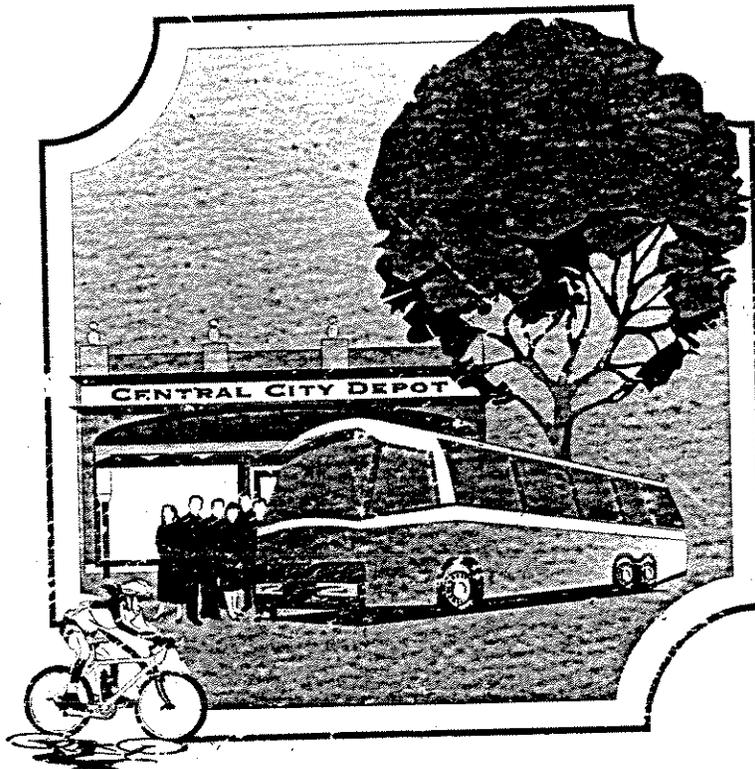


FFY 2003-2005 APPLICATIONS



STATEWIDE MULTI-MODAL IMPROVEMENT PROGRAM (SMIP)

To Allen
Marty
Can you use
these?
Beth
Sen. Breske |

SMIP Incorporates:

- ◆ Local Transportation Enhancements (TE) Program
- ◆ Surface Transportation Discretionary Program (STP-D)

Wisconsin Department of Transportation
4802 Sheboygan Avenue
P.O. Box 7913
Madison, WI 53707-7913



Statewide Multi-Modal Improvement Program

SMIP incorporates –

- ❖ Local Transportation Enhancements (TE) Program
- ❖ Surface Transportation Discretionary Program (STP-D)

As part of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 as re-authorized in 1998 under the **Transportation Equity Act for the 21st Century (TEA-21)**, the Wisconsin Department of Transportation (WisDOT) receives federal funds to provide a variety of improvement programs, including the Enhancements and STP-Discretionary programs. These programs are designed to fund projects that increase multi-modal transportation alternatives and enhance communities and the environment.

Applicants wishing to apply for the Enhancements and STP-Discretionary programs can use the same application form when applying for either one or both of these programs. The forms for the program will be available from WisDOT District Offices by January 14, 2002.

Only projects costing \$25,000 and above for non-construction and \$100,000 and above for construction-related activities are eligible for the programs. Projects can receive reimbursement for up to 80% of the project application cost estimate.

An eligible project must be sponsored by a local government agency or Indian Tribal Nation. State agencies are eligible for Local Enhancements projects but not STP-D unless they have a local government sponsor.

A project sponsor will be required to pay for the project, then seek reimbursement from the state. The sponsor must pay for at least 20% of the project's cost. Preliminary engineering and real estate acquisition as well as construction are eligible costs.

Please note: Because federal highway funds are the source of Enhancements and STP-D funds, applicable federal and state regulations apply to all phases of a project (Design, Real Estate & Construction and the purchase of materials). These requirements can make projects more complex, costly or time consuming than local agencies anticipate, particularly in small communities not familiar with working with federal aid highway funds. We recommend that you consult your WisDOT District concerning these requirements. **Some helpful hints:**

- Make sure your project is eligible for funding, especially if you plan a historic or tourist welcome center project or bike trail that will be used almost entirely for recreational uses.**
- Develop an accurate cost estimate because your project will be set at a maximum of 80% of your request or final project cost, whichever is less.**
- Set a realistic time schedule to construct your project and include the time necessary to do engineering work or acquire real estate if needed.**
- Again, be aware of federal highway aid requirements. A copy of the Local Sponsor's Guide detailing these requirements is available from WisDOT District offices.**

Local Transportation Enhancements (TE) Program

Eligible projects must demonstrate a clear relationship to surface transportation and fit into one of the following twelve categories:

- 1. providing facilities for pedestrians and bicycles;**
- 2. providing safety and educational activities for pedestrians and bicyclists;**
- 3. acquiring scenic easements and scenic or historic sites;**
- 4. sponsoring scenic or historic highway programs, including the provision of tourist and welcome centers;**
- 5. landscaping and other scenic beautification;**
- 6. preserving historic sites;**
- 7. rehabilitating and operating historic transportation buildings and structures;**
- 8. preserving abandoned railway corridors;**
- 9. controlling and removing outdoor advertising;**
- 10. conducting archeological planning and research;**
- 11. mitigating water pollution due to highway runoff or reducing vehicle caused wildlife mortality.**
- 12. establishing transportation museums**

Please consult the guidelines and application materials, Federal Highway Administration Enhancements Guidelines or WisDOT staff for further clarification on project eligibility.

The following are examples of the most common Enhancements program facility development projects in the Wisconsin:

- **providing bicycle and/or pedestrian facilities;**
- **restoring railway depots;**
- **streetscaping "Main Streets" and landscaping near transportation facilities.**

The Surface Transportation Discretionary Program (STP-D)

The STP-D program encourages projects that foster alternatives to single-occupancy-vehicle (SOV) trips, such as providing vehicles for transit systems, facilities for pedestrians and bicycles (the most commonly requested category), system wide bicycle planning as well as a wide range of transportation demand management (TDM) projects.

Eligible Discretionary projects:

For STP-D, applications must be from communities with a population of 5,000 or more. Bicycle and pedestrian facility projects that are submitted for the Enhancements program will also be considered for STP-Discretionary funds. Transit capital, bike planning and TDM projects are only eligible for STP-D.

Year 2002 Schedule:

We anticipate that a total of \$9.47 million in new funds - minus any budget mandates - will be available for each of State FYs 2004 (begins July 1, 2003) and 2005. *This assumes that the State Legislature will approve a continuing level of funds in the 2003-2005 state biennial budget and continuation of the programs in the next federal transportation bill.*

January 2002 through April 2002:

WisDOT District Offices and Metropolitan Planning Organizations (MPOs) help sponsors choose projects for submittal to the programs.

April 12, 2002: Deadline for Enhancements and STP-D Program applicants to submit applications to WisDOT district offices and then forward copies to their MPOs.

Late April through June 2002:

WisDOT compiles a list of proposed local projects along with MPO priority listings.

Late June 2002: A review committee, consisting of citizens, and staff members from other state agencies and WisDOT, meets to recommend a balanced program of projects for approval by the WisDOT Secretary.

September 2002: Project fund recipients and MPOs are notified of Enhancements and STP-Discretionary project approval.

For application materials, please contact your local WisDOT office:

District 1 - (Madison) Dave McCosh (608) 246-5445 david.mccosh@dot.state.wi.us

District 2 - (Waukesha) Mary Frigge (262) 548-8763 mary.frigge@dot.state.wi.us

District 3 - (Green Bay) Cindy O'Connor (920) 492-5679 cindy.oconnor@dot.state.wi.us

District 4 - (Wisconsin Rapids) Greg Stelmacher (715) 421-8346 gregory.stelmacher@dot.state.wi.us

District 5 - (La Crosse) John Ott (608) 785-9043 john.ott@dot.state.wi.us

District 6 - (Eau Claire) Mohamad Hayek (715) 836-2065 mohamad.hayek@dot.state.wi.us

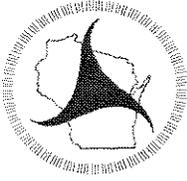
District 7 - (Rhineland) Rob Severson (715) 365-5797 robert.severson@dot.state.wi.us

District 8 - (Superior) Glenn Landis (715) 392-7994 glenn.landis@dot.state.wi.us

Enhancements Program - John Duffe in Madison Central Office (608) 264-8723 john.duffe@dot.state.wi.us

STP-Discretionary Program

John Duffe, general.....(608) 264-8723
Linda Lovejoy, transit.....(608) 266-1379



CORRESPONDENCE/MEMORANDUM _____ State of Wisconsin

Date: December 10, 2001

To: Wisconsin Local Government Units and Other Interested Parties

From: John Duffe, Multi-modal Program Manager
Bureau of Transit and Local Roads

Subject: **Federal Funding Availability - Year 2002 Local Enhancements and STP-Discretionary Programs**

We are now preparing for another round of applications for the Statewide Multi-modal Improvement Program (SMIP) in calendar year 2002. The local Transportation Enhancements (TE) and Surface Transportation Program-Discretionary (STP-D) programs are included under SMIP. We are enclosing a brochure that describes the program and lists the local WisDOT District Office contacts for more information and application materials. **The application materials will not be available until January 14, 2002 from the Districts. *This is the only notification you will receive about the program.*** If you are the head of a local government large enough to have staff working in separate public works, parks, or planning departments, we strongly suggest that you share this information with them in case they have project application proposals. We also request that just one office or department in a large municipality forward all applications so that contacts with you can be simplified.

The application deadline is Friday, April 12, 2002. It is important that you use this time to determine whether you have an eligible project with local public support, develop an accurate cost estimate and become familiar with the many federal requirements that are required if you are awarded project funding. We expect that the ten-person committee reviewing the applications will again include a mix of state elected officials, state agency representatives and citizens from around the state. The exact committee membership has not yet been determined. The committee usually meets in late June with formal announcement of project awards expected by late summer to early fall.

If you are in an urbanized area with a population of 50,000 or more, your local Metropolitan Planning Organization (MPO) will assign priority rankings to projects within their jurisdiction and these will be factored into the overall state ranking of projects. MPOs will need to complete this ranking before the review committee meets to review the projects. We encourage local governments to work with their WisDOT District Offices, and MPOs if you are in an urbanized area, to develop projects.

In response to increased federal funding that Wisconsin has received under the current federal transportation bill ("TEA-21"), the State Legislature approved a funding increase for the Local Enhancements program in December of 2000. The annual amount of local Enhancements funds was increased to \$6.75 million. The annual amount of STP-D funds remains at \$2.72 million, for an annual total of \$9.47 million when combined with the local Enhancements funds. We will be programming two years worth of funds for a total of about \$19 million for both programs. This amount will be reduced by about \$2.75 million to cover the costs of four Enhancements projects that were included in the 2001-2003 state biennial budget.

