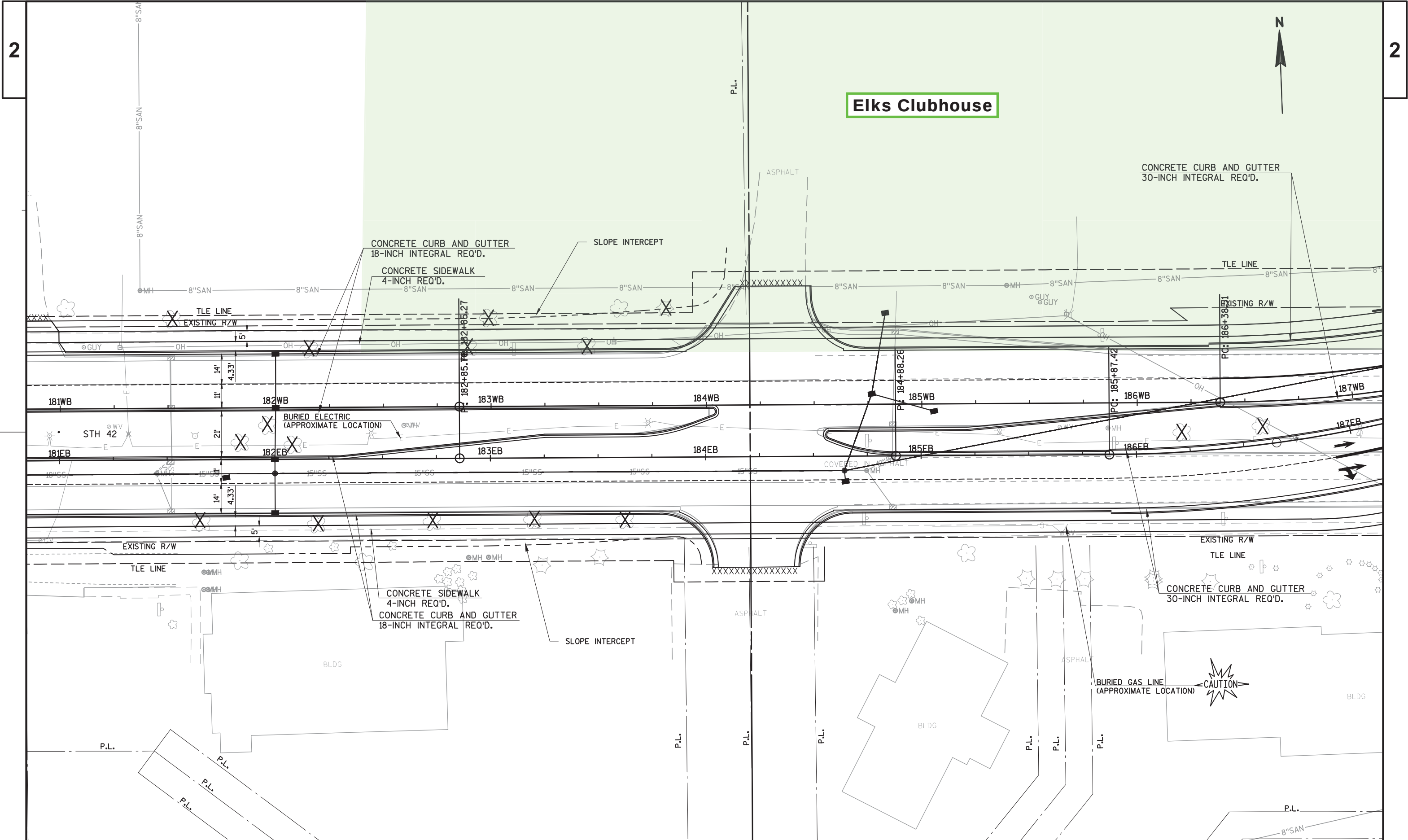


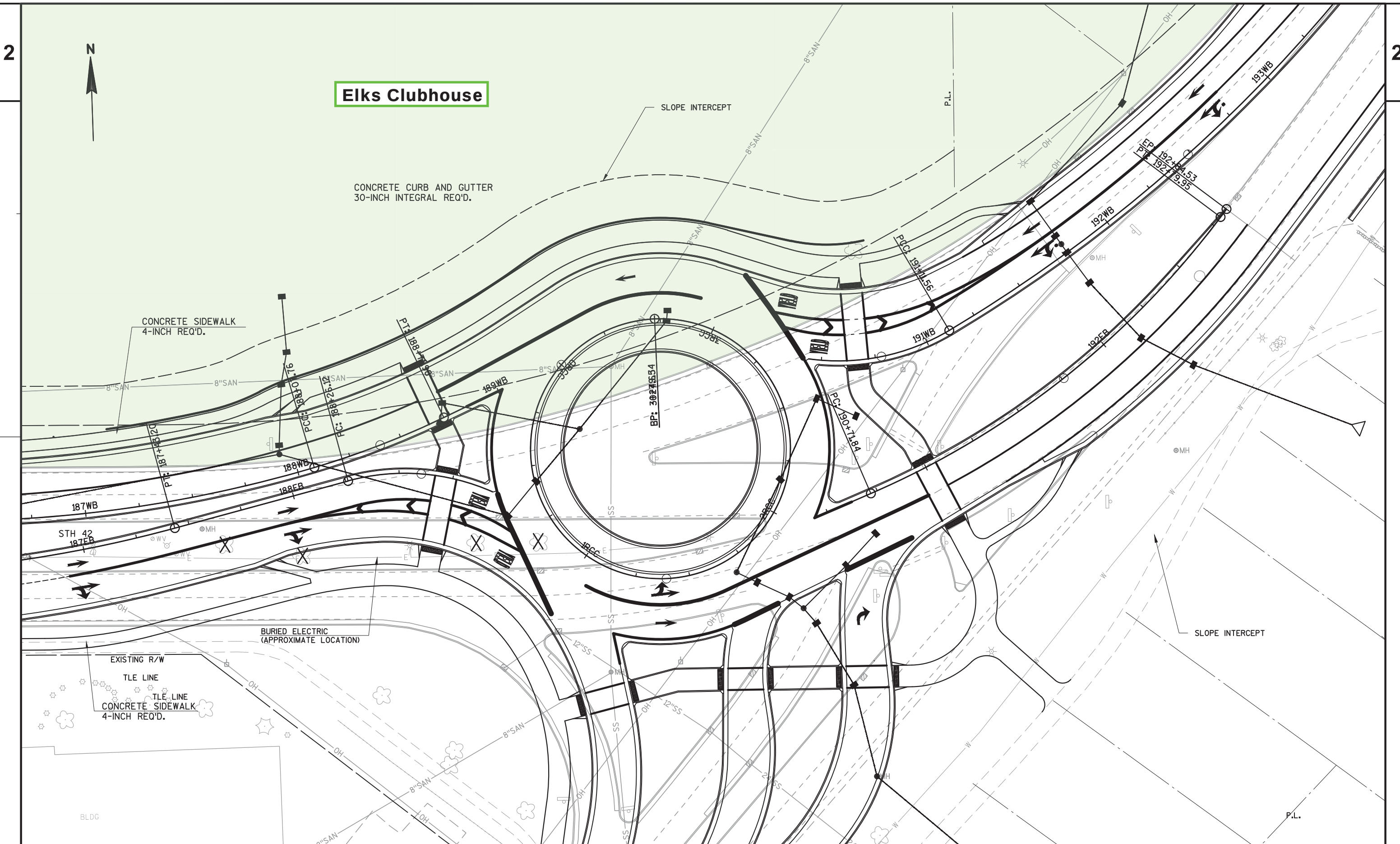


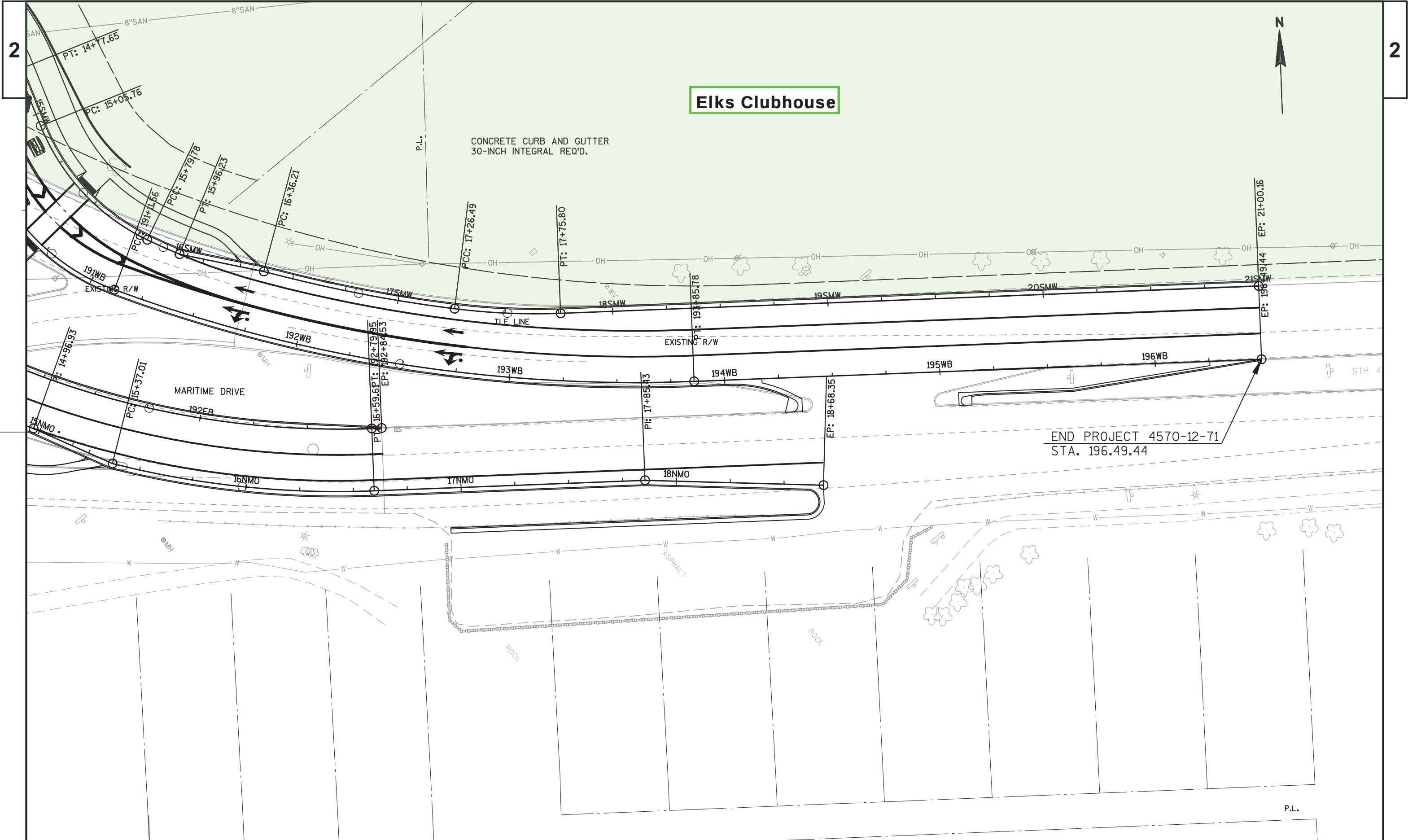
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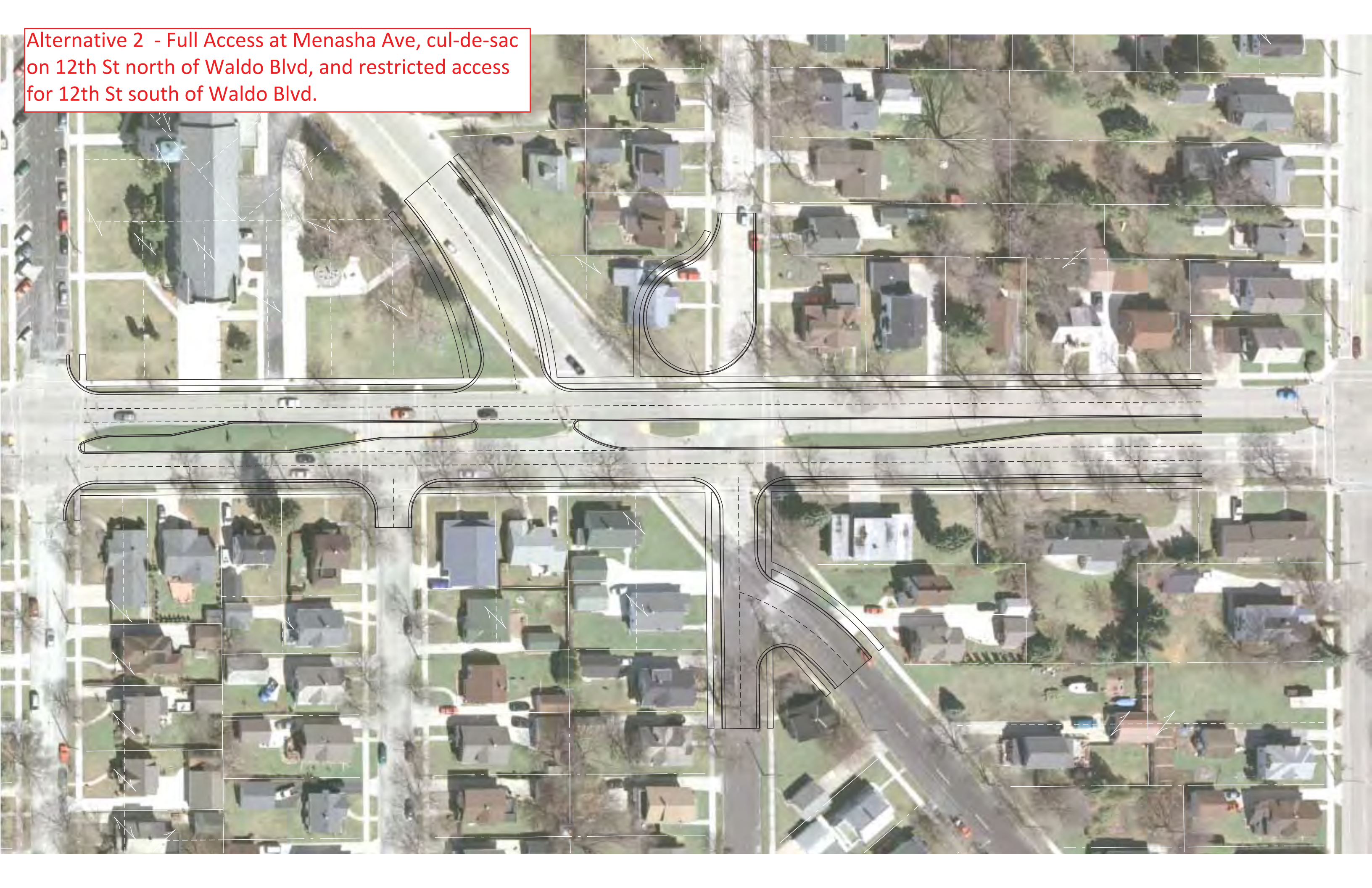




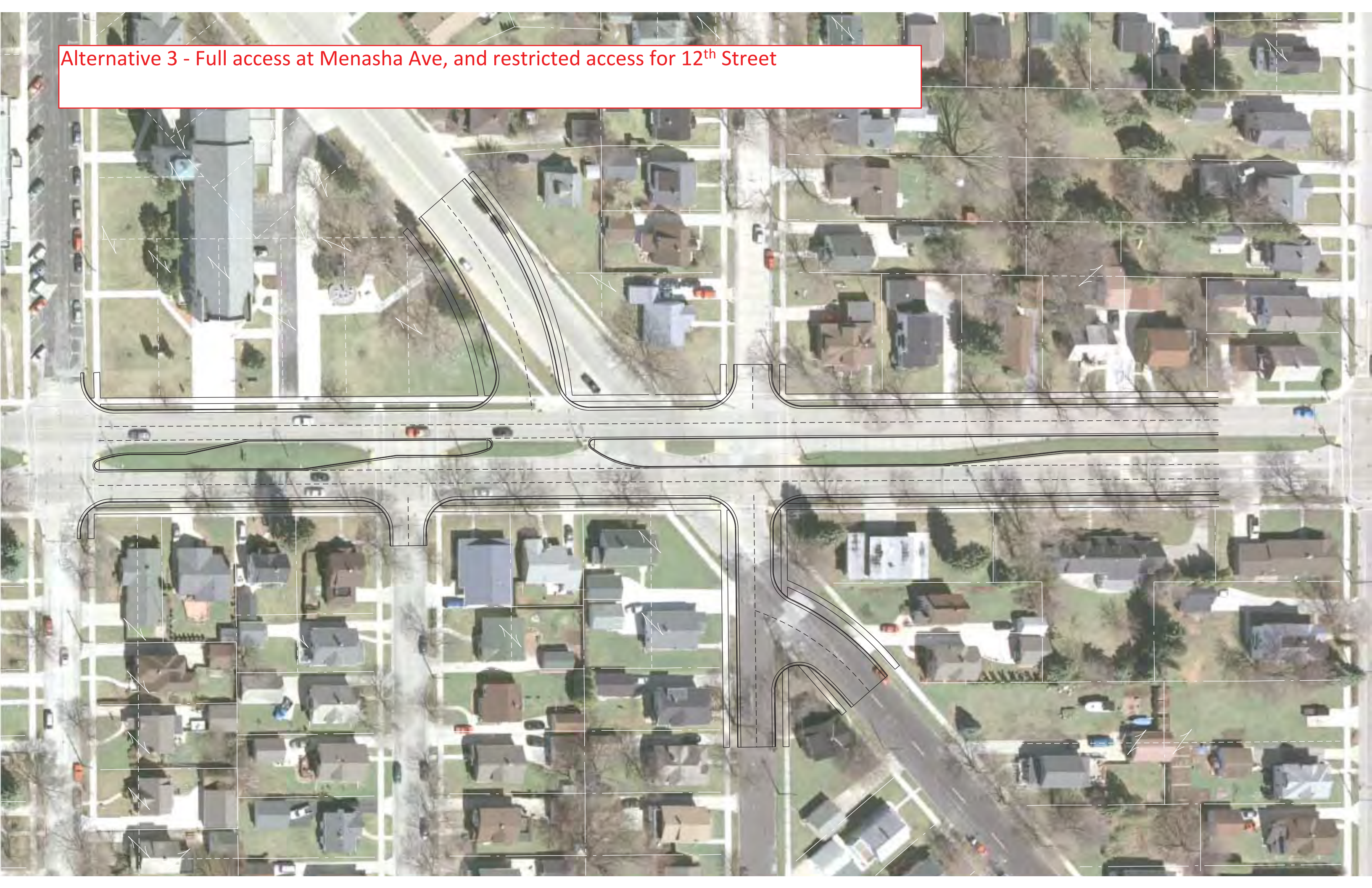
Alternative 1 – Restricted access at Menasha Ave, and full access at 12th Street



Alternative 2 - Full Access at Menasha Ave, cul-de-sac on 12th St north of Waldo Blvd, and restricted access for 12th St south of Waldo Blvd.



Alternative 3 - Full access at Menasha Ave, and restricted access for 12th Street



Appendix C

Approved Section 106 Form

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

14-08762/mml

SHPO

RECEIVED

For instructions, see FDM Chapter 26.

I. PROJECT INFORMATION

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

II. PROJECT DESCRIPTION

Project Length 3.0 miles	Land to be Acquired: Fee Simple 2.0 acres	Land to be Acquired: Easement 6.0 acres
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Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width (feet)	48.5-120	48.5-120	Terrace Width (feet)	0-5.5	4.33 (0 min)
Shoulder (feet)	N/A	N/A	Sidewalk Width (feet)	5.33 typ (6.5 max)	5.33 typ (10 max)
Slope Intercept (feet)	50-110	51-160	Number of Lanes (each)	4	4
Edge of Pavement (feet)	34.5 typ (33-37.5)	37 typ (27 min)	Grade Separated Crossing (each)	1	1
Back of Curb Line (feet)	37 typ (35.5-40)	38.5 typ (29.5 min)	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other – List: Median (feet)	25 typ (8 min)	21 typ (2 min)	Stream Channel Change	☐ Yes	☒ No
Attach Map(s) that depict "maximum" impacts.	☒ Yes	☐ No	Tree topping and/or grubbing	☒ Yes	☐ No

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

Note: Widths typically measured from the center of median.

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

☒ Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

- | | | |
|---|--|---|
| ☒ Property Owners | ☒ Historical Societies/Organizations | ☒ Native American Tribes |
| ☐ Public Information Meeting Notice | ☐ Public Information Meeting Notice | ☐ Public Info. Mtg. Notice |
| ☒ Letter - Required for Archaeology | ☒ Letter | ☒ Letter |
| ☐ Telephone Call | ☐ Telephone Call | ☐ Telephone Call |
