

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Junction Ridge Pedestrian / Bicycle Improvements Project
PUBLIC SPONSOR: City of Madison
DISTRICT: 1
MPO: Madison Metropolitan Planning Organization

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$24,000	\$180,000	\$204,000
Federal:	\$0	\$96,000	\$720,000	\$816,000
Total:	\$	\$120,000	\$900,000	\$1,020,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.7 avg

Strengths

20,000 - 25,000 use/year

Weaknesses

*8 of 13 MPO
 west side not fully developed =
 demand not high*

Comments:

OVERALL RANKING:

1 _____ 2 _____ 3 X 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: Junction Ridge Pedestrian/Bicycle Overpass of West Beltline

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 Blackwolf Drive extended to the West Beltline. It connects Junction Road with N. High Point 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: 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):
8 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.)**
Develop plans and specifications and construct a pedestrian and bicycle overpass of the West Beltline (USH 12/14) south of Old Sauk Road. The area east of the Beltline is now fully developed. The area west of the Beltline is currently being developed. This overpass would connect Sauk Creek Park and residential development on the east side of the Beltline with the new commercial, retail and residential development on the west side of the Beltline. Easements for the landing on the west, as well as for path connections to the street network, have been obtained from the developer.

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		\$	\$ 120,000	\$
Real Estate			\$	\$
Construction			\$	\$ 900,000
System Planning (STP-D Only)			\$	\$
TOTAL		\$	\$	\$ 900,000
Percentage of Public Sponsor Funds:	20%	\$	\$ 24,000	\$ 180,000
Percentage of Federal Funds:	80%	\$	\$ 96,000	\$ 720,000
TOTAL		\$	\$ 120,000	\$ 900,000

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 2004

Real Estate NA

Construction April 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.

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:

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.

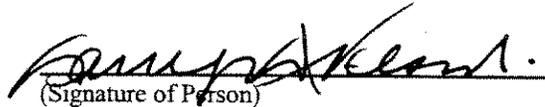
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such 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 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 West Beltline Highway (USH 12/14) allows motorized traffic to move efficiently around the City. However, the Beltline, by virtue of its limited access design, presents a significant barrier to pedestrian and bicycle travel from one side of the Beltline to the other. When the West Beltline was originally built, it defined the western edge of the City of Madison. In recent years, however, the City has extended beyond the Beltline. The few roadway crossings are now all busy, multi-lane arterial streets. This project will enhance the transportation system by making possible non-motorized travel between the primarily

residential neighborhoods on the east side of the Beltline and the developing commercial, retail and residential neighborhoods on the west side of the Beltline. Increasing the opportunities for non-motorized travel in this area will help to relieve congestion at the interchange of the Beltline and Old Sauk Road as well as on surrounding streets.

This project has been included in neighborhood plans for neighborhoods on both sides of the Beltline, as well as being identified in Madison's Bicycle Transportation Plan. Thus, completion of this project will fulfill existing City of Madison transportation goals.

On an annual basis, 20,000 – 25,000 trips could be expected to be made across this facility. These trips will be primarily for transportation purposes such as commuting to work, shopping, visiting friends, etc. The safety of pedestrians and bicyclists crossing the West Beltline Highway will be significantly improved by this project. The only option available is traveling through a busy interchange of the West Beltline Highway and a multi-lane arterial street.

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Bram Street Railroad Underpass
PUBLIC SPONSOR: City of Madison
DISTRICT: 1
MPO: Madison Metropolitan Planning Organization

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$24,000	\$160,000	\$184,000
Federal:	\$0	\$96,000	\$640,000	\$736,000
Total:	\$	\$120,000	\$800,000	\$920,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

4.5 avg

Strengths

Weaknesses

~~200~~ 9 of 13 MPO
 10,000 trips/year
 MOST \$ BEING SPENT ON RR INSTEAD OF PATH

Comments: _____

OVERALL RANKING:

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

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

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

1. Project Name: Bram Street Railroad Underpass
2. Project Location: Municipality: Madison County: Dane
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: The project is located along Bram Street near Koster 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):
7 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.)**
This project will construct a one block missing sidewalk section under a railroad bridge. This will entail replacement of the railroad bridge to provide width for the sidewalk under the railroad tracks separate from the existing roadway. The missing sidewalk section will connect a developed residential area on the west side of the railroad with a pedestrian/bicycle path on the east side in Quann Park. The Quann Park path connects with the Wingra Creek Path, providing access to larger area around this neighborhood.

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		\$	\$ 120,000	\$
Real Estate			\$	\$
Construction			\$	\$ 800,000
System Planning (STP-D Only)			\$	\$
TOTAL		\$	\$	\$ 800,000
Percentage of Public Sponsor Funds:	20%	\$	\$ 24,000	\$ 160,000
Percentage of Federal Funds:	80%	\$	\$ 96,000	\$ 640,000
TOTAL		\$	\$ 120,000	\$ 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 January 2004

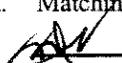
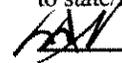
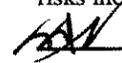
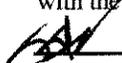
Real Estate NA

Construction April 2005

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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.
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- 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.
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- 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.

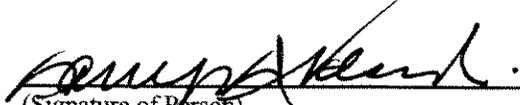
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

Madison’s Pedestrian Transportation Plan makes it clear that a continuous sidewalk and pathway system is critical if we expect trips to be made by walking. A lack of sidewalks, however small the missing sidewalk section might be, can be a tremendous disincentive to walking. Thus, filling in missing links in the existing sidewalk system is a high priority. This project will complete a missing link due to a railroad overpass of a road. The existing railroad overpass does not have enough room underneath it for sidewalks. There is an established residential area to the west, which is hemmed in by these railroad tracks and a creek to the north school. One block east of the railroad bridge is a pedestrian/bicycle path through Quann Park. The Quann Park Path connects with the Wingra Creek Path, providing pedestrian access connections from/to this neighborhood with a much larger area of the city.

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.

At least 10,000 trips per year will be made on this facility for transportation purposes such as walking to school, to friends, and to local businesses and parks.

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Rimrock Road Area Pedestrian / Bicycle Improvements Project
PUBLIC SPONSOR: Town of Madison
DISTRICT: 1
MPO: Madison Metropolitan Planning Organization

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$103,200	\$0	\$103,200
Federal:	\$0	\$412,800	\$0	\$412,800
Total:	\$	\$516,000	\$	\$516,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

4.35 avg

Strengths

Weaknesses

*COULD WAIT UNTIL AFTER THE
"PROPOSED" COMMERCIAL DEVELOPMENT
IS COMPLETE*

Comments: _____

OVERALL RANKING:

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

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

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

1. Project Name: Rimrock Road Area Pedestrian/Bicycle Improvements Project
2. Project Location: Municipality: Town of Madison County: Dane
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Rimrock Road (E. Badger Rd. to Lake George Rd.), E. Badger Road (Rimrock Rd. to west end), Lake George Road (Rimrock Rd. to west end)
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: Town of Madison, Dane County, Wisconsin
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
1 of 4. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: D. Richard Rose Title: Director of Public Works
Address: 2120 Fish Hatchery Road Phone: (608) 210-7260
Municipality: Madison State: WI Zip: 53713
FAX: (608) 210-7236 E-mail: roser@town.madison.wi.us

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

Name: Renee Schwass Title: Business Manager
Address: 2120 Fish Hatchery Road Phone: (608) 210-7260
Municipality: Madison State: WI Zip: 53713
FAX: (608) 210-7236 E-mail: schwassr@town.madison.wi.us

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 improve the pedestrian and bicycle transportation needs of the Rimrock and E. Badger Road neighborhood. This area needs investment, support services and job creation; or economic and social problems will worsen. A private development proposes to address these goals by building 1,000,000 square feet of commercial space and creating 2,000+ jobs for nearby residents. The proposed transportation improvements will permit better access to these new jobs and nearby recreational areas. The requested assistance will help provide the necessary infrastructure improvements for the neighborhood while softening the urban feel through landscaping, deterring crime, and removing blight.