We make our projections under the assumption that the Legislature will continue the two programs at the same level through SFY 2005. There is the possibility that changes could be introduced into the next State Biennial Budget for State Fiscal Years (SFY) 2003-2005 that could affect the funding and scheduling of local projects submitted in calendar year 2002. Additionally, the federal transportation bill we are operating under – TEA-21 – is up for re-authorization in 2003. Changes in the federal bill that replaces TEA-21 could also require changes in the future funding level and program requirements that might affect projects selected in this program cycle.

Although we are accepting applications in calendar year 2002, we base our funding plans on the SFY that begins on July 1. We will be programming projects primarily in SFYs 2004 (begins July 1, 2003) and 2005. The announcement of project awards funding will not be until late summer/early fall of 2002, near the end of the construction season in Wisconsin. Our experience is that local governments are extremely optimistic about how soon they can begin the Construction phase of a project, especially if they also requested Design or Real Estate funds as part of the project. The Construction phase of your project probably could not be let for bid until July of 2003 at the soonest, and that would assume the Design and Real Estate phases were already completed.

Because of the financial scheduling commitments made through SFY 2003 from projects submitted in calendar year 2000, we cannot guarantee any new funds to projects before July 1, 2003. Districts may be able to consider requests for Design work in SFY 2003 on a case by case basis after project awards are made next year, depending on the implementation status of other projects already scheduled for SFY 2003. Our experience is that local agencies are often behind schedule with delivering approved projects. Please consult your District Office about establishing a realistic schedule for your project when putting together your application.

Given the funding levels available and the increased level of local interest in the program, we expect intense competition for funding. In the last cycle about 30% of projects were funded. Please feel free to call our WisDOT District Office staff in your area if you have questions on the program or to obtain application materials. You can also call me at (608) 264-8723 in Madison with your questions. We look forward to your interest in the program.

Enclosure

c:\btlr\dotjrd\smip\smip03-05\localmemo

BIKE / PED

Facilities for Bicycles & Pedestrians

DISTRICT 1: MPO RANKINGS

Madison Area Metropolitan Planning Organization

ID #	PROJECT NAME	FED SHARE	RANK
1b01	Missing Link Bike / Pedestrian Path	\$ 1,464,000	1 of 13
1b02	Capital City Trail Overpass	\$ 700,000	2 of 13
1b03	Yahara River Parkway	\$ 80,000	3 of 13
1b04	Campus Drive Bicycle and Pedestrian Path	\$ 684,000	4 of 13
1b05	State Street Design Project - Phase I	\$ 1,000,000	5 of 13
1b06	Howard Temin Lakeshore Path Bicycle / Pedestrian Bridge Project	\$ 160,000	6 of 13
1b07	Spring Harbor / University Avenue Underpass (Overpass) Replacement	\$ 920,000	7 of 13
1b08	Junction Ridge Pedestrian / Bicycle Overpass of West Beltline	\$ 816,000	8 of 13
1b09	Bram Street Railroad Underpass	\$ 736,000	9 of 13
1b10	Rimrock Road Area Pedestrian / Bicycle Improvements Project	\$ 412,800	10 of 13
1b11	W. Beltline Frontage Road Bicycle Lane Improvements Project	\$ 128,000	11 of 13
1b12	Ski Lane Bicycle Lane Improvements Project	\$ 212,800	12 of 13
1b13	Pedestrian Facilities Improvement Project	\$ 80,000	13 of 13

Janesville Metropolitan Planning Organization

ID #	PROJECT NAME	FED SHARE	RANK
1b14	Rock River Parkway (Phase1) and Loch Lomond (Phase 2) connectors	\$ 832,800	

Beloit State Line Area Transportation Study

ID #	PROJECT NAME	FED SHARE	RANK
1b15	Riverwalk Bike Path, Phase IIIA	\$ 512,000	

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Missing Link Bike / Pedestrian Path
PUBLIC SPONSOR: City of Madison
DISTRICT: 1
MPO: Madison Metropolitan Planning Organization

FFY	2003	2004	2005	TOTAL
Public:	\$40,000	\$2,000	\$324,000	\$366,000
Federal:	\$160,000	\$8,000	\$1,296,000	\$1,464,000
Total:	\$200,000	\$10,000	\$1,620,000	\$1,830,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

1.7 avg

Strengths

Weaknesses

MPO rank 1 of 13

Comments: *BFWI- waiting for awhile*

OVERALL RANKING:

1 _____ 2 X 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: Missing Link Bike / Pedestrian Path

2. Project Location: Municipality: Madison County: Dane

Street Address of Project (if applicable): N/A

Describe location and boundaries of the project: Project is located within or adjacent to the corridor of the Wisconsin Southern Railroad (WSOR) from Randall Avenue (approximately 300 ft. north of Regent Street) to North Shore Drive (approximately 500 ft. south of S. Bedford Street).

3. Name of the MPO the project is represented by: Madison MPO

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 Madison (Engineering)

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):
3 of 8. This is required for projects in urbanized areas with MPOs, optional for others)

6. Primary Contact Person of Public Sponsor Agency:

Name: Larry D. Nelson Title: City Engineer

Address: Rm. 115, 210 M.L.King Jr. Blvd Phone: (608) 267-4227

Municipality: City of Madison State: WI Zip: 53703

FAX: (608) 264-9275 E-mail: lnelson@ci.madison.wi.us

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

Name: _____ Title: _____

Address: _____ Phone: (_____) _____

Municipality: _____ State: WI Zip: _____

FAX: (_____) _____ E-mail: _____

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"/> * 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 project consists of a paved, 10- to 12-foot wide bike and pedestrian path serving commuters and other users with access to downtown Madison and the University of Wisconsin. This one-mile link will connect the recently completed Southwest Path with the Lake Shore Path. This will complete a continuous, off-road facility from the southwest City Limits into the City center.
The project includes a grade-separated crossing of Park Street and connections to the Murry Street underpass accessing the UW Kohl Center. It provides a safe pedestrian route through the rail corridor in student housing areas heavily used by pedestrians.

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	\$200,000	\$	\$
Real Estate		\$ 10,000	\$
Construction		\$	\$1,620,000
System Planning (STP-D Only)		\$	\$
TOTAL	\$200,000	\$ 10,000	\$1,620,000
Percentage of Public Sponsor Funds: 20%	\$ 40,000	\$ 2,000	\$ 324,000
Percentage of Federal Funds: 80%	\$160,000	\$ 8,000	\$1,296,000
TOTAL	\$200,000	\$ 10,000	\$1,620,000

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 August, 2003

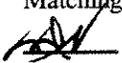
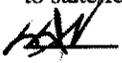
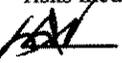
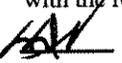
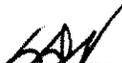
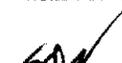
Real Estate April, 2004

Construction March, 2005

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. 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 Madison
(Name of Sponsor)

By Larry D. Nelson
(Name of Person with Fiscal Authority)


(Signature of Person)

City Engineer
(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 --

Question 12

a) Project is located within or adjacent to the corridor of the Wisconsin Southern Railroad (WSOR), which is owned by the Wisconsin Department of Transportation. It extends approximately 0.94 miles from Randall Ave. (300 feet north of Regent St.) to North Shore Drive (500 feet south of S. Bedford St.). The path will have an asphaltic surface 10- to 12-feet wide. At the west end the path connects to the Southwest Bike / Pedestrian path which extends approximately 4.2 miles to the southwest City Limits. The east end the path connects to the Brittingham Path (currently being reconstructed with a 10-foot wide asphaltic surface), which extends into the city center via the Lake Shore Path. The City of Madison has a Bicycle Transportation plan, adopted in 1975 and updated in 2000 and a Pedestrian Transportation plan, adopted in 1997. The following paths were built within the last 5 years.

PATH LOCATION	LIMITS	LENGTH (FEET)	WIDTH (FEET)	YEAR BUILT
Wingra Creek	Orchard to John Nolen Drive (PL)	10200	10	1998
Southwest Path	Beltline overpass	1220	10	1998
Sycamore Park	Nakoosa to Sycamore	2950	10	1999
St. Dunston Path	University Ave. to Old Middleton Rd.	700	8	1999
Southwest Path	Capital City Trail to Beltline overpass	5560	10	2000
Southwest Path	Beltline to Commonwealth Ave.	12180	10	2000
Southwest Path	Commonwealth Ave. to Breese Terr.	3570	12	2000
Blackhawk Bike Path	N. Eau Claire Ave. to Locust Dr.	3500	10	2000
Demetral Field Bike Path	Upham St. to N. 6'th St.	1250	8	2000

Several roadway projects over the last 5 years included construction of bike lanes, N. Park Street (University Ave. to Regent St.), Lien Road (Eagan Rd to N. Thompson Drive), Old Sauk Road (Shawn Tr. to USH 12/14), Buckeye Road (Blossom Ln. to Grafton Rd.), Rimrock Road (Badger Road to McCoy Rd.). The reconstruction of the Olin Avenue Bridge over Wingra Creek included a lengthened span to provide bicycle and pedestrian access below the roadway adjacent to the creek. The City of Madison annually installs bump-outs, traffic circles and speed humps to improve walking and bicycling.

The City of Madison employs a full time Bicycle-Pedestrian Coordinator, a full time Bicycle-Pedestrian Safety Educator, and a half-time Bicycle Registration Coordinator. We distribute 15,000 copies of our Bicycling Resource Guide and Route Map each year. The Police Department's Traffic Enforcement Safety Team regularly enforces laws to promote bicyclist and pedestrian safety. The City maintains bicycle parking racks in the downtown area, and assists other neighborhood based shopping districts with bicycle parking. Madison Metro buses have been fitted with bike racks. Madison hosts an annual Bike to Work Week celebration, largely organized by volunteers. The City of Madison assesses the repair and construction of sidewalk to the adjacent property owner.

d) The proposed path is expected to be heavily used by bicycle commuters, recreational bicyclists, pedestrians and in-line skaters throughout the year. This link, completing the Southwest Path, will connect residential areas in the southwest portion of the City with major employment centers in downtown Madison and the University of Wisconsin. The route is direct and parallels increasingly congested road corridors into the campus and the city center. It will go through a large concentration of student housing generating substantial pedestrian and bicycle traffic. The path will also get major usage during special events as a primary route for pedestrians and bikes to the State Capitol Concourse, Monona Terrace Convention Center, the UW Kohl Center, Camp Randall Stadium and Brittingham Park. For recreational riders the path provides a convenient link to the popular Lake Shore path around Lake Monona. At the other end the Southwest Path connects to the Capital City Trail, and the Military Ridge Trail, a major State recreational trail. The Southwest Path itself will soon be continued to the south as the State's Badger Trail, which will extend to Illinois with connection to the Sugar River Trail.