| ☒ Other: PIM notification to be sent. | ☐ Other: | ☒ Other: PIM notification to be sent. |

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

IV. AREA OF POTENTIAL EFFECTS - APE

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

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

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

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

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

HISTORY

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

VI. SURVEY COMPLETED**ARCHAEOLOGY**

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

HISTORY

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

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

- | | |
|---|--|
| ☐ No arch site(s) eligible for NRHP - Phase II Report attached | ☐ No buildings/structure(s) eligible for NRHP - DOE attached |
| ☐ Arch site(s) eligible for NRHP - Phase II Report attached | ☒ Building/structure(s) eligible for NRHP - DOE attached |
| ☐ Site(s) eligible for NRHP - DOE attached | |

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

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

X. SIGNATURES

X Brian Haan
(Regional Project Manager Signature)

8/1/14
(Date - m/d/yyyy)

X
(Consultant Project Manager Signature)

(Date - m/d/yyyy)

X Rebecca
(WisDOT Historic Preservation Officer Signature)

8/18/14
(Date - m/d/yyyy)

X Kimberly Cook
(State Preservation Officer Signature)

Dec 1 2014
(Date - m/d/yyyy)

Brief Narrative Project Description Continued:

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

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NOV 07 2014
DIV HIST PRES

(Revised May 2013)

Wisconsin Historical Society
Determination of Eligibility Form

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

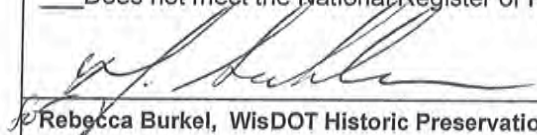
WHS #: 14-0876/MN

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

WisDOT Certification

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

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


Rebecca Burkel, WisDOT Historic Preservation Officer

11/6/14
Date

State Historic Preservation Office

In my opinion, the property:

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


Jim Draeger, State Historic Preservation Officer

12/1/14
Date

Comments (FOR AGENCY USE ONLY):

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

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AUG 21 2014 (Revised May 2013)

DIV HIST PRES

Wisconsin Historical Society
Determination of Eligibility Form

WisDOT Project ID #: 4570-12-00

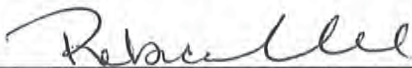
WHS #: _____

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

WisDOT Certification

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

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



8/18/14

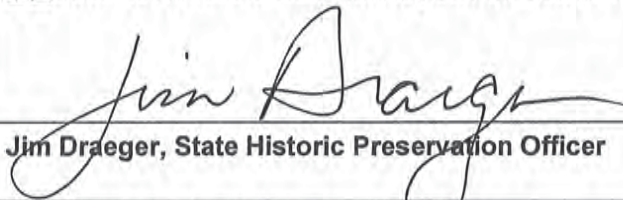
Rebecca Burkel, WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

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



9/9/14

Jim Draeger, State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

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AUG 21 2014

DIV HIST PRES (Revised May 2013)

**Wisconsin Historical Society
Determination of Eligibility Form**

WisDOT Project ID #: 4570-12-00

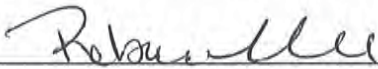
WHS #: _____

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

WisDOT Certification

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

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



Rebecca Burkel, WisDOT Historic Preservation Officer

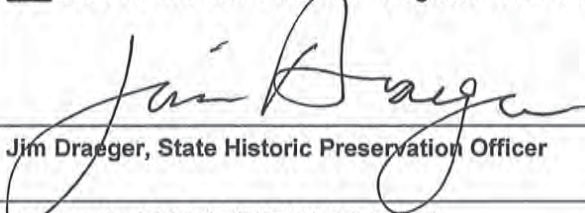
8/10/14

Date

State Historic Preservation Office

In my opinion, the property:

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



Jim Draeger, State Historic Preservation Officer

Date

9/9/14

Comments (FOR AGENCY USE ONLY):

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

14-0876/mn

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AUG 21 2014

DIV HIST PRES (Revised May 2013)

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

WHS #: _____

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

WisDOT Certification

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

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

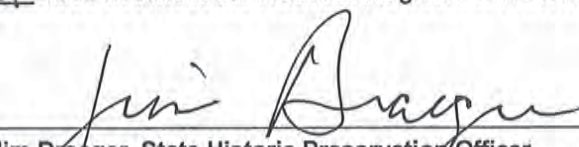

Rebecca Burkel, WisDOT Historic Preservation Officer

9/19/14
Date

State Historic Preservation Office

In my opinion, the property:

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


Jim Draeger, State Historic Preservation Officer

9/9/14
Date

Comments (FOR AGENCY USE ONLY):

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

14-0876/mn

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

(May 2013)

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AUG 21 2014

DIV HIST PRES

Agency #: 4570-12-00

WHS #: _____

District Name: Lincoln Boulevard Historic District

Location: Lincoln Boulevard between Cleveland Avenue and Lincoln Park

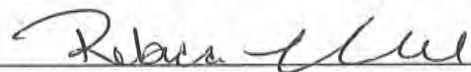
City & County: City of Manitowoc, Manitowoc County Zip Code: 54220

Town: _____ Range: _____ Section: _____

Dates of Construction: Various, see inventory

WisDOT Certification

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

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


8/18/14

Rebecca Burkel, WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

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


10/18/14

Jim Draeger, State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

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

Division of Historic Preservation/Public History

Wisconsin Historical Society

816 State Street

Madison, WI 53706

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AUG 21 2014 (Revised May 2013)

DIV HIST PRES

**Wisconsin Historical Society
Determination of Eligibility Form**

WisDOT Project ID #: 4570-12-00

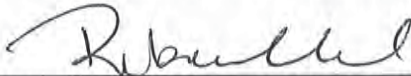
WHS #: _____

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

WisDOT Certification

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

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



8/18/14

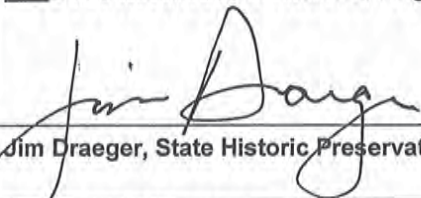
Rebecca Burkel, WisDOT Historic Preservation Officer

Date

State Historic Preservation Office

In my opinion, the property:

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



9/9/14

Jim Draeger, State Historic Preservation Officer

Date

Comments (FOR AGENCY USE ONLY):

Note: Historic Context is for the wrong house.

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AUG 21 2014

DIV HIST PRES

(Revised May 2013)

**Wisconsin Historical Society
Determination of Eligibility Form**

WisDOT Project ID #: 4570-12-00

WHS #: _____

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

WisDOT Certification

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

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



Rebecca Burkel, WisDOT Historic Preservation Officer

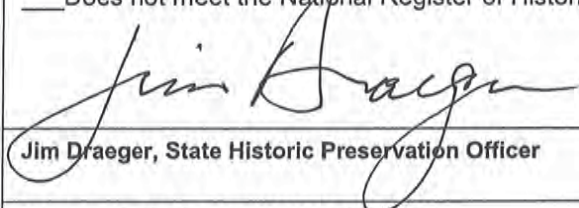
8/18/14

Date

State Historic Preservation Office

In my opinion, the property:

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



Jim Draeger, State Historic Preservation Officer

Date

9/9/14

Comments (FOR AGENCY USE ONLY):

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

14-0876/mn

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DIV HIST PRES (Revised May 2013)

**Wisconsin Historical Society
Determination of Eligibility Form**

WisDOT Project ID #: 1500-37-00

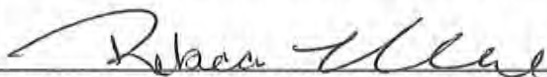
WHS #: _____

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

WisDOT Certification

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

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



Rebecca Burkel, WisDOT Historic Preservation Officer

8/18/14

Date

State Historic Preservation Office

In my opinion, the property:

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



Jim Draeger, State Historic Preservation Officer

Date

9/4/14

Comments (FOR AGENCY USE ONLY):

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

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AUG 21 2014

DIV HIST PRES (Revised May 2013)

**Wisconsin Historical Society
Determination of Eligibility Form**

WisDOT Project ID #: 1500-37-00

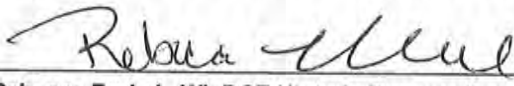
WHS #: _____

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

WisDOT Certification

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

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

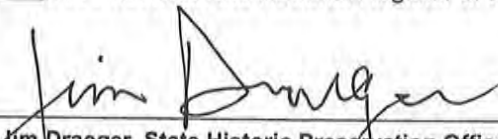

Rebecca Burkel, WisDOT Historic Preservation Officer

8/18/14
Date

State Historic Preservation Office

In my opinion, the property:

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


Jim Draeger, State Historic Preservation Officer

Date

9/9/14

Comments (FOR AGENCY USE ONLY):

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

Appendix D

Section 106 MOA

Memorandum of Agreement

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

Prepared pursuant to 36 CFR § 800.6(c)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STIPULATIONS

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

Lincoln Boulevard Historic District:

1. NATIONAL REGISTER OF HISTORIC PLACES NOMINATION

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

Holy Innocents Parish Complex:

1. DETERMINATION OF ELIGIBILITY – SISTER RESOURCE

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

Woodrow Wilson Junior High School:

1. SURVEY OF PUBLIC SCHOOLS

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

2. VEGETATIVE REPLACEMENT AND SCREENING

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

Elks Clubhouse:

1. NATIONAL REGISTER OF HISTORIC PLACES NOMINATION

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

DISPUTE RESOLUTION

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

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

AMENDMENT

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

PROFESSIONAL QUALIFICATIONS

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

TERMINATION

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

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

SUNSET CLAUSE

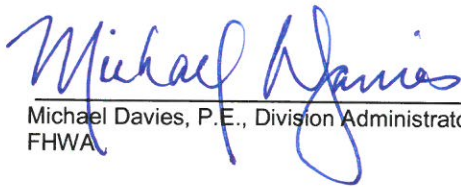
This agreement shall be null and void if its terms are not carried out within five (5) years from the date of the execution, unless the signatories agree in writing to an extension of carrying out its terms. Execution of this MOA by FHWA and the Wisconsin SHPO, and implementation of its terms, evidences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

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

SIGNATORY PARTIES:

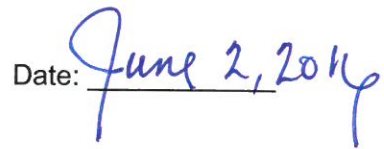
FEDERAL HIGHWAY ADMINISTRATION

BY:



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

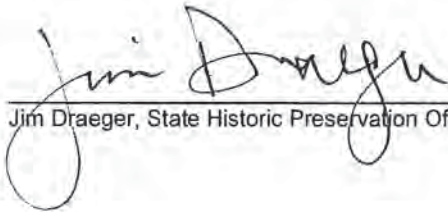
Date:



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

WISCONSIN STATE HISTORIC PRESERVATION OFFICER

BY:



Jim Draeger, State Historic Preservation Officer

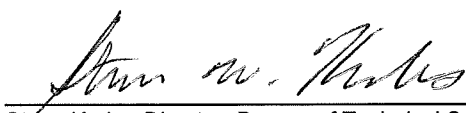
Date:

4/26/16

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

INVITED SIGNATORIES:

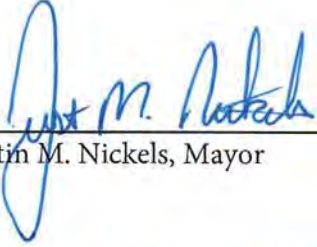
WISCONSIN DEPARTMENT OF TRANSPORTATION

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

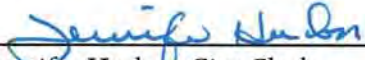
Date: 5/2/14

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

CITY OF MANITOWOC

BY: 
Justin M. Nickels, Mayor

Date: 5/5/16

BY: 
Jennifer Hudon, City Clerk

Date: 5/5/16

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

MANITOWOC PUBLIC SCHOOL DISTRICT

BY:

Mark Hoffman

Date:

5/6/16

ATTACHMENT A

Lincoln Boulevard Historic District

National Register of Historic Places Nomination

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

ATTACHMENT B

Holy Innocents Parish Complex

Determination of Eligibility for Sister Resource

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

ATTACHMENT C

Woodrow Wilson Junior High School

Survey of Public Education Resources in Manitowoc

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

ATTACHMENT D

Elks Clubhouse

National Register of Historic Places Nomination

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

ATTACHMENT E

Requirements for Standard Color Photographic Documentation

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

Appendix E

Correspondence and Public Comments

Waldo Boulevard Public Information Meeting #1

Manitowoc City Hall Council Chambers

Thursday, November 1, 2012

5:00 PM to 7:00 PM

Public Comments from the Meeting:

1. Concerned with backing out of the driveway with the 2 Lane Alternative. Should we back into the bike lane or the travel lane? Will there be enough gaps in traffic
2. With the 2 Lane Alternative, if Waldo Boulevard becomes congested will motorists use the bike lane as an additional travel lane?
3. We would like to see the crash data and diagrams posted to the cities website.
4. With the 2 Lane Alternative, if Waldo Boulevard becomes congested will that divert more motorists to use the residential side roads as another alternative to by-pass congestion on Waldo Boulevard? If so, this will create higher speeds in the residential areas making it unsafe for our children.
5. With the simulation, we noticed that you did not simulate vehicles backing out of driveways. Could this be done? It was not completed as part of this simulation because we were trying to simulate the mainline and side roads at this time.
6. With either of the alternatives, will we lose any property? It is not anticipated that you will lose any property. The only possibility would be near the intersections if they need improvements.
7. Mentioned they were against the 2 lane alternative because it will create more congestion.
8. Troy mentioned that the public should fill in the comment sheets with any information which would include: r/w issues, storm sewer/sanitary sewer, flooding issues, signal issues, etc. and either drop in box or put in the mail.
9. A property owner wanted to double check that he was not going to lose any property with either of the alternatives. He mentioned that the pictures made it seem like the sidewalk was being moved.
10. It was mentioned that the intersection of Waldo Boulevard and Lincoln Avenue is packed with semi-trucks which makes it very dangerous and is often very difficult to cross. Concerned that if you go to the 2 lane alternative it will be even more difficult to cross because there will be a continuous flow of trucks and vehicles.
11. Is there a signal proposed at the intersection of Waldo Boulevard and Lincoln? Currently there is not a signal planned, but a warrant analysis could be completed if we see the need.
12. A few years ago it was recommended not to install a roundabout at the Waldo Boulevard and Maritime Drive intersection. Why are you considering one now?
13. A resident lives at Waldo Boulevard and 5th Street and says that traffic travels extremely fast (45 mph) and if the road is down to two lanes people will drive even faster.
14. A bicyclist was concerned with how many people will actually use the bike lane on Waldo Boulevard if one is installed. He currently avoids biking on Waldo Boulevard because of the high amount of vehicles and high speeds which makes it extremely dangerous. How would a bicyclist make a left-turn if it is extremely congested and busy?
15. A resident was unsure of what the first letter sent out to the public meant with archaeological digging.

16. Since the roundabouts were constructed on Highway 310, it seems like more trucks have been using Waldo Boulevard to avoid the roundabouts. What will truck traffic be like in the future? Will there be more or less with the re-construction of Waldo Boulevard?
17. There was a disagreement with the WisDOT traffic projections. A resident thinks that there should be more traffic since there are 5 new site developments for sale for commercial development.
18. Will traffic impact local business if Waldo Boulevard is converted to 2 lanes? Many people travel through here now to take STH 42 up to Door County, if it becomes too congested motorists will start to by-pass STH 42 and take IH 43.
19. Why would you put in a bike lane when it is legal to ride your bike on the sidewalk in Manitowoc?
20. What will happen with the 2 lane alternative if a vehicle breaks down? Right now, with 4 lanes, if a vehicle breaks down there is still another lane that can be used to go around the vehicle.
21. Why would you add a bike lane when there is already a bike path through the city? Seems like this would be redundant if another bike lane was installed.
22. Will there be a cost to the residents who currently live on Waldo Boulevard? 80% Federal Funding, 20% state funding but if the city wants more they will assess the property owners.
23. Will there be a spot on the website to post other comments? There will be a website set up with contacts where you can send your comments.
24. Is there a difference in cost between the 2 lane alternative and the 4 lane alternative? Troy mentioned the costs would be similar.
25. Why do you plan on replacing the pavement? Money could be spent elsewhere throughout the state providing shoulders on other state highways.
26. When is the project going to start? The project is slotted for year 2017, but is advance-able depending on funding to year 2016. The project could also be constructed over two summers since it is so long.
27. Who makes the final decision of the roadway cross-section? It is up to the public, advisory committee, WisDOT and designers. Ultimately, WisDOT does not care either way which alternative is selected.
28. Who is on the advisory committee? This information will be posted on the website after the committee is notified.
29. When can property expect to know about sanitary sewer and storm sewer replacement?
30. Will there be a bike lane with the 4 lane alternative? No, only with the 2 lane alternative.
31. For the traffic signal at Maritime Drive, will there be signal control on all approaches? Yes.
32. Will there be plantings in the terrace? No, but there could potentially be plantings in the medians.
33. Will the trees in the terrace be maintained because the trees are great for property value? (One tree was planted in 1934.) The trees will try to be maintained the best they can, but there is a possibility that some will need to be removed.
34. Will the sidewalk be moved back from the curb? The sidewalk should not need to be relocated.

Paper Comments

Comment #1

I think for the residents to get out of their driveways it will be almost impossible with the two-lane option. I strongly am in favor of keeping the 4-lane option. The back-up will be too extensive with the semi-traffic. I think a roundabout at Maritime Drive may be a good idea to help with accidents if people know how to drive through it.

Erica Ordiway
3216 Waldo Boulevard
Manitowoc, WI 54220
901-4713

Email Comments

Comment #1:

We live at 1041 Menasha Avenue on the one-way angle street south of Waldo Avenue and we were wondering how the Waldo Boulevard project will affect us? We missed the meeting so would like to know what is going with the project.

Response #1:

Mr. Pahmeier,

Thank you for your interest in the Waldo Blvd project.
I attached the handout, a comment form, and a display of the Menasha Ave. area from last night's meeting. We would like to do some improvements at that intersection.
At this point, all improvements and displays are just options, we haven't fully decided on any of them. The public meeting last night gave us a lot of good information to look over. The Menasha Ave area where you live would remain a one way street with this display.

Please let me know if you have further questions/concerns.

Comment #2:

Dear Matthew,

As a resident of the City of Manitowoc I am encouraged by the plans for roundabouts at the intersections of Waldo Boulevard with CTH R and Maritime Drive. I am happy that Waldo Boulevard is getting a reconstruction because it is a heavily traveled street. My big concern is changing the traffic pattern from two lanes in each direction to one lane in each direction and creating a bicycle lane on a heavily traveled roadway. Most people would pick a different route than Waldo Boulevard for their own safety. The highway 10-42 project that was completed in 1999 from 11th Street to Water St and from 10th St to the Manitowoc River installed a bike lane in which is not used very often for safety reasons. I feel the City of Manitowoc would be better served if Waldo Boulevard remains 2 lanes in each direction. Please reconsider your plans for this roadway project

and listen the community who travels this section of roadway every day. It should be clear that two lanes in each direction is better than one in each direction.

Thank you for your consideration in this matter.

Sincerely,

Raymond T Geigel
Resident city of Manitowoc,
4geigels@att.net

Response #2:

Mr. Geigel,

Thank you for your interest in the Waldo Blvd project, we always appreciate comments.

The two lane road is not a proposal, it's just an option at this point. We've converted similar roadways from 4 lanes back to 2 lanes with a two way left turn lane and no median and it has had some success in other communities. I personally oversaw the design of one of these in Fond du Lac that was built last year. We always start with a few different options at this very early stage of design for comparison and take them to the public for input. Most of the comments I have been receiving are similar to yours on this issue. The public meeting last night mirrored this.

And thank you for supporting the rest of the improvements. Again, I have gotten numerous comments that they are much needed.
Please let me know if you have further questions/concerns.

Comment #3:

Hi Matthew:

First off, reducing the lanes to one in each direction is a step backwards. For as long as I can remember, over 60 years, this street has been two lanes in each direction. We have two lanes in each way, east to Two Rivers and West of IH 43 and now with one lane in each direction a bottleneck is proposed. We have more traffic now than in the past and want to reduce lanes. All over the state we are adding more lanes and now we are proposing a reduction and the state is even considering four lanes on STH 310 to Two Rivers. Two bike lanes and reduced car lanes, lets get real. For left-turning vehicles, the storage lane should be longer or eliminate the island to construct two left-turn lanes. Better yet, reduce the islands to make a bike lane.

Next, the bridge is over a rail line. Stop feeding this dead horse, a train only goes on this track a couple times a month with one or two cars. For years we had an active rail line east of this rail bridge with more rail traffic than this line now. There is no need for a bridge at this time. We can the money for better things.

The rest of the upgrades are welcome, as they are in the future.

Richard Kunz

4022 Delta Street
Manitowoc, WI 54220 920-682-4539 richardkunz@att.net

Response #3:

Mr. Kunz,

Thank you for your interest in the Waldo Blvd project, we always appreciate comments.

The two lane road is not a proposal, it's just an option at this point. We've converted similar roadways from 4 lanes back to 2 lanes with a two way left turn lane and no median and it has had some success in other communities. I personally oversaw the design of one of these in Fond du Lac that was built last year. We always start with a few different options at this very early stage of design and take them to the public for input. Most of the comments I have been receiving are similar to yours on this issue. The public meeting last night also mirrored this.

The railroad bridge will be staying, we will be doing a rehab on the bridge. Since the bridge is in place and the RR line underneath is being used, we are not going to remove the bridge and provide another stopping point for cars on Waldo Blvd.

And thank you for supporting the rest of the improvements. Again, I have gotten numerous comments that they are much needed.
Please let me know if you have further questions/concerns.

Comment #4:

Hi Matt,

I wasn't able to stay for last night's presentation but I wanted to give you some input regarding the Waldo Blvd project.

I'm assuming the bridge that crosses the Little Manitowoc River will be replaced, if so the bridge span over the river should be lengthened/widened to allow for a future bike path/walkway to go underneath Waldo Blvd with room for the path to be located on both sides of the river. A bike path along the Little Manitowoc River has always been in our plans but a hurdle has always been the safe crossing of Waldo Blvd. If a below Waldo crossing is not feasible are there any at grade features that could make it safer for bikes and pedestrians to cross Waldo. Our plan is to connect the existing Mariners Trail to a future trail that would run along the Little Manitowoc, through the Lincoln Park Zoo continuing north to 8th street. If I confused you in anyway feel free to give me a call at 920-686-6930.

Thanks.

Paul Braun
Deputy City Planner
900 Quay Street
Manitowoc, WI 54220
920-686-6930
www.manitowoc.org

pbraun@manitowoc.org

Comment #5:

Ollie Larson called from WOMT Radio this afternoon regarding the Waldo Blvd. Project. He wanted to let you know his feelings about the project. They are:

He can't believe they are calling this project an improvement project. Going to 2 lanes....Do you have any idea how much traffic is on that street? This would be going backwards not forwards.

Also the roundabout at Memorial and Waldo is a terrible idea. Any easy fix would be not to allow a left hand turn off of Memorial onto Waldo.

