

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Rio Depot Restoration and Rehabilitation
PUBLIC SPONSOR: Village of Rio
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$2,400	\$52,200	\$0	\$54,600
Federal:	\$9,600	\$208,800	\$0	\$218,400
Total:	\$12,000	\$261,000	\$	\$273,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 3
- MISCELLANEOUS:

2.9 avg

Strengths

Weaknesses

tourist contact
7,500 visitors to facility

Comments:

OVERALL RANKING:

1 _____ 2 *X* 3 *X* 4 _____ 5 _____
High Priority Low Priority

7. *Your project will likely be eligible for funding under both TE and STP-D programs if it is for a bicycle and pedestrian facility. Check the appropriate box (boxes if applying for both) below and complete the following information to indicate which program(s) you are applying for. (See Guidelines for detailed information) All Enhancements projects must fit into one of the 12 categories AND relate to surface transportation:*

Local Transportation Enhancements (TE) Program

Indicate which **ONE** of these twelve categories **best** identifies your project:

- | | |
|--|---|
| <input type="checkbox"/> Provision of facilities for pedestrians/bicycles | <input type="checkbox"/> Acquisition of scenic easements and scenic or historic sites |
| <input type="checkbox"/> Provision of safety and educational activities for pedestrians & bicyclists | <input type="checkbox"/> Scenic or historic highway programs (including the provision of tourist and welcome center facilities) |
| <input type="checkbox"/> Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) | <input type="checkbox"/> Landscaping and other scenic beautification |
| <input checked="" type="checkbox"/> * Historic Preservation | <input type="checkbox"/> Control and removal of outdoor advertising |
| <input type="checkbox"/> * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals) | <input type="checkbox"/> Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity |
| <input type="checkbox"/> Establishment of transportation museums | <input type="checkbox"/> Archeological planning and research |

* Historic Projects must be on or deemed eligible for the Wisconsin or National Register(s) of Historic Places, or officially designated as a local landmark.

Surface Transportation Discretionary Program (STP-D)

Note: Eligible applicants must be from a local public body in an area having a population of 5,000+. Indicate which **ONE** of these categories **best** identifies your project:

- Provision of facilities for pedestrians/bicycles (Eligible for *both* Enhancements and STP-D)
- Development of plan for pedestrians/bicycles (*Only* eligible for STP-D funding)
- Transit Capital Project (*Only* eligible for STP-D funding). These projects should be coordinated with the WisDOT Public Transit Section in the Bureau of Transit and Local Roads
- Other Eligible STP-D Project to Reduce Single Occupant Vehicle Traffic. (Describe: _____)

8. **In 100 words or less**, describe the project (See Question 12 for *detailed* description instructions.)

Revitalization of the downtown railroad depot is the primary goal of the proposed project in Rio, Wisconsin. The station's new functions will be tri-fold: a contact point for tourism, an area railroad transportation museum and a community meeting room. The rehabilitated depot will also provide local residents and regional tourists with a gateway to the town's central business district. Historic Preservation is a main goal of the project, as these new uses would be integrated without significant alterations to the station. The proposed project scope calls for repair and restoration of both the interior and exterior according to NPS standards.

9. **PROJECT COSTS:** An accurate cost estimate is critical because the local sponsor will be responsible for any costs that

exceed the project award amount. List the broad categories of expenses in the following table. To ensure the reasonableness of estimates a more detailed budget should be included in your answer to Question 12, particularly for projects with many Construction components such as streetscaping and landscaping projects. **Construction projects must be \$100,000 and over.** This is the total size of the project including design, real estate acquisition, and construction. Purchase of materials should be listed under Construction as the costs can only be reimbursed after the materials are installed. **All other projects must be \$25,000 and over.** This applies to all non-construction projects including system-wide planning and preliminary engineering work such as developing project specific design work, environmental documents and Plans, Specifications and Estimates (PS&Es). Please note that you should submit a separate application and budget for each project or stand-alone project segment you are willing to accept funding for, e.g., Preliminary Engineering (P.E.) or a bike trail section that could function as a separate facility. We will not split or partially fund project requests. Note that due to previous year project commitments, major new funds are only available starting with state Fiscal Year 2004. It is possible that Districts may be able to meet requests for Design work in early 2003 for cases where Design work is needed prior to letting a project for Construction by July of 2003. This will depend on the status of projects already scheduled and the number and size of requests received. It is anticipated that by January of 2003 Districts will be able to determine whether you can proceed with Design work prior to FY 2004 that begins on July 1, 2003.

		FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design		\$12,000	\$11,000	\$
Real Estate			\$	\$
Construction			\$250,000	\$
System Planning (STP-D Only)			\$	\$
TOTAL		\$12,000	\$261,000	\$
Percentage of Public Sponsor	20%	\$2,400	\$52,200	\$
Percentage of Federal Funds:	80%	\$9,600	\$208,800	\$
TOTAL		\$12,000	\$261,000	\$

Public sponsors will be responsible for any project costs in excess of the total project costs shown here.

10. When will the project begin? (Please indicate month and year for each applicable phase):

P.E./Design/Planning March 2003

Real Estate NA

Construction September 2003

Please note that each project will be reviewed by the WisDOT Disadvantaged Business Enterprise (DBE) office for an assessment of the potential for the project to be assigned a **DBE goal** as a percentage of the award amount. Only WisDOT certified firms may be used to meet DBE goals.

Federal TEA-21 guidelines encourage the use of **Youth Conservation or Service Corps** workers to perform appropriate TE activities. We encourage you to consider the use of such services on your projects for bicycle trails, landscaping and other similar work. For information on Corps activities, please contact Laura Degolier, Executive Director of the Wisconsin Conservation Corps, at 608/266-7730 (e-mail: DEGOLL@DWD.STATE.WI.US). (For work performed by industry contractors, please contact the TRANS Program at 414/445-6955).

11. Please confirm your understanding of the following project conditions by **initialing** below:

Person initialing and signing the application must have fiscal authority for the public sponsor.

- a. Matching dollar funding of at least 20% of project costs must be provided by the sponsor.
RS Accepted.
- b. These are **reimbursement** programs. The sponsor must finance the project until federal reimbursement funds are available.
RS Accepted.
- c. Public sponsor must fund project costs in excess of the amounts indicated in Question 9 (i.e., cost overruns) at no expense to ~~state~~ federal funding sources.
RS Accepted.
- d. **The sponsor must not incur costs for any phase of the project, until that phase has been authorized for federal charges and the sponsor has been notified by the District that it can begin incurring costs.** Otherwise, the sponsor risks incurring costs that will not be reimbursable.
RS Accepted.
- e. The sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include but are not limited to the following: a Qualifications Based Selection process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & AASHTO design standards for bicycle facilities; U.S. Department of the Interior standards for historic buildings, etc. Each District can provide copies of the current Local Sponsors Guide, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. Applicants need to become familiar with the requirements in these documents as necessary to complete their projects.
RS Accepted.
- f. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed, snowmobile use is only allowable by local ordinance and trail fees may not be charged to use a federal highway funded facility.
RS Accepted.
- g. The sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds.
RS Accepted.

12. On **NO MORE THAN THREE, 8 1/2" x 11", DOUBLE SPACED, SINGLE-SIDED PAGES** (11 point font minimum), please answer the following questions regarding the project you are applying for:

a) For **bicycle and/or pedestrian facilities**, clearly indicate the location, length, width and surface materials and any connections to existing or planned facilities. Also answer the following as applicable to your bicycle or pedestrian project:

- Does your community have a bicycle or pedestrian plan?
- Summarize the bicycle and pedestrian projects that you have developed over the past 5 years being sure to include any bicycle and pedestrian projects that have been incorporated into larger street or highway projects (such as paved shoulders and bike lanes). A one-sentence description including the project length is sufficient.
- Summarize any other non-project bicycle and pedestrian efforts put into action by your community (participation in Bike-to-Work Week, bike rack installation, bike safety courses or rodeos, pedestrian road-shows, police on bikes, etc.).
- Does your community assess for sidewalk improvements?

b) For **historic related projects**, how does the project relate to Wisconsin's past or present surface transportation system? Document that the project is on or eligible for the National and/or State Register of Historic Places or a local landmark designated under a locally adopted landmarks ordinance. If not already on a register, provide documentation from the Wisconsin State Historical Society that the project meets eligibility standards for the register. Provide detail on the historic, architectural and other significance of the project. Including a picture with the application is particularly helpful for evaluating historic projects.

c) For **landscaping/streetscaping** applications, clearly detail the types of amenities and improvements that will be part of the project. Also indicate how the improvements could promote opportunities for walking and biking.

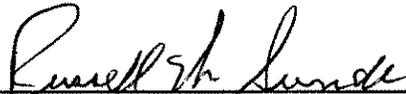
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as for shopping, work, school trips, etc.

e) Broadly describe other project benefits (not already covered above) related to any of the following -- improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development, tourism, safety, etc.

13. I have read and understood the above statements.

Signed on behalf of Village of Rio
(Name of Sponsor)

By Russell Sunde
(Name of Person with Fiscal Authority)


(Signature of Person)

Village President
(Title of Person Signing)

April 10, 2002
(Date)

Please remember to include the required 8 1/2" x 11" black and white map for you project
Completed applications consist of 1 original and 2 copies of pages 1-5 plus attachments. Applications must be submitted to the appropriate WisDOT District office or postmarked with an official Post Office date stamp (private postage meter stamp will not be acceptable after deadline) by **Friday, April 12, 2002** to be eligible for funding.

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

A. What is proposed? E.g., for bicycle and pedestrian facilities provide the location, width and surface materials.

The Village of Rio, in cooperation with the Rio Community Club, desires to apply for a Local Transportation Enhancement Program fund grant through the Department of Transportation. The proposed project is the restoration and rehabilitation of the Chicago, Milwaukee & St. Paul railroad depot in Rio, Wisconsin. The estimated project cost, including professional fees and permits, will be \$273,000. The Rio Community Club has raised a significant portion of the matching funds necessary to complete the project and taken steps to allocate initial rehabilitation costs into the village budget prior to reimbursement. Local people with in-kind gifts of labor and/or materials may do some of the proposed construction work under professional supervision.

The depot was constructed circa 1916 and is located on a small village green at the north terminus of Lincoln Street, the main street of the town's central business district. It encompasses 2185 square feet and originally housed the stationmaster's office, a waiting room, toilets, a mechanical room and a freight area. The interior retains a high degree of integrity, with only the toilet and mechanical spaces in poor condition. The exterior also retains much of its original appearance, with the windows and doors intact behind plywood protection. The non-profit Rio Community Club currently owns the building. The depot is eligible for the National Register of Historic Places.

The Village of Rio, in conjunction with the Rio Community Club is proposing to rehabilitate the building for use as a contact point for tourists, an area railroad transportation museum and a community meeting room. This rehabilitation will maintain the high level of surviving integrity and take place according to National Park Service standards and guidelines. The depot's former waiting area is the planned location of the tourism contact point. After it is restored to its original appearance, it will hold a display of area tourism, community and recreational information. In addition, the historic waiting room will serve as a display/research area on local history in cooperation with the Rio Community Library to educate both local and transitory visitors. The historic stationmaster's office will become an area railroad transportation museum and memorabilia room. The room will be restored to its original appearance and artifacts collected by club members will be used to create a replica of the original operating office. This area will serve as an introductory interpretive resource addressing the area's transportation history. Finally, the space that originally served as a freight storage area will be adapted for use as

a community meeting room. This room will hold fifty people and provide space for community gatherings, presentations and other functions. Two large baggage doors will be retained to connect the depot to activities taking place on the nearby village green. A small kitchenette will be added unobtrusively to the community room. Former support spaces will be converted to toilet facilities for visitors and additional support space will include mechanical space and a basement storage area. The only significant departure from historic precedent will be the accommodation of present day accessibility requirements, which will be added sensitively into the historic fabric of the depot.

The proposed exterior rehabilitation of the depot follows a similarly non-intrusive philosophy and places a high premium on restoration. The exterior rehabilitation will include restoration of the original windows, doors and exterior stuccowork and will replace or replicate missing exterior components. The passenger platform will be improved to meet accessibility standards. The grounds of the village green surrounding the depot will remain as they are and accessible parking will be added. The village green provides a convenient resting spot for bicyclists, tourists and local citizens and will be used for community events such as flea markets, ice cream socials and pig roasts.

The Village of Rio, in conjunction with the Rio Community Club is working with the Columbia County Tourism Council to connect the area campgrounds to the village via a bicycle and pedestrian path. The depot will be a natural stopping point along this path. The community supports bicycle safety courses through the police department. The Village of Rio also assesses for sidewalk improvements.

B. How does the project relate to Wisconsin's surface transportation system and how would it enhance the transportation system?

The proposed depot restoration project is closely linked with several facets of Wisconsin's surface transportation system including rural roadways, bicycling and pedestrian use. The revitalized depot will retain its historic role as a cultural gateway for travelers into the surrounding community. Its local history room and transportation museum will enhance appreciation of the area's longstanding tradition of surface transportation, particularly its railroads. Most importantly, the tourist contact point will disseminate information on the area's network of rural roadways to both drivers and bicyclists. Easily accessible information will encourage both

appreciation for and increased use of one of Wisconsin's greatest transportation and recreational assets, its rural road network. The depot will impact the local pedestrian transportation network by providing an intermediary link between automobile and bicycle-borne tourists and the nearby business district.

C. Realistically, how much usage or impact would the proposed facility have on an annual basis?

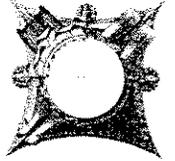
Tourist traffic through the Rio vicinity is substantial. Attractions such as three nearby state wildlife areas, the Wisconsin Dells and the Wisconsin River, support three campgrounds totaling 550 campsites within a five-mile radius of the village. These facilities and attractions, combined with the region's wooded landscape and many lakes, generate significant recreational traffic. A successful rehabilitation of the depot in Rio will provide both tourists and local visitors with an easily visible, accessible and informative reason to stop in the village downtown area, a resource that the village of Rio does not have at present. Additionally, it will offer a focal point for local activity, increasing pedestrian traffic to the downtown central business district. Initially, the village of Rio anticipates attracting 7,500 people annually to the depot facility through year-round operation and special events. The rehabilitated depot will also provide non-recreational uses by serving as a conveniently located link to downtown for increased pedestrian, bicycle and automobile traffic.

D. Broadly describe other project benefits (not already covered above related to any of the following – preservation of state historic, environmental or scenic resources, economic development, tourism promotion, safety, etc.?)

By providing a destination offering quality tourism information and historical interpretation, we hope to increase existing levels of multi-modal traffic through the village and county area. The depot will funnel increased traffic into downtown Rio and provide economic impetus for further investment and development in the central business district. In addition to the economic, social and recreational benefits of the proposed project, the successful preservation and restoration of the Rio depot as a Wisconsin historic and cultural resource will provide a model for future preservation activities in Rio and rural communities throughout Columbia County.

ISTHMUS
ARCHITECTURE, INC.

613 Williamson Street
Suite 203
Madison, WI 53703
Phone: 608.294.0206
Fax: 608.294.0207



This work was prepared by me and my assistants, and constitutes my best and true work, and I warrant that the same are original and true copies of the original work, and that I am the author of the same, and that I have not copied or derived the same from any other source, and that I have not used any copyrighted material without the permission of the owner.