The recently completed portion of the Southwest Path provides an indication of the level of usage which can be expected on the Missing Link Path. This path has experienced constant usage at all times of day and throughout the entire year. No formal counts have been taken, but informal observation suggests that there are well over 1000 users per day near the east end of the path in good weather. Predictably, bicycle

commuter usage is heaviest during AM and PM peaks, but is evident throughout the day. Pedestrians outnumber bikes at almost all hours, and appear to be a mix of recreational users and people using the path for transportation to retail areas and the University. The path is used to capacity during special events at Camp Randall stadium or the UW Field House. It is anticipated that the Missing Link Path will have even heavier use as it completes the connection to major employment and education and entertainment destinations, and also traverses student housing areas. It is realistic to expect 100,000 to 200,000 users per year on the proposed facility.

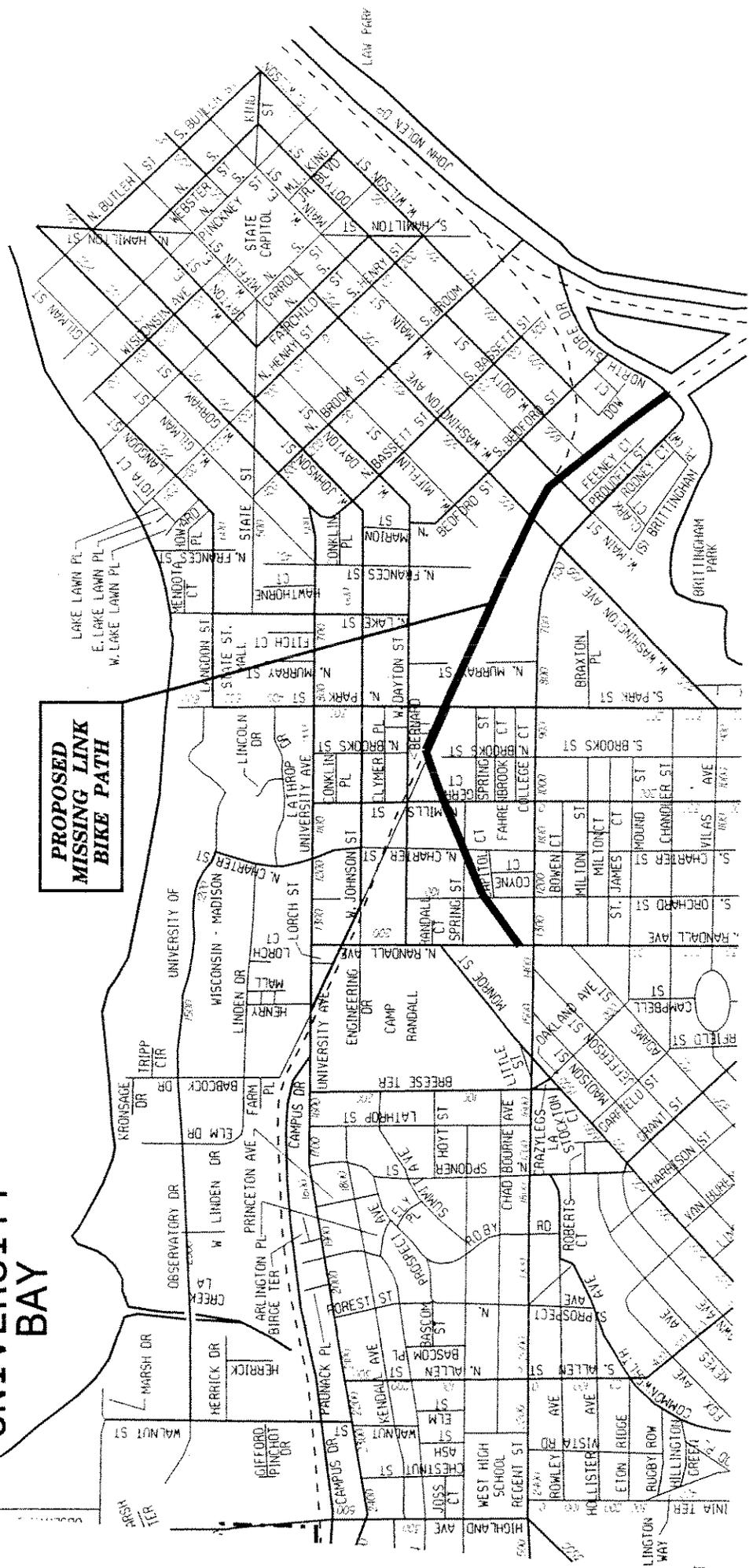
e) Other project benefits include safety, promotion of economic development, tourism and reduced traffic congestion on alternative routes. The proposed path will parallel a live rail line that is presently subject to constant trespassing. By creating a designated pedestrian corridor with defined rail crossings and fencing where appropriate, the inherent safety conflict between pedestrians and rail use will be reduced. For bicyclists, the route will be a major safety improvement over sharing the adjacent congested streets with motor vehicles. The grade separation at Park Street will provide a safer way for bikes and pedestrians to cross this busy, divided street.

The path will facilitate access to downtown businesses from surrounding neighborhoods without creating additional parking demands. It will also facilitate access to UW athletic events and special events such as the Farmer's Market on the Capital Concourse, which are important to local tourism. Commuter use of the path will reduce the demand on already-congested routes into the University and downtown. By delaying or eliminating the need for future capacity expansions of these routes, such as Monroe Street, Regent Street and West Washington Blvd. significant environmental, historic and economic impacts may be avoided. Providing a safe and convenient facility for non-motorized transportation modes will reduce the number of automobile trips with resulting noise and air quality benefits. Finally, the value of the path in linking a series of neighborhoods along the route will strengthen the social fabric of the community and provide numerous intangible benefits.



UNIVERSITY BAY

**PROPOSED
MISSING LINK
BIKE PATH**



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Capitol City Trail Overpass
PUBLIC SPONSOR: City of Fitchburg
DISTRICT: 1
MPO: Madison Metropolitan Planning Organization

FFY	2003	2004	2005	TOTAL
Public:	\$15,000	\$160,000	\$0	\$175,000
Federal:	\$60,000	\$640,000	\$0	\$700,000
Total:	\$75,000	\$800,000	\$	\$875,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.75 avg

Strengths

Weaknesses

*MPO 2 of 13
 high ADT*

light controlled intersection

Comments: *previous TE funding*

OVERALL RANKING:

1 _____ 2 _____ 3 X 4 _____ 5 _____
 High Priority *2/15/03* 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: Capital City Trail Overpass

2. Project Location: Municipality: City of Fitchburg County: Dane

Street Address of Project (if applicable): _____

Describe location and boundaries of the project: This project is located at the intersection of CTH "D" (Fish Hatchery Road) and CTH "PD" McKee Road.

3. Name of the MPO the project is represented by: Madison MPO

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: Fitchburg

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: Paul Q. Woodard, P.E. Title: Director of Public Works

Address: 5520 Lacy Road Phone: (608) 270-4261

Municipality: Fitchburg State: WI Zip: 53711

FAX: (608) 270-4275 E-mail: paul.woodard@city.fitchburg.wi.us

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

Name: _____ Title: _____

Address: _____ Phone: (_____) _____

Municipality: _____ State: WI Zip: _____

FAX: (_____) _____ E-mail: _____

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"/> * 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 Capital City Trail is a major pedestrian/bike trail in the City
that serves beyond a regional area and is connected at the west
to Military Ridge Trail and at the east to the new State
Centennial Park with plans to ultimately connect to the Glacier
Drumlin Trail. This project involves the construction of an overpass
for the Capital City Trail at the intersection of CTH "PD"
and CTH "D". Currently, the Capital City Trail is on a steep grade
on the north side of CTH "PD" and it goes across CTH "D" at a
signalized intersection. The construction of this overpass would go
over CTH "D", providing separation of the bicycles and pedestrians
from the traffic at this intersection and eliminate the steep grade
problem.

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	\$75,000	\$	\$
Real Estate		\$	\$
Construction		\$800,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$75,000	\$800,000	\$
Percentage of Public Sponsor Funds: 20%	\$15,000	\$160,000	\$
Percentage of Federal Funds: 80%	\$60,000	\$640,000	\$
TOTAL	\$75,000	\$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 1, 2003

Real Estate None Planned

Construction March 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.
POW Accepted.
- b. These are reimbursement programs. The sponsor must finance the project until federal reimbursement funds are available.
POW 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.
POW 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.
POW 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.
POW 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.
POW 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.
POW 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 City of Fitchburg
(Name of Sponsor)

By Paul Q. Woodard
(Name of Person with Fiscal Authority)

Director of Public Works
(Title of Person Signing)

Paul Q. Woodard
(Signature of Person)

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 --

12. This project would be at the intersection of CTH "PD" (Fish Hatchery Road) and CTH "PD" McKee Road in the City of Fitchburg, Dane County, Wisconsin as shown in Exhibit A. It involves the construction of an overpass for the Capital City State Trail at this intersection. Currently, the Capital City Trail goes down a steep incline on the north side of McKee Road and goes across Fish Hatchery Road at a signalized intersection. The 1999 traffic counts done by the State on Fish Hatchery Road are 31,700 ADT between McKee Road and Greenway Cross and 14,000 ADT west of Fish Hatchery Road on McKee Road. The volume of traffic continues to increase on these roadways with growth not only in our City but also from surrounding communities. The Capital City Trail is a major pedestrian/bike trail in the City that serves beyond a regional area. It is connected at the west end to Military Ridge Trail and at the east end to the future State Centennial Park and is planned to ultimately connect to the Glacier Drumlin Trail. The recently completed the Southwest Commuter Trail originates from the Capital City Trail in Fitchburg and currently terminates at Camp Randall Stadium on the University of Wisconsin campus in the City of Madison. It is our understanding that this trail will be further extended into the City of Madison at a later date.

The Capital City Trail serves not only recreational purposes, but is regularly used by commuters due to its connectivity to other systems. The City has a number of connections to the trail as well. The City is also planning to sign bike routes later this year, most of which will lead to the Capital City Trail. The Capital City Trail is a 10' wide paved trail. The exact length and width of the overpass would be determined during the design process. However, it is our intent that this facility would meet all of the WisDOT's *Facility's Development Manual* and *AASHTO's Guide for Development of Bicycle Facilities* updated in 1999. Based on the topography, our intent would be to match the overpass into the existing ground on the west side. On the east side the trail is planned to be kept in the Fish Hatchery Road right-of-way and would be brought down on a gradual grade to match the existing trail system elevation.

- **Does your community have a bicycle or pedestrian path?**

This trail was identified as a first priority in our pedestrian and bicycle system plan, which was approved by the City of Fitchburg Plan Commission. This project was also approved in our five-year Capitol Plan adopted by the City Council subject to Federal Funding for a portion of the design and construction cost.