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	\$	\$51,000	\$
Real Estate		\$	\$
Construction		\$465,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$516,000	\$
Percentage of Public Sponsor Funds: 20%		\$103,200	\$
Percentage of Federal Funds: 80%		\$412,800	\$
TOTAL	\$	\$516,000	\$

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

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

P.E./Design/Planning July 2003

Real Estate _____

Construction August 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.

DRR Accepted.

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

DRR 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.

DRR 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.

DRR 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.

DRR 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.

DRR 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.

DRR 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.

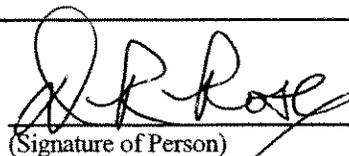
e) Broadly describe other project benefits (not already covered above) related to any of the following - improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development,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

13. I have read and understood the above statements.

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

By D. Richard Rose
(Name of Person with Fiscal Authority)

Director of Public Works
(Title of Person Signing)


(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 --

RIMROCK ROAD AREA PEDESTRIAN/BICYCLE IMPROVEMENTS PROJECT

TOWN OF MADISON, DANE COUNTY, WISCONSIN

A. PROPOSED IMPROVEMENTS

1. Pedestrian Friendly Street Lighting

Upgraded streetlights are required along 2,800 lineal feet of E. Badger Road. The lights will be spaced according to Dane County and Town of Madison standards. The lighting will help deter crime, provide a sense of safety, enhance pedestrian traffic, and give the area an aesthetically pleasing look.

2. Landscaping in Right-of-Way on Rimrock Road, E. Badger Road, and Lake George Road

Landscaping in the Rimrock Road, E. Badger Road and Lake George Road right-of-ways is critical to soften the urban feel to pedestrians, help deter crime, and to make the area pedestrian/bicycle friendly (5,800 lineal feet).

3. Sidewalks in Right-of-Way

To increase the accessibility and ensure pedestrian safety, sidewalks leading to the entrance of the new Novation Technology Campus are needed. Sidewalks are needed on E. Badger Road from Rimrock Road to Pheasant Ridge Trail (1,200 lineal feet), Lake George Road from Rimrock Road to Roma Road (1,100 lineal feet), and on the west side of Rimrock Road from E. Badger Road to Lake George Road (1,300 lineal feet). Sidewalks will be 5 feet wide and constructed of concrete. While the Town of Madison has an assessment policy for sidewalk construction, the proposed walkways are located in a neighborhood with a high number of low-to-moderate income households that qualify as a federally distressed area. The installation of improvements will be in accordance with WisDOT's *Facilities Development Manual* and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) in order to accommodate people with disabilities and the elderly.

4. Easement of Land and Pedestrian/Bicycle Path to Connect Lake George Road to Pheasant Ridge Trail

To allow residents that reside in the apartment complexes to the west (Pheasant Ridge Trail) access to the Novation Technology Campus and the MATC job-training center, a 15' wide by 300' long easement of land needs to be acquired from the current property owner. A 10-foot wide bituminous pedestrian/bicycle path will be constructed in this easement.

5. Bury Existing Power Lines

The existing power lines on E. Badger Road need to be buried to help remove blight in the area. Once the power lines are buried, this area will be landscaped.

B. TRANSPORTATION RELATIONSHIP

National and regional transportation policies stress the importance of pedestrian transportation. The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the National Bicycling and Walking Study of 1994 (NBWS), the Americans with Disabilities Act of 1990 (ADA), the Dane County Land Use and Transportation Plan (1997), and the City of Madison Pedestrian Transportation Plan (1997) all add support and strength to the mandate to plan for, design, and build pedestrian transportation systems. ISTEA also requires states to re-examine their transportation systems and plans, and develop comprehensive new plans for the future.

TransLinks 21, Wisconsin's 21st century transportation plan, has five fundamental transportation goals including: (1) *mobility*--ability to move people and goods within its boundaries; (2) *choice*--whenever practical and feasible, travelers and shippers should have more than one mode of transportation available to meet mobility needs; (3) *safety*--transportation users expect and deserve a system that is safe for personal and freight travel; (4) *connectivity*--a seamless transportation system with opportunities to use more than one mode of transportation in a single trip; and (5) *efficiency*--Wisconsin expects its transportation system to be efficient and economical.

This project relates to Wisconsin's surface transportation system seamlessly. The proposed improvements will increase pedestrian, vehicular, and bicycle traffic efficiencies, increase pedestrian traffic safety, remove blight of two former landfills and overgrown right-of-ways, and deter criminal activity in the area. By constructing new sidewalks and a bicycle path, the new economic development will be better served by area residents. The project will enhance the transportation system by making the area more pedestrian friendly and help reduce inefficiencies in pedestrian, vehicular, and bicycle traffic. It will also enhance the transportation system by reducing the blight and overgrowth that was created by the two former landfills and the deteriorating low-income neighborhoods. The Town of Madison successfully completed two previous transportation enhancement projects (Project No. 5802-00-73 and Project No. 5802-00-73) and is doing design work on another project (Project No. 5802-00-01/75).

C. PROJECT IMPACT

The project will have a huge impact and usage on an annual basis. With the private development of Novation Technology Campus, over 2000 new jobs will be created. This alone will greatly increase both daily vehicular and pedestrian traffic demands. The development is also slated for several retail buildings which will increase neighborhood pedestrian traffic. The proposed bicycle path and sidewalks will not only be used for recreation, but also for work and shopping access. ? WHERE'S THE PROJECTED USAGE?

A majority of the above upgrades are to enhance the visual and functionality of the current pedestrian transportation infrastructure. A majority of the jobs at the new development will be filled by neighborhood residents. To help encourage pedestrian traffic and better manage vehicular traffic these upgrades need to occur.

D. PROJECT BENEFITS

→ CDBG ← ?
The project area has severe economic conditions along with social distress. The Per Capita income in this area is just 74% of the US average. This qualifies the neighborhood as a federally distressed area. The problem only intensifies when the social problems are considered. The project area has an overall crime rate 82.2% higher than the national average. The area has a 247% higher rate of robbery, 109% higher rate of larceny, and a 47% higher rate of rape than the national average. The neighborhood directly west of the proposed Novation Technology Campus, on E. Badger Road and Pheasant Ridge Trail, is where 75% of the Town of Madison's Part I crimes occur. Part I crimes include, rape, robbery, and murder.

This area needs investment, support services and job creation; or these economic social problems will only worsen. The Town of Madison and private developer, The Alexander Co. Inc., have put substantial investment into the area already. The Novation Technology Campus, which will be developed by The Alexander Company, will address all of these goals. The proposed redevelopment of the former landfills involves a 62-acre master development plan that calls for approximately one million square feet of quality commercial space, creating 2000+ full time jobs. A portion of the

space is oriented towards high tech, distribution or light industrial uses that require affordable yet flexible building characteristics. The remainder of the space is scheduled for office and retail uses. While the development plan seeks to minimize the costs and the risks, the creative use of economic development tools will clearly need to be implemented for this project to be a success. The requested Department of Transportation assistance will help provide necessary pedestrian infrastructure upgrades to prepare the project area for development into an economic engine.