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RIO TRAIN DEPOT

Project
Proj. No.: 0003

FLOOR PLAN

Sheet Title

Scale: 3/32" = 1'-0"

Drawn By: JP

Date: 4/03/06

Rev. Date:

Rev. Date:

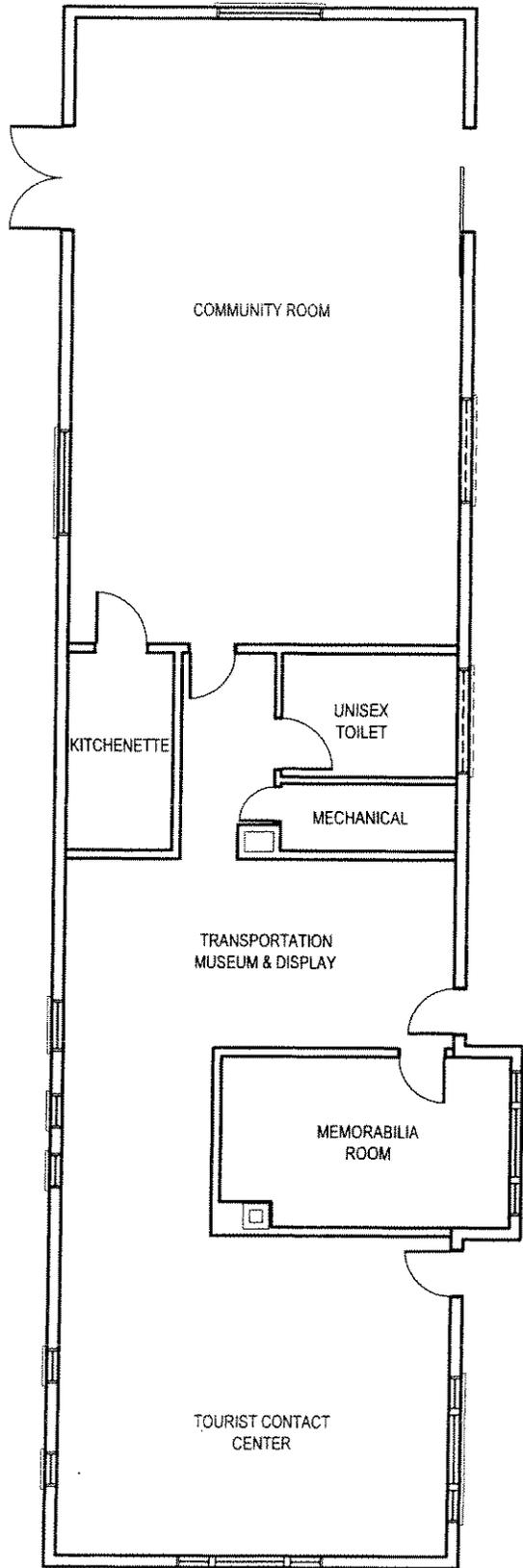
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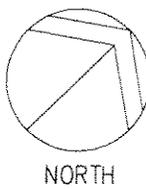
Sheet No:

Sheet of



EXISTING VILLAGE GREEN

PASSENGER PLAT FORM



PROPOSED FLOOR PLAN

3/32" = 1'-0"

Historic Preservation

DISTRICT 2: MPO RANKINGS

Southeastern Wisconsin RPC

ID #	PROJECT NAME	FED SHARE	RANK
2h01	North Point Lighthouse Restoration	\$ 984,000	9 of 9
2h02	Old Coast Guard Station	\$ 1,251,080	9 of 9
2h03	Historic Interurban Depot Preservation Project	\$ 194,560	9 of 9

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: North Point Lighthouse Restoration
PUBLIC SPONSOR: Milwaukee County
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$39,200	\$206,800	\$0	\$246,000
Federal:	\$156,800	\$827,200	\$0	\$984,000
Total:	\$196,000	\$1,034,000	\$	\$1,230,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 6
- MISCELLANEOUS:

2.1 avg

Strengths

NATIONAL REGISTER
 UNIQUE

Weaknesses

SALE NOT COMPLETE
 INITIAL ANALYSES NOT DONE

Comments: SENATOR GROBSCHMIDT SUPPORTS ON BEHALF OF THE
 "FRIENDS OF THE LIGHTHOUSE"

COMMUNITY CONCERNED THAT THERE ISN'T ENOUGH PARKING

OVERALL RANKING:


 2 _____ 3 _____ 4 _____ 5 _____
 High Priority Low Priority

GROUP WILL OPPOSE



AUG 13 2002

August 12, 2002

Senator Roger Breske
Wisconsin State Senate
P.O. Box 7882
Madison, WI 53707-7882

Re: Milwaukee County Local Transportation Enhancement Application for the
Restoration of North Point Lighthouse, Milwaukee, Wisconsin

Dear Senator Breske:

This letter supports the Milwaukee County Parks Department application for Local Transportation Enhancement funding to support the restoration and preservation of the North Point Lighthouse in Milwaukee's Historic Lake Park. Decommissioned in 1994, the lighthouse has completed its 120 year tour of duty as an essential link in the navigation of Lake Michigan and the development history of the Midwest, Wisconsin and Milwaukee. Funding the restoration will reawaken this sentinel as a curator of our State's maritime history and a steward of preservation.

As President of the North Point Lighthouse Friends, Inc., I am convinced that the restoration of this facility will accomplish the dual goal of preserving an important link to Wisconsin and the Great Lakes marine history and of insuring that the public has access to this unique historical treasure. The project aim is to operate the facility as a gallery that will house lighthouse and maritime artifacts, educate visitors about the history of the lighthouse, Lake Park, its architect, Frederick Law Olmsted, and Wisconsin's and our nation's proud maritime and lighthouse heritage. This project has broad appeal and grass roots support. Attached also is a copy of the July 18, 2002 joint letter in support of our project and this application by our area representatives, Senators Darling and Grobschmidt and Representatives Wasserman and Richards.

Among many important aspects of this project, two appear to make it most unique and worthy of your funding consideration: a) the lighthouse, as well as Lake Park itself, are registered National Historic Places; and b) the North Point Light is the only lighthouse to exist within an Olmsted-designed park.

P.O. Box 930 • Milwaukee, WI 53201-0930
e-mail: northpointlighthouse@yahoo.com

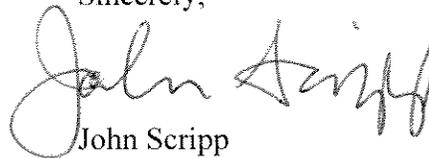
"Preserving Milwaukee's Light For Future Generations"

Our organization has been working cooperatively with the Milwaukee County Department of Parks, Recreation, and Culture to insure that this project is undertaken and managed appropriately. Together, we have been working closely with the United States Coast Guard and the federal government to insure that this extraordinary site will be owned by Milwaukee County and operated and managed by the North Point Lighthouse Friends under a proper plan for the site, the lighthouse and the keeper's quarters.

We have and will cooperate with the Wisconsin Historical Society in the restoration and have already begun to share the history at this site with its members and local and Great Lakes historical societies. With the financial support of the Local Transportation Enhancements program, the citizens of Wisconsin will benefit from the preservation of this important historical landmark.

We would be happy to address any question about the project that you and/or the Committee may have (414-223-5025; jscripp@whdlaw.com) and would be pleased to make any appearance that might enhance your committee's understanding of and appreciation for this restoration.

Sincerely,



John Scripp

President, North Point Lighthouse Friends, Inc.



OFFICE OF THE COUNTY EXECUTIVE

Milwaukee County

SCOTT WALKER • COUNTY EXECUTIVE

August 14, 2002

Senator Roger Breske
Room 18 South
P.O. Box 7882
Madison, WI 53707-7882

Dear Senator ^{Roger} Breske:

The image of Milwaukee County has indeed been enhanced this summer, with events such as the Major League Baseball All-Star Game, and will continue to be profiled through next summer and beyond, with the 100th anniversary of the founding of the Harley Davidson Corporation. We continue to look for viable ways to highlight many aspects our county and give recognition to deserving individuals as people across the State of Wisconsin, the United States, and the world see what Milwaukee County has to offer.

With the renovation and restoration of the North Point Lighthouse, Milwaukee County can take that next step in preserving one of our own keepsakes. One must consider that the lighthouse, as well as Lake Park, are registered National Historic Places. In addition, the North Point Lighthouse is the only lighthouse to exist within an Olmsted-designed park.

The County, specifically the Department of Parks, Recreation, and Culture has been working closely with the United States Coast Guard and the Federal government to assure that this will be owned by Milwaukee County and operated by the North Point Lighthouse Friends.

With your support, the citizens of Wisconsin will benefit from the preservation of this important historical landmark. I hope you choose to support this measure.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott K. Walker", written over a large, stylized, handwritten letter "S".

Scott K. Walker
Milwaukee County Executive



Wisconsin Legislature

July 18, 2002

John Scripp
North Point Lighthouse Friends
111 East Wisconsin Avenue
Suite 2100
Milwaukee, WI 53202

Dear Mr. Scripp:

Thank you for providing us with information on North Point Lighthouse Friend's proposal for the renovation, preservation and utilization of the lighthouse and keeper's quarters. We applaud the foresight and commitment that promises to extend and broaden the usefulness of these historic buildings.

We were struck with the attention to detail evident in all the materials you sent us. Especially impressive is the plan's careful consideration of the lighthouse's past and future relationship with the surrounding neighborhood and community at-large. This recognition and respect seems to be a hallmark of the group's labors and bodes well for the project's success.

We wholeheartedly support this effort to ensure that this proud symbol of the past continues to be an asset for future generations. We look forward to the day when we can join you in celebrating the opening of the restored North Point Lighthouse.

Sincerely,

Handwritten signature of Sheldon A. Wasserman in black ink.

Sheldon A. Wasserman
State Representative
22nd Assembly District

Handwritten signature of Jon Richards in black ink.

Jon Richards
State Representative
19th Assembly District

Handwritten signature of Richard A. Grobschmidt in black ink.

Richard A. Grobschmidt
State Senator
7th Senate District

Handwritten signature of Alberta Darling in black ink.

Alberta Darling
State Senator
8th Senate District

Piliouras, Elizabeth

From: GBroderick@milwcnty.com
Sent: Wednesday, August 14, 2002 9:24 AM
To: Rep.Fitzgerald@legis.state.wi.us; Rep.Schoof@legis.state.wi.us;
Mike.Richards@legis.state.wi.us; Sen.Breske@legis.state.wi.us;
Philip.Albert@commerce.state.wi.us; msperos@travelwisconsin.com;
tom.carlson@dot.state.wi.us; Dan.Scudder@dot.state.wi.us; darrell.bazzell@dnr.state.wi.us;
fennef@dnr.state.wi.us; rdexter@whs.wisc.edu
Subject: North Point Lighthouse

I write to enthusiastically support the Milwaukee County Parks Department application for funding from the Local Transportation Enhancement to restore and preserve the North Point Lighthouse in Milwaukee's Historic Lake Park. Preservation of this unique area would ensure public access and an educational opportunity to explore the history of Wisconsin and its relationship to the Great Lakes.

County Supervisor Gerry Broderick

Piliouras, Elizabeth

From: Marcia Coles [coles@execpc.com]

Sent: Tuesday, August 13, 2002 6:17 PM

To: Duffe, John

Cc: Rep.Fitzgerald; Rep.Schoof@legis.state.wi.us; Sen.Kanavas; Sen.Breske; Albert, Phil; Speros, Moose; tom.carlson@dot.state.wi.us; Bazzell, Darrell L; Richards, Mike; Scudder, Dan; Fennessy, Franc

Subject: letter of support for North Point Lighthouse restoration funding

Attached please find a letter of support for North Point Lighthouse restoration funding as requested by Milwaukee County Parks Department in application for Local Transportation Enhancement funding.

Thank you. Marcia Coles, President, Lake Park Friends.

08/14/2002

To: John Duffey and Year 2002 Local Enhancements Review Committee Members
From: Marcia Coles, President
Lake Park Friends, P.O. Box 71197, Milwaukee, WI 53211
Date: August 13, 2002
Re: North Point Lighthouse letter of support

This letter is in support of the North Point Lighthouse restoration plans as submitted by Milwaukee County Parks Department in applying for Local Transportation Enhancement funding.

Lake Park Friends is a nonprofit, 501c3 organization with a mission to promote the preservation and enjoyment of Milwaukee's Lake Park, to sponsor educational and recreational events in the park, and to raise funds for park restoration and enhancement in the spirit of Frederick Law Olmsted. Lake Park Friends voted in 1997 to support preservation of the North Point Lighthouse and keeper's quarters on the bluffs of Lake Park. We have worked actively since then to research the lighthouse and park history, to help form restoration plans, and to develop the North Point Lighthouse Friends organization.

The North Point Lighthouse and keeper's quarters were established at the "North Point" of Milwaukee's harbor in the 1850s, prior to the development of the now adjacent Lake Park, one of the city's first public parks. The 1855 lighthouse was replaced in 1879 with a "new" lighthouse and keeper's quarters and it is this lighthouse which we aim to preserve and restore.

Park designer Frederick Law Olmsted when designing Lake Park in the 1890s was careful to design carriage roads and bridges traversing the federal lighthouse land so as to not interfere with the lighthouse functioning. The design was so successful that most park visitors today have no sense that the park is actually divided into two sections with the lighthouse land between. Increasingly, park users have expressed sadness about the abandonment and deterioration of the historic lighthouse and the dwelling.

Lake Park Friends, park users, and neighbors have expressed considerable interest in the park and lighthouse history. Preservation and restoration of the keeper's quarters will provide gallery space to "show and tell" the important story of Milwaukee's lighthouse and maritime history, as well as Lake Park and neighborhood history. The lighthouse itself, when restored and opened to the public, will allow young and old alike a chance to climb the steps for a wonderful view of the park, Lake Michigan, and the city of Milwaukee. We look forward to the time when the federal lighthouse property becomes part of Lake Park and especially to the time when the lighthouse and keeper's quarters have been restored and opened to the public.

If you have questions, I may be contacted at 414-964-7088 or 715-479-8008 (August 14-19.)

Piliouras, Elizabeth

From: SCRIPP, John JS [jscripp@whdlaw.com]
Sent: Tuesday, August 13, 2002 3:29 PM
To: Duffe, John
Cc: Rep.Fitzgerald; 'Rep.Schoof@legis.state.wi.us'; Sen.Kanavas; Sen.Breske; Albert, Phil; Speros, Moose; 'tom.carlson@dot.state.wi.us'; Bazzell, Darrell L; Richards, Mike; Scudder, Dan; 'Franc.fennessey@dnr.state.wi.us'
Subject: Please Distribute to TE Evaluation Committee in Support of Milw. Co. North Point Lighthouse Restoration

THE RESTORATION OF THE NORTH POINT LIGHTHOUSE IS SUPPORTED BY ALL OF THE ELECTED REPRESENTATIVES OF THE COMMUNITY WITHIN WHICH THE LIGHTHOUSE IS LOCATED:

--the State Senators and Representatives who districts encompass Lake Park have all advanced support for the Restoration and Milwaukee County's TE application to fund it.

--Milwaukee County's Board of Supervisors authorized inclusion of the Restoration as its historic preservation TE project: County Executive Walker's office and current County Supervisor Gerry Broderick (whose district includes the Lighthouse) are actively supporting the County's application by their own independent contacts.