682-0351

Karen Dorow
City of Manitowoc
Department of Public Works & Engineering
900 Quay Street
[Manitowoc, WI 54220](#)
[phone: \(920\) 686-6910](#)
kdorow@manitowoc.org

Waldo Boulevard Public Information Meeting #2

Manitowoc City Hall Council Chambers

Thursday, September 11, 2014

5:00 PM to 7:00 PM

Public Comments from the Meeting:

1. Several residents were concerned with the new alignment of Menasha Ave. with Waldo Blvd. The new layout of the intersection will cause potential conflicts between NB traffic on 12th Street and SB traffic making a left turn onto Menasha Ave. (The intersection will operate similar to the other adjacent intersections along Waldo Blvd.)
2. A resident recommended installing a stop sign along NB 12th Street, south of the Menasha Ave. intersection to avoid potential conflicts with SB left turning vehicles onto Menasha Ave. (A stop sign is not scheduled to be installed at that location at this time. If there is a need for it in the future, the City can install one at that point)
3. A resident asked why not propose closing off 12th Street completely? (By closing off 12th Street, residents who live on 12th Street would have to travel east to 11th Street, south to Wisconsin Ave, and back north onto 12th Street).
4. Why will the CN Railroad overpass not be eliminated as part of this project? (A study was performed on the structure to determine if removal of the structure was feasible. The tracks below the overpass are still active and removal of the overpass would pose increased safety concerns. It was also determined that removal of the structure would result in higher construction costs than rehabilitating the structure).
5. A resident proposed that Menasha Ave be re-aligned to the west to line up with 13th Street. (By re-aligning Menasha Ave to line up with 13th Street, it would impact the Church located to the NW of the intersection).
6. How will the project be staged during construction? (A final decision has not been made regarding the construction staging at this point in the design. It has been considered that the project be broken up into 2 construction seasons with a split somewhere near the 18th Street intersection. It is also likely that the project will be staged to include two way traffic on one side of the Blvd).
7. Will the water and sewer work that is scheduled as part of the project cause any interruptions to residents service during the project? (There will be some minor interruptions to the service during the water and sewer work. The interruptions will be brief and residents will be notified in advance).
8. A resident asked if we could guarantee that the flooding problems that are occurring near the 12th Street intersection are addressed as part of this project. (Nothing is guaranteed, but we are aware of the flooding problems in this area. We will be adding increased storm sewer along Waldo that will carry the stormwater to the Little Manitowoc River).
9. A resident expressed that there is a multi-use trail located east of the Maritime Drive intersection for people to use. Why can't bikes use that trail instead of adding bike accommodations to Waldo Blvd? (The proposed bike accommodations along Waldo Blvd will provide a connection from the Schools as well as residential houses to the multi-use trail located just east of Maritime Drive).

10. A resident was concerned how they would have access to their driveway during construction when their side of the roadway is under construction. (The contractor will be required to provide temporary access to driveways during construction, most likely with gravel. There may be short periods of time when their driveways are closed due to pouring of their driveways).
11. A resident, Thomas Keller, questioned if retaining walls were proposed behind the back of sidewalk for grading purposes east of 5th Street. (Retaining walls are proposed in a few areas between 8th Street and 9th Street behind the back of sidewalk but are not proposed east of 5th Street).
12. A resident questioned bicycle accommodation requirements per Trans 75. (Bike accommodations are required along Waldo Blvd., but bike lanes are not required).
13. A resident questioned why bike accommodations were needed on Waldo Blvd. Since there is such a small number of bicyclists, why couldn't they just use the sidewalk. (The Federal Government requires projects that use Federal Funds to follow complete streets, which includes the incorporation of multi-modal transportation.)
14. A resident spoke out that the Federal Government is blackmailing communities to install bike lanes on projects that they assist with the funding. (The Federal Government is not blackmailing communities, but is requiring the communities to follow their guidelines when they are using their funding).
15. A resident asked if there was any consideration given to removing more area in the median and less area in the terraces to account for the widened roadway. (The typical section was evaluated on where the additional width for the bike accommodations should come from. Some of the width comes from the median and some comes from the terrace.)
16. A resident asked why the County R Roundabout was removed from the project. (The County R roundabout was not in the original scope of the project and funding was not available. That section of Waldo Blvd. was only scoped for resurfacing. A roundabout at County R may be looked at in the future, when the adjacent roadway is reconstructed).
17. Why were drainage swales not considered behind the back of sidewalk to drain stormwater to the Little Manitowoc River. This would help to clean the water before it discharges into the River. (We do not have the room behind the sidewalk for drainage swales but we will look at options to treat stormwater runoff before it discharges into the Little Manitowoc River. We will consider putting in flat bottom ditches on the east end of the project near the storm sewer discharge into the Little Manitowoc River, to provide treatment for the stormwater).
18. Will offset left turn lanes be installed at Waldo and 18th Street. (Painted slotted left turn lanes will be placed at this intersection. There is not enough room to install a raised curb slotted left turn lane).
19. Were there any thoughts of a installing a traffic signal at the Menasha Ave. and Waldo Blvd. intersection. (A traffic warrant did not justify the installation of signals).
20. Two residents located west of Fleetwood Drive in the resurfacing area questioned the impacts that they could expect to their properties. (There will be no impacts directly to their properties. The only work that will take place in this area will be in the roadway, between the curb and gutter).
21. A family member for Brian Kinzel was wondering how his driveway would be affected with the removal of the bypass lane near the County R intersection. (With the removal of the bypass, the existing driveways that tie into the bypass

- lane will extended out onto either Waldo Blvd or onto County R, depending on proximity. His driveway in particular will be extended onto County R, south of the Waldo Blvd intersection).
22. Darlene Patynski asked what the impacts would be to her property located on the south side of Waldo Blvd between 13th and 14th. (There will be some minor grading in her yard behind the back of sidewalk to tie her lawn into the new elevation of the sidewalk. There will also be some minor work to her concrete driveway that will be needed to tie it into the new sidewalk elevation. All landscaping that is disturbed during construction will be restored).
 23. Representative Paul Tittl made a recommendation that a two way traffic sign be installed on 12th Street indicating that two way traffic now runs all the up to the Waldo Blvd. intersection. This may help to reduce driver confusion due to the traffic pattern change at this intersection. (We will consider this as an option).
 24. A resident at 2200 Waldo Blvd, Harold Kummer, questioned if the at-grade RR crossing, just east of Menchl Drive, will be removed as part of the project? (This railroad has been abandoned and the crossing will be removed as part of the project.)
 25. The resident located at 515 Waldo Blvd informed project staff of an underpass that was built years ago to transport clay for brick products. During the last reconstruction, the underpass was attempted to be removed, but was unsuccessful. The resident living near this underpass has their water lateral running through the underpass and has to leave their water running during the winter months to keep it from freezing.
 26. A resident was concerned about the archaeology in his front yard. He has found some arrowheads and some other Native American artifacts in his yard. (We will pass this info onto our Archaeological/Historical sub-consultant for their recommendation)
 27. Two representatives from the Little Manitowoc River Group asked where storm sewer would discharge near the Little Manitowoc River. They were concerned how the stormwater would be treated prior to discharging into the River. Their Group received a Government Grant to do some restoration work near the Little Manitowoc River and would like to be involved with the design of Waldo Blvd. in this area in order to incorporate their project. (We will coordinate with the Group during the design of Waldo Blvd. Currently, the storm sewer is proposed to discharge into the Little Manitowoc River on the south side of Waldo Blvd)
 28. Another resident, David Virlee, questioned the installation of a retaining wall east of 5th Street. They were concerned that if the slope were to steepen, they would have a hard time mowing their lawn. (Retaining walls are not scheduled to be installed east of 5th Street and the slopes are not anticipated to steepen. The sidewalks will be installed at a very similar elevation as they are today).
 29. A resident, Chuck Sharows, was concerned that the bicycle accommodations will not be marked on the roadway. He recommended that signage get installed to inform motorists of the wide outside lane. (We will talk to the Bike/Ped representatives at WisDOT to determine what their recommendations are for posting signage and installing markings)
 30. A resident, Kenneth Stokes, near the intersection of 17th and Waldo Blvd. indicated that there is a lot of flooding that occurs near this intersection. (The upgraded storm sewer that is proposed as part of the reconstruction project should alleviate the flooding in this intersection)
 31. The owner of the property in the SW quadrant of the Maritime Drive/Waldo Blvd intersection is interested in the excess property that may be available in this area

due to the new roundabout configuration. He was wondering if he will get this excess Right of Way and what the process is for this. (We will have to confirm with the City if they want to sell that piece of property. Usually excess land is not sold until after construction, so the contractor can use the area for staging or stockpiling material for the project).

32. A resident asked about the removal of the trees in the median. (Many of the trees in the median cannot be saved and the removal of them cannot be compensated).

Paper Comments (mailed)

Comment #1

Executive Director of the Lakeshore Natural Resource Partnership (LNRP).

Recently awarded a GLRI grant to restore the coastal wetland on the Little Manitowoc River.

Would very much like to stay in contact and explore how we may integrate our project into a win-win scenario.

E-mail-jim@lnrp.org

Look forward to staying in touch.

Jim Kettler
7003 Cedar View Road
Cleveland, WI 53015
920-304-1919

Comment #2

Since the right of way extends almost to the top of the hill between 5th to the east, the landscape plan should include trees behind the sidewalk. A better chance of survival from salt.

Dan Hornung
410 Waldo Boulevard 54220
920-682-7723

Response #2

Thank you for your attendance to the Public Involvement Meeting on September 11 and we always appreciate your comments.

In regards to your comment about placing trees behind the sidewalk in the area near your house that has additional R/W, we will definitely look into this when we get to a point of design the landscaping for the project.

If you have further questions or comments please feel free to email or call.

Comment #3

Living by the railroad track which is no longer used, the trucks scream down Waldo west to east. Then the trucks cross the railroad tracks, my windows rattle.

What can be done to slow down the trucks/traffic from west to east?

The traffic moves faster as it comes down off the overpass and drivers forget to watch the speed limit.

23rd & Waldo is getting more congested. Is there going to be a traffic light at 23rd & Waldo? This would slow traffic to posted speed limit.

Shirley Pozorski
2117 Kemper St
683-2128

Response #3

Thank you for your attendance to the Public Involvement Meeting on September 11 and we always appreciate your comments.

In regards to your comments about adding a traffic light at 23rd St., at this time the traffic on 23rd and Waldo Blvd. does not meet the warrants for installation of a signal at this intersection. A signal at this intersection and similar ones would also restrict the traffic going down Waldo Blvd. Waldo Blvd. is the main road for moving traffic in this part of city, if there was a signal at every intersection the travel time on Waldo Blvd. would be very long.

In regards to your comments about slowing the traffic down and speed limits-I have attached some information on how we go about setting speed limits and facts about speed limits, and this also could be an enforcement issue which you would have to take up with the city.

About the RR tracks that are near your house, this set of tracks is abandoned and will be removed as part of the project, this should take care of the rattling of your windows.

If you have further questions or comments please feel free to email or call.

Comment #4

Some Historical Background

When Waldo Blvd was first extended east of 6th Street, the clay hills north of Waldo, between 5th and 6th Streets, were being stripped to provide clay for the brick yards located on Cleveland Ave. An underpass was created to allow the wagons of clay to go under the new road that would be WI 42 (formerly routed on Reed Avenue)

During the last reconstruction of Waldo (1976?), the contractor was unsuccessful in demolition of that underpass, although the jarring by the heavy duty hydraulic hammer broke the seal of our two Thermopane windows. In using rough fill, the water lateral to 515 Waldo was subject to freezing in prolonged cold spells if not left running.

Shrubbery on the north side at the property line of 508 and 512 Waldo is at the site of the abutment for this underpass.

As a lifelong resident of Manitowoc's north side, the last 44 years in our home on Waldo, I wanted to share this information with you.

Howard Wilsmann
511 Waldo Boulevard
920-682-5351

Response #4

Thank you for your attendance to the Public Involvement Meeting on September 11 and we always appreciate your comments.