Once completed, the project will benefit the community in many ways: such as the creation of jobs for low-income residents, the removal of blight, the remediation of a brownfield, and the provision of support services for prospective job applicants. The master plan includes uses such as daycare and a wellness center. These services will be developed as demand and funding dictates and will serve local residents, the campus and its employees. Funding has already been procured for a job-training center to be run by Madison Area Technical College. This job-training center will provide English as a second language, basic computer skills and other skills directly to the surrounding low-income residents.

The public pedestrian infrastructure improvements will also promote safety with the provision of streetlights and will soften the urban environment with the provision of landscaping and streetscape improvements. The Department of Transportation's assistance will not only be felt in the upgraded transportation facilities, but also in transforming a low-income neighborhood into an economic engine, reducing area social problems, and helping allow residents to access better jobs.

With an estimated total project cost of \$100,000,000 for the Novation Technology Campus, this project would be the largest economic investment in the area in decades. The new development will also have an important impact on the social aspects of the area. It will stabilize the fragile neighborhood, eliminate blighting influences, improve neighborhood dynamics and create spin-off activity. Already some of the neighboring property owners have announced plans for improving their properties after news of the Novation Technology Campus development. The major benefit of the Department of Transportation's assistance will be the transformation of two blighted landfills, low-income neighborhoods, and a high crime area into a substantial economic engine, while helping reduce social and safety issues.

Project Cost Estimate

Construction Element	Cost	Federal Share	Town Share
Street Lighting (#1 on map)	\$ 70,000	\$ 56,000	\$ 14,000
Landscape/Streetscape Improvements (#2 on map)	\$ 125,000	\$ 100,000	\$ 25,000
Sidewalks and Bicycle Path (#3 and #4 on map)	\$ 78,000	\$ 62,400	\$ 15,600
Bury Existing Power Lines (#5 on map)	\$ 150,000	\$ 120,000	\$ 30,000
Contingency (10%)	\$ 42,000	\$ 33,600	\$ 8,400
Design and Engineering (11%)	\$ 51,000	\$ 40,800	\$ 10,200
Totals =	\$ 516,000	\$ 412,800	\$ 103,200



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: W. Beltline Frontage Road Bicycle Lane Improvements Project
PUBLIC SPONSOR: Town of Madison
DISTRICT: 1
MPO: Madison Metropolitan Planning Organization

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$32,000	\$0	\$32,000
Federal:	\$0	\$128,000	\$0	\$128,000
Total:	\$	\$160,000	\$	\$160,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

4.45 avg

Strengths

Weaknesses

NO POP, ALT HS given

Comments: _____

OVERALL RANKING:

1 _____ 2 _____ 3 X 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: W. Beltline Frontage Road Bicycle Lane Improvements Project

2. Project Location: Municipality: Town of Madison County: Dane

Street Address of Project (if applicable): _____

Describe location and boundaries of the project: W. Beltline Frontage Road from Pedestrian/Bicycle Bridge over W. Beltline Highway to Ski Lane

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: Town of Madison, Dane County, Wisconsin

Indicate Sponsor Type: State County City Village Town Indian Nation

5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
2 of 4. This is required for projects in urbanized areas with MPOs, optional for others)

6. Primary Contact Person of Public Sponsor Agency:

Name: D. Richard Rose Title: Director of Public Works

Address: 2120 Fish Hatchery Road Phone: (608) 210-7260

Municipality: Madison State: WI Zip: 53713

FAX: (608) 210-7236 E-mail: roserr@town.madison.wi.us

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

Name: Renee Schwass Title: Business Manager

Address: 2120 Fish Hatchery Road Phone: (608) 210-7260

Municipality: Madison State: WI Zip: 53713

FAX: (608) 210-7236 E-mail: schwassr@town.madison.wi.us

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 Town of Madison proposes to construct bicycle lanes on the West
Beltline frontage road from the pedestrian/bicycle bridge over the
Beltline to Ski Lane. The project will provide safer facilities for
commuter and recreational bicycle users and support and encourage
alternative modes of transportation. These improvements are the 1st
of 2 phases to complete a safe linkage between the bridge over the
Beltline southerly to existing bicycle lanes on CTH MM in Fitchburg.
The proposed project will be constructed in conjunction with the
extension of the frontage road.

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	\$	\$20,700	\$
Real Estate		\$	\$
Construction		\$139,300	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$160,000	\$
Percentage of Public Sponsor Funds: 20%		\$32,000	\$
Percentage of Federal Funds: 80%		\$128,000	\$
TOTAL	\$	\$160,000	\$

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

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

P.E./Design/Planning July 2003

Real Estate _____

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

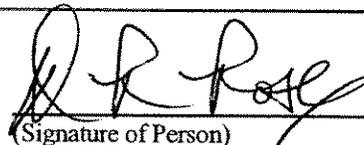
e) Broadly describe other project benefits (not already covered above) related to any of the following - improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development,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

13. I have read and understood the above statements.

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

By D. Richard Rose
(Name of Person with Fiscal Authority)

Director of Public Works
(Title of Person Signing)


(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 --

WEST BELTLINE FRONTAGE ROAD BICYCLE LANES PROJECT

TOWN OF MADISON, DANE COUNTY, WISCONSIN

The Town of Madison desires to provide safe and convenient bicycle facilities for commuters and recreational users and to support and encourage alternative modes of transportation. In an effort to reach this goal, the Town of Madison plans to improve and increase the mileage of bicycle lanes throughout the Town. The Town of Madison successfully completed two previous transportation enhancement projects (Project No. 5802-00-73 and Project No. 5802-00-73) and is doing design work on another project (Project No. 5802-00-01/75).

The proposed construction of bicycle lanes on the West Beltline frontage road will provide safer facilities for commuter and recreational bicycle users. These improvements are the first of two construction phases that will complete a safe linkage between the pedestrian/bicycle bridge over the West Beltline Highway and CTH MM in the City of Fitchburg.

The West Beltline Frontage Road Bicycle Lanes project is located west of the 300 block of the West Beltline Highway frontage road. The proposed bicycle lane project will be done along with the construction of an extension of the frontage road from the pedestrian/bicycle bridge over the W. Beltline Highway westerly to Ski Lane. Elements of the project include the removal of an existing cul-de-sac, construction of 3600 feet of four-foot wide asphalt bicycle lanes, bridge construction of additional width to accommodate bicycle lanes, and signing and pavement marking.

The installation of all improvements will be in accordance with WisDOT's *Facilities Development Manual* and AASHTO's *Guide for the Development of Bicycle Facilities (1999)*.

National and regional transportation policies stress the importance of transportation options. The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the National Bicycling and Walking Study of 1994 (NBWS), and the Madison Urban Area and Dane County Bicycle Transportation Plan (2000) all add support and strength to the mandate to plan for, design, and build bicycle transportation systems. ISTEA also requires states to re-examine their transportation systems and plans, and develop comprehensive new plans for the future.