--Milwaukee County's Board and then County Executive resolved to grant our group an option to restore, lease and operate the restored Lighthouse according to the same plan which is contained in the project that would be funded by this TE funding. That plan recognizes with particular care and respect the historic park and neighborhood which grew up around the Lighthouse and represents a public use of very carefully limited impact on both.

--Congressman Tom Barrett and City of Milwaukee Alderman Michael D'Amato (in whose districts the Lighthouse will be restored) publicly support the Restoration.

THIS PROJECT WOULD NOT HAVE THIS UNIVERSAL AND UNQUALIFIED PUBLIC OFFICIAL SUPPORT IF THERE WAS SUBSTANTIAL CREDIBLE OPPOSITION. THAT MEASURE OF COMMUNITY SUPPORT IS BASED ON:

--the community planning process convened and supported by the community organizations whose purview include the Lighthouse, its surrounding neighborhood and Lake Park: the Water Tower Landmark Trust and

Lake Park Friends.

--these organizations approved the same plan accepted by Milwaukee County because they were convinced that it promoted a use consistent with the character of Lake Park and the surrounding community. Under the plan, the Lighthouse Tower will be restored and reconnected to the Keeper's Quarters as it was in history. The Keeper's quarters will become a gallery of lighthouse, maritime and Lake Park history and heritage, which will be open to the public. Meeting rooms, a few small offices for nonprofit organizations, occasional tours and the Friends organization of volunteers and donors will provide a steady and adequate base for operating income, without taxing the site. Visitor parking will be provided primarily in a central Lake Park lot whose use will be coordinated with other park users.

--officers, directors and members of both organizations participated in an inclusive community planning process which resulted in the North Point Lighthouse Restoration Strategic Plan 2001, which supported by area foundations moved that same plan forward towards fruition. (A copy of that Strategic Plan 2001 is being expressed to you for review by the Committee). North Point Lighthouse Friends, Inc. is a non-profit 501(c)(3) qualified corporation whose directors include prominent members of the Lighthouse community. (A roster of its members is being included in the express package for review by the Committee).

--the Park People of Milwaukee County, Inc., whose members have often been skeptical of privately supported ventures in public parks, "heartily support the North Point Lighthouse Friends as they seek support for the restoration and renovation of the lighthouse and lighthouse keeper's house located in Lake Park".

--when a few, who objected to the restoration, attempted in late 2000 and early 2001 to support an attempt to physically move the North Point Lighthouse to be an attraction at a downtown lakefront venue, those neighborhood organizations, the community and historic preservation societies rallied to its defense as appropriately remaining in Lake Park. (My letter to a trustee of a foundation supporter of the restoration dated January 30, 2001 and attaching copies of letters of support is being expressed to you by separate cover for review by the Committee.)

PLEASE CONSIDER THIS OVERWHELMING EXPRESSION OF THE RESTORATION'S SUPPORT BY OUR COMMUNITY.

Very Truly Yours,

John Scripp, President

North Point Lighthouse Friends-

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The information in this e-mail is confidential and may be protected by the attorney's work product doctrine or the attorney/client privilege. It is intended solely for the addressee(s); access to anyone else is unauthorized. If this message has been sent to you in error, do not review, disseminate, distribute or copy it. Please reply to the sender that you have received the message in error, then delete it. Thank you for your cooperation.
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OFFICE OF THE COUNTY EXECUTIVE
Milwaukee County

SCOTT WALKER • COUNTY EXECUTIVE

2002-0461
DTIM

August 14, 2002



FAXED

8-14-02

Department of Transportation
Acting Secretary Tom Carlsen
4802 Sheboygan Avenue, #803
Madison, WI 53702

Dear Acting Secretary Carlsen:

The image of Milwaukee County has indeed been enhanced this summer, with events such as the Major League Baseball All-Star Game, and will continue to be profiled through next summer and beyond, with the 100th anniversary of the founding of the Harley Davidson Corporation. We continue to look for viable ways to highlight many aspects our county and give recognition to deserving individuals as people across the State of Wisconsin, the United States, and the world see what Milwaukee County has to offer.

With the renovation and restoration of the North Point Lighthouse, Milwaukee County can take that next step in preserving one of our own keepsakes. One must consider that the lighthouse, as well as Lake Park, are registered National Historic Places. In addition, the North Point Lighthouse is the only lighthouse to exist within an Olmsted-designed park.

The County, specifically the Department of Parks, Recreation, and Culture has been working closely with the United States Coast Guard and the Federal government to assure that this will be owned by Milwaukee County and operated by the North Point Lighthouse Friends.

With your support, the citizens of Wisconsin will benefit from the preservation of this important historical landmark. I hope you choose to support this measure.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott K. Walker".

Scott K. Walker
Milwaukee County Executive

Wisconsin Department of Transportation (WisDOT)
Statewide Multi-Modal Improvement Program (SMIP)

FYs 2004-2005 PROJECT APPLICATION FORM FOR:
Local Transportation Enhancements (TE) Program
Surface Transportation Program-Discretionary (STP-D)
(Form available in electronic format from WisDOT)

1. Project Name: North Point Lighthouse Restoration
2. Project Location: Municipality: Milwaukee County: Milwaukee
Street Address of Project (if applicable): 2650 N. Wahl Avenue
Describe location and boundaries of the project: SE 1/4 of Section 15 T.7 N., R.22 E.,
An approximately 800' by 100' parcel of land within Milwaukee County's
Lake Park.
3. Name of the MPO the project is represented by: Southeastern Wisconsin RPC (SEWRPC)
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: Milwaukee County
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
2 of 3 . This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Tom Forbes Title: Ass. Director (Facilities)
Address: 9480 Watertown Plank Road Phone: (414) 257-4887
Municipality: Wauwatosa State: WI Zip: 53226
FAX: (414) 257-8190 E-mail: tforbes@milwcnty.com

Secondary Contact of Non-Profit or Other Agency Submitting Application through Public Sponsor:

Name: John Scripp Title: Pres/N-Point Lighthouse Frnds
Address: 111 E. Wisconsin Ave. #2100 Phone: (414) 223-5025
Municipality: Milwaukee State: WI Zip: 53202
FAX: (414) 223-5000 E-mail: js@whdlaw.com

7. Your project will likely be eligible for funding under both TE and STP-D programs if it is for a bicycle and pedestrian facility. Check the appropriate box (boxes if applying for both) below and complete the following information to indicate which program(s) you are applying for. (See Guidelines for detailed information) All Enhancements projects must fit into one of the 12 categories AND relate to surface transportation:

Local Transportation Enhancements (TE) Program

Indicate which ONE of these twelve categories best identifies your project:

- | | |
|---|---|
| <input type="checkbox"/> Provision of facilities for pedestrians/bicycles | <input type="checkbox"/> Acquisition of scenic easements and scenic or historic sites |
| <input type="checkbox"/> Provision of safety and educational activities for pedestrians & bicyclists | <input type="checkbox"/> Scenic or historic highway programs (including the provision of tourist and welcome center facilities) |
| <input type="checkbox"/> Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) | <input type="checkbox"/> Landscaping and other scenic beautification |
| <input type="checkbox"/> * Historic Preservation | <input type="checkbox"/> Control and removal of outdoor advertising |
| <input checked="" type="checkbox"/> * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals) | <input type="checkbox"/> Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity |
| <input type="checkbox"/> Establishment of transportation museums | <input type="checkbox"/> Archeological planning and research |

* Historic Projects must be on or deemed eligible for the Wisconsin or National Register(s) of Historic Places, or officially designated as a local landmark.

Surface Transportation Discretionary Program (STP-D)

Note: Eligible applicants must be from a local public body in an area having a population of 5,000+.

Indicate which ONE of these categories best identifies your project:

- Provision of facilities for pedestrians/bicycles (Eligible for both Enhancements and STP-D)
- Development of plan for pedestrians/bicycles (Only eligible for STP-D funding)
- Transit Capital Project (Only eligible for STP-D funding). These projects should be coordinated with the WisDOT Public Transit Section in the Bureau of Transit and Local Roads
- Other Eligible STP-D Project to Reduce Single Occupant Vehicle Traffic. (Describe: _____)

8. In 100 words or less, describe the project (See Question 12 for detailed description instructions.)

The North Point Lighthouse in Milwaukee's Lake Park is being
acquired by Milwaukee County from the U.S. Coast Guard.
The park and the lighthouse are on the National Historic
Register. The county, along with the North Point Lighthouse
Friends wish to rehabilitate the complex according to U.S.
Department of Interior standards. Plans call for the keeper's
quarters to become publicly accessible meeting space,
a gallery to house lighthouse artifacts, park and marine
history, as well as a program of preservation and utilization.
The complex is deteriorating and will be restored to reflect the
era in which it was built.

9. PROJECT COSTS: An accurate cost estimate is critical because the local sponsor will be responsible for any costs that

exceed the project award amount. List the broad categories of expenses in the following table. To ensure the reasonableness of estimates a more detailed budget should be included in your answer to Question 12, particularly for projects with many Construction components such as streetscaping and landscaping projects. **Construction projects must be \$100,000 and over.** This is the total size of the project including design, real estate acquisition, and construction. Purchase of materials should be listed under Construction as the costs can only be reimbursed after the materials are installed. **All other projects must be \$25,000 and over.** This applies to all non-construction projects including system-wide planning and preliminary engineering work such as developing project specific design work, environmental documents and Plans, Specifications and Estimates (PS&Es). Please note that you should submit a separate application and budget for each project or stand-alone project segment you are willing to accept funding for, e.g., Preliminary Engineering (P.E.) or a bike trail section that could function as a separate facility. We will not split or partially fund project requests. Note that due to previous year project commitments, major new funds are only available starting with state Fiscal Year 2004. It is possible that Districts may be able to meet requests for Design work in early 2003 for cases where Design work is needed prior to letting a project for Construction by July of 2003. This will depend on the status of projects already scheduled and the number and size of requests received. It is anticipated that by January of 2003 Districts will be able to determine whether you can proceed with Design work prior to FY 2004 that begins on July 1, 2003.

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$196,000	\$	\$
Real Estate		\$	\$
Construction		\$1,034,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$196,000	\$1,034,000	\$
Percentage of Public Sponsor Funds: 20%	<i>39,200</i>	\$206,800	\$
Percentage of Federal Funds: 80%	<i>156,800</i>	\$827,200	\$
TOTAL	\$196,000	\$1,034,000	\$

Public sponsors will be responsible for any project costs in excess of the total project costs shown here.

10. When will the project begin? (Please indicate month and year for each applicable phase):

P.E./Design/Planning July 2003

Real Estate Not applicable

Construction July 2004

Please note that each project will be reviewed by the WisDOT Disadvantaged Business Enterprise (DBE) office for an assessment of the potential for the project to be assigned a **DBE goal** as a percentage of the award amount. Only WisDOT certified firms may be used to meet DBE goals.

Federal TEA-21 guidelines encourage the use of **Youth Conservation or Service Corps** workers to perform appropriate TE activities. We encourage you to consider the use of such services on your projects for bicycle trails, landscaping and other similar work. For information on Corps activities, please contact Laura Degolier, Executive Director of the Wisconsin Conservation Corps, at 608/266-7730 (e-mail: DEGOLL@DWD.STATE.WI.US). (For work performed by industry contractors, please contact the TRANS Program at 414/445-6955).

11. Please confirm your understanding of the following project conditions by *initialing* below:
Person initialing and signing the application must have fiscal authority for the public sponsor.

- a. Matching dollar funding of at least 20% of project costs must be provided by the sponsor.

ADB Accepted.

- b. These are **reimbursement** programs. The sponsor must finance the project until federal reimbursement funds are available.

ADB Accepted.

- c. Public sponsor must fund project costs in excess of the amounts indicated in Question 9 (i.e., cost overruns) at no expense to state/federal funding sources.

ADB Accepted.

- d. **The sponsor must not incur costs for any phase of the project, until that phase has been authorized for federal charges and the sponsor has been notified by the District that it can begin incurring costs.** Otherwise, the sponsor risks incurring costs that will not be reimbursable.

ADB Accepted.

- e. The sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include but are not limited to the following: a Qualifications Based Selection process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & AASHTO design standards for bicycle facilities; U.S. Department of the Interior standards for historic buildings, etc. Each District can provide copies of the current Local Sponsors Guide, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. Applicants need to become familiar with the requirements in these documents as necessary to complete their projects.

ADB Accepted.

- f. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed, snowmobile use is only allowable by local ordinance and trail fees may not be charged to use a federal highway funded facility.

ADB Accepted.

- g. The sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds.

ADB Accepted.

12. On **NO MORE THAN THREE, 8 1/2" x 11", DOUBLE SPACED, SINGLE-SIDED PAGES** (11 point font minimum), please answer the following questions regarding the project you are applying for:

a) For **bicycle and/or pedestrian facilities**, clearly indicate the location, length, width and surface materials and any connections to existing or planned facilities. Also answer the following as applicable to your bicycle or pedestrian project:

- Does your community have a bicycle or pedestrian plan?
- Summarize the bicycle and pedestrian projects that you have developed over the past 5 years being sure to include any bicycle and pedestrian projects that have been incorporated into larger street or highway projects (such as paved shoulders and bike lanes). A one-sentence description including the project length is sufficient.
- Summarize any other non-project bicycle and pedestrian efforts put into action by your community (participation in Bike-to-Work Week, bike rack installation, bike safety courses or rodeos, pedestrian road-shows, police on bikes, etc.).
- Does your community assess for sidewalk improvements?

b) For **historic related projects**, how does the project relate to Wisconsin's past or present surface transportation system? Document that the project is on or eligible for the National and/or State Register of Historic Places or a local landmark designated under a locally adopted landmarks ordinance. If not already on a register, provide documentation from the Wisconsin State Historical Society that the project meets eligibility standards for the register. Provide detail on the historic, architectural and other significance of the project. Including a picture with the application is particularly helpful for evaluating historic projects.

c) For **landscaping/streetscaping** applications, clearly detail the types of amenities and improvements that will be part of the project. Also indicate how the improvements could promote opportunities for walking and biking.

d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as for shopping, work, school trips, etc.

e) Broadly describe other project benefits (not already covered above) related to any of the following - improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development, tourism, safety, etc.

13. I have read and understood the above statements.

Signed on behalf of Milwaukee County
(Name of Sponsor)

By Susan L. Baldwin
(Name of Person with Fiscal Authority)


(Signature of Person)

Parks Department Director
(Title of Person Signing)

April 12, 2002
(Date)

Please remember to include the required 8 1/2" x 11" black and white map for you project
Completed applications consist of 1 original and 2 copies of pages 1-5 plus attachments. Applications must be submitted to the appropriate WisDOT District office or postmarked with an official Post Office date stamp (private postage meter stamp will not be acceptable after deadline) by **Friday, April 12, 2002** to be eligible for funding.

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

Application Question #12 (b)

The majestic North Point Lighthouse, a jewel in the crown of Milwaukee's Historic Lake Park, is in transition, having completed its tour of duty as a beacon to guide Lake Michigan ships to safe passage to Milwaukee. The lighthouse complex, already designated on the National Register of Historic Places and the North Point - North Local Historic District, consists of a 74-foot lighthouse, the 2 ½ story keeper's quarters and is located on a two-acre, wooded site. On its western border is a century-old neighborhood of historic homes. In 1994, the U.S Coast Guard designated the lighthouse complex as surplus. Since then, the Milwaukee County Parks Department has been working closely with the Lake Park Friends, the North Point Lighthouse Friends, the Water Tower Landmark Trust, and the U.S. Coast Guard to insure this asset is rehabilitated and made available to the community.