In regards to your comment about there being a concrete underpass that might be in the area of your house, we will look into this and take into account if this will be a problem for our construction. Thank you again for mentioning it to us, it always good to know what might be in the ground that we rarely know about.

If you have further questions or comments please feel free to email or call.

Comment #5

Very informative. We own the house at 1817 Waldo Blvd. We live at 6710 County Road Q Manitowoc, WI 54220.

I have 1 suggestion. At the 18th & Waldo Blvd intersection, if traveling east on Waldo & want to turn left (north) on N. 18th St. I would like to see a left turn arrow for those who want to turn left onto N. 18th St (CTY TK Q) & travel north. Currently there is an arrow to turn left and travel south on 18th. It is hard to turn left safely especially if pulling a trailer.

Richard Ruehr
1817 Waldo Boulevard
920-684-8249

Response #5

Thank you for your attendance to the Public Involvement Meeting on September 11 and we always appreciate your comments.

In regards to your comment about installing a left turn signal at 18th St intersection, we will look into the possibility of have a left turn signal.

If you have further questions or comments please feel free to e-mail or call.

Comment #6

Brian,

Has any serious consideration been given to removing the overpass east of Fleetwood to street grade level? It would be better.

Several years ago an overpass on HWY 10 in Forest Junction was leveled. This removal would aesthetically improve the roadway and require less maintenance in the future. It would definitely be an improvement.

The railroad is unused and becomes a bicycle trail right now...only a few miles north of Waldo.

Thank you for this consideration and study.

Thomas D Crowley
1310 South 25th Street
920-684-4194

Response #6

Thank you for your attendance to the Public Involvement Meeting on September 11 and we always appreciate your comments.

In regards to your comment about removing the RR overpass east of Fleetwood Drive, this RR is still in use, it has about 1 train a day that uses this line and could not be taken out of service, also removing the fill and making this an at grade RR crossing would introduce the risk of cars being hit by trains and prove to be very costly to do this work. The RR track that may turn into a bike trail, crosses over Waldo Blvd. closer to 21st St, where there is an at grade crossing, this set of RR tracks will be removed as part of the project and may eventually be made into bike trail. If you have further questions or comments please feel free to email or call.

Comment #6

After attending the Sept. 11 meeting I was under the impression that due to 4" being taken from the terraces on both sides of Waldo, most of those trees would have to come down.

After walking from N. 23rd to the lake:
Between N. 23rd & N. 8th – 99 Trees Total
Between N. 8th & lake – 50 Trees Total

Yet City officials are saying some gorgeous old trees will be lost, and yes we'll lose some trees.

When you're talking 149 trees, mostly in the residential area along Waldo, there is a big difference between "some" and "most".

If it is most of the trees, this will devastate one of the City's most scenic roadways.

Janis King
1114 N. 15th St.
920-682-0268

Waldo Boulevard Local Officials Meeting

Manitowoc City Hall-Council Chambers

Monday, August 25, 2014

5:30 PM to 6:30 PM

Attendees:

- Troy Robillard, Ayres Associates
- Matt Woicek, Ayres Associates
- Brian Haen, WisDOT
- Chuck Karow, WisDOT
- Mark Kantola, WisDOT
- Greg Minikel, City of Manitowoc Engineering Team Leader
- Dan Koski, City of Manitowoc Director of Public Infrastructure
- Gary Kennedy, Manitowoc County Highway Commissioner
- Alderman Scott McMeans
- Alderman Jim Brey
- Alderman Dave Soeldner
- Alderman Jason Sladky
- Alderman Eric Sitkiewitz
- Mayor Justin Nickels

Discussion Topics:

- Introductions
- Brian Haen and Troy Robillard described the project background, project benefits, displays, and schedule.
- Troy Robillard stated that the proposed roundabout layout at Maritime Drive was recently modified to improve pedestrian safety and provide continuity along WIS 42. The roundabout modifications will also reduce the amount of right of way impacts and reduce construction costs.

Questions/Answers

- Alderman – Can sidewalk be added along the east side of County R to connect the existing sidewalk that ends at the south limits bypass lane, to the sidewalk in the northeast quadrant of County R and Waldo Blvd?
Chuck Karow response: WisDOT will consider adding sidewalk along County R to provide continuity, however the cost of the sidewalk may be a nonparticipating cost to be paid for by the City.
- Alderman – With the removal of the bypass lane at the County R and US 10 intersection, how will access to those driveways be provided?
Troy Robillard response: The driveways along the bypass will be extended onto either County R or US 10.
- Alderman – With the bypass lane at County R being removed, how would this area be treated real estate wise?
Troy Robillard response: The City would still own the right of way, but residents would be responsible for snow removal and maintenance of the additional length of the driveway.

- Alderman – Are there any updates on installing a cul-de-sac at Menasha Ave. and 11th Street?
Troy Robillard response: The current alternative has improvements to the alignment of the intersection at Waldo, but not improvements being done to the Menasha Ave and 11th Street intersection.
- Mayor – With the new roundabout layout at Maritime Drive, will there still be a potential to sell off unused right of way to the property owner in the SE quadrant of the intersection?
Troy Robillard response: There will still be some right of way that can be sold back to that property owner, but the amount will be reduced with the new roundabout layout.
Chuck Karow response: The City may want to wait to sell the right of way back to the property owner until the project is finished. There will probably be WisDOT real estate department staff at the public involvement meeting to clarify the proper steps involved with excess right of way.
- Alderman – Is a roundabout still being considered at the County R intersection?
Brian Haen response: A roundabout at the County R intersection is no longer part of the project.
- Mayor – What is the funding on this project?
Chuck Karow response: 80% Federal, 20% State, there are some items that will not be covered such as sanitary sewer and water improvements and adjustments. The City would need to cover those items. There may also be some minor project costs that could be non-participating that the City would be responsible for the costs.
- Alderman – Will construction be completed in one year?
Brian Haen response: Due to the length of the project, construction will take place over 2 years. WisDOT is still determining a breakpoint on the project, but currently is looking at breaking up the project near the 18th Street intersection.
- Gary Kennedy – The County is scheduled to replace the bridge on County R in 2018. May want to consider starting this project on the east end near Maritime Drive working west.
Brian Haen response: In 2018 we will want to end construction just east of 18th Street. This will allow full access to traffic along 18th Street, especially since this route may serve as a detour route for the County R bridge replacement project. In 2019, construction would then take place between 18th Street and County R.
- Alderman – Wasn't the CN Railroad overpass just recently re-decked?
Greg Minikel response: Partial depth resurfacing of the bridge deck was done in 2000 and some spot patching was done in 2012 & 2013 on the bridge approaches.
- Alderman – Some residents expressed that they would like to see the CN Railroad overpass removed entirely and replaced with an at-grade crossing.
Troy Robillard response– A study was performed on the CN Railroad overpass to determine if it was more feasible to replace or to rehab. The study determined that the substructure was not in need of replacement and the cost to remove the overpass was more expensive than rehab, as well as the railroad would likely not agree to the increased exposure liability in the overpass was removed.

- Greg Minikel –Since 16th Street and 17th Street are both dead end road to the north of Waldo Blvd., will residents be closed off to those roads during construction?
Troy Robillard response: Access to those two roads will be maintained during construction by staging construction activities in that area.
- Alderman –Will bicycle lanes be provided on both directions of Waldo Blvd.?
Troy Robillard response: Bicycle accommodations will be provided along both directions of Waldo Blvd.
- Mayor –Will the bicycle lanes be painted?
Troy Robillard response: The bicycle accommodations will not be painted. In order to be marked bike lanes, they would have to be at least 5' in width. Along Waldo Blvd. we are only providing bike accommodations by means of a wide outside lane.
- Alderman – Expressed his opinion that they would not ride their bike on Waldo Blvd. or would allow their kids to ride their bike on Waldo Blvd.
- Troy Robillard – Many, if not all, of the trees within the median and within the terraces will be removed as a result of the project.
- Alderman – Will any trees be replanted as part of this project?
Brian Haen response: Trees will be replanted in the median but will not be replanted in the terraces. This is due to the terraces narrowing and also to allow enough clearance for vehicles to travel along Waldo Blvd.
- Alderman – Can the City plant trees in the terrace if they would like?
Chuck Karow response: They would have to be 4" diameter or less according to WisDOT. This allows the trees to be able to break away in the event of a collision.
- Alderman – How wide is the median over the CN Railroad and how much is it being reduced?
Troy Robillard response: The median will be 2' wide from face of curb to face of curb. The previous median was 6' wide from face of curb to face of curb.
- Alderman – Expressed concern with vehicles crossing over the smaller median and into opposing traffic. With the current median width, there are times when vehicles have crossed into the median and have knocked down light poles.



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

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

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

May 14, 2015

ATTN: Mr. Greg Minikel, P.E.

City of Manitowoc
900 Quay St.
Manitowoc, WI 54220

Subject: Waldo Boulevard (US10 / WIS 42); City of Manitowoc; Manitowoc County
WisDOT Project I.D. 1500-37-00 & 4570-12-00
Request for comments/concurrence on potential 4(f) impacts

As a result of previous project coordination, the City of Manitowoc has been notified that the Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for the above-mentioned project located on Waldo Boulevard between County R (Rapids Road) and Maritime Drive.

The scope of the proposed project is to rehabilitate Waldo Boulevard from County R to Fleetwood Drive and reconstruct the remainder of the roadway within the project limits. Within the reconstruction portion of the project a 4-lane divided typical section is proposed with on-street bicycle accommodations and sidewalk on each side of the roadway. As a result of widening the roadway due to the on-street bicycle accommodations, WisDOT will need to acquire temporary limited easements (TLE) throughout much of the project for sloping and matching back into existing ground beyond the sidewalk. The attached plan sheet displays the preliminary limits of the slope intercepts and TLE at the Little Manitowoc River Walkway property owned by the City of Manitowoc. The approximate amount of TLE required at this property is 0.03 acres. The attached plan sheet also depicts that WisDOT is proposing to reconnect the existing asphalt surface path located on the Little Manitowoc River Walkway property to the new sidewalk in the same manner as in the existing condition. Temporary impacts to the property are anticipated during construction, but WisDOT's current proposal will replace the existing facilities in-kind with the improvement project.

As part of the project environmental coordination, WisDOT is planning to perform a 4(f) Impact Evaluation for the proposed work and associated easements/fee acquisitions. Please review the attached exhibit and provide comments/concerns on the following:

- Current use and frequency of use of the property
- Background of the property and pertinent details of its acquisition
- Potential adverse effects to the property resulting from the proposed roadway work

If City of Manitowoc concurs with the current proposed action, please include a statement of concurrence in your response letter. If you need any additional information or have any questions, please contact Brian Haen at (920) 492-4103 or by email at brian.haen@dot.wi.gov. We appreciate your cooperation and assistance. A response prior to June 12, 2015 is appreciated to maintain the project schedule.

Sincerely,

Brian Haen

Brian Haen, P.E.
WisDOT Project Manager



CITY OF MANITOWOC

WISCONSIN, USA
www.manitowoc.org



2015 JUN 4 AM 10 52

WISCONSIN REGION

June 1, 2015

Mr. Brian Haen, P.E.
Wisconsin Department of Transportation
944 Vanderperren Way
Green Bay, WI 54304

Re: Waldo Blvd. (USH 10/STH 42)
Project I.D. 1500-37-00 & 4570-12-00
Comments on Potential 4(f) Impacts

Dear Mr. Haen:

We received your letter dated May 14, 2015 requesting our comments regarding potential 4(f) impacts of City owned land abutting the Little Manitowoc River and Waldo Blvd.