- **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.**

The City has had a history of incorporating bicycle and pedestrian projects with road projects, park developments, and plat improvements. With the reconstruction of McKee Road in 1998, a pedestrian underpass was placed under McKee Road

that will link the developments on the north side of McKee Road to the south side developments and McKee Farms Park (a major community park) on the south side. This underpass will allow bicycle and pedestrian movements underneath the roadway and is connected to the sidewalk systems in the neighborhoods by 10' paths. Dedicated 5' bicycle lanes have been installed on all of our major road reconstruction projects over the past several years, including McKee Road, Seminole Highway, Lacy Road, and Nesbitt Road. New developments are required to provide sidewalks on all of the streets and install bicycle and pedestrian paths as appropriately needed to serve the development and provide connection to the City pedestrian and bicycle system. We recently constructed an approximately 1,000' long bicycle/pedestrian pathway to connect McKee Farms Park to the bike lanes on Fish Hatchery Road and Fitchburg Research Park.

- **Does your community assess for sidewalk improvements?**

We are in the process of retrofitting areas that do not have sidewalk. We assess for sidewalk improvements which are retrofitted into existing subdivisions on a 50/50 basis.

- **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.)**

Fitchburg Police regularly undertake bicycle patrols in certain City neighborhoods. There are four officers assigned to these patrols. They have five bicycles in their fleet. The City is also implementing a number of the items that were included in our bicycle and pedestrian system plan as new commercial developments come in with the architectural reviews by the Plan Commission. Bicycle racks are also required by the Plan Commission during architectural review for new commercial projects in the City.

CAPITAL CITY BIKE TRAIL

Proposed Overpass at
the Intersection of
CTH "D" and CTH "PD"

LEGEND

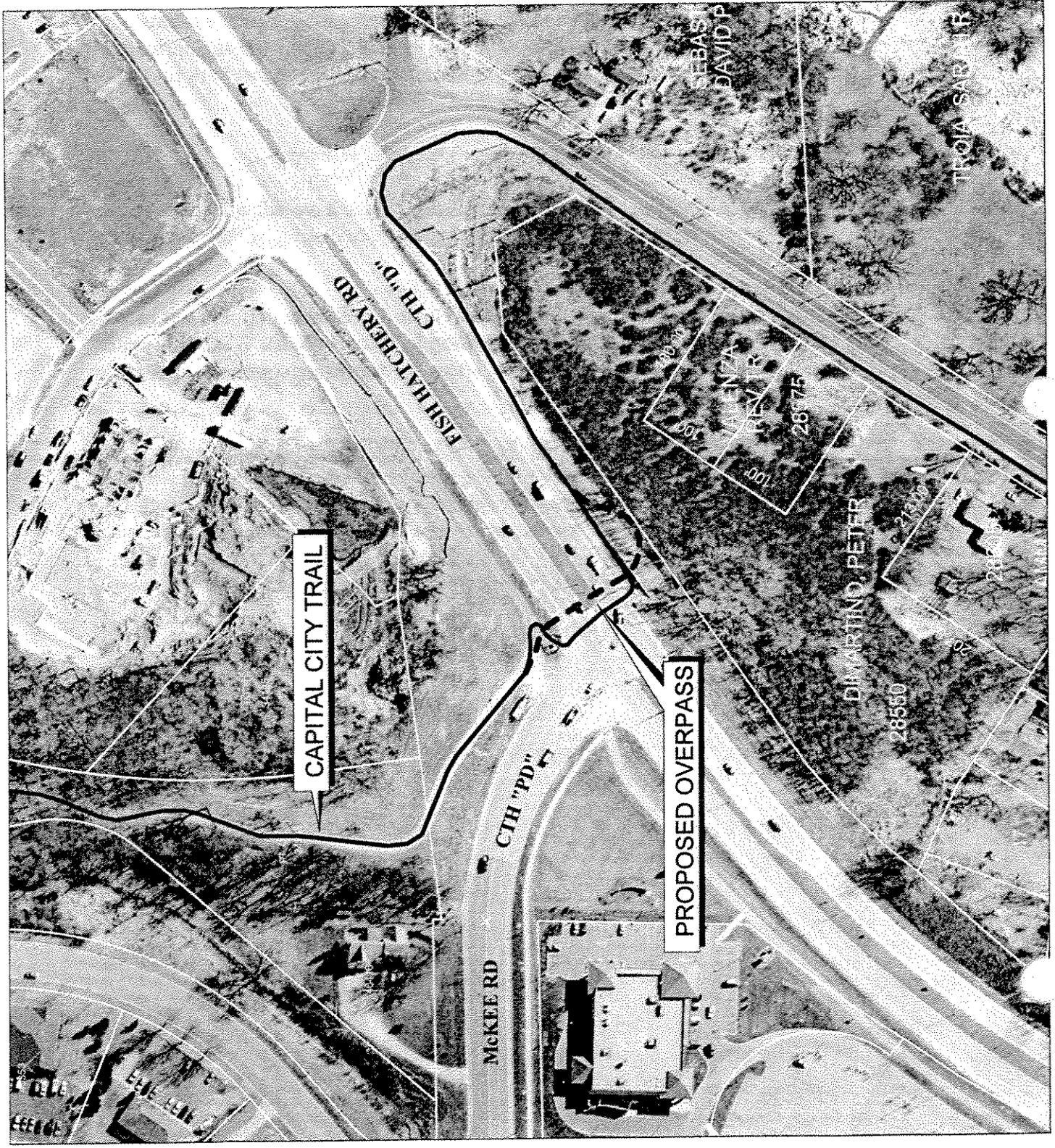
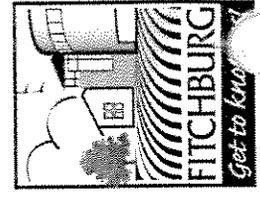
Capital City Trail

EXISTING

PROPOSED



Prepared by: Planning Department
04/12/02



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Yahara River Parkway
PUBLIC SPONSOR: City of Madison
DISTRICT: 1
MPO: Madison Metropolitan Planning Organization

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$0	\$20,000	\$20,000
Federal:	\$0	\$0	\$80,000	\$80,000
Total:	\$	\$	\$100,000	\$100,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.65 avg

Strengths

Weaknesses

MPO 3 of 13
use (50,000?) pop in area
cost

Comments: *only for design work*

OVERALL RANKING:

1 _____ 2 ~~✓~~ 3 _____ 4 ~~X~~ 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: Yahara River Parkway

2. Project Location: Municipality: Madison County: Dane
Street Address of Project (if applicable): _____

Describe location and boundaries of the project: The project is located within the Yahara River Parkway Corridor between Williamson Street and E. Johnson Street.

3. Name of the MPO the project is represented by: Madison MPO
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 Madison (Engineering)
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):
5 of 8. This is required for projects in urbanized areas with MPOs, optional for others)

6. Primary Contact Person of Public Sponsor Agency:

Name: Larry D. Nelson Title: City Engineer
Address: Rm. 115, 210 M.L.King Jr. Blvd Phone: (608) 267-4227
Municipality: City of Madison State: WI Zip: 53703
FAX: (608) 264-9275 E-mail: lnelson@ci.madison.wi.us

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

Name: _____ Title: _____
Address: _____ Phone: (_____) _____
Municipality: _____ State: WI Zip: _____
FAX: (_____) _____ E-mail: _____

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"/> * 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 City Of Madison is proposing to build an off-street bike path along the west side of the Yahara River between Williamson Street and E. Johnson Street. An underpass of E. Johnson Street along the Yahara River is scheduled for construction in 2005. Also, the E. Washington Avenue bridge over the Yahara is schedule for reconstruction in 2006. The proposed design will provide pedestrian and bicycle routes adjacent to the Yahara River below E. Washington Avenue and E. Johnson Street. The proposed bike path would provide a safe, formal cross-isthmus transportation option for pedestrians and bicyclists.

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	\$	\$	\$ 100,000
Real Estate		\$	\$
Construction		\$	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$	\$ 100,000
Percentage of Public Sponsor Funds: 20%		\$	\$ 20,000
Percentage of Federal Funds: 80%		\$	\$ 80,000
TOTAL	\$	\$	\$ 100,000

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 January 2005

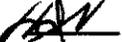
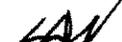
Real Estate NA

Construction April 2006

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. 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.

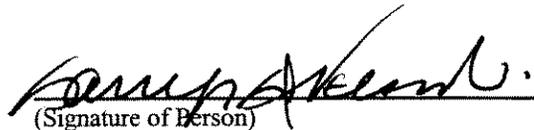
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

By Larry D. Nelson
(Name of Person with Fiscal Authority)


(Signature of Person)

City Engineer
(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 –**

Question 12

The proposed project consists of building a ten foot wide asphaltic off-road bicycle/pedestrian path along the west side of the Yahara River. The project length is approximately 2500 feet long.

The City of Madison has adopted both a bicycle Transportation plan and a pedestrian transportation plan. The bicycle transportation plan was first adopted in 1975 and most recently updated in 2000. The pedestrian transportation plan was adopted in 1997.

The following table lists off-street bike paths built within the last 5 years.

PATH LOCATION	LIMITS	LENGTH (FEET)	WIDTH (FEET)	YEAR BUILT
Wingra Creek	Orchard to John Nolen Drive (PL)	10200	10	1998
Southwest Path	Beltline overpass	1220	10	1998
Sycamore Park	Nakoosa to Sycamore	2950	10	1998
St. Dunston Path	University Ave. to Old Middleton Rd.	700	8	1999
Southwest Path	Capital City Trail to Beltline overpass	5560	10	2000
Southwest Path	Beltline overpass to Commonwealth Ave.	12180	10	2000
Southwest Path	Commonwealth Ave. to Breese Terr.	3570	12	2000
Blackhawk Bike Path	N. Eau Claire Ave. to Locust Dr.	3500	10	2000
Demetral Field Bike Path	Upham St. to N. 6'th St.	1250	8	2000

Several roadway projects over the last 5 years included construction of bike lanes, N. Park Street (University Ave. to Regent St.), Lien Road (Eagan Rd to N. Thompson Drive), Old Sauk Road (Shawn Tr. to USH 12/14), Buckeye Road (Blossom Ln. to Grafton Rd.) and Rimrock Road (Badger Road to McCoy Rd.). The reconstruction of the Olin Avenue Bridge over Wingra Creek included a lengthened span to provide bicycle and pedestrian access below the roadway adjacent to the creek. The City of Madison

annually installs several bump-outs, traffic circles and speed humps which lead to better environments for walking and bicycling.

The City of Madison employs a full time Bicycle-Pedestrian Coordinator, a full time Bicycle-Pedestrian Safety Educator, and a half-time Bicycle Registration Coordinator. We print and distribute 15,000 copies of our Bicycling Resource Guide and Route Map each year. The Police Department's Traffic Enforcement Safety Team (TEST unit) regularly enforces laws to promote bicyclist and pedestrian safety. The City installs and maintains bicycle parking racks in the downtown area, and assists other neighborhood based shopping districts with bicycle parking. Most Madison Metro buses have been fitted with bike racks on the front that each carry two bicycles. The City's Transportation Commission annually holds a public hearing to gain input from citizens on what they would like to see for bicycle and pedestrian improvements in the city. Madison hosts an annual Bike to Work Week celebration that is largely organized by community volunteers. Other bicycle related organizations in Madison include Wheels for Winners, a youth earn-a-bike program; Red and Yellow bikes - - bikes available for free use; the Bombay Bicycle Club, a large recreationally focused bicycle club with a weekly schedule of rides from the first weekend in April through the last weekend in November; and numerous other bicycle clubs with a variety of foci from racing to seniors.