TransLinks 21, Wisconsin's 21st century transportation plan, has five fundamental transportation goals including: (1) *mobility*--ability to move people and goods within its boundaries; (2) *choice*--whenever practical and feasible, travelers and shippers should have more than one mode of transportation available to meet mobility needs; (3) *safety*--transportation users expect and deserve a system that is safe for personal and freight travel; (4) *connectivity*--a seamless transportation system with opportunities to

use more than one mode of transportation in a single trip; and (5) *efficiency*--Wisconsin expects its transportation system to be efficient and economical.

The West Beltline Frontage Road Bicycle Lanes project meets all five goals of TransLinks 21. The construction of bicycle lanes improves the *mobility* of people for recreational and commuting purposes. The construction of bicycle lanes provides transportation system users the *choice* to use alternative modes of transportation in addition to traveling by automobile. Bicycle lanes provide *safety* for bicyclists by separating them from motor vehicles on roadways. The proposed construction of bicycle lanes will be integrated with other transportation systems and will provide *connectivity* among the following areas: commercial districts, residential neighborhoods, schools, churches, parks, employment centers, government service buildings, and existing bicycle lanes in the Town of Madison and City of Fitchburg. Finally, the increased availability of alternative modes of travel due to improved bicycle facilities will provide *efficiency* in the Town's transportation system by reducing petroleum consumption, wear and tear on roads, and the need for new roads and traffic lanes.

The West Beltline Frontage Road Bicycle Lanes project will encourage and promote bicycle use as a transportation option by providing safer access to schools, churches, retail centers, work sites, and recreational areas for thousands of bicycle system users on an annual basis.

Bicycle use decreases our reliance on the automobile, helping to reduce traffic congestion, air and noise pollution, wear and tear on roads, consumption of petroleum, traffic accidents and property damage, and the need for additional roads and/or traffic lanes. Also, bicycling is less expensive than driving a car, thereby providing an economic benefit to individuals as well. In addition, businesses benefit from improved access and an environment conducive to "window-shopping".

According to a University of California study, commuting by car raises blood pressure, lowers frustration tolerance, and fosters negative moods. By comparison, moderate levels of bicycling provide excellent health benefits by reducing the risk of heart disease, osteoporosis, hypertension, diabetes, cancer and arthritis, while encouraging weight loss and improving mental health.

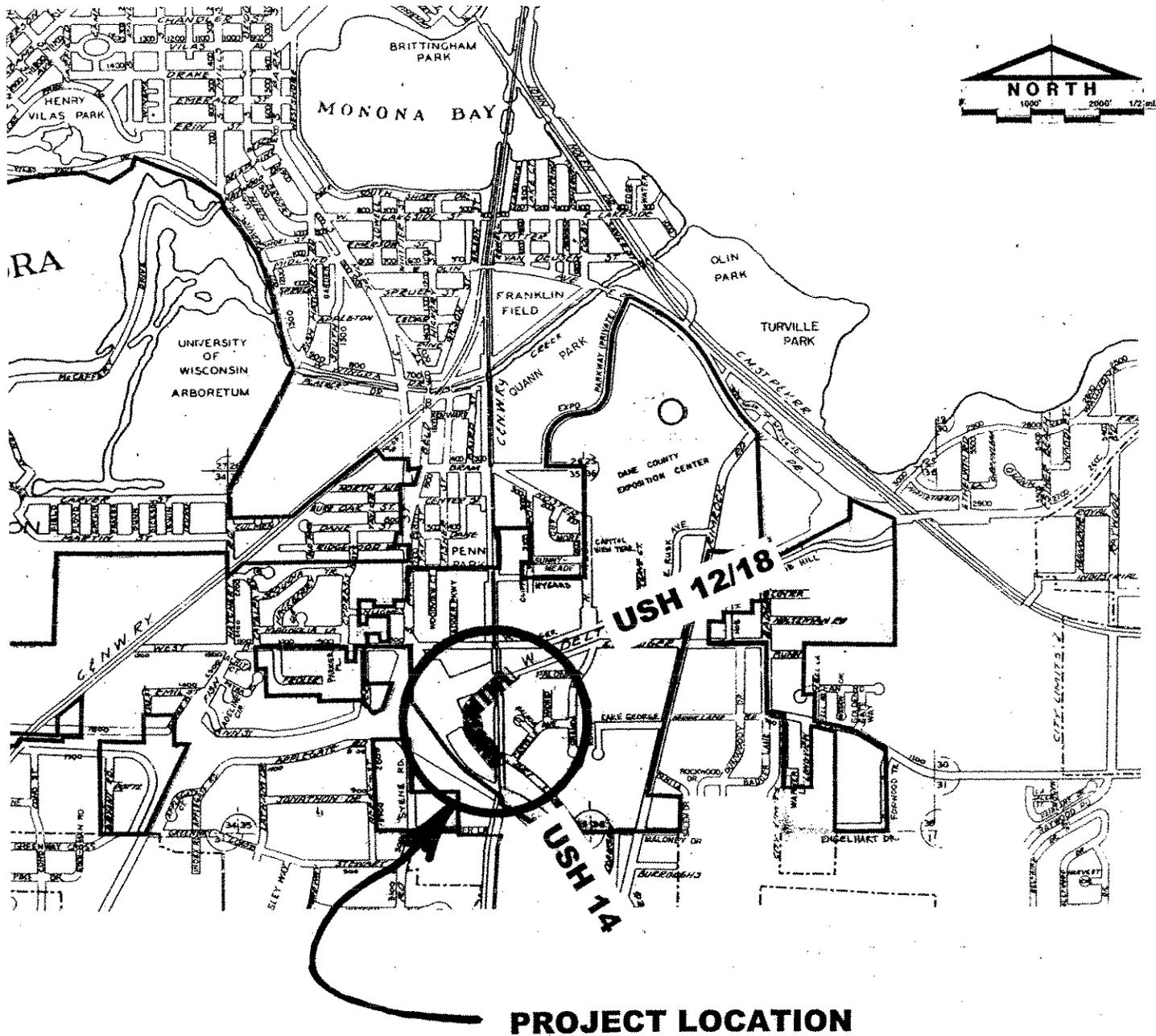
D. Richard Rose, P.E.
Director of Public Works
Town of Madison

ACKNOWLEDGMENTS

1. *Wisconsin's TransLinks 21*
2. *ISTEA and TRAILS: Merging Transportation Needs*
3. *MACOG Bike/Ped Plan - 1995*
4. *ODOT Transportation Plan*
5. *Madison Urban Area and Dane County Bicycle Transportation Plan - 2000*

W. BELTLINE FRONTAGE ROAD BICYCLE LANE IMPROVEMENT PROJECT

TOWN OF MADISON, DANE COUNTY, WISCONSIN



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Ski Lane Bicycle Lane Improvements Project
PUBLIC SPONSOR: Town of Madison
DISTRICT: 1
MPO: Madison Metropolitan Planning Organization

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$0	\$53,200	\$53,200
Federal:	\$0	\$0	\$212,800	\$212,800
Total:	\$	\$	\$266,000	\$266,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

4.45 avg

Strengths

Weaknesses

Comments: _____

OVERALL RANKING:

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

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

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

1. Project Name: Ski Lane Bicycle Lane Improvements Project
2. Project Location: Municipality: Town of Madison County: Dane
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Ski Lane from Wisconsin Southern railroad trestle southerly to U.S. Highway 14
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: Town of Madison, Dane County, Wisconsin
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
3 of 4. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: D. Richard Rose Title: Director of Public Works
Address: 2120 Fish Hatchery Road Phone: (608) 210-7260
Municipality: Madison State: WI Zip: 53713
FAX: (608) 210-7236 E-mail: roserr@town.madison.wi.us

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

Name: Renee Schwass Title: Business Manager
Address: 2120 Fish Hatchery Road Phone: (608) 210-7260
Municipality: Madison State: WI Zip: 53713
FAX: (608) 210-7236 E-mail: schwassr@town.madison.wi.us

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 Town of Madison proposes to construct bicycle lanes on Ski Lane
from the Wisconsin Southern railroad trestle southerly to CTH MM. The
project will provide safer facilities for commuter and recreational
bicycle users and support and encourage alternative modes of
transportation. These improvements are the 2nd of 2 phases to
complete a safe linkage between the pedestrian/bicycle bridge over the
Beltline southerly to existing bicycle lanes on CTH MM in Fitchburg.
The proposed project will be constructed in conjunction with the
reconstruction of Ski Lane.