The City land currently has an existing asphalt pathway between Maritime Drive and Waldo Blvd. This pathway is likely used daily by citizens walking and biking. It also provides a pedestrian and bicycle link to the Mariners Trail along Maritime Drive and Memorial Drive (STH 42).

The asphalt pathway was constructed around 1988. This has been City property for at least the past 30 years and likely longer. We are not sure how this property was acquired or if it has always been City property.

We do not believe that there will be any adverse effects to the City property from the proposed roadway work. The City concurs with the current proposed action.

If you have any additional questions, please feel free to contact me at (920) 686-6910.

Sincerely,

Gregory J. Minikel, P.E.

Gregory J. Minikel, P.E.
Engineering Division Manager



Consultation Meeting Notes

Consultation Meeting #1 February 18, 2015

US 10/ WIS 42 Waldo Boulevard

WisDOT ID 1500-37-00, 1500-47-00, 4570-12-00

City of Manitowoc, Manitowoc County

WHS #14-0876/MN

Client: Ayres Associates and WisDOT NE Region

Meeting Date: February 18, 2015

Meeting Location: Manitowoc City Hall, Council Chamber Room

Meeting Time: 2:00 pm

Meeting Attendance

Jason Kennedy, WisDOT Cultural Resources Team (via telephone)

Mike Helmrick, WisDOT Northeast Region Environmental Coordinator (via telephone)

Mike Miller, St. Francis of Assisi

Linda Bender, St. Francis of Assisi School

Barbara Abel, Resident (1103 Lincoln Blvd)

Horst Abel, Resident (1103 Lincoln Blvd)

Matt Smits, City of Manitowoc Engineering

Chuck Karow, WisDOT

Brian Haen, WisDOT

Troy Robillard, Ayres Associates

Dan Koski, City of Manitowoc

Jennifer R. Haas, Cultural Resource Management UW Milwaukee

Justin Miller, Cultural Resource Management UW Milwaukee

Purpose: The purpose of the meeting was to consult on the determined eligible historic properties that have been identified along the project corridor, review the assessment of effects, and discuss possible mitigation options.

Project Overview, Section 106, and Affected Properties

- Self introductions were given of the attendees at the meeting as well as those attending via teleconference
- Troy Robillard gave a brief overview of the current project design

- Justin Miller gave an overview of the Section 106 process and the steps that led to the current consultation meeting.
- Justin Miller provided an overview of the affected properties and opened the discussion

General Discussion and Lincoln Boulevard Historic District Discussion

- Barbara Abel asked why all of the trees had to be removed and expressed deep concern over the lack of trees along the corridor that will occur because of the project. Removal of trees would result in the total loss of the canopy of shade that currently exists along the project corridor.
- Barabara Abel also had issues with the project design of including a wide outside lane for accommodations. No one would use the wide outside lane for bike accomodations because of the semi traffic and the availability of a sidewalk.
 - WisDOT indicates that bike and pedestrian accommodations are part the federal/state requirements. Trees in median need to be removed because of the replacement of utilities, such as sanitary sewer. The City would determine what trees will be replanted in the median.
- Barbara Abel also asked why the current overhead utilities could not be buried as part of the project.
 - WisDOT project team (B. Haen, C. Karow) and City of Manitowoc (Greg Minikel) responded that is a local (non-WisDOT) issue and it is outside of the scope of current project. The City indicated that cost, to bury the overhead electrical lines are not only costly for the project, but also for the adjacent land owners that need to pay for the new underground service hookup.
- Barbara Abel asked why the trees in the terrace along Lincoln Boulevard need to be removed. WisDOT Project Team, Ayres, and City discussed that it may be possible to leave trees in the terrace along Lincoln Boulevard in the terrace. WisDOT project team will look into this and if not possible, will consider a replanting scheme for the trees that will be removed from the terrace along Lincoln Boulevard.
 - The discussion of the trees along Lincoln Boulevard allowed for the development and discussion of possible mitigation for the Lincoln Boulevard Historic District, which would be, if possible, to save trees in the terrace along Lincoln Boulevard and, if not possible, to replace/replant trees of similar variety.

Action item: Project team will determine if any trees can remain in the terrace along Lincoln Boulevard within the District boundaries. If trees cannot be saved, a replanting plan would be

developed to replace the trees. These actions would be part of the mitigation for the adverse effects to the Lincoln Boulevard Historic District.

- Justin Miller discussed a formal NRHP nomination as part of the mitigation for the Lincoln Boulevard District as well.

Holy Innocents Discussion

- Mike Miller indicates that the Pastor was not happy with the current design plan, because in his opinion vehicles, turning on 12th Street and then onto Menasha Ave south of Waldo Blvd, instead of staying on Waldo Blvd up to 11th Street.
 - WisDOT project team and the City indicated that several alternatives were investigated including realigning Menasha Ave as a thru street, and closing Menasha Ave, however the current design balanced improvements of safety with minimizing impacts to adjacent landowners.
- Troy Robillard indicated that one tree may potentially have to be removed, due to the realignment of Menasha Ave. There will be 6 trees removed from the terrace along Waldo Blvd.
- Jason Kennedy asked how much acquisition is needed from Holy Innocents and how much the terrace would be changing.
 - Troy indicated that approximately 3,600 square feet of fee title acquisition would be needed for the realignment of Menasha Ave, and approximately 6500 square feet of a temporary limited easement would be needed for grading behind the sidewalk. The current design has a change in from the existing 5.5 feet to 4.3 feet, while the back of sidewalk remains at the same location.
- Justin Miller mentioned a sister resource, St. Andrews, that could be considered as a mitigation option, prepared a DOE for St. Andrews.
- Justin Miller suggested a NRHP nomination for the church itself and asked if Holy Innocents had any interest in doing so.
- Mike Miller did not know if Holy Innocents would be interested.
- Troy discussed the potential concrete removal, between the back of curb and sidewalk in front of the church. Justin Miller indicated that this would be an adverse effect at it is a contributing element to the church complex.
 - WisDOT project team proposed to repave the area between the curb and sidewalk, that currently has concrete, to avoid adverse effects to this property.

Action Item: UWM CRM to follow up with Holy Innocents to see if they are interested in tax credits. If so, a nomination could be prepared for the church as part the mitigation. If not, photo documentation and DOE for the sister resource may be considered as mitigation.

Woodrow Wilson

- Troy Robillard indicated that approximately 3,200 sq ft of TLE would be needed behind the sidewalk for match into the existing lawn along Waldo Blvd. The terrace width would be reduced by approximately 1.5 feet, with the back of sidewalk proposed at the same location. There would also be approximately 220 square feet of fee acquisition for the curb ramps, to bring up to the ADA compliance
- Jennifer Haas indicated that the tree removal from the terrace was a factor in the adverse effect.
 - Troy Robillard discussed possibly replanting trees behind the sidewalk as mitigation. Tree replanting is not possible in the median at this location due to the narrow configuration of the median.

Action Item: UWM CRM will follow up with the school to determine if they would be open to planning trees behind the sidewalk. If so, the tree replanting would be a mitigation item.

Elks Club

- Jason Kennedy asked about fee acquisition and TLEs needed the Elks clubhouse.
 - Troy Robillard indicated that approximately 11,000 sq ft of fee acquisition would be required for the construction of the proposed roundabout and approximately 14,000 sq ft of temporary limited easement would be required for grading behind the sidewalk.
- Justin Miller asked if the roundabout would be mounded in the center island.
 - WisDOT project team said that the center island would be mounded in the center, but would not significantly reduce the view of the lake from the Elks Club building.
- The City asked if it mattered that the Elks Club property was recently bought, and the new developer was planning to do major renovations to the existing buildings.
 - Jennifer said that the historic review needed to be completed of the current facilities.
- Justin Miller discussed photo-documentation as mitigation for this property.
- Justin Miller discussed possible tax credits if a nomination is completed for the property.

Action Item: UWM CRM will follow up with the current property owner to see if there is any interest in tax credits. If so, a NRHP nomination can be prepared for the property as a mitigation item, in addition to the photo documentation. If not, then photo documentation would be mitigation item.

Action Item: UWM CRM will reach out to the Manitowoc Historical Society to solicit concerns directly relating to affected properties.

Meeting adjourned at 3:45 pm.

Jennifer R Haas

From: Justin Carlos Miller
Sent: Wednesday, March 11, 2015 11:01 AM
To: Mike Miller
Cc: Jennifer R Haas
Subject: Re: Waldo Blvd follow-up

Hi Mike,

Thanks for the update. I understand the parish's reasons for not listing Holy Innocents, and it will certainly still be a possibility in the future. Thanks again, and if you have any other questions or concerns about the project, please don't hesitate to contact me or any other members of the project team.

Justin Miller

Architectural Historian

Cultural Resource Management Services

University of Wisconsin - Milwaukee

Sabin Hall 284

PO Box 413

Milwaukee, WI 53201-0413

(414) 229-3078

From: Mike Miller <Mike.Miller@sfsamanitowoc.com>
Sent: Wednesday, March 11, 2015 10:29 AM
To: Justin Carlos Miller
Subject: RE: Waldo Blvd follow-up

Good Morning Justin,

I was able to discuss this with our Parish Administrator, and they do not want to do anything at this time. We are in the process of leasing out another church, and a not so happy parishioner is attempting to sidetrack the lease by having it listed on the register.

In a year or two once this settles, we could revisit the possibility of having the Holy Innocents site listed.

Thank you,

mike

Michael Miller
Facilities Director
St Francis of Assisi Parish
601 N 8th St
Manitowoc, WI 54220
mike.miller@sfamanitowoc.com
920.629.9739

From: Justin Carlos Miller [jcmill@uwm.edu]
Sent: Wednesday, March 11, 2015 9:52 AM
To: Mike Miller
Subject: Waldo Blvd follow-up

Hi Mike,

I was wondering if the pastor and/or the appropriate parish representatives had been able to discuss the Waldo Blvd project and any interest in National Register listing as a mitigation option. I'd be happy to discuss if you need more information.

Thanks again,

Justin Miller
Architectural Historian

Cultural Resource Management Services
University of Wisconsin - Milwaukee
Sabin Hall 284
PO Box 413
Milwaukee, WI 53201-0413

(414) 229-3078

Jennifer R Haas

From: Justin Carlos Miller
Sent: Monday, March 09, 2015 1:29 PM
To: Flaherty, Marcia
Cc: Jennifer R Haas
Subject: Re: Wilson Junior High - Waldo Blvd project concerns?

Ms. Flaherty,

Thank you for your comments and for looking over the packet. If you have any other concerns or questions regarding the project, please don't hesitate to contact me or any member of the project team. Thanks again,

Justin Miller
Architectural Historian

Cultural Resource Management Services
University of Wisconsin - Milwaukee
Sabin Hall 284
PO Box 413
Milwaukee, WI 53201-0413

(414) 229-3078

From: Flaherty, Marcia <flahertym@mpsd.k12.wi.us>
Sent: Sunday, March 8, 2015 11:42 AM
To: Justin Carlos Miller
Subject: RE: Wilson Junior High - Waldo Blvd project concerns?