At present, the United States Coast Guard owns the property. An agreement between the Federal Government and Milwaukee County, working with the North Point Lighthouse Friends, Inc., has been reached and the process of transferring ownership to the Milwaukee County Parks has been advanced. Transfer of ownership of the facility to Milwaukee County is expected to be completed by the end of 2002, after the Coast Guard performs lead soil contamination analysis and remediation at the site during the spring and summer of 2002. The U.S. government, through the recently enacted National Surplus Lighthouse Preservation Act, gives priority to historic preservation community projects such as this. The partnership between the North Point Lighthouse Friends and Milwaukee County facilitates the county's acquisition, restoration, and operation of this historic facility. While the service of the lighthouse to the Great Lakes is complete, a unique opportunity for it to shine as a beacon for the preservation and retention of history has just begun. The key to that transformation lies in financing the preservation of the complex, creating a vessel for important artifacts and history, and insuring public access to the lighthouse complex and its historical contents.

In the late 19th and early 20th centuries, in an era when waterways were the highways and main thoroughfares between cities, the lighthouse facilitated water travel between Milwaukee, Chicago, Green Bay and beyond. Whether serving as a beacon to those merchants traveling along the Wisconsin shoreline, or as a symbol of safety and security for those navigators coming across Lake Michigan, the Lighthouse was in itself a destination. The

proposed restoration project seeks to return this facility to just that – a *destination*. This project will welcome the public to the safe harbor of history and preservation. The beacon that guided the traders of the 19th century can soon be the destination for school groups, neighbors, and citizens as they seek to discover the richness of our regional and national history, and the importance of Great Lakes transportation.

The North Point Lighthouse stands in the midst of Historic Lake Park, a masterpiece designed by one of the 19th century's foremost American landscape architects. In the early 1890's, Frederick Law Olmsted, also the designer of New York's Central Park, designed Lake Park. His design paid due respect to the lighthouse and its enduring significance, and today, we see even more clearly how it was an integral part of the Lake Park design.

Lake Park is a community asset that has seen increased levels of activity over the years. Significant numbers of bicyclists, walkers, runners, and even cross-country skiers regularly use the trails and paths throughout the park. The adjacent Lion Bridges, once wide enough to accommodate horse and carriage and later the automobile, today are narrower and are limited to pedestrians and bicycles. Within the past ten years alone, Lake Park has been rejuvenated with the creation of a new playground area for children, two soccer fields, upgraded tennis courts, and a new volunteer effort aimed at cleanup and eradication of nuisance plants. The North Point Lighthouse is also adjacent to Highway 32, a major part of the Lake Michigan Circle Tour that was created by the Great Lakes Commission. Within the more recent past, the historical Lake Park Pavilion, long overlooked and underused by the transitory society, within which we live, has been restored and renovated. After investing hundreds of thousands of dollars in its renovation, a private restaurateur opened an upscale restaurant, Lake Park Bistro, in much of the pavilion sparking further momentum for the park. The pavilion remains open and accessible to the public.

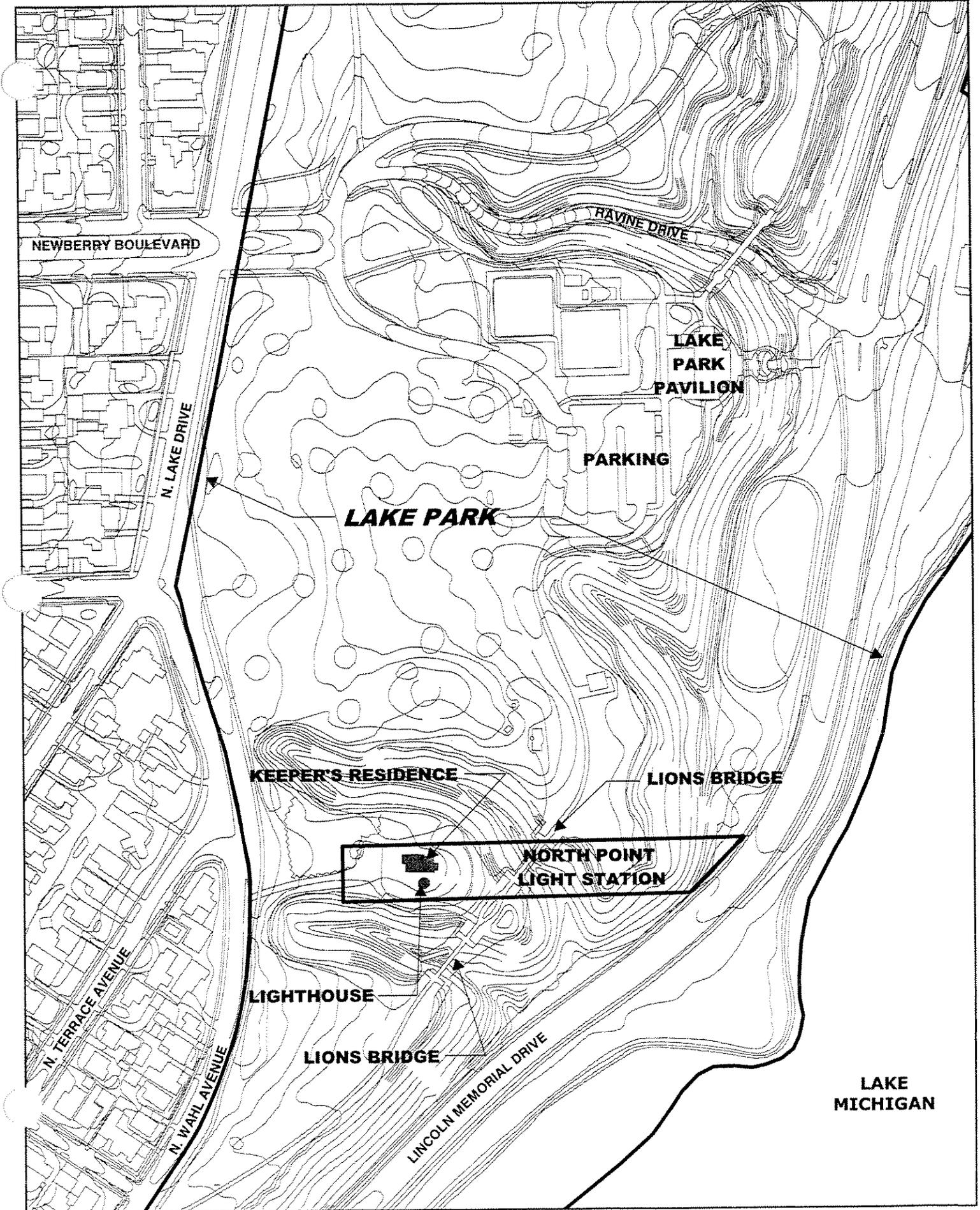
The restoration of the North Point Lighthouse will further strengthen the historic quality and appeal of the park and the neighborhood. In turn, the users of the park's amenities will naturally be drawn to the newly refurbished Lighthouse. The unique relationship between Lake Park and its adjacent neighborhood will be recognized and respected in the restoration. While the lighthouse always was a public navigational facility and an aesthetic place, this project is an opportunity to truly transform it into a facility that can be *accessed* by the public. Through the continued cooperative preservation efforts, what is now a static symbol of a past and forgotten function can be

transformed into an interactive monument that preserves and cherishes our rich nautical history. The keeper's quarters use as a gallery of lighthouse, Lake Park, and nautical history, will secure its future in the public domain. The specific plans for the renovation include the lighthouse and keeper's quarters being transformed into a multi-purpose facility providing gallery space for lighthouse artifacts, and other memorabilia related to marine and park history, as well as office and meeting space for public use. Specifically, the patchwork duplex of the keeper's quarters interior will be reconfigured and updated with new mechanicals to insure long-term and efficient public service.

The Lighthouse complex needs to be restored due to age and recent neglect. Restoration will include returning the two buildings to their turn-of-the-century charm and character. Essential period architectural detail will not be overlooked, and handicapped accessibility to the keeper's quarters will be provided via exterior ramps and interior elevator. A major feature of the restoration will be the return of the covered passageway that connects the lighthouse to the keeper's quarters. Exterior lighting will illuminate the tower and the keeper's quarters and period lighting will be used to light the paths leading up to the buildings. Construction and renovation elements will include compliance with Program of Preservation & Utilization submitted to the Department of Interior/National Park Service and will follow "The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. In February of 1999 the Milwaukee County Board of Supervisors and the Milwaukee County Executive authorized Milwaukee County to enter into an option and thirty year lease with the North Point Lighthouse Friends, Inc. to perform the rehabilitation and operation of the Lighthouse facility.

0 35 70 140 210 280 Feet

SITE MAP - NORTH POINT LIGHT STATION, MILWAUKEE WISCONSIN



Wisconsin Department of Transportation (WisDOT)
Statewide Multi-Modal Improvement Program (SMIP)

FYs 2004-2005 PROJECT APPLICATION FORM FOR:
Local Transportation Enhancements (TE) Program
Surface Transportation Program-Discretionary (STP-D)
(Form available in electronic format from WisDOT)

1. Project Name: Old Coast Guard Station
2. Project Location: Municipality: Milwaukee County: Milwaukee
Street Address of Project (if applicable): 1600 N. Lincoln Memorial Drive
Describe location and boundaries of the project: McKinley Park
(see National Register boundary map attached)
3. Name of the MPO the project is represented by: Southeastern Wisconsin RPC (SEWRPC)
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: Department of City Development - Milwaukee
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
1 of 5. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Brian J. Pionke Title: Historic Preservation Officer
Address: 809 N. Broadway Phone: (414) 286-5705
Municipality: Milwaukee State: WI Zip: 53202-3617
FAX: (414) 286-0730 E-mail: bpionk@mkedcd.org

Secondary Contact of Non-Profit or Other Agency Submitting Application through Public Sponsor:

Name: City of Milwaukee Title: _____
Address: 200 E. Wells Street Phone: (414) 286-2200
Municipality: Milwaukee State: WI Zip: 53202
FAX: (414) 286-3191 E-mail: NA

7. Your project will likely be eligible for funding under both TE and STP-D programs if it is for a bicycle and pedestrian facility. Check the appropriate box (boxes if applying for both) below and complete the following information to indicate which program(s) you are applying for. (See Guidelines for detailed information) All Enhancements projects must fit into one of the 12 categories AND relate to surface transportation:

Local Transportation Enhancements (TE) Program

Indicate which ONE of these twelve categories best identifies your project:

- | | |
|---|---|
| <input type="checkbox"/> Provision of facilities for pedestrians/bicycles | <input type="checkbox"/> Acquisition of scenic easements and scenic or historic sites |
| <input type="checkbox"/> Provision of safety and educational activities for pedestrians & bicyclists | <input type="checkbox"/> Scenic or historic highway programs (including the provision of tourist and welcome center facilities) |
| <input type="checkbox"/> Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) | <input type="checkbox"/> Landscaping and other scenic beautification |
| <input type="checkbox"/> * Historic Preservation | <input type="checkbox"/> Control and removal of outdoor advertising |
| <input checked="" type="checkbox"/> * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals) | <input type="checkbox"/> Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity |
| <input type="checkbox"/> Establishment of transportation museums | <input type="checkbox"/> Archeological planning and research |

* Historic Projects must be on or deemed eligible for the Wisconsin or National Register(s) of Historic Places, or officially designated as a local landmark.

Surface Transportation Discretionary Program (STP-D)

Note: Eligible applicants must be from a local public body in an area having a population of 5,000+.

Indicate which ONE of these categories best identifies your project:

- Provision of facilities for pedestrians/bicycles (Eligible for both Enhancements and STP-D)
- Development of plan for pedestrians/bicycles (Only eligible for STP-D funding)
- Transit Capital Project (Only eligible for STP-D funding). These projects should be coordinated with the WisDOT Public Transit Section in the Bureau of Transit and Local Roads
- Other Eligible STP-D Project to Reduce Single Occupant Vehicle Traffic. (Describe: _____)

8. In 100 words or less, describe the project (See Question 12 for detailed description instructions.)

The project will restore and adaptively reuse the Old Coast Guard Station as a local waterfront attraction. The exterior will be stabilized and repaired using methods that are in keeping with the Secretary of Interior's Standards of Rehabilitation. The interior will be rehabilitated into a public use space that highlights the cultural heritage of the City of Milwaukee. Activities are to include display of painting, art, and sculpture, and entertainment. The building will act as a catalytic development to support and bolster other maritime activities and features of the area.

9. **PROJECT COSTS:** An accurate cost estimate is critical because the local sponsor will be responsible for any costs that exceed the project award amount. List the broad categories of expenses in the following table. To ensure the reasonableness of estimates a more detailed budget should be included in your answer to Question 12, particularly for projects with many Construction components such as streetscaping and landscaping projects. **Construction projects must be \$100,000 and over.** This is the total size of the project including design, real estate acquisition, and construction. Purchase of materials should be listed under Construction as the costs can only be reimbursed after the materials are installed. **All other projects must be \$25,000 and over.** This applies to all non-construction projects including system-wide planning and preliminary engineering work such as developing project specific design work, environmental documents and Plans, Specifications and Estimates (PS&Es). Please note that you should submit a separate application and budget for each project or stand-alone project segment you are willing to accept funding for, e.g., Preliminary Engineering (P.E.) or a bike trail section that could function as a separate facility. We will not split or partially fund project requests. Note that due to previous year project commitments, major new funds are only available starting with state Fiscal Year 2004. It is possible that Districts may be able to meet requests for Design work in early 2003 for cases where Design work is needed prior to letting a project for Construction by July of 2003. This will depend on the status of projects already scheduled and the number and size of requests received. It is anticipated that by January of 2003 Districts will be able to determine whether you can proceed with Design work prior to FY 2004 that begins on July 1, 2003.

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$NA	\$108,850	\$0
Real Estate		\$0	\$0
Construction		\$655,000	\$800,000
System Planning (STP-D Only)		\$NA	\$NA
TOTAL	\$NA	\$763,850	\$800,000
Percentage of Public Sponsor Funds: 20%		\$152,770	\$160,000
Percentage of Federal Funds: 80%		\$631,080	\$640,000
TOTAL	\$NA	\$763,850	\$800,000

Public sponsors will be responsible for any project costs in excess of the total project costs shown here.

10. When will the project begin? (Please indicate month and year for each applicable phase):

P.E./Design/Planning July 2002

Real Estate July 2003

Construction September 2004

Please note that each project will be reviewed by the WisDOT Disadvantaged Business Enterprise (DBE) office for an assessment of the potential for the project to be assigned a **DBE goal** as a percentage of the award amount. Only WisDOT certified firms may be used to meet DBE goals.

Federal TEA-21 guidelines encourage the use of **Youth Conservation or Service Corps** workers to perform appropriate TE activities. We encourage you to consider the use of such services on your projects for bicycle trails, landscaping and other similar work. For information on Corps activities, please contact Laura Degolier, Executive Director of the Wisconsin Conservation Corps, at 608/266-7730 (e-mail: DEGOLL@DWD.STATE.WI.US). (For work performed by industry contractors, please contact the TRANS Program at 414/445-6955).

11. Please confirm your understanding of the following project conditions by *initialing* below:

Person initialing and signing the application must have fiscal authority for the public sponsor.