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	\$	\$	\$32,000
Real Estate		\$	\$
Construction		\$	\$234,000
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$	\$266,000
Percentage of Public Sponsor Funds: 20%		\$	\$53,200
Percentage of Federal Funds: 80%		\$	\$212,800
TOTAL	\$	\$	\$266,000

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 2004

Real Estate _____

Construction August 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.

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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.

DRR Accepted.

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

DRR 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.

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DRR Accepted.

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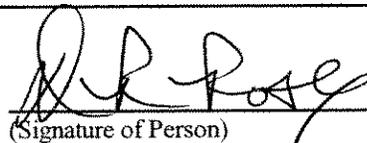
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13. I have read and understood the above statements.

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

By D. Richard Rose
(Name of Person with Fiscal Authority)

Director of Public Works
(Title of Person Signing)


(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
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SKI LANE BICYCLE LANES PROJECT

TOWN OF MADISON, DANE COUNTY, WISCONSIN

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The Ski Lane Bicycle Lanes project is located on Ski Lane from the Wisconsin Southern railroad trestle in the 2600 block south to CTH MM in the City of Fitchburg. The proposed bicycle lane project will be done in conjunction with the reconstruction of Ski Lane. Elements of the project include the construction of 3000 feet of four-foot wide asphalt bicycle lanes, widening of a railroad trestle to accommodate bicycle lanes, and signing and pavement marking.

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TransLinks 21, Wisconsin's 21st century transportation plan, has five fundamental transportation goals including: (1) *mobility*--ability to move people and goods within its boundaries; (2) *choice*--whenever practical and feasible, travelers and shippers should have more than one mode of transportation available to meet mobility needs; (3) *safety*--transportation users expect and deserve a system that is safe for personal and freight travel; (4) *connectivity*--a seamless transportation system with opportunities to

use more than one mode of transportation in a single trip; and (5) *efficiency*--Wisconsin expects its transportation system to be efficient and economical.

The Ski Lane Bicycle Lanes project meets all five goals of TransLinks 21. The construction of bicycle lanes improves the *mobility* of people for recreational and commuting purposes. The construction of bicycle lanes provides transportation system users the *choice* to use alternative modes of transportation in addition to traveling by automobile. Bicycle lanes provide *safety* for bicyclists by separating them from motor vehicles on roadways. The proposed construction of bicycle lanes will be integrated with other transportation systems and will provide *connectivity* among the following areas: commercial districts, residential neighborhoods, schools, churches, parks, employment centers, government service buildings, and existing bicycle lanes in the Town of Madison and City of Fitchburg. Finally, the increased availability of alternative modes of travel due to improved bicycle facilities will provide *efficiency* in the Town's transportation system by reducing petroleum consumption, wear and tear on roads, and the need for new roads and traffic lanes.

The Ski Lane Bicycle Lanes project will encourage and promote bicycle use as a transportation option by providing safer access to schools, churches, retail centers, work sites, and recreational areas for thousands of bicycle system users on an annual basis.

Bicycle use decreases our reliance on the automobile, helping to reduce traffic congestion, air and noise pollution, wear and tear on roads, consumption of petroleum, traffic accidents and property damage, and the need for additional roads and/or traffic lanes. Also, bicycling is less expensive than driving a car, thereby providing an economic benefit to individuals as well. In addition, businesses benefit from improved access and an environment conducive to "window-shopping".

According to a University of California study, commuting by car raises blood pressure, lowers frustration tolerance, and fosters negative moods. By comparison, moderate levels of bicycling provide excellent health benefits by reducing the risk of heart disease, osteoporosis, hypertension, diabetes, cancer and arthritis, while encouraging weight loss and improving mental health.

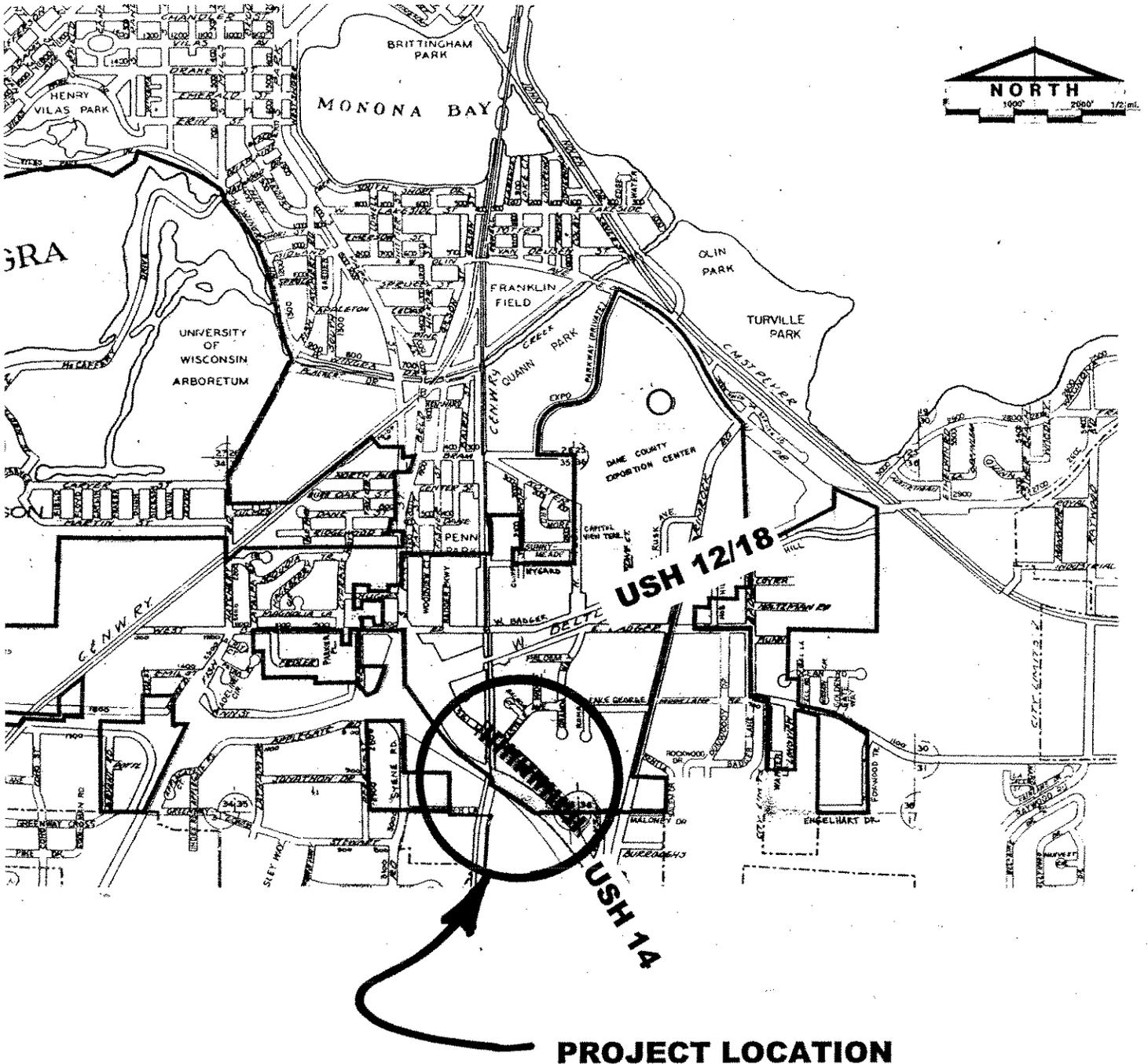
D. Richard Rose, P.E.
Director of Public Works
Town of Madison