The City of Madison assesses the repair and construction of sidewalk. Initial installation of sidewalk is assessed 100% to adjacent property owners. Fifty percent of the cost to repair existing sidewalk is assessed to the adjacent property owner.

Madison's isthmus is bisected by three major east-west arterial corridors: E. Johnson Street; E. Washington Avenue (USH 151); and Williamson Street. North-south crossings of the isthmus are difficult for pedestrians and bicyclists due to the need to cross these busy streets. Yet the north and south sides

of the isthmus function as a unified neighborhood with residents using the same schools, business areas and parks. There is a significant amount of pedestrian and bicycle traffic across the isthmus on a daily basis. The Yahara River corridor provides the only practical location for grade separated crossings of the busy arterials that bisect the isthmus.

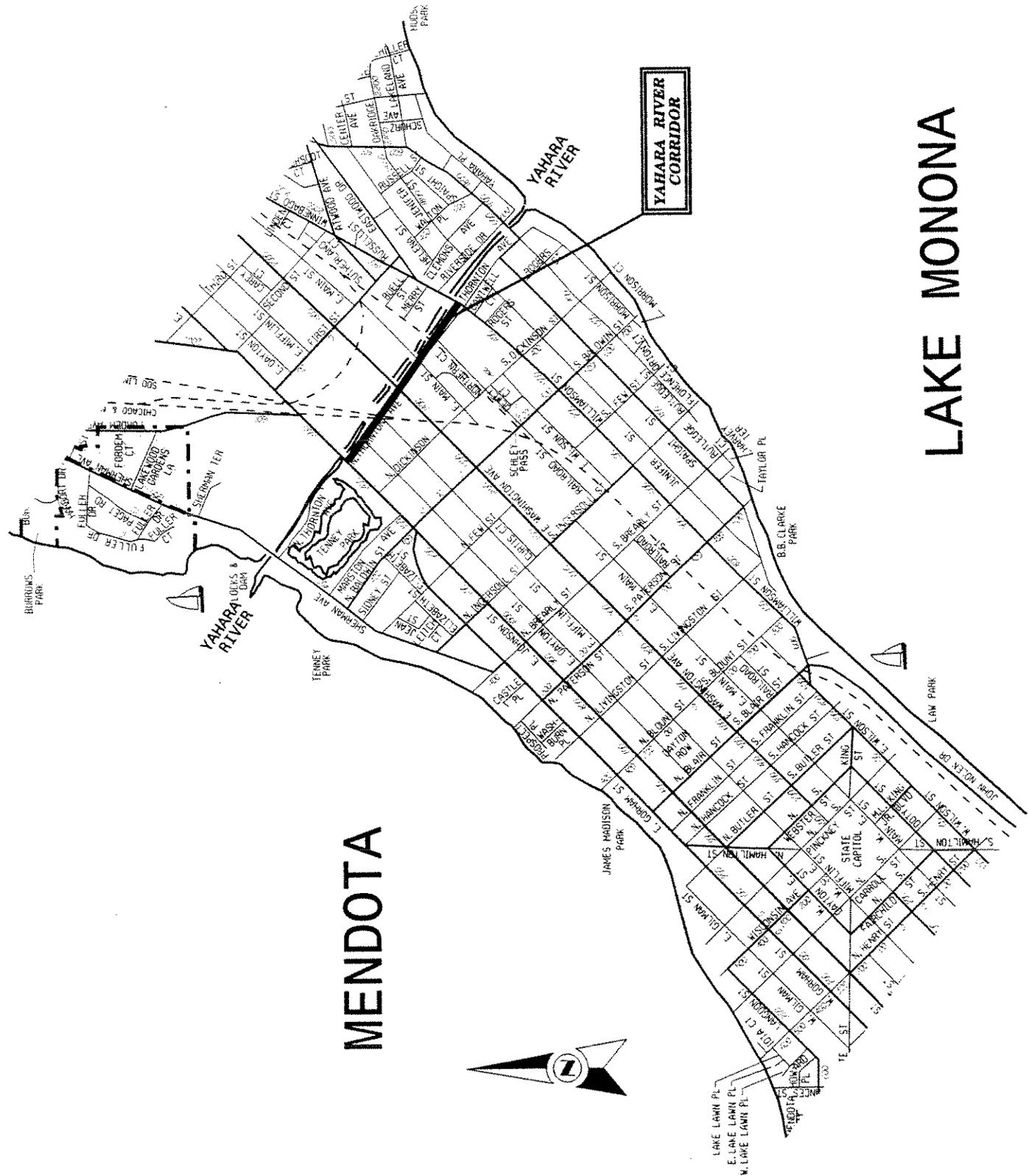
The pedestrian and bicycle transportation system will be greatly enhanced by having this continuous grade separated corridor across Madison's isthmus. This project has been included in neighborhood plans for neighborhoods on both sides of the isthmus, as well as being identified in Madison's Bicycle Transportation Plan. It is also included in the City's adopted Yahara River Parkway Plan. Thus, completion of this project will fulfill existing City of Madison transportation goals as identified in several plans.

There could realistically be in the range of 50,000 pedestrian and bicycle transportation trips per year using this corridor. There are businesses nearby along the corridor, as well as schools and parks. About 12,000 people live in the neighborhoods adjacent to this corridor.

Other goals include spurring infill development in underutilized urban areas on both the north and south sides of the isthmus along the Yahara River. This infill development has also been identified in other adopted City and regional plans including Isthmus 2020 and Dane 2020 plans. Tourism promotion is also a part of the Yahara River Parkway Plan with the potential for boat tours of Madison's lakes originating at a mooring on the Yahara River as part of possible infill development.

LAKE MENDOTA

LAKE MONONA



**YAHARA RIVER
CORRIDOR**



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Campus Drive Bicycle and Pedestrian Path
PUBLIC SPONSOR: University of Wisconsin Madison
DISTRICT: 1
MPO: Madison Metropolitan Planning Organization

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$11,200	\$159,800	\$171,000
Federal:	\$0	\$44,800	\$639,200	\$684,000
Total:	\$	\$56,000	\$799,000	\$855,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.1 avg

Strengths

4 of 13 MPO

Weaknesses

*Not a planned part of MPO
bikepath system*

Comments:

OVERALL RANKING:

1 _____ 2 _____ 3 X 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: Campus Drive Bicycle and Pedestrian Path
2. Project Location: Municipality: University of Wisconsin Madison County: Dane
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Babcock Street to Walnut Street on the University of Wisconsin-Madison campus
3. Name of the MPO the project is represented by: Madison MPO
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: University of Wisconsin Madison
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 2. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: <u>Renee Callaway</u>	Title: <u>UW TDM Program Manager</u>
Address: <u>610 Walnut St, Rm 124</u>	Phone: <u>(608) 263-1034</u>
Municipality: <u>Madison</u>	State: <u>WI</u> Zip: <u>53715</u>
FAX: <u>(608) 265-3424</u>	E-mail: <u>rcallaway@fpm.wisc.edu</u>

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

Name: _____	Title: _____
Address: _____	Phone: (_____) _____
Municipality: _____	State: <u>WI</u> Zip: _____
FAX: (_____) _____	E-mail: _____

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"/> * 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.)

This project will provide a new bicycle and pedestrian path through
the University of Wisconsin-Madison campus. The completion of this
3300 foot path will improve the mobility both to and on campus. This
will help reduce the number of cars on campus and those traveling
through adjacent neighborhoods. It will also add to the growing
network of bike paths and routes on campus and in the City of Madison.

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

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	\$	\$56,000	\$
Real Estate		\$	\$
Construction		\$	\$799,000
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$56,000	\$799,000
Percentage of Public Sponsor Funds:	%	\$44,800 11,200	\$159,800
Percentage of Federal Funds:	%	\$11,200 44,800	\$639,200
TOTAL	\$	\$56,000	\$855,000 799,000

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 1, 2003

Real Estate _____

Construction July 1, 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.

LDJ Accepted.

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

LDJ 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.

LDJ 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.

LDJ 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.

LDJ 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.

LDJ 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.

LDJ 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 University of Wisconsin Transportation Services
(Name of Sponsor)

By Lance Lunsbury (Name of Person with Fiscal Authority) [Signature] (Signature of Person)

Director, Transportation Services (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 --

The Campus Drive Bicycle and Pedestrian Path will extend from Babcock Street to Walnut Street. This path will be approximately 3,300 feet when completed. It will be a minimum of 8 feet wide in its narrowest section. The path will be asphalt pavement.

The path will connect the bike lanes on University Avenue onto campus. It will also provide a link to the bicycle and pedestrian Campus Drive overpass. In the long term it may provide the first step in linking the Blackhawk Path from Shorewood Hills into campus.

This path will be an important part of the bicycle and pedestrian network that the University provides. Although the University does not at this time have a Bicycle and Pedestrian Plan, the Campus Master Plan does highlight the need for improving bicycle and pedestrian facilities.

The Campus Master Plan principles include:

Bicycle Circulation

- Recognize bicycles as an essential mode of transportation.
- Encourage increased ridership by creating major campus corridors and improved storage opportunities.
- Create separate bicycle and automobile routes including in-street lanes and off-street paths whenever possible.
- Connect campus corridors with regional routes. *

Over the past five years the campus has been working to improve its bicycle and pedestrian facilities as called for in the Master Plan.

The 1999-2001 SMIP provided funds to make improvements to the Lakeshore Path. In 2002 we will begin construction on the west end of the Lakeshore Path to make the improvements outlined

in the final Lakeshore Path report. Many of these improvements are to increase safety at intersections. The campus will also be doing some improvements on the east end of the Lakeshore Path that were planned in the report but not funded under the SMIP.

In the redevelopment of Walnut Street and Observatory Drive, bike lanes were added to the newly constructed Walnut Street to make a connection to the Lakeshore Path.

The University of Wisconsin participated with other public agencies to construct the Murray Street bicycle and pedestrian underpass near the Kohl Center on Dayton Street. The University continues to play a role in the maintenance of the underpass.

In addition to the provision of bicycle routes the University is committed to also providing education, encouragement and enforcement as necessary to make the campus climate better for bicycling and walking.