- a. Matching dollar funding of at least 20% of project costs must be provided by the sponsor.

JMW Accepted.

- b. These are **reimbursement** programs. The sponsor must finance the project until federal reimbursement funds are available.

JMW Accepted.

- c. Public sponsor must fund project costs in excess of the amounts indicated in Question 9 (i.e., cost overruns) at no expense to state/federal funding sources.

JMW Accepted.

- d. **The sponsor must not incur costs for any phase of the project, until that phase has been authorized for federal charges and the sponsor has been notified by the District that it can begin incurring costs.** Otherwise, the sponsor risks incurring costs that will not be reimbursable.

JMW Accepted.

- e. The sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include but are not limited to the following: a Qualifications Based Selection process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & AASHTO design standards for bicycle facilities; U.S. Department of the Interior standards for historic buildings, etc. Each District can provide copies of the current Local Sponsors Guide, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. Applicants need to become familiar with the requirements in these documents as necessary to complete their projects.

JMW Accepted.

- f. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed, snowmobile use is only allowable by local ordinance and trail fees may not be charged to use a federal highway funded facility.

N/A Accepted.

- g. The sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds.

JMW Accepted.

12. On **NO MORE THAN THREE, 8 1/2" x 11", DOUBLE SPACED, SINGLE-SIDED PAGES** (11 point font minimum), please answer the following questions regarding the project you are applying for:

a) For **bicycle and/or pedestrian facilities**, clearly indicate the location, length, width and surface materials and any connections to existing or planned facilities. Also answer the following as applicable to your bicycle or pedestrian project:

- Does your community have a bicycle or pedestrian plan?
- Summarize the bicycle and pedestrian projects that you have developed over the past 5 years being sure to include any bicycle and pedestrian projects that have been incorporated into larger street or highway projects (such as paved shoulders and bike lanes). A one-sentence description including the project length is sufficient.
- Summarize any other non-project bicycle and pedestrian efforts put into action by your community (participation in Bike-to-Work Week, bike rack installation, bike safety courses or rodeos, pedestrian road-shows, police on bikes, etc.).
- Does your community assess for sidewalk improvements?

b) For **historic related projects**, how does the project relate to Wisconsin's past or present surface transportation system? Document that the project is on or eligible for the National and/or State Register of Historic Places or a local landmark designated under a locally adopted landmarks ordinance. If not already on a register, provide documentation from the Wisconsin State Historical Society that the project meets eligibility standards for the register. Provide detail on the historic, architectural and other significance of the project. Including a picture with the application is particularly helpful for evaluating historic projects.

c) For **landscaping/streetscaping** applications, clearly detail the types of amenities and improvements that will be part of the project. Also indicate how the improvements could promote opportunities for walking and biking.

d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as for shopping, work, school trips, etc.

e) Broadly describe other project benefits (not already covered above) related to any of the following - improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development, tourism, safety, etc.

13. I have read and understood the above statements.

Signed on behalf of

Julie A. Penman
(Name of Sponsor)

By

JAMES M. WALDERA
(Name of Person with Fiscal Authority)

James M. Waldera
(Signature of Person)

FINANCE DIRECTOR
(Title of Person Signing)

4/12/02
(Date)

Please remember to include the required 8 1/2" x 11" black and white map for you project
Completed applications consist of 1 original and 2 copies of pages 1-5 plus attachments. Applications must be submitted to the appropriate WisDOT District office or postmarked with an official Post Office date stamp (private postage meter stamp will not be acceptable after deadline) by **Friday, April 12, 2002** to be eligible for funding.

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

Wisconsin Department of Transportation

Local Transportation Enhancement (TE) and Surface Transportation Program- Discretionary

(STP-D) Program

OLD COAST GUARD STATION RESTORATION PROJECT

The Old Coast Guard Station represents a surface transportation system unique in the State of Wisconsin. While Wisconsin's land transportation routes are well known, it is equally important to recognize that Milwaukee has long been an important port on the Great Lakes. Wisconsin's Cultural Resource Management Plan identifies historic maritime resources as important to Great Lakes navigation. Early water transportation began with Native Americans, but quickly expanded during the period of exploration and trade by Europeans in the eighteenth and nineteenth centuries. By the latter part of the nineteenth century lumber and iron ore shipped from northern Wisconsin became important raw materials to aid in urban development and western expansion. Milwaukee became one of the great grain and machine exporting ports in the United States. Commerce continued in the twentieth century, especially with the opening of the St. Lawrence Seaway in 1959.

To promote and protect water surface transportation four agencies were created. The U.S. Lighthouse Service traces its roots back to 1760. The U.S. Lifesaving Service began as a service in the eastern seaboard in 1785. The U.S. Revenue Cutter Service was established to combat loss of government revenue through maritime smuggling in 1790 . The Steamboat Inspection Service

page two

duties included examination of seaman and marine casualties, and was established based on laws passed in 1838. These four government agencies protected and aided sailors, passengers, ships, and vessels, and protected government revenues. Through a consolidation of the four agencies the U.S. Coast Guard was created. Combining the work of the Revenue Cutter Service and the Life Saving Service into one Coast Guard Service enabled a more efficient patrol of the waters and aid to victims of boating and shipping disasters. Today the Coast Guard's main functions are lifesaving and icebreaking to keep shipping lanes open.

The Old Coast Guard Station at 1600 N. Lincoln Memorial Drive represents possibly the earliest example of the new and improved facilities that were constructed as a result of the creation of the Coast Guard by an Act of Congress on January 28, 1915. The Old Coast Guard Station was built between July 1915 and April 1916. Coast Guard Annual Reports from 1915 indicate that on the Great Lakes only one other station was built in 1915 and that was in Oswego, New York. This building is significant in Milwaukee's maritime history as the only surviving historic structure associated with the Coast Guard's life saving service in the city.

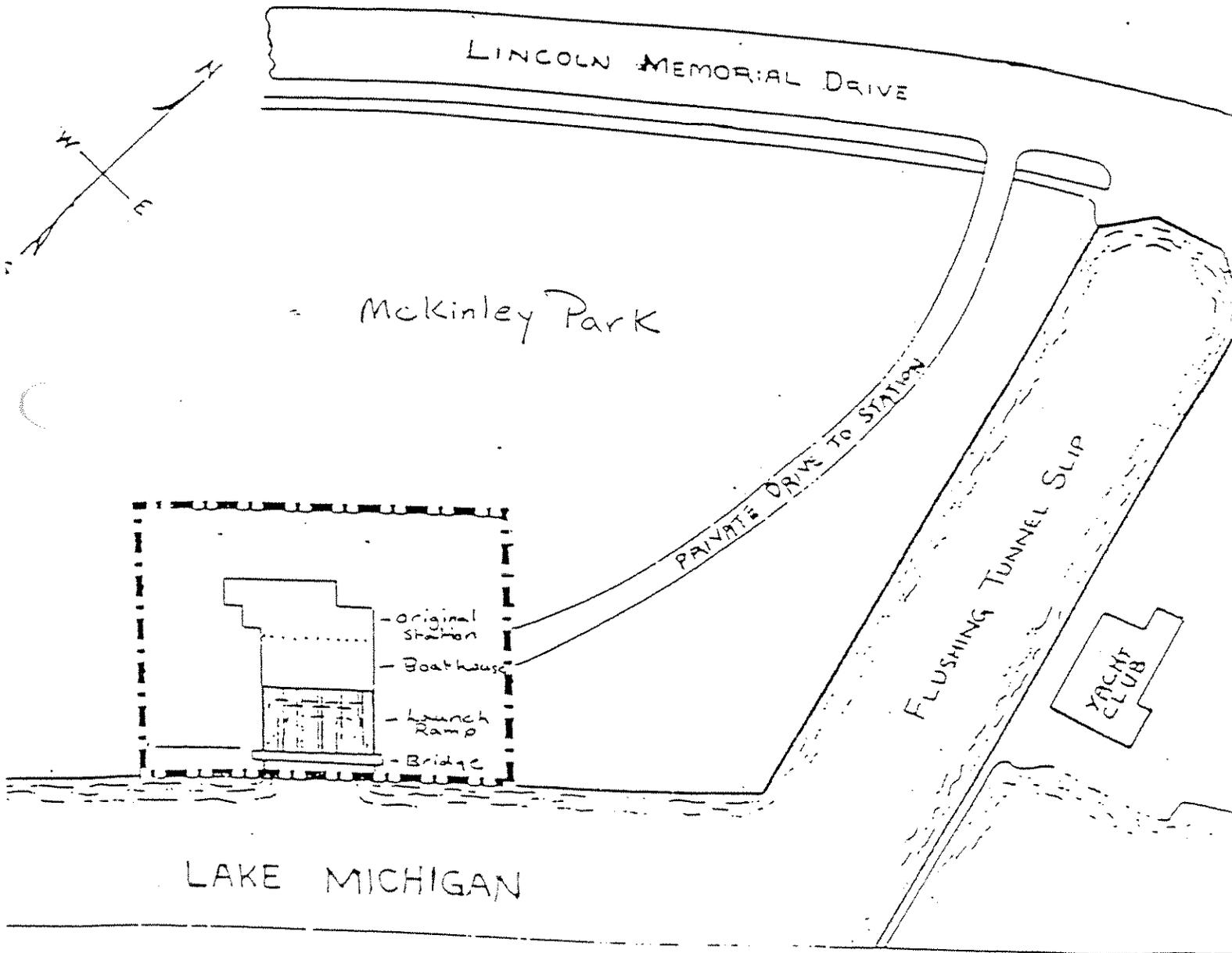
The Old Coast Guard Station was listed on the National Register of Historic Places on August 7, 1989, and is currently pending consideration by the City of Milwaukee as a locally designed historic site. The station is a three-story, rectangular, Prairie style structure with a prominent five-story lookout tower that dominates the lakefront facade of the building. The wall massing, surface treatment, windows and roof are among the distinguishing features that are characteristic of the

page three

Prairie style design popularized by Frank Lloyd Wright. The walls form a taut planar surface through the use of stucco cladding over terra cotta tile. A broad hip roof overhangs the structure and has a slightly flared eave. The simple rectangular windows are arranged in horizontal bands along the length of the building and are framed by lintels and sills. Large piers buttress the terrace and a planting bed is located between them. Entrances are located on the northwest and southwest facades of the building and are positioned between the ground and the first floor. To its north is the boathouse that originally housed four garage-like openings at the waters edge and a launch way that extended into the water for the raising and lowering of Coast Guard boats. The boathouse was demolished and replaced in 1938 with a larger structure with a steel supported flat roof. At this time a metal pedestrian bridge that crosses over the launch way was also constructed. The approaches to the bridge are built of concrete with simple Deco designs and tie in with the concrete retaining wall at the water's edge. The retaining wall includes a large concrete bulkhead that forms a small slip bordering the runners and ramps of the launch way. The concrete bulkhead continues along the lakefront and forms a sea wall to protect the station from changes in the level of the lake.

The Old Coast Guard Station is a unique representative of Wisconsin's oldest and most important surface transportation systems, the Great Lakes. We believe it deserves to be given serious consideration for Local Transportation Enhancement funding as the last remain building of its kind in Wisconsin.

OLD COAST GUARD STATION
MILWAUKEE, MILWAUKEE COUNTY, WI
1600 North Lincoln Memorial Drive



LAKE MICHIGAN

- original station
- Boathouse
- Launch Ramp
- Bridge

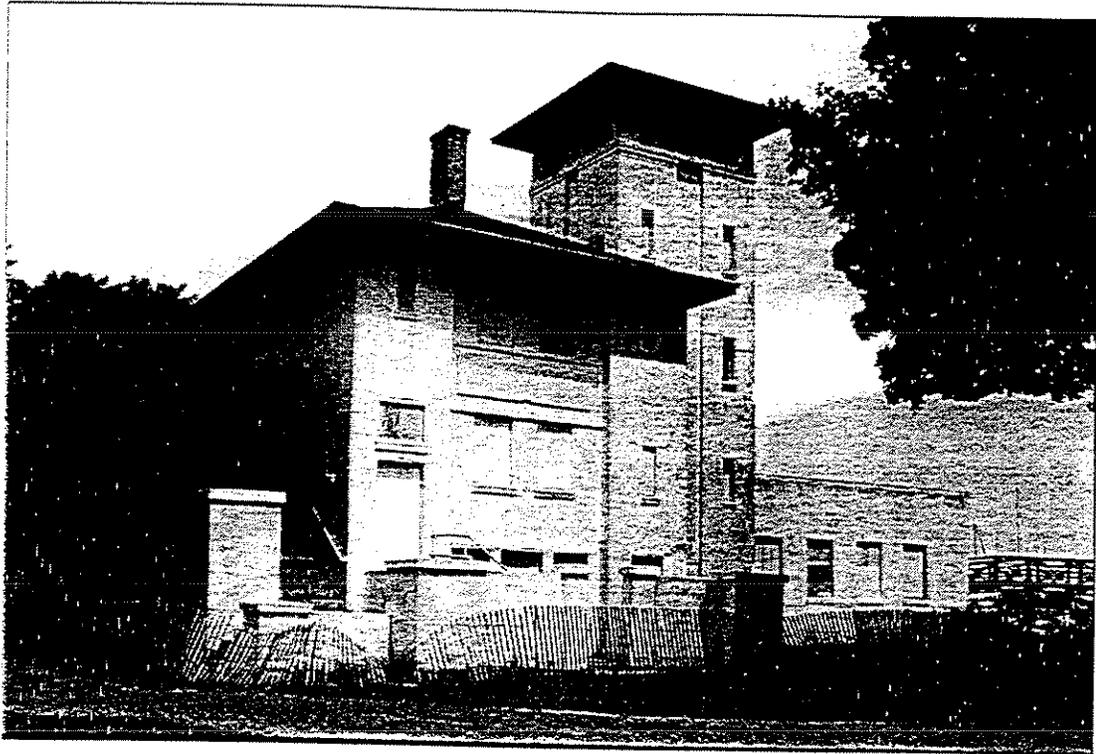
McKinley Park

LINCOLN MEMORIAL DRIVE

PRIVATE DRIVE TO STATION

FLUSHING TUNNEL SLIP

YACHT CLUB



FINAL DESIGNATION STUDY REPORT
COAST GUARD STATION
1600 NORTH LINCOLN MEMORIAL DRIVE
AUGUST, 2001

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Historic Interurban Depot Preservation Project
PUBLIC SPONSOR: City of Cedarburg
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$48,640	\$0	\$48,640
Federal:	\$0	\$194,560	\$0	\$194,560
Total:	\$	\$243,200	\$	\$243,200

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: #
- MISCELLANEOUS:

3.8 avg

Strengths

Weaknesses

good historic example of transportation

Comments: *RCVD FUNDING IN 1998*
LOCAL HISTORIC LANDMARK

OVERALL RANKING:

1 2 3 4 5
High Priority Low Priority

Wisconsin Department of Transportation (WisDOT)
Statewide Multi-Modal Improvement Program (SMIP)

FYs 2004-2005 PROJECT APPLICATION FORM FOR:
Local Transportation Enhancements (TE) Program
Surface Transportation Program-Discretionary (STP-D)
(Form available in electronic format from WisDOT)