ACKNOWLEDGMENTS

1. *Wisconsin's TransLinks 21*
2. *ISTEA and TRAILS: Merging Transportation Needs*
3. *MACOG Bike/Ped Plan - 1995*
4. *ODOT Transportation Plan*
5. *Madison Urban Area and Dane County Bicycle Transportation Plan - 2000*

SKI LANE BICYCLE LANE IMPROVEMENT PROJECT

TOWN OF MADISON, DANE COUNTY, WISCONSIN



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Pedestrian Facilities Improvement Project
PUBLIC SPONSOR: Town 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:

4.25avg

Strengths

*MULTIPLE FACILITIES
COST*

Weaknesses

13 of 13 MPO

Comments:

OVERALL RANKING:

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

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

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

1. Project Name: Pedestrian Facilities Improvement Project
2. Project Location: Municipality: Town of Madison County: Dane
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: W. Badger Road from Parker Pl. to Fish Hatchery Rd., Pheasant Ridge Trail from E. Badger Rd. to Deer Valley Rd., and Deer Valley Road from Pheasant Ridge Trail to Ski Lane
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: Town of Madison, Dane County, Wisconsin
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
4 of 4. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: D. Richard Rose Title: Director of Public Works
Address: 2120 Fish Hatchery Road Phone: (608) 210-7260
Municipality: Madison State: WI Zip: 53713
FAX: (608) 210-7236 E-mail: roser@town.madison.wi.us

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

Name: Renee Schwass Title: Business Manager
Address: 2120 Fish Hatchery Road Phone: (608) 210-7260
Municipality: Madison State: WI Zip: 53713
FAX: (608) 210-7236 E-mail: schwassr@town.madison.wi.us

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	\$	\$	\$10,000
Real Estate		\$	\$
Construction		\$	\$90,000
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 July 2004

Real Estate _____

Construction August 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.

DRR Accepted.

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

DRR 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.

DRR 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.

DRR 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.

DRR 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.

DRR 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.

DRR 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.

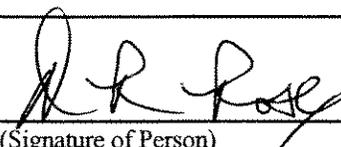
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

By D. Richard Rose
(Name of Person with Fiscal Authority)


(Signature of Person)

Director of Public Works
(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 --

PEDESTRIAN FACILITIES IMPROVEMENT PROJECT

TOWN OF MADISON, DANE COUNTY, WISCONSIN

The Town of Madison desires to provide safe, accessible, and convenient pedestrian facilities and to support and encourage alternative modes of transportation. The Town's initial effort to reach this goal is a plan to improve pedestrian access along public transit routes. In order to improve pedestrian access, the Town's Pedestrian Facilities Improvement Project proposes the construction of pedestrian walkways along public transit routes in the Town of Madison. These improvements will provide safe, accessible, and convenient walking facilities for pedestrians, public transit system users, and people with disabilities. These improvements will also support and promote increased use of the public transit system and walkways, both alternative modes of transportation. The Town of Madison successfully completed two previous transportation enhancement projects (Project No. 5802-00-73 and Project No. 5802-00-73) and is doing design work on another project (Project No. 5802-00-01/75).

The Pedestrian Facilities Improvement Project involves the construction of 3500 lineal feet of 5-foot wide concrete walkways. While the Town of Madison has an assessment policy for sidewalk construction, the proposed walkways are located in neighborhoods with a high number of low-to-moderate income households that qualify as federally distressed areas.

The installation of all project improvements will be in accordance with WisDOT's *Facilities Development Manual* and the Americans with Disabilities Act Accessibility Guidelines (ADAAG) in order to accommodate people with disabilities and the elderly.

The proposed project includes improvements on West Badger Road between Parker Place and Fish Hatchery Road, Pheasant Ridge Trail from E. Badger Road to Deer Valley Road, and Deer Valley Road from Pheasant Ridge Trail to Ski Lane.

National and regional transportation policies stress the importance of pedestrian transportation. The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the National Bicycling and Walking Study of 1994 (NBWS), the Americans with Disabilities Act of 1990 (ADA), the Dane County Land Use and Transportation Plan (1997), and the City of Madison Pedestrian Transportation Plan (1997) all add support and strength to the mandate to plan for, design, and build pedestrian transportation systems. ISTEA also requires states to re-examine their transportation systems and plans, and develop comprehensive new plans for the future.

TransLinks 21, Wisconsin's 21st century transportation plan, has five fundamental transportation goals including: (1) *mobility*--ability to move people and goods within its boundaries; (2) *choice*--

whenever practical and feasible, travelers and shippers should have more than one mode of transportation available to meet mobility needs; (3) *safety*--transportation users expect and deserve a system that is safe for personal and freight travel; (4) *connectivity*--a seamless transportation system with opportunities to use more than one mode of transportation in a single trip; and (5) *efficiency*--Wisconsin expects its transportation system to be efficient and economical.

The Town of Madison's Pedestrian Facilities Improvement Project meets all five goals of TransLinks 21. The construction of accessible pedestrian facilities improves the *mobility* of the "transportation disadvantaged" (the poor, young, elderly, and people with disabilities) which comprise a large percentage of the Town of Madison's population. Accessible pedestrian facilities provide transportation system users the *choice* to use alternative modes of transportation such as walking and/or riding the bus in addition to traveling by car. Walkways provide *safety* for pedestrians by separating them from vehicles and bicycles on roadways. The proposed installation of walkways in the Town will be integrated with other transportation systems and will provide *connectivity* to, from, and among the following areas: bus stops, commercial districts, residential neighborhoods, schools, churches, parks, employment centers, government service buildings, and existing walkways in the Town and City of Madison. And finally, the increased availability of alternative modes of travel due to improved pedestrian facilities will provide *efficiency* in the Town's transportation system by reducing petroleum consumption, wear and tear on roads, and the need for new roads and traffic lanes.

In some capacity, each of us is a pedestrian every day--walking to work, school, church, the bus stop, the grocery store, and for exercise or recreation. Because walking is so pervasive, the quality of the pedestrian transportation network impacts each of us on some level every day. If pedestrian facilities are inadequate or nonexistent and if destinations where we carry out our daily activities are too spread out, we are unlikely to make those trips by walking.

The Town of Madison's Pedestrian Facilities Improvement Project will promote walking as a transportation option by providing safe access to schools, churches, retail centers, work sites, bus stops, and recreational areas for hundreds of pedestrians each and every day. On an annual basis, these facilities could impact up to 120,000 pedestrian trips.