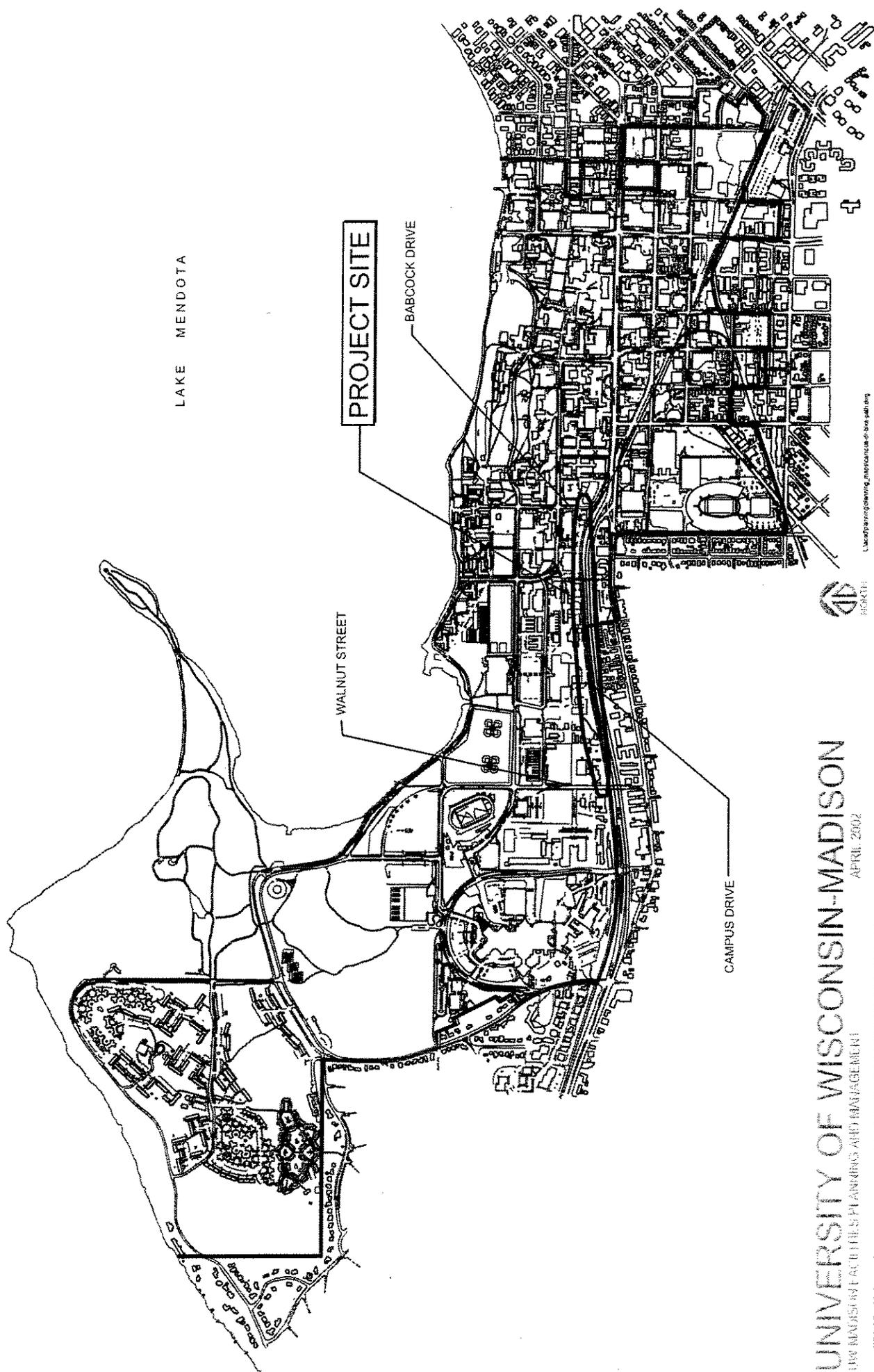
Over the last five years the University has made significant gains in providing bike parking. Presently campus well over 11,000 bike rack parking spaces as well as 22 bike locker spaces. The University has been working to upgrade all substandard bike racks to meet City of Madison requirements. In addition, all new buildings are required to install only City of Madison approved bike rack styles. In 2002-2003 the University has budgeted \$61,000 to upgrade old racks, provide new bike parking areas and add additional bike lockers.

To encourage more use of alternative modes of transportation, the University sponsors Bike to Work Week and works cooperatively with the organizers to increase campus participation. In addition, the campus sponsors its own "Great Choices" Week in September to educate employees and students about transportation alternatives.

The University also includes bicycle and pedestrian information in its marketing materials. Materials include a brochure that goes to all new employees in their benefit packet, a twice a year newsletter, posters, a banner and other promotional materials. All the materials highlight bicycling and walking as an important commute mode.

The campus has also worked cooperatively with the city, county and local non-profits to increase bicycle education on campus. The UW hosted a training on bike safety for local police officers and several UW officers attended. This led to increased cooperation between local police units in making bicycle safety a priority. The UW Police Bike Patrol has been more active and present on campus since that training.

The University of Wisconsin-Madison, located in the heart of downtown Madison, is one of the largest employers in Dane County. The campus has a population of over 40,000 students and 16,000 employees, 20% of who bike to campus and 40% of who walk to campus.



LAKE MENDOTA

PROJECT SITE

BABCOCK DRIVE

WALNUT STREET

CAMPUS DRIVE

UNIVERSITY OF WISCONSIN-MADISON
APRIL 2002
THE UNIVERSITY OF WISCONSIN PLANNING AND MANAGEMENT



1. uwmadison.org/planning_and_management © 2002 uwmadison.org

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: State Street Design Project - Phase I
PUBLIC SPONSOR: City of Madison
DISTRICT: 1
MPO: Madison Metropolitan Planning Organization

FFY	2003	2004	2005	TOTAL
Public:	\$25,000	\$150,000	\$75,000	\$250,000
Federal:	\$100,000	\$600,000	\$300,000	\$1,000,000
Total:	\$125,000	\$750,000	\$375,000	\$1,250,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 10
- MISCELLANEOUS: letter for State Street Historic District-Madison

3.75avg

Strengths

5 of 13 MPO

Weaknesses

State St is already a bike lane

Comments:

\$1 million Fed TCEP

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: State Street Design Project- Phase I
2. Project Location: Municipality: Madison County: Dane
Street Address of Project (if applicable): n/a
Describe location and boundaries of the project: 100-200 blocks of State Street, 100-200 blocks of N. Henry Street, 200 block of W. Mifflin Street, 100 block of N. Fairchild Street, and the public spaces in the 100 block of W.Mifflin Street and the 100 block of N. Carroll Street.
3. Name of the MPO the project is represented by: Madison Area MPO
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 Madison
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):
3 of 8. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Larry D. Nelson Title: City Engineer
Address: 210 Martin Luther King Jr. Blvd. Phone: (608) 267-4227
Municipality: City of Madison State: WI Zip: 53709
FAX: (608) 264-9275 E-mail: lnelson@ci.madison.wi.us

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

Name: _____ Title: _____
Address: _____ Phone: (_____) _____
Municipality: _____ State: WI Zip: _____
FAX: (_____) _____ E-mail: _____

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"/> * 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 State Street Design Project proposes a comprehensive design for State Street and side streets that comprise the State Street District. This request is for funding of pedestrian/bicycle facilities for Phase I. The project involves reconstructing the streets and sidewalks, incorporating pedestrian and bicycle amenities such as "bulb outs", counter-flow bike lane, sidewalks, crosswalks, streetlights, benches, and bike racks. A transit/bicycle/pedestrian mall since 1980, State Street provides vital linkages in the city's transportation system. The current facility is deteriorating and requires a high level of maintenance. The proposed design revolves around the principles of: 1) flexibility, 2) durability, 3) maintainability, and 4) sustainability.

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		\$ 125,000	\$	\$
Real Estate			\$	\$
Construction			\$ 750,000	\$ 375,000
System Planning (STP-D Only)			\$	\$
TOTAL		\$ 125,000	\$ 750,000	\$ 375,000
Percentage of Public Sponsor Funds:	20%	\$ 25,000	\$ 150,000	\$ 75,000
Percentage of Federal Funds:	80%	\$ 100,000	\$ 600,000	\$ 300,000
TOTAL		\$ 125,000	\$ 750,000	\$ 375,000

Note: The budget described above is for the provision of pedestrian/bicycle facilities that will be designed and constructed in conjunction with other improvements for Phase I of the State Street Design Project. Some construction dollars could be shifted from FY 2004 to FY 2005 should that be more consistent with WisDOT priorities.

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 n/a

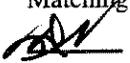
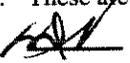
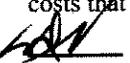
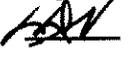
Construction July 2003

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. 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.

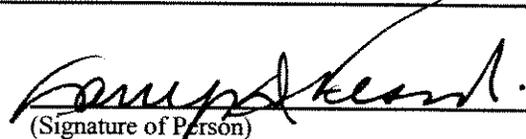
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

By Larry D. Nelson
(Name of Person with Fiscal Authority)


(Signature of Person)

City Engineer
(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 -**

Question 12

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:

The Phase I project area includes the 100-200 blocks of State Street, 100 block of Fairchild St., 200 block of W. Mifflin St., 100-200 blocks of N. Henry St., and the public spaces in the 100 block of W. Mifflin St. and 100 block of N. Carroll St. (see attached map). Each of these segments has 66-foot wide right-of-way. All pedestrian and bicycle pathways within the project area are proposed to be replaced with concrete. Existing sidewalks along State Street are exposed aggregate concrete. This requires a higher level of maintenance, and the rough texture is problematic for some handicapped individuals. A portion of the walkway in the 200 block of State Street consists of granite pavers, which become slippery when wet. Concrete sidewalks in other portions of the project area are in various stages of decline. Each of these streets is part of Madison's downtown street grid system and provide key connections to existing transportation facilities.

• Does your community have a bicycle or pedestrian plan?

The City's bicycle transportation plan was first adopted in 1975 and updated in 2000. The pedestrian transportation plan was adopted in 1997.

• 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.

The following table lists off-street bike paths built within the last 5 years.

PATH LOCATION	LIMITS	LENGTH (FEET)	WIDTH (FEET)	YEAR BUILT
Wingra Creek	Orchard to John Nolen Drive (PL)	10200	10	1998
Southwest Path	Beltline overpass	1220	10	1998
Sycamore Park	Nakoosa to Sycamore	2950	10	1998
St. Dunston Path	University Ave. to Old Middleton Rd.	700	8	1999
Southwest Path	Capital City Trail to Beltline overpass	5560	10	2000
Southwest Path	Beltline overpass to Commonwealth Ave.	12180	10	2000
Southwest Path	Commonwealth Ave. to Breese Terr.	3570	12	2000
Blackhawk Bike Path	N. Eau Claire Ave. to Locust Dr.	3500	10	2000
Demetral Field Bike Path	Upham St. to N. 6 th St.	1250	8	2000

Several roadway projects over the last 5 years included construction of bike lanes, N. Park Street (University Ave. to Regent St.), Lien Road (Eagan Rd to N. Thompson Drive), Old Sauk Road (Shawn Tr. to USH 12/14), Buckeye Road (Blossom Ln. to Grafton Rd.), Rimrock Road (Badger Road to McCoy Rd.). The reconstruction of the Olin Avenue Bridge over Wingra Creek included a lengthened span to provide bicycle and pedestrian access below the roadway adjacent to the creek. The City of Madison annually

installs several bump-outs, traffic circles and speed humps which lead to better environments for walking and bicycling.