1. Project Name: HISTORIC INTERURBAN DEPOT PRESERVATION PROJECT
2. Project Location: Municipality: CEDARBURG County: OZAUKEE
Street Address of Project (if applicable): N57 W6406 Center Street - Cedarburg
Describe location and boundaries of the project: Central downtown location adjacent to county-wide pedestrian-bicycle trail opening early fall 2002 utilizing former Interurban Railway corridor running from Milwaukee to Sheboygan Counties.
3. Name of the MPO the project is represented by: SEWRPC - Southeastern Wisconsin R P C
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: City of Cedarburg Cedarburg, WI 53012
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
1 of 1. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Clint Gridley Title: City Administrator
Address: W63 N645 Washington Avenue Phone: (262) 376-3901
Municipality: Cedarburg State: WI Zip: 53012
FAX: (262) 375-7906 Attn: Clint E-mail: c_gridley@ci.cedarburg.wi.us

Secondary Contact of Non-Profit or Other Agency Submitting Application through Public Sponsor:

Name: Curt Gruenwald Title: O.C.H.S. President
Address: P.O. Box 456 (Mailing) Phone: (262) 375-1491 (Office)
Municipality: Grafton State: WI Zip: 53024
FAX: (262) 375-1491 Press send/start E-mail: cgruenwald@wi.rr.com

7. **Your project will likely be eligible for funding under both TE and STP-D programs if it is for a bicycle and pedestrian facility. Check the appropriate box (boxes if applying for both) below and complete the following information to indicate which program(s) you are applying for. (See Guidelines for detailed information) All Enhancements projects must fit into one of the 12 categories AND relate to surface transportation:**

Local Transportation Enhancements (TE) Program

Indicate which **ONE** of these twelve categories **best** identifies your project:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Provision of facilities for pedestrians/bicycles | <input type="checkbox"/> Acquisition of scenic easements and scenic or historic sites |
| <input type="checkbox"/> Provision of safety and educational activities for pedestrians & bicyclists | <input type="checkbox"/> Scenic or historic highway programs (including the provision of tourist and welcome center facilities) |
| <input type="checkbox"/> Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) | <input type="checkbox"/> Landscaping and other scenic beautification |
| <input type="checkbox"/> * <u>Historic Preservation</u> | <input type="checkbox"/> Control and removal of outdoor advertising |
| <input type="checkbox"/> * <u>Rehabilitation/operation of historic transportation buildings</u> (including historic railroad facilities and canals) | <input type="checkbox"/> Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity |
| <input type="checkbox"/> <u>Establishment of transportation museums</u> | <input type="checkbox"/> Archeological planning and research |

* Historic Projects must be on or deemed eligible for the Wisconsin or National Register(s) of Historic Places, or officially designated as a local landmark.

Surface Transportation Discretionary Program (STP-D)

Note: Eligible applicants must be from a local public body in an area having a population of 5,000+.

Indicate which **ONE** of these categories **best** identifies your project:

- Provision of facilities for pedestrians/bicycles (Eligible for **both** Enhancements and STP-D)
- Development of plan for pedestrians/bicycles (*Only* eligible for STP-D funding)
- Transit Capital Project (*Only* eligible for STP-D funding). These projects should be coordinated with the WisDOT Public Transit Section in the Bureau of Transit and Local Roads
- Other Eligible STP-D Project to Reduce Single Occupant Vehicle Traffic. (Describe: _____)

8. **In 100 words or less, describe the project (See Question 12 for detailed description instructions.)**

The historic Milwaukee Northern Interurban Depot, located in Cedarburg, is the last remaining building of the former Milwaukee to Sheboygan Interurban Railway Transit System. With acquisition already completed, funding for completion of preservation and restoration of this 1907 structure is vital to preserve the last remaining transportation link of our past. Located on the Ozaukee County Pedestrian/Bicycle Trail, users may utilize the facility which will include ADA compliant restrooms, interior and exterior sitting/rest areas, an information/welcome center, a transportation museum, archives research center and offices. The Cedarburg Landmarks Commission has designated this site as a local historic landmark.

9. **PROJECT COSTS:** An accurate cost estimate is critical because the local sponsor will be responsible for any costs that exceed the project award amount. List the broad categories of expenses in the following table. To ensure the reasonableness of estimates a more detailed budget should be included in your answer to Question 12, particularly for projects with many Construction components such as streetscaping and landscaping projects. **Construction projects must be \$100,000 and over.** This is the total size of the project including design, real estate acquisition, and construction. Purchase of materials should be listed under Construction as the costs can only be reimbursed after the materials are installed. **All other projects must be \$25,000 and over.** This applies to all non-construction projects including system-wide planning and preliminary engineering work such as developing project specific design work, environmental documents and Plans, Specifications and Estimates (PS&Es). Please note that you should submit a separate application and budget for each project or stand-alone project segment you are willing to accept funding for, e.g., Preliminary Engineering (P.E.) or a bike trail section that could function as a separate facility. We will not split or partially fund project requests. Note that due to previous year project commitments, major new funds are only available starting with state Fiscal Year 2004. It is possible that Districts may be able to meet requests for Design work in early 2003 for cases where Design work is needed prior to letting a project for Construction by July of 2003. This will depend on the status of projects already scheduled and the number and size of requests received. It is anticipated that by January of 2003 Districts will be able to determine whether you can proceed with Design work prior to FY 2004 that begins on July 1, 2003.

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design Completed	\$	\$ ---.---	\$
Real Estate Acquired		\$ ---.---	\$
Construction Materials & Labor		\$ 243,200.-	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$ 243,200.-	\$
Percentage of Public Sponsor Funds: 20 %		\$ 48,640.-	\$
Percentage of Federal Funds: 80 %		\$ 194,560.-	\$
TOTAL	\$	\$ 243,200.-	\$

Public sponsors will be responsible for any project costs in excess of the total project costs shown here.

10. When will the project begin? (Please indicate month and year for each applicable phase):

P.E./Design/Planning	<u>Completed</u>	- Adjacent land to Depot acquired for development as outlined in completed site plan of project, for pedestrian/bicyclist/visitor/tourist utilization.
Real Estate	<u>Acquired Previously</u>	
Construction	<u>July 1, 2003</u>	

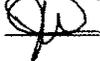
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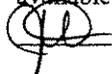
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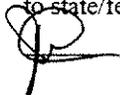
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 Accepted.

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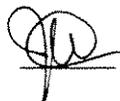
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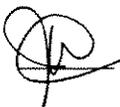
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 - Summarize any other non-project bicycle and pedestrian efforts put into action by your community (participation in Bike-to-Work Week, bike rack installation, bike safety courses or rodeos, pedestrian road-shows, police on bikes, etc.).
 - Does your community assess for sidewalk improvements? **Yes**
- b) For **historic related projects**, how does the project relate to Wisconsin's past or present surface transportation system? Document that the project is on or eligible for the National and/or State Register of Historic Places or a local landmark designated under a locally adopted landmarks ordinance. If not already on a register, provide documentation from the Wisconsin State Historical Society that the project meets eligibility standards for the register. Provide detail on the historic, architectural and other significance of the project. Including a picture with the application is particularly helpful for evaluating historic projects.
- c) For **landscaping/streetscaping** applications, clearly detail the types of amenities and improvements that will be part of the project. Also indicate how the improvements could promote opportunities for walking and biking.
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13. I have read and understood the above statements.

Signed on behalf of CITY OF CEDARBURG
 (Name of Sponsor)

By JAMES COUTTS James W. Coutts
 (Name of Person with Fiscal Authority) (Signature of Person)

MAYOR, CITY OF CEDARBURG APRIL 9TH, 2002
 (Title of Person Signing) (Date)

Please remember to include the required 8 1/2" x 11" black and white map for you project
 Completed applications consist of 1 original and 2 copies of pages 1-5 plus attachments. Applications must be submitted to the appropriate WisDOT District office or postmarked with an official Post Office date stamp (private postage meter stamp will not be acceptable after deadline) by **Friday, April 12, 2002** to be eligible for funding.

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

The historic Interurban Railway Depot preservation and restoration project will preserve one of the last remaining transportation links to our past. The interurban railway system and depot building built here in 1907 served as the transportation vessel which brought life and vibrancy to the Ozaukee County communities. The system provided passenger/commuter travel along with package-freight services that linked Milwaukee and Sheboygan Counties with Ozaukee County and beyond. The impact made over 40 years of the "Interurban Era" which ended in 1948, was both economic and social.

Today, we have an opportunity to restore our link to the past through restoration of this unique landmark structure. Completion of the project will take us back to its original charm and glory of the "Interurban Era" once again serving as a transportation link for pedestrians and bicyclists who utilize the soon to be completed and dedicated Ozaukee County Pedestrian/Bicyclist Trail which runs uninterrupted from the Milwaukee to Sheboygan County lines. The buildings unique structure, layout, and central location combined with multi-functional use as outlined later provides an exceptional opportunity to make a strong commitment to the future through preservation of our past.

Funding will provide for the interior of the building to be returned to its original splendor with plans to restore the waiting room areas and depot-masters' office to the original circa 1908 appearance. Additional interior areas include completion of the

approved restroom facility, Interurban Transportation Museum area, Archives Research Center Area and various required visitor amenities. Visitors to the Depot will step back in time, into another era of transportation. An appreciation of and for the past, present, and future of transportation will be gained through preservation, education, and programming.

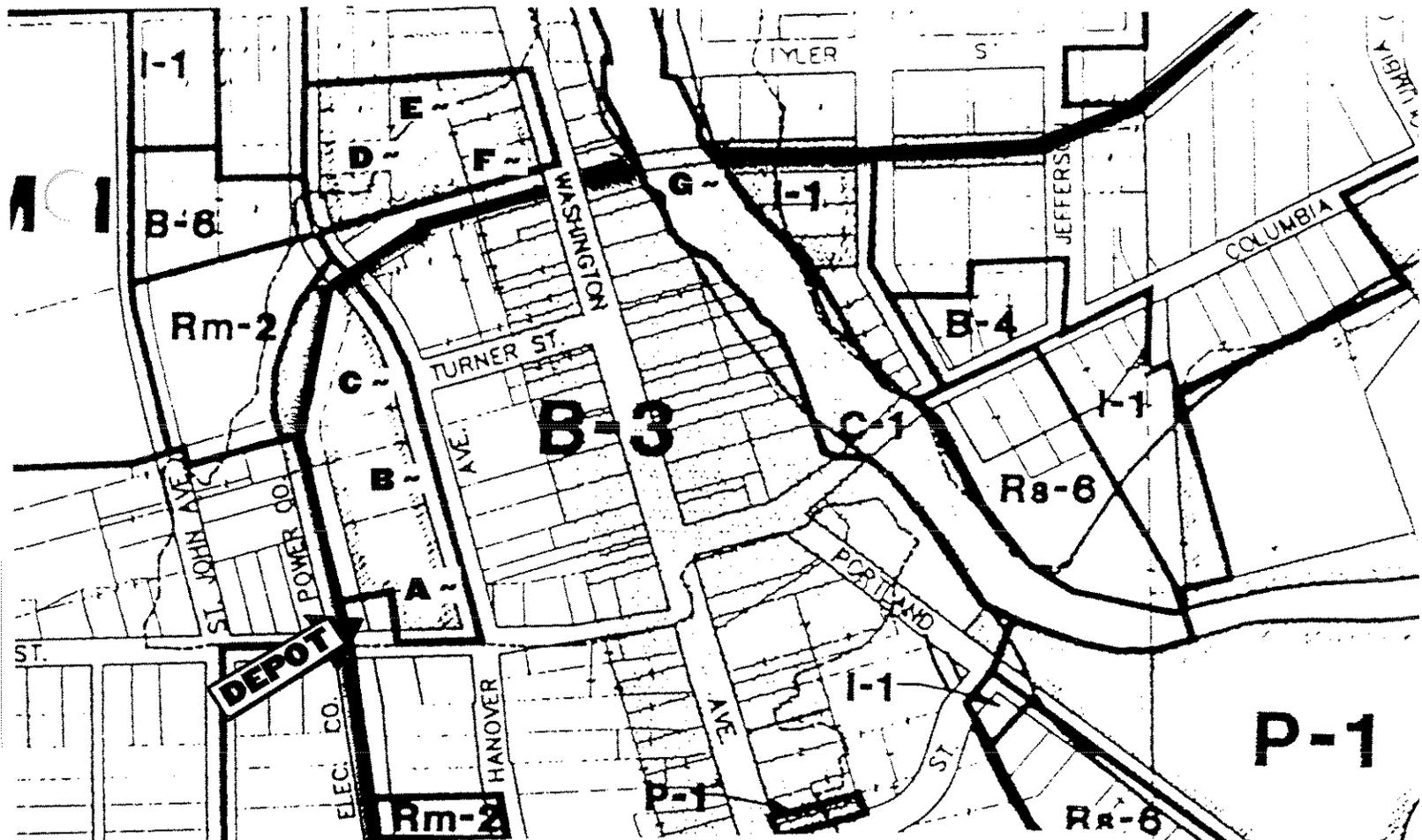
Funding will also provide for completion of planned exterior site improvements for pedestrian/ bicyclist/ visitor safety and convenience. Some of these elements include approved safety entrance and exit approaches, asphalt paving, concrete work with planned walkways and bicycle parking areas, curbing with provisions for proper drainage, landscape elements and sitting/rest areas, safety lighting and directional signs.

The rehabilitation and operation of this historic landmark site, besides meeting historic preservation objectives, will serve the transportation and general public through providing:

- ~ facilities for pedestrian and bicyclists using the countywide marked trail system which again links communities together through another form of transportation
- ~ an information & hospitality center for trail users, visitors and tourists
- ~ a museum of Interurban Transportation and regional history
- ~ a facility to house the Ozaukee County Archives Research Center currently operated out of a cramped area with no room for expansion
- ~ a complete historical information & resource center
- ~ a facility for special seminars, workshops, activities, & host events
- ~ needed meeting, boardroom, and office areas for the Historical Society
- ~ a historic landmark home for the Ozaukee County Historical Society members and the general public it serves.

The Ozaukee County Historical Society, now in our 42nd year, continues to preserve, advance, and disseminate knowledge of the history and heritage of Ozaukee County through historic preservation, education, and programming. The Society currently operates Ozaukee County Pioneer Village which is a collection of over 20 restored and fully furnished historic structures in a rural village setting and also Stony Hill School, the birthplace of National Flag Day. These sites play host to our elementary school educational programming with over 2500 students attending each spring and fall season. Numerous events and special programs are held on site throughout the season. These are projects and places where you don't just read about history ... it comes to life in the buildings, the surroundings, the furnishings, and through the efforts of the interpretive guides and programs. The Society is also responsible for the Ozaukee County Archives Records for which the restored Interurban Depot location will serve as its new home.

This project has the endorsement and support of many to include State Senator Mary Panzer, State Representative Tim Hoven, the Ozaukee County Board of Supervisors, the City of Cedarburg Common Council, Planning Commission, and Landmarks Commission, the Ozaukee County Administrator Thomas Meaux, City of Cedarburg Administrator Clinton Gridley, Thomas McKay of the State Historical Society and many others to name a few. The Ozaukee County Historical Society has a proven track record for accomplishment and continued programming. We look forward to the many opportunities that lie ahead. With available funding for completion of this project, operation of this "Historic Gemstone" will be a reality for today, and future generations!