The Town of Madison's Pedestrian Facilities Improvement Project helps meet the needs of pedestrians and public transit system users as well as a large segment of the population who do not have access to an automobile--the "transportation disadvantaged" (the poor, young, elderly, and people with disabilities).

Improvements to pedestrian facilities will provide better accessibility, safety, and convenience for all users including the elderly and disabled. Accessible, safe, and convenient pedestrian facilities promote increased use of the public transit system and walking as alternative modes of transportation.

Walking decreases our reliance on the automobile helping to reduce traffic congestion, air and noise pollution, wear and tear on roads, consumption of petroleum, traffic accidents and property damage, and the need for additional roads and/or traffic lanes. Also, walking is free as opposed to the expense of driving a car, thereby providing an economic benefit to individuals as well. In addition, businesses benefit from improved access and an environment conducive to "window-shopping" and strolling.

According to a University of California study, commuting by car raises blood pressure, lowers frustration tolerance, and fosters negative moods. By comparison, moderate levels of walking provide excellent health benefits by reducing the risk of heart disease, osteoporosis, hypertension, diabetes, cancer and arthritis, while encouraging weight loss and improving mental health.

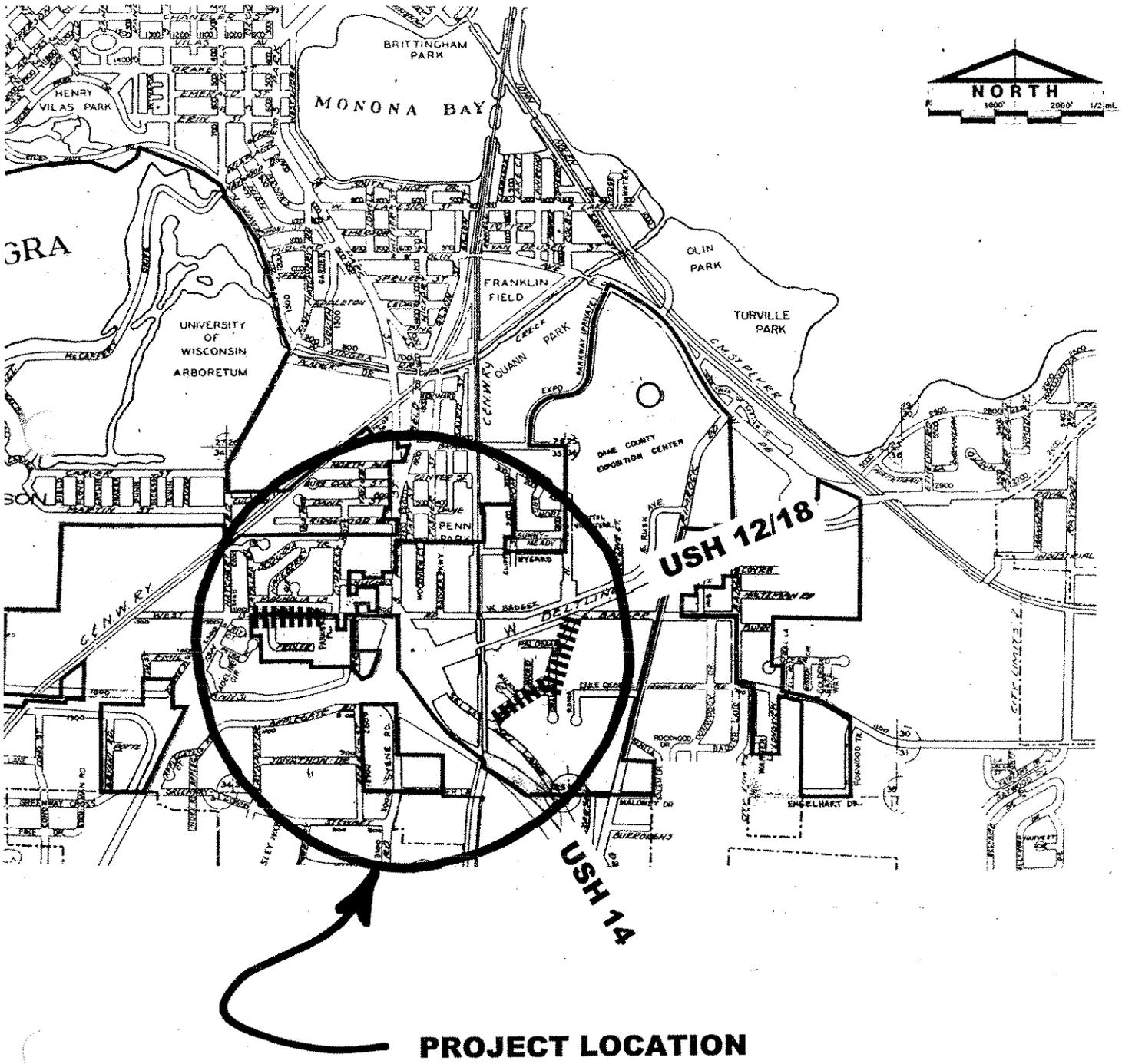
D. Richard Rose, P.E.
Director of Public Works
Town of Madison
Dane County, Wisconsin

ACKNOWLEDGMENTS

1. *Wisconsin's TransLinks 21*
2. *ISTEA and TRAILS: Merging Transportation Needs*
3. *Pedestrian Transportation Plan, City of Madison - 1997*
4. *MACOG Bike/Ped Plan - 1995*
5. *ODOT Transportation Plan*
6. *Dane County Land Use & Transportation Plan - 1997*

PEDESTRIAN FACILITIES IMPROVEMENT PROJECT

TOWN OF MADISON, DANE COUNTY, WISCONSIN



PROJECT LOCATION

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Rock River Parkway (Phase 1) and Lock Lomond (Phase 2) connectors
PUBLIC SPONSOR: City of Janesville
DISTRICT: 1
MPO: Janesville Metropolitan Planning Organization

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$157,400	\$50,800	\$208,200
Federal:	\$0	\$629,600	\$203,200	\$832,800
Total:	\$	\$787,000	\$254,000	\$1,041,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.4 avg

Strengths

PREEXISTING PLAN
ADDRESSES SEVERAL PATHS

Weaknesses

~~PREEXISTING PLAN~~
COST

Comments: _____

OVERALL RANKING:

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

7

*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: Rock River Parkway (Phase 1) and Loch Lomond (Phase 2) connectors
2. Project Location: Municipality: City of Janesville County: Rock
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Phase 1 is the Rock River Parkway connector which is a 1.7 mile trail segment that extends from the southern limits of Rockport Park along the Rock River to the STH 11 By-Pass. Phase 2 is the Loch Lomond Connector which is a 0.6 mile trail segment which extends from the STH 11 by-pass to the Loch Lomond residential area located west of Afton Road.
3. Name of the MPO the project is represented by: Janesville 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 Janesville
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: Brad Cantrell Title: Planning Director
Address: 18 North Jackson Street Phone: (608) 755-3085
Municipality: City of Janesville State: WI Zip: 53546
FAX: (608) 755-3196 E-mail: cantrellb@ci.janesville.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 is divided into two phases. Phase one is the Rock River connector and phase two the Loch Lomond Connector. The Rock River connector is a 1.7 mile trail segment that extends from the southern limits of Rockport Park along the Rock River to the STH 11 By-pass. The total estimated cost for phase one is \$787,000. Phase two is the Loch Lomond connector which is a 0.6 mile trail segment which extends from the STH 11 By-Pass to the Loch Lomond Residential area located west of Afton Road. The total estimated cost of this phase is \$244,000.