Dear Mr. Miller,

I have reviewed the documentation described below with our Director of Buildings and Grounds. We do not have concerns regarding the Waldo Blvd. project and don't believe it will have a negative impact on Wilson Junior High. Thank you.

Marcia C. Flaherty
Superintendent
Manitowoc Public School District

From: Justin Carlos Miller [mailto:jcmill@uwm.edu]
Sent: Monday, February 23, 2015 11:11 AM
To: Flaherty, Marcia
Cc: McLafferty, Rebecca
Subject: Wilson Junior High - Waldo Blvd project concerns?

Dear Ms. Flaherty,

My name is Justin Miller. I'm an historian with UW-Milwaukee Cultural Resource Management Services. I'm writing on behalf of the project team for the proposed Waldo Boulevard construction. As part of the federally-mandated Section 106 review process for the project, we are gathering input, concerns, and other comments from all stakeholders, including property owners, the City of Manitowoc, and local, state and federal agencies. Since this is a large project on a highly-visible location, I'm hoping that you (or the appropriate MPSD representative) can provide any concerns or comments regarding Wilson Junior High School, or the entire project as a whole.

I believe you received a document in the mail a few weeks ago containing the Draft "Documentation for Consultation". This document contains the project description, identifies historic properties, and assesses the project's effect on those historic properties. Here's a summary:

The project has two sections: the west section of Waldo, between Rapids Rd and Fleetwood Dr, will be repaved. The east section of Waldo, between Fleetwood Dr and Maritime Dr, will be reconstructed. The entire boulevard median will be removed and rebuilt. The roadway will widen approximately 18" in each direction. The grass terrace on either side of the roadway will be narrowed by 18" (to accommodate the wider roadway). The existing sidewalks will be removed and rebuilt in the same location. All of the existing trees in the boulevard median and in the grass terraces will be removed. The project team and the City of Manitowoc are working to establish a tree replacement plan for some of the removed trees.

The project will affect five historically significant properties - including Wilson - and one historically significant historic district. For a complete description of how the project will affect each of these properties, please refer to the Draft Documentation for Consultation.

At Wilson Junior High, Waldo Blvd will be widened slightly. The sidewalk will be removed and rebuilt in the same place. All of the trees in the grass terrace will be removed. These trees, along with the taller trees north of the sidewalk, currently form a screen or buffer between the roadway and the lawn bowl.

Does the Manitowoc Public School District have any comments, concerns or question regarding the project's effects to Wilson Junior High? Or regarding the project as a whole? Your comments will be included with the official review process documents. We are also in the process of developing mitigation measures to offset the adverse effects to the historic properties, so any ideas for mitigation measures are also welcome. At the recent consultation meeting on Feb 18, one of the suggested mitigation measures would be to work with the appropriate MPSD representative to develop a tree replacement plan for the trees that will be removed.

I'd be happy to answer any questions or to clarify anything. I know the Section 106 process can be a little confusing, so please don't hesitate to call or email me. I can also send copies or pdfs of the Documentation for Consultation for reference, if you need it.

Thanks for your participation, and I look forward to hearing from you. And congratulations on your upcoming retirement!

Justin Miller
Architectural Historian

Cultural Resource Management Services
University of Wisconsin - Milwaukee
Sabin Hall 284

Jennifer R Haas

From: Justin Carlos Miller
Sent: Monday, March 16, 2015 12:53 PM
To: Jennifer R Haas
Subject: Fw: Waldo Blvd construction project - concerns/comments?

From: Dale H. Hanke <d.hanke@redarrowusa.com>
Sent: Wednesday, March 11, 2015 10:29 AM
To: Justin Carlos Miller
Subject: RE: Waldo Blvd construction project - concerns/comments?

Justin, would you please send pdfs of the Documentation for Consultation. After I've had a chance to review I will call with questions.

Thanks, Dale

Dale Hanke
President/CEO

Red Arrow
Natural flavor, pure and simple.
Tel: 920-769-1100 Fax: 920-766-1220
Email: d.hanke@redarrowusa.com
Website: www.redarrowusa.com

From: Justin Carlos Miller [mailto:jcmiller@uwm.edu]
Sent: Wednesday, March 11, 2015 9:49 AM
To: Dale H. Hanke
Subject: Waldo Blvd construction project - concerns/comments?

Dear Mr. Hanke,

I'm writing to follow up on my email from several weeks ago. If this email could be better answered by someone else at Red Arrow, please forward it to the appropriate person.

We are gathering input, concerns, and other comments from all stakeholders, including property owners, the City of Manitowoc, and local, state and federal agencies. Since this is a large project on a highly-visible location, I'm hoping that you can provide any concerns or comments regarding your affected property, or the entire project as a whole.

I believe you received a document in the mail a few weeks ago containing the Draft "Documentation for Consultation". This document contains the project description, identifies historic properties, and assesses the project's effect on those historic properties. Here's a summary:

The project has two sections: the west section of Waldo, between Rapids Rd and Fleetwood Dr, will be repaved. The east section of Waldo, between Fleetwood Dr and Maritime Dr, will be reconstructed. The entire boulevard median will be removed and rebuilt. The roadway will widen approximately 18" in each

direction. The grass terrace on either side of the roadway will be narrowed by 18" (to accommodate the wider roadway). The existing sidewalks will be removed and rebuilt in the same location. All of the existing trees in the boulevard median and in the grass terraces will be removed. The project team and the City of Manitowoc are working to establish a tree replacement plan for some of the removed trees.

The project will affect five historically significant properties and one historically significant historic district, including your property, referred to as the Elks Clubhouse in the Draft Documentation for Consultation. For a complete description of how the project will affect each of these properties, please refer to the Draft Documentation for Consultation.

Elks Clubhouse (200 Waldo, at Maritime Dr)

A roundabout will be constructed at the Waldo/Maritime intersection. A portion of the southeast corner of the property will be purchased to accommodate the new roundabout.

Do you have any comments, concerns or question regarding effects to your property? Or regarding the project as a whole? Your comments will be included with the official review process documents. We are also in the process of developing mitigation measures to offset the adverse effects to the historic properties, so any ideas for mitigation measures are also welcome.

As noted previously, since the Elks Clubhouse has been determined eligible for listing in the National Register, rehabilitation tax credits may be available; completing the tax credit eligibility process was discussed as a possible mitigation option.

I'd be happy to answer any questions or to clarify anything. I know the Section 106 process can be a little confusing, so please don't hesitate to call or email me. I can also send copies or pdfs of the Documentation for Consultation for reference, if you need it.

Thanks for your participation, and I look forward to hearing from you.

Justin Miller
Architectural Historian

Cultural Resource Management Services
University of Wisconsin - Milwaukee
Sabin Hall 284
PO Box 413
Milwaukee, WI 53201-0413

(414) 229-3078

Jennifer R Haas

From: Justin Carlos Miller
Sent: Thursday, March 12, 2015 4:17 PM
To: Jennifer R Haas
Subject: Fw: Waldo Blvd project follow-up

This is from Manitowoc County Historical Society. They did not have any concerns. See below...

Thanks!

Justin Miller
Architectural Historian

Cultural Resource Management Services
University of Wisconsin - Milwaukee
Sabin Hall 284
PO Box 413
Milwaukee, WI 53201-0413

(414) 229-3078

From: Amy Meyer, MCHS Director <director@manitowocountyhistory.org>
Sent: Thursday, March 12, 2015 3:38 PM
To: Justin Carlos Miller
Subject: RE: Waldo Blvd project follow-up

Hi Justin,

Thanks for checking in. We did review the paperwork and do not have any concerns about the project.

If you need any follow-up or have any questions, please let me know.

Thanks!

Amy Meyer
Executive Director
Manitowoc County Historical Society
1701 Michigan Avenue
Manitowoc, WI 54220
(920) 684-4445
director@manitowocountyhistory.org
manitowocountyhistory.org

From: Justin Carlos Miller [mailto:jcmill@uwm.edu]
Sent: Thursday, March 12, 2015 9:48 AM
To: director@manitowocountyhistory.org
Subject: Waldo Blvd project follow-up

Hello,

Just a quick follow regarding the Waldo Boulevard project. Have you and/or the Society had time to review the project? Do you have any concerns regarding any of the affected properties?

Please let me know if you have any questions - I'd be happy to send digital copies of the draft Documentation for Consultation, as well, if you'd like it for review.

Thanks again,

Justin Miller
Architectural Historian

Cultural Resource Management Services
University of Wisconsin - Milwaukee
Sabin Hall 284
PO Box 413
Milwaukee, WI 53201-0413

(414) 229-3078

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IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

January 11, 2016

9043.1
ER-15/0668

Mr. Michael Davies
Division Administrator
Federal Highway Administration
Wisconsin Division
525 Junction Road, Suite 8000
Madison, Wisconsin 53717

Dear Mr. Davies:

The Department of the Interior (Department) has reviewed the Draft Section 4(f) Evaluation for US Highway 10 and Wisconsin Highway 41 (Waldo Boulevard), City of Manitowoc, Manitowoc County, Wisconsin. The Department offers the following comments and recommendations for your consideration:

Section 4(f) Comments

This document considers effects to five identified properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303§ 771.135) associated with the Waldo Boulevard project. The Waldo Boulevard (U.S. Highway 10 and Wisconsin Highway 42) project area extends three miles from County Road R (Rapids Road) to Maritime Drive within the city of Manitowoc (City). The project purpose is to improve the driving surface of this section of road while improving storm water management in conjunction with improvements to City utilities (storm water sewers and drains). The proposal also provides accommodations for on-street bicycle use and sidewalks compliant with the Americans with Disabilities Act requirements.

The draft section 4(f) evaluation, prepared by the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA), considered the impacts to the Lincoln Boulevard Historic District, the Holy Innocents Parish Complex, Woodrow Wilson Junior High School, the Elks Clubhouse, and the Little Manitowoc River Walkway. Under Section 106 of the National Historic Preservation Act, as amended, the FHWA determined that the Waldo Boulevard project would have an adverse effect to the historic properties (Lincoln Boulevard Historic District, the Holy Innocents Parish Complex, the Woodrow Wilson Junior High School, and the Elks Clubhouse). A determination of an adverse effect under Section 106

constitutes a use under Section 4(f). The FHWA and WisDOT drafted a memorandum of agreement providing mitigation necessary for these properties, but at the time of this review, the memorandum had not been signed.

Impacts to the Little Manitowoc River Walkway would be from temporary construction-related activities, and no permanent transportation use of the recreational facility would occur. Therefore, Section 4(f) provisions do not apply to the Walkway.

The FHWA and WisDOT explored several avoidance alternatives during the project development phase, but none were found feasible and/or prudent, nor met the purpose and need of the project. The proposed alternative was determined to be the alternative with the least overall harm to 4(f) resources.

The Department would concur with the FHWA and the WisDOT on a determination of no feasible or prudent alternative to the preferred alternative, if built as proposed, which would result in impacts to eligible properties. We withhold our concurrence with the measures to minimize harm to the historic properties because all parties, including the State Historic Preservation Officer, have not agreed to the mitigation measures, and have not signed the memorandum of agreement. A copy of a signed memorandum in the final evaluation would be sufficient for us to remove our objections.

The Department has a continuing interest in working with the FHWA and the WisDOT to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lindy Nelson', with a stylized flourish at the end.

Lindy Nelson
Regional Environmental Officer



Preserving America's Heritage

January 26, 2016

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

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

Dear Mr. Chidister:

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

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

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

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

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