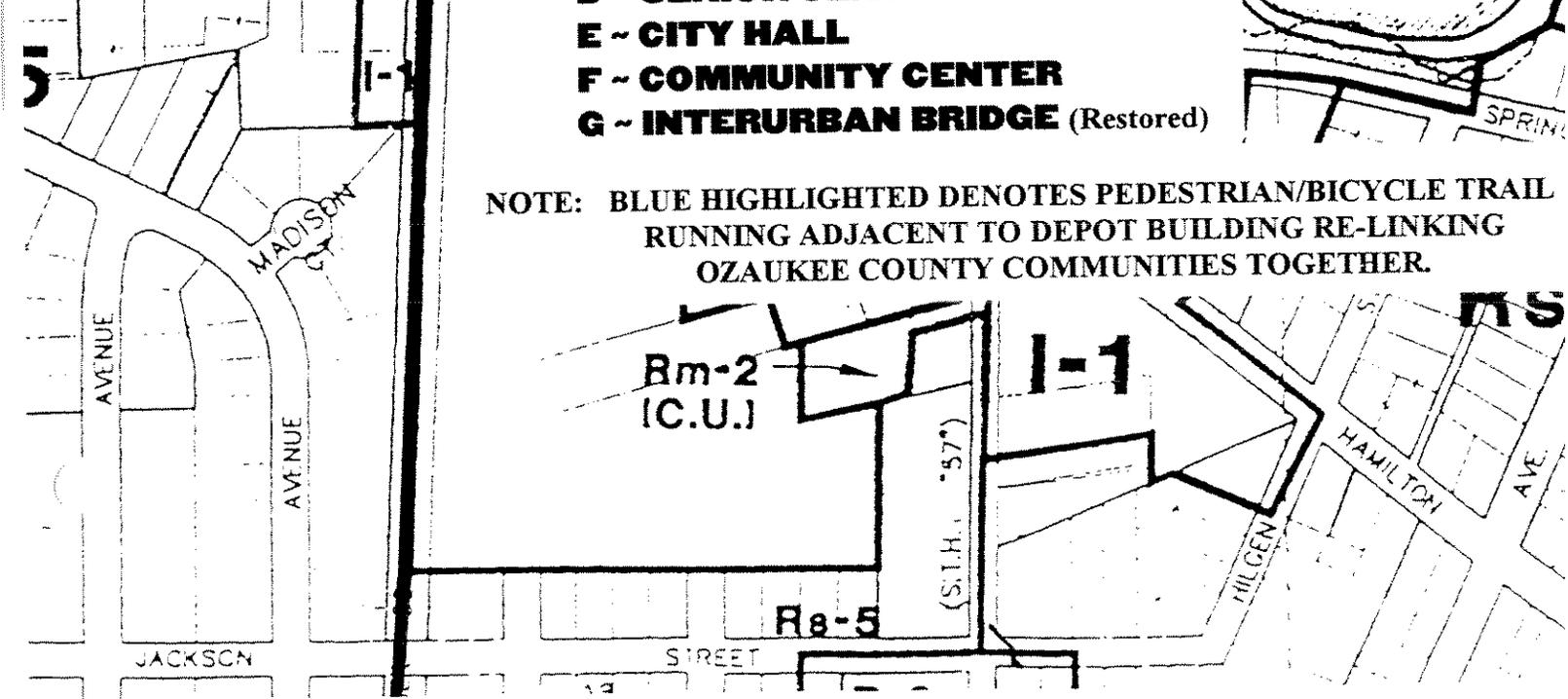


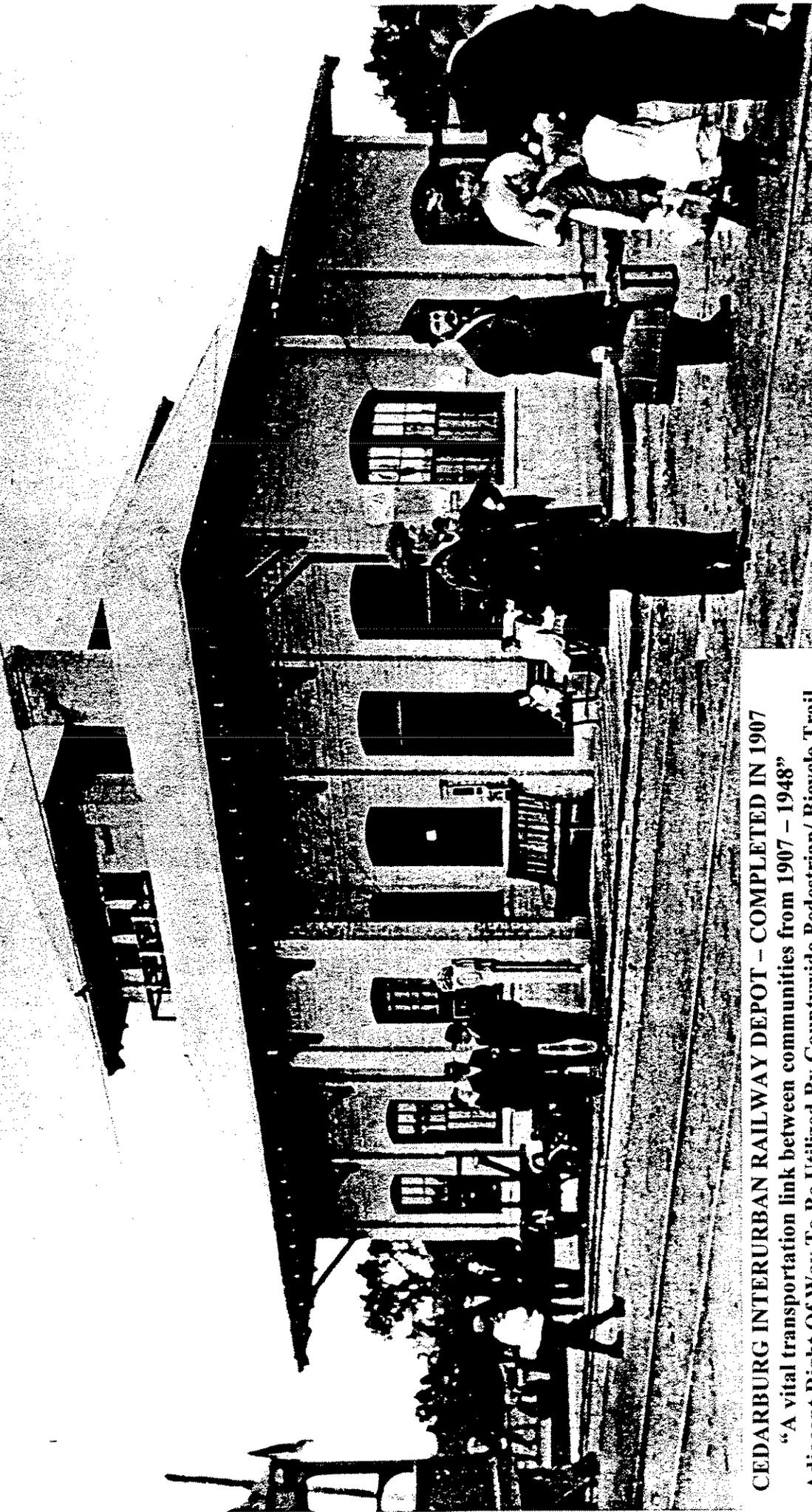
**Depot Location-Downtown Area-
City Of Cedarburg-Ozaukee Co.**

DEPOT (See Arrow Designation)

- A ~ LIBRARY**
- B ~ POLICE STATION**
- C ~ POST OFFICE**
- D ~ SENIOR CENTER**
- E ~ CITY HALL**
- F ~ COMMUNITY CENTER**
- G ~ INTERURBAN BRIDGE (Restored)**

**NOTE: BLUE HIGHLIGHTED DENOTES PEDESTRIAN/BICYCLE TRAIL
RUNNING ADJACENT TO DEPOT BUILDING RE-LINKING
OZAUKEE COUNTY COMMUNITIES TOGETHER.**





CEDARBURG INTERURBAN RAILWAY DEPOT – COMPLETED IN 1907

“A vital transportation link between communities from 1907 – 1948”

Adjacent Right Of Way To Be Utilized By Countywide Pedestrian/ Bicycle Trail

“This link between communities will be renewed with an alternate form of transportation with the pedestrian/ bicyclist trail dedication September 28, 2002!”

Historic Preservation

DISTRICT 2: NON-MPO PROJECTS

ID #	PROJECT NAME	FED SHARE
2h04	Calumet Apartments Exterior Rehabilitation	\$ 212,800

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Calumet Apartments Exterior Rehabilitation
PUBLIC SPONSOR: City of Fond du Lac
DISTRICT: 2
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$2,700	\$50,500	\$0	\$53,200
Federal:	\$10,800	\$202,000	\$0	\$212,800
Total:	\$13,500	\$252,500	\$	\$266,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 4
- MISCELLANEOUS: Wis. Nat'l Register Record View, list of attachments, Resolutions

4.25 avg

Strengths

RAILROAD HOTEL

Weaknesses

would do better w/ a different grant program

Comments: CDIBG, SHS

FEDS THOUGHT BORDERLINE...

OTHER STATES HAVE PUT FACADE EASEMENTS SO THAT A PRIVATE ENTITY CANNOT DEMOLISH, ETC

OVERALL RANKING:

1 _____ 2 _____ 3 _____ 4 _____ 5 X
High Priority Low Priority

Wisconsin Department of Transportation (WisDOT)
Statewide Multi-Modal Improvement Program (SMIP)

FYs 2004-2005 PROJECT APPLICATION FORM FOR:
Local Transportation Enhancements (TE) Program
Surface Transportation Program-Discretionary (STP-D)
(Form available in electronic format from WisDOT)

1. Project Name: Calumet Apartments Exterior Rehabilitation
2. Project Location: Municipality: Fond du Lac County: Fond du Lac
Street Address of Project (if applicable): 68 Harrison Place, Fond du Lac, WI 54935
Describe location and boundaries of the project: The Calumet Apartments are located approximately 150 feet east of the intersection of Brooke Street and Forest Avenue within the City of Fond du Lac. (Historic address: 170 Forest Avenue)
3. Name of the MPO the project is represented by: N.A.
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: City of Fond du Lac, Fond du Lac County, Wisconsin
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
 of . This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: John Angeli Title: Director of Redevelopment
Address: 160 S Macy Street, P.O. Box 150 Phone: (920) 929-3310
Municipality: City of Fond du Lac State: WI Zip: 54936-0150
FAX: (920) 929-3291 E-mail: jangeli@ci.fond-du-lac.wi.us

Secondary Contact of Non-Profit or Other Agency Submitting Application through Public Sponsor:

Name: Louise Gudex Title: Executive Director
Address: 15 N Marr Street Phone: (920) 929-3107
Municipality: City of Fond du Lac State: WI Zip: 54935
FAX: (920) 929-7094 E-mail: fdlpha@execpc.com

7. *Your project will likely be eligible for funding under both TE and STP-D programs if it is for a bicycle and pedestrian facility. Check the appropriate box (boxes if applying for both) below and complete the following information to indicate which program(s) you are applying for. (See Guidelines for detailed information) All Enhancements projects must fit into one of the 12 categories AND relate to surface transportation:*

Local Transportation Enhancements (TE) Program

Indicate which ONE of these twelve categories best identifies your project:

- | | |
|--|---|
| <input type="checkbox"/> Provision of facilities for pedestrians/bicycles | <input type="checkbox"/> Acquisition of scenic easements and scenic or historic sites |
| <input type="checkbox"/> Provision of safety and educational activities for pedestrians & bicyclists | <input type="checkbox"/> Scenic or historic highway programs (including the provision of tourist and welcome center facilities) |
| <input type="checkbox"/> Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) | <input type="checkbox"/> Landscaping and other scenic beautification |
| <input checked="" type="checkbox"/> * Historic Preservation | <input type="checkbox"/> Control and removal of outdoor advertising |
| <input type="checkbox"/> * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals) | <input type="checkbox"/> Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity |
| <input type="checkbox"/> Establishment of transportation museums | <input type="checkbox"/> Archeological planning and research |

* Historic Projects must be on or deemed eligible for the Wisconsin or National Register(s) of Historic Places, or officially designated as a local landmark.

Surface Transportation Discretionary Program (STP-D)

Note: Eligible applicants must be from a local public body in an area having a population of 5,000+.

Indicate which ONE of these categories best identifies your project:

- Provision of facilities for pedestrians/bicycles (Eligible for *both* Enhancements and STP-D)
- Development of plan for pedestrians/bicycles (*Only* eligible for STP-D funding)
- Transit Capital Project (*Only* eligible for STP-D funding). These projects should be coordinated with the WisDOT Public Transit Section in the Bureau of Transit and Local Roads
- Other Eligible STP-D Project to Reduce Single Occupant Vehicle Traffic. (Describe: _____)

8. **In 100 words or less, describe the project (See Question 12 for detailed description instructions.)**

The Calumet Apartments is one of the more important historic resources in the City of Fond du Lac. Originally built as the Hotel Calumet, a "railroad" hotel serving travelers using the adjacent Chicago and Northwestern Depot, the property is on the National and State Registries of Historic Places. The Calumet is now a 55-unit affordable housing project recently purchased by the City Housing Authority and in need of considerable reinvestment. We propose to use TE and matching funds to restore the exterior of the structure and continue work on the interior using other sources. Preservation of the Calumet and the adjacent depot and trail (former RR ROW) will serve as a link to the area's long association with railroading and contribute to the neighborhood's revitalization.

9. **PROJECT COSTS:** An accurate cost estimate is critical because the local sponsor will be responsible for any costs that exceed the project award amount. List the broad categories of expenses in the following table. To ensure the reasonableness of estimates a more detailed budget should be included in your answer to Question 12, particularly for projects with many Construction components such as streetscaping and landscaping projects. **Construction projects must be \$100,000 and over.** This is the total size of the project including design, real estate acquisition, and construction. Purchase of materials should be listed under Construction as the costs can only be reimbursed after the materials are installed. **All other projects must be \$25,000 and over.** This applies to all non-construction projects including system-wide planning and preliminary engineering work such as developing project specific design work, environmental documents and Plans, Specifications and Estimates (PS&Es). Please note that you should submit a separate application and budget for each project or stand-alone project segment you are willing to accept funding for, e.g., Preliminary Engineering (P.E.) or a bike trail section that could function as a separate facility. We will not split or partially fund project requests. Note that due to previous year project commitments, major new funds are only available starting with state Fiscal Year 2004. It is possible that Districts may be able to meet requests for Design work in early 2003 for cases where Design work is needed prior to letting a project for Construction by July of 2003. This will depend on the status of projects already scheduled and the number and size of requests received. It is anticipated that by January of 2003 Districts will be able to determine whether you can proceed with Design work prior to FY 2004 that begins on July 1, 2003.

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$ 13,500	\$	\$
Real Estate	0	\$	\$
Construction	0	\$	\$
System Planning (STP-D Only)	0	\$	\$
TOTAL	\$ 13,500	\$	\$
Percentage of Public Sponsor Funds: 20 %	2,700	\$ 50,500	\$
Percentage of Federal Funds: 80 %	10,800	\$ 202,000	\$
TOTAL	\$ 13,500	\$ 252,500	\$

Public sponsors will be responsible for any project costs in excess of the total project costs shown here.

10. When will the project begin? (Please indicate month and year for each applicable phase):

P.E./Design/Planning August, 2002 (or whenever funds become available)

Real Estate N.A.