- 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.).

The City of Madison employs a full time Bicycle-Pedestrian Coordinator, a full time Bicycle-Pedestrian Safety Educator, and a half-time Bicycle Registration Coordinator. We print 15,000 copies of our Bicycling Resource Guide and Route Map each year. The City installs and maintains bicycle parking racks in the downtown area, and assists other neighborhood based shopping districts with bicycle parking. Most Madison Metro buses have been fitted with bike racks. The City's Transportation Commission annually holds a public hearing to gain input from citizens on potential bicycle/pedestrian improvements. Madison hosts an annual Bike to Work Week celebration. There is strong citizen bicycle advocacy in Madison, through organizations such as the Dane County Bicycle Alliance, the Bicycle Federation of Wisconsin, Wheels for Winners, a youth earn-a-bike program, Red and Yellow bikes (bikes available for free use), the Bombay Bicycle Club, and numerous others. Madison consistently wins awards and is included in national "Best Places" lists for both bicycling and walking. Madison has an active Safe Communities Coalition that has a strong focus on pedestrian and bicyclist safety.

- Does your community assess for sidewalk improvements?

The City assesses for the repair and construction of sidewalks. Initial installation of sidewalk is assessed 100% to adjacent property owners. Fifty percent of the cost to repair existing sidewalk is assessed to the adjacent property owner.

- 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.

State Street is the most heavily used pedestrian corridor in the city (perhaps the State), and is also a heavily traveled bicycle route. The UW-Madison anchors one end of the corridor. With over 40,000 students, there is a resident population that is highly pedestrian and bicycle dependent. A major visitor destination is located at the opposite end of the street and includes attractions such as the State Capitol, Wisconsin Veteran's Museum, State Historical Museum, Madison Children's Museum, and the Civic Center-Madison Art Center. The \$100 million Overture Center is currently under construction in the 200 block of State Street. Although there are no current estimates on the number of pedestrians and bicyclists, regular events in the immediate vicinity (Dane County Farmer's Market, Maxwell Street Days, Taste of Madison, Jazz at Five, Art Fair On (and Off) the Square, and Concerts on the Square) have annual attendance of approximately 900,000. In addition, the Madison Convention and Visitors Bureau— which features State Street in its marketing materials- estimates events and conventions at venues in the downtown/campus area will be attended by another 900,000 persons.

Due to its location on Madison's isthmus, and its position within the downtown street grid, the facility accommodates countless trips for shopping, work, and school purposes within and through the project area. Large concentrations of students are located in all neighborhoods around State Street. Also, since State Street is a major downtown shopping destination, many people use these streets to access the shops and restaurants within the district. Major employment centers are located at each end of the corridor.

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.

The State Street Design Project provides benefits on many levels to numerous user groups, as evidenced by the Madison Common Council's unanimous approval of the Design Plan.

The use of the facility as a transit mall has a direct connection to the level of pedestrian and bicycle activity in the area. Although the present design has served well for over two decades, the heavy use and presence of numerous components that require a high level of maintenance has led to an increasingly deteriorated condition. This has the potential of creating a perception of a place that is neglected, run down, and unsafe. If not addressed, this could significantly reduce the attractiveness to pedestrians, bicyclists and transit riders.

Pedestrian improvements to be implemented pursuant to this application and not previously mentioned center on the improvement of walkways. The width of the walkway, which is as little as eight feet in some areas, is proposed to be increased to a consistent width of twelve feet. In addition, the plan seeks to remove or reduce many of the fixed obstructions (glitter light poles, planters, over sized tree grates, and large bus shelters) located between the buildings and the curb.

The State Street historic district has been determined eligible for the National Register (see attached letter from the Wisconsin Historical Society). As cited in the National Register nomination, the State Street historic district has the largest concentration of architecturally significant historic commercial buildings of any commercial area in the city, and has a continuity and human scale not seen elsewhere in Madison's downtown. The State Street historic district showcases a wide variety of architectural styles, with designs by a large number of local architects. The State Street historic district retains good integrity - 77% of all buildings are contributing.

Finally, as the city's central commercial district, maintaining the district's vitality is critical in ensuring its viability as a retail/entertainment destination. Elements of the proposed design will facilitate this stability by increasing accessibility, fostering a sense of pride, and enhancing the unique identity of the State Street District for years to come.

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Howard Temin Lakeshore Path Bicycle / Pedestrian Bridge Project
PUBLIC SPONSOR: University of Wisconsin Madison
DISTRICT: 1
MPO: Madison Metropolitan Planning Organization

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$40,000	\$0	\$40,000
Federal:	\$0	\$160,000	\$0	\$160,000
Total:	\$	\$200,000	\$	\$200,000

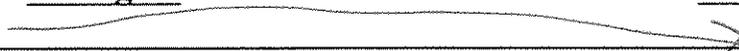
ATTACHMENTS AVAILABLE UPON REQUEST:

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

4.56 avg

Strengths

Weaknesses

6 of 13 
rebuilding even house- concurrent construction

Comments: _____

OVERALL RANKING: 1 _____ 2 ~~1~~ 3 _____ 4 ~~X~~ 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: Howard Temin Lakeshore Path Bicycle/Pedestrian Bridge Projec
2. Project Location: Municipality: University of Wisconsin Madison County: Dane
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: UW Howard Temin Lakeshore Path Crew House
3. Name of the MPO the project is represented by: Madison MPO
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: University of Wisconsin Madison
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 2. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Renee Callaway Title: UW TDM Program Manager
 Address: 610 Walnut St, Rm 124 Phone: (608) 263-1034
 Municipality: Madison State: WI Zip: 53715
 FAX: (608) 265-3424 E-mail: rcallaway@fpm.wisc.edu

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

Name: _____ Title: _____
 Address: _____ Phone: (_____) _____
 Municipality: _____ State: WI Zip: _____
 FAX: (_____) _____ E-mail: _____

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"/> * Historic Preservation | <input type="checkbox"/> Control and removal of outdoor advertising |
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* 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.)

This project provides an opportunity to construct a bicycle/pedestrian
bridge at the UW Crew House section of the Lakeshore Path. A new Crew
House is planned for construction which provides an ideal time to
address the safety and access issues that have plagued this portion of
the Lakeshore Path for years. The present Crew House crossing is
unsafe because of the steep grade and the conflict between path users
and Crew team members moving boats in and out of the water. In
addition, the present slope of the path at the Crew House is not ADA
compliant.

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

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	\$	\$	\$
Real Estate		\$	\$
Construction		\$200,000	\$
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TOTAL	\$	\$	\$
Percentage of Public Sponsor Funds: 20%		\$40,000	\$
Percentage of Federal Funds: 80%		\$160,000	\$
TOTAL	\$	\$200,000	\$

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 _____

Real Estate _____

Construction 5/1/04

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).

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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.

LL Accepted.

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

LL Accepted.

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LL Accepted.

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LL 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 University of Wisconsin Transportation Services
(Name of Sponsor)

By Lance Lunsway [Signature]
(Name of Person with Fiscal Authority) (Signature of Person)

Director, Transportation Services 4-12-02
(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 Howard Temin Lakeshore Path bridge will allow safe and efficient passage of bicycles and pedestrians at the site of the UW Crew House. An approximately 150-foot long and 12-foot wide bridge adjacent to the shoreline, north of the building will provide a straight link between the east and west sections of the path. The bridge will eliminate cross traffic from crew team members traversing to the lake and will allow for an excellent line of sight. In addition, the bridge will allow for an ADA compliant crossing at the Crew House site.

In order to truly make the Lakeshore Path a viable link in the east-west bicycle and pedestrian corridor in Madison it is vital that problems of safety and accessibility are corrected at the Crew House. This bridge offers a solution to the longstanding problem of how to navigate through the Crew House area. It offers what no other solution does – a safe alternative that is convenient and efficient for users of the path and the Crew House.

Although the University does not at this time have a Bicycle and Pedestrian Plan, the Campus Master Plan does highlight the need for improving bicycle and pedestrian facilities.

The Campus Master Plan principles include:

Bicycle Circulation

- Recognize bicycles as an essential mode of transportation.
- Encourage increased ridership by creating major campus corridors and improved storage opportunities.
- Create separate bicycle and automobile routes including in-street lanes and off-street paths whenever possible.
- Connect campus corridors with regional routes.

Over the past five years the campus has been working to improve its bicycle and pedestrian facilities as called for in the Master Plan.

The 1999-2001 SMIP provided funds to make improvements to the Lakeshore Path although not enough to do a Crew House bridge.. In 2002 we will begin construction on the west end of the Lakeshore Path to make the improvements outlined in the final Lakeshore Path report. Many of these improvements are to increase safety at intersections. The campus will also be doing some improvements on the east end of the Lakeshore Path that were planned in the report but not funded under the SMIP.

In the redevelopment of Walnut Street and Observatory Drive, bike lanes were added to the newly constructed Walnut Street to make a connection to the Lakeshore Path.

The University of Wisconsin participated with other public agencies to construct the Murray Street bicycle and pedestrian underpass near the Kohl Center on Dayton Street. The University continues to play a role in the maintenance of the underpass.

In addition to the provision of bicycle routes the University is committed to also providing education, encouragement and enforcement as necessary to make the campus climate better for bicycling and walking.

Over the last five years the University has made significant gains in providing bike parking. Presently campus has well over 11,000 bike rack parking spaces as well as 22 bike locker spaces. The University has been working to upgrade all substandard bike racks to meet City of Madison requirements. In addition, all new buildings are required to install only City of Madison

approved bike rack styles. In 2002-2003 the University has budgeted \$61,000 to upgrade old racks, provide new bike parking areas and add additional bike lockers.