Construction July, 2003

Please note that each project will be reviewed by the WisDOT Disadvantaged Business Enterprise (DBE) office for an assessment of the potential for the project to be assigned a DBE goal as a percentage of the award amount. Only WisDOT certified firms may be used to meet DBE goals.

Federal TEA-21 guidelines encourage the use of Youth Conservation or Service Corps workers to perform appropriate TE activities. We encourage you to consider the use of such services on your projects for bicycle trails, landscaping and other similar work. For information on Corps activities, please contact Laura Degolier, Executive Director of the Wisconsin Conservation Corps, at 608/266-7730 (e-mail: DEGOLL@DWD.STATE.WI.US). (For work performed by industry contractors, please contact the TRANS Program at 414/445-6955).

11. Please confirm your understanding of the following project conditions by *initialing* below:

Person initialing and signing the application must have fiscal authority for the public sponsor.

- a. Matching dollar funding of at least 20% of project costs must be provided by the sponsor.

 Accepted.

- b. These are reimbursement programs. The sponsor must finance the project until federal reimbursement funds are available.

 Accepted.

- c. Public sponsor must fund project costs in excess of the amounts indicated in Question 9 (i.e., cost overruns) at no expense to state/federal funding sources.

 Accepted.

- d. The sponsor must not incur costs for any phase of the project, until that phase has been authorized for federal charges and the sponsor has been notified by the District that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be reimbursable.

 Accepted.

- e. The sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include but are not limited to the following: a Qualifications Based Selection process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & AASHTO design standards for bicycle facilities; U.S. Department of the Interior standards for historic buildings, etc. Each District can provide copies of the current Local Sponsors Guide, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. Applicants need to become familiar with the requirements in these documents as necessary to complete their projects.

 Accepted.

- f. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed, snowmobile use is only allowable by local ordinance and trail fees may not be charged to use a federal highway funded facility.

 Accepted.

- g. The sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds.

 Accepted.

12 a) **Not Applicable.**

12 b) As shown by Attachment 1, the Calumet Apartments was placed on the National and State Register of Historic Places in 1992 partly due to its close relationship to the adjacent Chicago and Northwestern Depot. This relationship is explained in detail by the following excerpt from the property's National Register Nomination.

Of additional significance is the fact that the Hotel Calumet was, in part, a "railroad" hotel, serving the public who used the old Chicago and Northwestern Railroad Depot next door. The Chicago and Northwestern Railroad (C & NW) was a major railroad in Wisconsin and was the most important railroad line in the eastern part of the state. Fond du Lac became a major terminal point for the C&NW and at one time the railroad operated a large car repair shop in North Fond du Lac. In 1890, the C&NW ran 46 passenger trains and 54 freight trains through the city every day. The traffic was so heavy that the fine passenger and freight depot the C&NW constructed in 1891 was doubled in size in 1916. In retrospect, when the old Forest Avenue Hotel was doubled in size and became the Hotel Calumet in 1922, train travel had peaked in Wisconsin. In 1922, with the personal automobile in its infancy, especially for long-distance travel, trains were the most important mode of transportation in the country. A large hotel next to a major railroad depot was logical, because no one could have foreseen the decline of train travel in the future and that hotel use would change so radically that the need for a hotel the size of the Calumet, right next to the railroad depot, would become obsolete. It is likely that the Calumet continued on as a hotel into the 1960s only because Fond du Lac was such an important stop along the Chicago and Northwestern line and because the C&NW railroad kept the depot open for both passenger and freight service well into the 1970s. The Hotel Calumet, then, represents a hotel building that is not only important in the history of hotel development in Fond du Lac, as has been discussed earlier, but that also represents the era of rail passenger travel and the hotels that served them. It is, as shown by the hotel survey results discussed above, the best example of a "railroad" related hotel in Fond du Lac, but in fact, the Hotel Calumet was unique in the community. Its location next to the C&NW depot conveniently served railroad travelers, and also provided a level of elegance that attracted patrons who might have stayed in the more elaborate downtown hotels in the city.

12 c) **Not Applicable.**

12 d) The Calumet Apartments are located on Forest Avenue which has an ADT of 4600 and approximately 150 feet east of Brooke Street which has an ADT of 4500. Together with the 55 apartment residents, their guests, and pedestrians passing by, its conceivable that about 10,000 people per day will view the site, a

significant number considering the property does not front directly on a state highway. Given this number and the intentions of this program, we have focused the SMIP and matching funds on exterior rehabilitation activities associated with the historic character of the building.

- 12 e) Besides preservation of this historically important, transportation related structure, rehabilitation of the Calumet is important for neighborhood revitalization and affordable housing purposes. The property is located within the lowest income area of the City and one that is in need of affordable housing resources. The residents of the Calumet are entirely low income with the majority below 50% of the county median income which is approximately the poverty level. Over the last 10 years, the City has facilitated the reinvestment of over \$3 million in the surrounding neighborhood with the Calumet being 1 of the key projects.

12. On **NO MORE THAN THREE, 8 1/2" x 11", DOUBLE SPACED, SINGLE-SIDED PAGES** (11 point font minimum), please answer the following questions regarding the project you are applying for:

a) For **bicycle and/or pedestrian facilities**, clearly indicate the location, length, width and surface materials and any connections to existing or planned facilities. Also answer the following as applicable to your bicycle or pedestrian project:

- Does your community have a bicycle or pedestrian plan?
- Summarize the bicycle and pedestrian projects that you have developed over the past 5 years being sure to include any bicycle and pedestrian projects that have been incorporated into larger street or highway projects (such as paved shoulders and bike lanes). A one-sentence description including the project length is sufficient.
- Summarize any other non-project bicycle and pedestrian efforts put into action by your community (participation in Bike-to-Work Week, bike rack installation, bike safety courses or rodeos, pedestrian road-shows, police on bikes, etc.).
- Does your community assess for sidewalk improvements?

b) For **historic related projects**, how does the project relate to Wisconsin's past or present surface transportation system? Document that the project is on or eligible for the National and/or State Register of Historic Places or a local landmark designated under a locally adopted landmarks ordinance. If not already on a register, provide documentation from the Wisconsin State Historical Society that the project meets eligibility standards for the register. Provide detail on the historic, architectural and other significance of the project. Including a picture with the application is particularly helpful for evaluating historic projects.

c) For **landscaping/streetscaping** applications, clearly detail the types of amenities and improvements that will be part of the project. Also indicate how the improvements could promote opportunities for walking and biking.

d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as for shopping, work, school trips, etc.

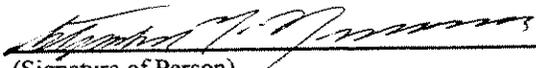
e) Broadly describe other project benefits (not already covered above) related to any of the following - improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development, tourism, safety, etc.

13. I have read and understood the above statements.

Signed on behalf of City of Fond du Lac
(Name of Sponsor)

By Stephen T. Nenonen
(Name of Person with Fiscal Authority)

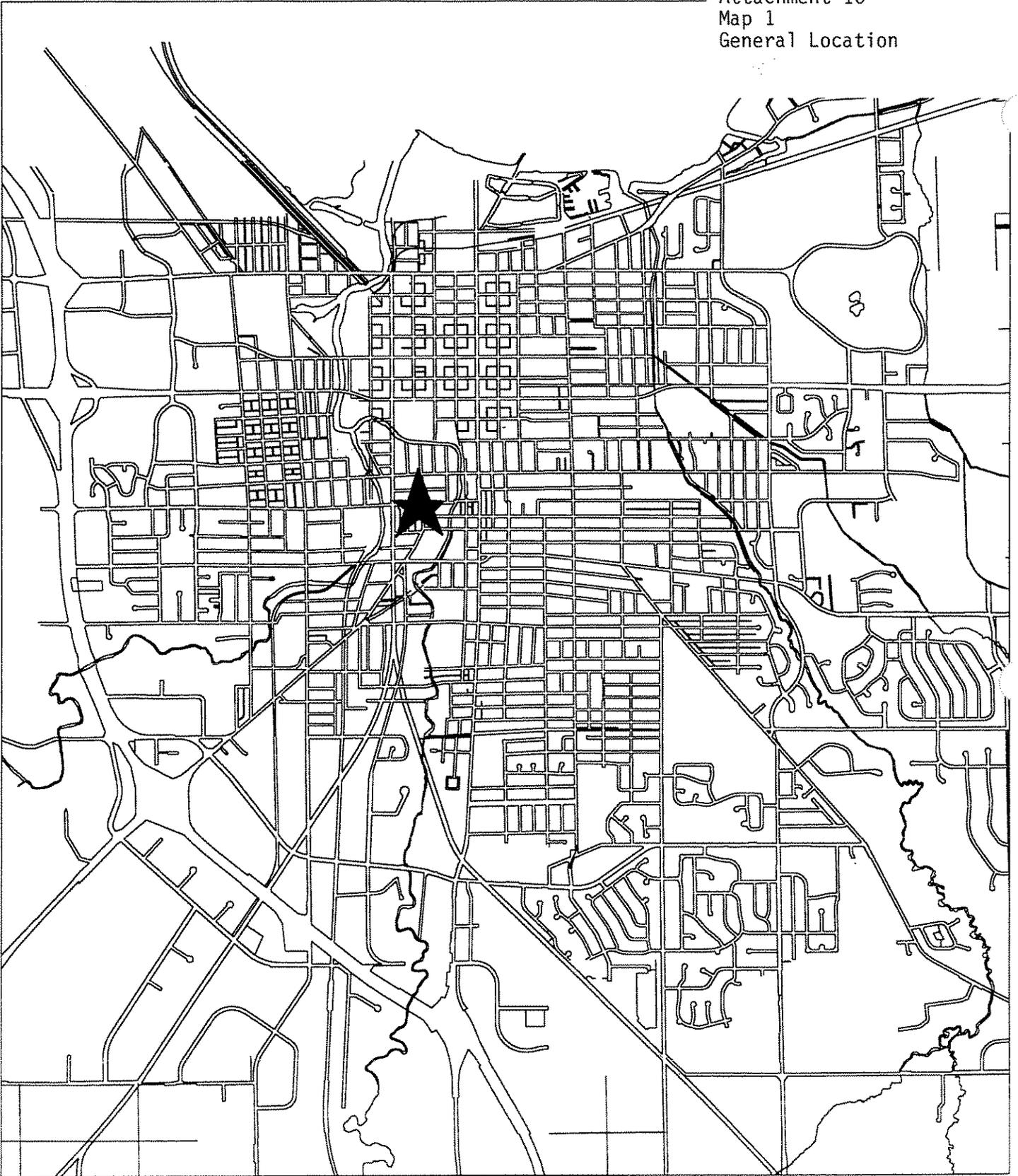
City Manager
(Title of Person Signing)


(Signature of Person)

4-1-02
(Date)

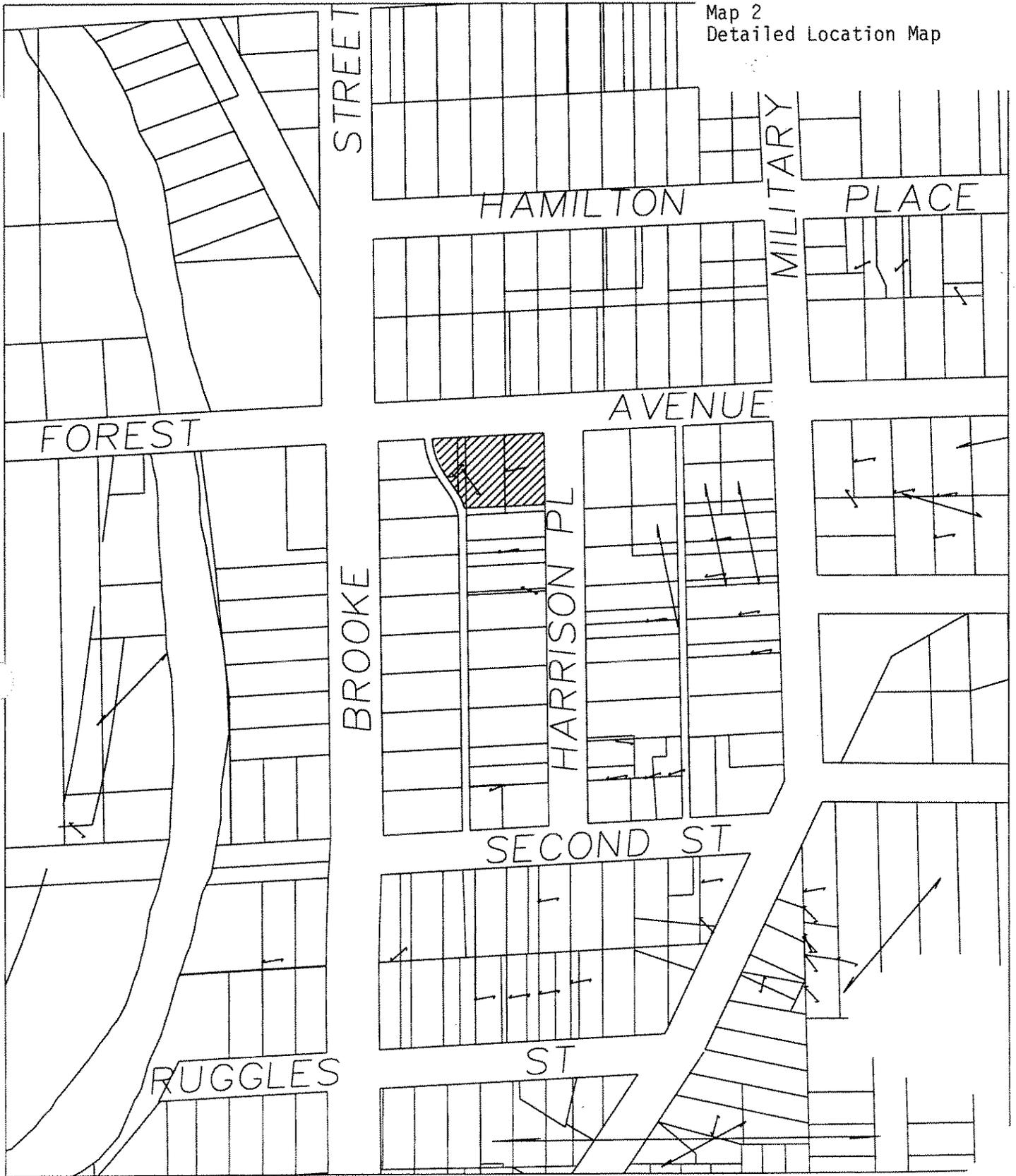
Please remember to include the required 8 1/2" x 11" black and white map for you project
Completed applications consist of 1 original and 2 copies of pages 1-5 plus attachments. Applications must be submitted to the appropriate WisDOT District office or postmarked with an official Post Office date stamp (private postage meter stamp will not be acceptable after deadline) by **Friday, April 12, 2002** to be eligible for funding.

-- NO LATE APPLICATIONS WILL BE ACCEPTED --



Location of Calumet Apartments
Fond du Lac, Wisconsin





Calumet Apartments
68 Harrison Place
Fond du Lac, Wisconsin



Historical picture postcard of the Hotel Calumet, c1925.

The Calumet Apartments, March 2002.



The Chicago and Northwestern Depot with the Calumet Apartments in the background.

Historic Preservation

DISTRICT 3: MPO RANKINGS

East Central Regional Planning

ID #	PROJECT NAME	FED SHARE	RANK
3h01	Bartean Bridge	\$ 84,000	2 of 4