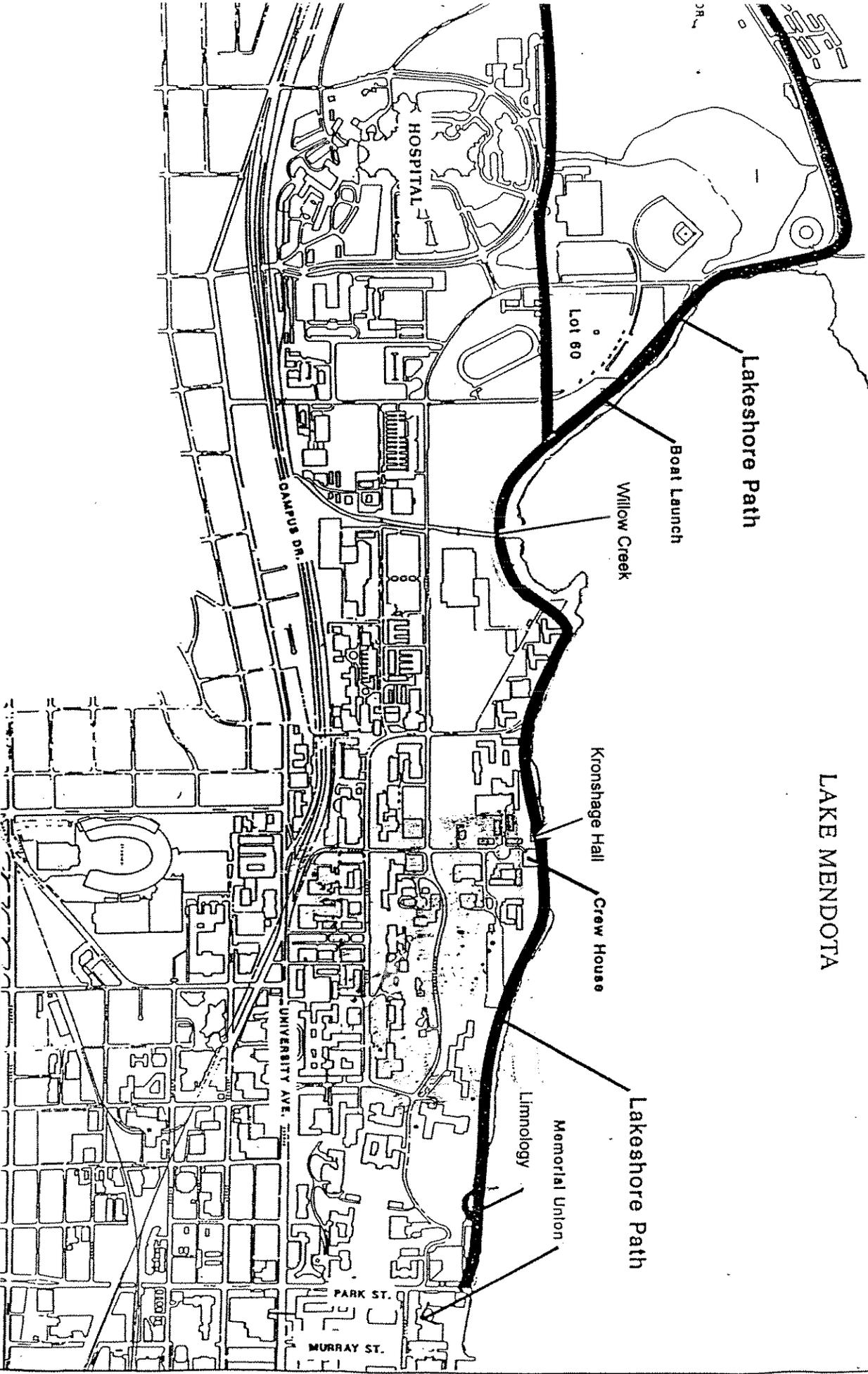
To encourage more use of alternative modes of transportation, the University sponsors Bike to Work Week and works cooperatively with the organizers to increase campus participation. In addition, the campus sponsors its own "Great Choices" Week in September to educate employees and students about transportation alternatives.

The University also includes bicycle and pedestrian information in its marketing materials. Materials include a brochure that goes to all new employees in their benefit packet, a twice a year newsletter, posters, a banner and other promotional materials. All the materials highlight bicycling and walking as an important commute mode.

The campus has also worked cooperatively with the city, county and local non-profits to increase bicycle education on campus. The UW hosted a training on bike safety for local police officers and several UW officers attended. This led to increased cooperation between local police units in making bicycle safety a priority. The UW Police Bike Patrol has been more active and present on campus since that training.

The University of Wisconsin-Madison, located in the heart of downtown Madison, is one of the largest employers in Dane County. The campus has a population of over 40,000 students and 16,000 employees, 20% of who bike to campus and 40% of who walk to campus.

LAKE MENDOTA



LAKE SHORE BIKE / PED. PATH IMPROVEMENTS





Photo 4-E. Segment 4, This photo illustrates the path as it traverses through the crew house area.

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: Spring Harbor / University Avenue Underpass (Overpass) Replacement
2. Project Location: Municipality: Madison County: Dane
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: The project is located at the intersection of University Avenue and Spring Harbor Drive.
3. Name of the MPO the project is represented by: Madison MPO
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 Madison (Engineering)
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):
6 of 8. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Larry D. Nelson Title: City Engineer
Address: Rm. 115, 210 M.L.King Jr. Blvd Phone: (608) 267-4227
Municipality: City of Madison State: WI Zip: 53703
FAX: (608) 264-9275 E-mail: lnelson@ci.madison.wi.us

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

Name: _____ Title: _____
Address: _____ Phone: (____) _____
Municipality: _____ State: WI Zip: _____
FAX: (____) _____ E-mail: _____

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"/> * 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.)

An existing corrugated metal pipe which serves as a pedestrian underpass of University Avenue would be removed and replace with an ADA compliant underpass or possibly an overpass. The feasibility of both options will determined and costs compared. The underpass serves a nearby school, residential neighborhoods and commercial properties. University Avenue provides a significant barrier to pedestrians and bicycles traveling from one side to the other. An ADA compliant grade separated facility is essential for safe ped/bike crossing of University Avenue.

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	\$ 150,000	\$	\$
Real Estate		\$	\$
Construction		\$ 1,000,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$ 150,000	\$ 1,000,000	\$
Percentage of Public Sponsor Funds: 20%	\$ 30,000	\$ 200,000	\$
Percentage of Federal Funds: 80%	\$ 120,000	\$ 800,000	\$
TOTAL	\$ 150,000	\$ 1,000,000	\$

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 January 2003

Real Estate NA

Construction April 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.

ADL Accepted.

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

ADL 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.

ADL 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.

ADL 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.

ADL 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.

ADL 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.

ADL 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:

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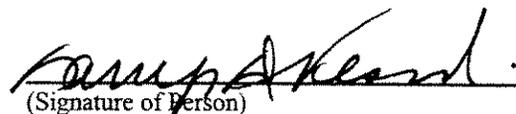
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13. I have read and understood the above statements.

Signed on behalf of City of Madison
(Name of Sponsor)

By Larry D. Nelson
(Name of Person with Fiscal Authority)


(Signature of Person)

City Engineer
(Title of Person Signing)

4/12/02
(Date)

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■ **NO LATE APPLICATIONS WILL BE ACCEPTED** -

Question 12

An existing corrugated metal pipe with stairs at both ends serves as a pedestrian underpass of University Avenue near Spring Harbor Drive. The pipe would be removed and replaced with an ADA compliant structure. The structure could be either an underpass or an overpass, both options will be evaluated. Additional walkways along University Avenue will be constructed to improve pedestrian access.

The City of Madison has adopted both a bicycle Transportation plan and a pedestrian transportation plan.

The bicycle transportation plan was first adopted in 1975 and most recently updated in 2000. The pedestrian transportation plan was adopted in 1997.

The following table lists off-street bike paths built within the last 5 years.

PATH LOCATION	LIMITS	LENGTH (FEET)	WIDTH (FEET)	YEAR BUILT
Wingra Creek	Orchard to John Nolen Drive (PL)	10200	10	1998
Southwest Path	Beltline overpass	1220	10	1998
Sycamore Park	Nakoosa to Sycamore	2950	10	1998
St. Dunston Path	University Ave. to Old Middleton Rd.	700	8	1999
Southwest Path	Capital City Trail to Beltline overpass	5560	10	2000
Southwest Path	Beltline overpass to Commonwealth Ave.	12180	10	2000
Southwest Path	Commonwealth Ave. to Breese Terr.	3570	12	2000
Blackhawk Bike Path	N. Eau Claire Ave. to Locust Dr.	3500	10	2000
Demetral Field Bike Path	Upham St. to N. 6 th St.	1250	8	2000

Several roadway projects over the last 5 years included construction of bike lanes, N. Park Street (University Ave. to Regent St.), Lien Road (Eagan Rd to N. Thompson Drive), Old Sauk Road (Shawn Tr. to USH 12/14), Buckeye Road (Blossom Ln. to Grafton Rd.) and Rimrock Road (Badger Road to McCoy Rd.). The reconstruction of the Olin Avenue Bridge over Wingra Creek included a lengthened span to

provide bicycle and pedestrian access below the roadway adjacent to the creek. The City of Madison annually installs several bump-outs, traffic circles and speed humps which lead to better environments for walking and bicycling.

The City of Madison employs a full time Bicycle-Pedestrian Coordinator, a full time Bicycle-Pedestrian Safety Educator, and a half-time Bicycle Registration Coordinator. We print and distribute 15,000 copies of our Bicycling Resource Guide and Route Map each year. The Police Department's Traffic Enforcement Safety Team (TEST unit) regularly enforces laws to promote bicyclist and pedestrian safety. The City installs and maintains bicycle parking racks in the downtown area, and assists other neighborhood based shopping districts with bicycle parking. Most Madison Metro buses have been fitted with bike racks on the front that each carry two bicycles. The City's Transportation Commission annually holds a public hearing to gain input from citizens on what they would like to see for bicycle and pedestrian improvements in the city. Madison hosts an annual Bike to Work Week celebration that is largely organized by community volunteers. Other bicycle related organizations in Madison include Wheels for Winners, a youth earn-a-bike program; Red and Yellow bikes - - bikes available for free use; the Bombay Bicycle Club, a large recreationally focused bicycle club with a weekly schedule of rides from the first weekend in April through the last weekend in November; and numerous other bicycle clubs with a variety of foci from racing to seniors.

The City of Madison assesses the repair and construction of sidewalk. Initial installation of sidewalk is assessed 100% to adjacent property owners. Fifty percent of the cost to repair existing sidewalk is assessed to the adjacent property owner.

This project will improve Wisconsin's transportation system by providing a safe, accessible, and convenient structure for bicyclists and pedestrians. The path will encourage walking and bicycling thus reducing single

occupant motor vehicle trips. This project is also consistent with WisDOT's draft Bicycle Plan's of doubling trips by bicycle while at the same time reducing injuries and fatalities by ten percent.

At least 50,000 trips per year can be expected for this proposed facility. The majority of these trips will be for transportation purposes such as travel to work or school, shopping or visiting friends.

The existing underpass does not comply with ADA and also lacks lighting. It provides connections for residential neighborhoods, commercial properties and Spring Harbor Middle School. University Avenue is a 4-lane primary arterial, which carries 32,000 vehicles per day. The heavy traffic and few available crossing are significant barriers to pedestrians and bicycles traveling from one side of University Avenue to the other.

An ADA compliant grade separated facility is essential for safe ped/bike crossing of University Avenue in this area.

**PROPOSED SPRING HARBOR/
UNIVERSITY AVENUE
UNDERPASS (OVERPASS) REPLACEMENT**

**VILLAGE
SHOREWOOD**

BLACKHAWK COUNTRY CLUB