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	\$	\$91,000	\$28,500
Real Estate		\$	\$10,000
Construction		\$696,000	\$215,500
System Planning (STP-D Only)		\$	
TOTAL	\$	\$787,000	\$254,000
Percentage of Public Sponsor Funds:	20%	\$157,400	\$50,800
Percentage of Federal Funds:	80%	\$629,600	\$203,200
TOTAL	\$	\$787,000	\$254,000

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 **Phase 1: July 2003 and Phase 2: July 2004**

Real Estate _____

Construction **Phase 1: May 2004 and Phase 2: May 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.

SD Accepted.

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

SD 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.

SD 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.

SD 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.

SD 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.

SD 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.

SD 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.

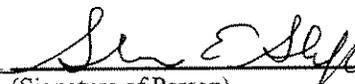
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

By Steven E. Sheiffer
(Name of Person with Fiscal Authority)


(Signature of Person)

City Manager
(Title of Person Signing)

3/13/02
(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 --

12a) For bicycle and/or pedestrian facilities, clearly indicate the location, length, width and surface materials and any connection to existing or planned facilities. (See Figure 1 & 2)

The project included in this application will expand the City of Janesville's existing and planned bicycle and pedestrian trail by 2.3 miles on the City's southwest side. The trail will be a two-way transportation facility for commuters and recreational users. The 10' wide asphalt trail will be designed and constructed to meet AASHTO and Americans with Disabilities Act (ADA) requirements. The trail alignment will extend across public properties. Phase one of the project, the Rock River Parkway Connector, will link with the Rockport Park Trail at the southern limits of the Rockport Park and will continue along the Rock River linking up with the newly constructed STH 11 by-pass trail. Phase two of the project, the Loch Lomond Connector, will link to the STH 11 by-pass and the Rock River Parkway Connector to the north, will follow the Rock River south, under the by-pass and then extend west along Tripp Rd to Afton Rd linkage to the Loch Lomond residential area. (See Figure 2). Phase one will provide the missing link between the by-pass bike trail and the Rockport Park trail which are currently under construction and phase two will provide residents of the Loch Lomond area access to the city-wide trail system. The two trail connections must be added to the city's trail system to create connectivity and provide multi-modal transportation opportunities recommended by the Wisconsin Department of Transportation. Once completed the trail connectors will nearly complete one of the three major legs of the planned off-road networks serving all sides of the city. (See Figure 1).

Does your community have a bicycle or a pedestrian plan?

The City of Janesville has a five-year TIP and a Long-Range Bicycle and Pedestrian Plan. (See Figures 3 & 4).

Does your community assess for sidewalk improvements?

The City of Janesville does assess for sidewalk improvements.

Summarize the bicycle and pedestrian projects that you have developed over the past 5 years. (See Figure 5. Trail numbers below correspond to location numbers on map; years refer to year trail was constructed)

1. **(2002 - 2001) 2.1 miles.** Section of trail extending southwest from Rockport Rd along Afton Rd and the Rock River, crossing Afton Rd through the southern section of Rockport Park to the swimming pools and extending north to the intersection of Crosby Ave and Rockport Rd and then following south along Crosby Ave to River View Dr.
2. **(2002 - 2001) 1.6 miles.** Segment of trail extending along the north side of by-pass from Afton Rd to South Oakhill Ave.
3. **(2002 - 2001) 1.5 miles.** Three trail segments extending from Mineral Point Ave north to Hamilton Ave, with a trail link to Washington St, and a small section extending north from Burns Ave into Riverside Park.
4. **(2002 - 2001) 0.7 miles.** Two trail segments beginning at the underpass of USH 14 East with one section extending north towards Sandhill Dr and the other section extending west along the north side of USH 14 to Wright Rd.
5. **(2001) 0.6 miles.** A trail extending north from USH 14 along Kennedy Rd.

6. (2001) 0.2 miles. Two trail segments both following along the west side of the Rock River. The first extending south from Rock St to Racine St and the second from Racine St south to Wilson St.
- (2001) 2.3 miles. A trail segment extending from the USH 14 underpass south along greenbelt over Wright Rd continuing southwest and linking to Ruger Ave.
8. (2001) 1.6 miles. A trail segment extending from Ruger Ave east under Wright Rd to Wuthering Hills Dr and then extending south to the Youth Sports Center and continuing south to STH 11.
9. (1996) 0.7 miles. A segment beginning at Ruger Ave extending under I-90 into the Northeast region of Palmer Park to Lexington Dr.
10. (1996) 1.6 miles. A trail connector extending from Jackson St west under USH 51 to Rockport Rd.
11. (1994) 2.4 mile. A trail segment extending through Palmer Park from Lexington Dr along Palmer Dr west crossing the Rock River to Rockport Rd.

Summarize any non-project bicycle and pedestrian efforts put into action by the community

Non-project bicycle and pedestrian efforts can be seen through the City Parks and Police departments and also through non-profit groups and organizations including ECHO, the Velo Club, and the Rock Trail Coalition. The City's Park Department has contributed to existing trails by constructing the Finn Family Trail Information Center in Palmer Park, has installed eighteen memorial benches along trails, has established the Harrison School trailside education prairie, and has organized an adopt a trail program to promote citizen care of twenty-three trail segments. The Police Department currently has seventeen officers that participate in bike-patrol from April through October and per request of schools/churches/organizations police officers will hold bike safety programs, bike rodeos, and pedestrian safety presentations. ECHO, a non-profit organization, repairs stolen and lost bicycles that have not been claimed and donates bicycles to needy children. The Velo Club (bicycle club) organizes recreational bicycling groups for families, beginner, intermediate, and advanced bikers. The Rock Trail Coalition (a volunteer support group for trails) holds bike tours, group bike rides, group runs, photograph contests, hiking tours, raises monies for trail improvements and organizes volunteer days to improve and maintain local trails.

12 d) *Realistically, how much usage or impact will the proposed facility have on an annual basis?*

The bicycle/pedestrian trail is the most popular recreational facility the city provides and serves more Janesville residents than any recreational program offered by the city. The City of Janesville conducted a bicycle and pedestrian trail survey in the summer of 1998. During that year, trail usage was estimated to be 202,600 people, or approximately 555 users per day. The survey identified the principal users of the facility as follows: bikers (51%), walkers (22%), in-line skaters (19%) and joggers at approximately (8%) of all trail users. Resident users made up 91% of those surveyed.

The proposed trail will primarily serve the south and west sides of the city, an area with a population of approximately 25,000. Current City Planning Department projections indicate that an addition of 5,000 people will be moving into the southwest side of the city in the next twenty years. Because the trail connects directly to the STH 11 by-pass, a greater level of use by nonresidents is also expected. The project will benefit users of all age groups, but primarily school – aged children who need a safe, alternative mode of transportation to reach schools, parks, swimming pools, playgrounds, and athletic play fields.

12 e) Broadly describe other project benefits related to any of the following – improvement to Wisconsin’s multi-modal transportation system, preservation of state historic, environmental and scenic resources; promotion of economic development, tourism, safety etc.

Transportation Enhancement:

The benefits of the Rock River Parkway and the Loch Lomond Connectors includes the connection of paved trails reaching from the southwest side of the city to the north and east sides of the city. Commuters can use the connection to travel to the downtown area, to General Motors the City’s largest employer, or the eastside of the city. The proposed trail also represents a significant step in extending the Janesville’s bicycle/pedestrian inter-city link to Beloit.

Preservation of Environmental and Scenic Resources:

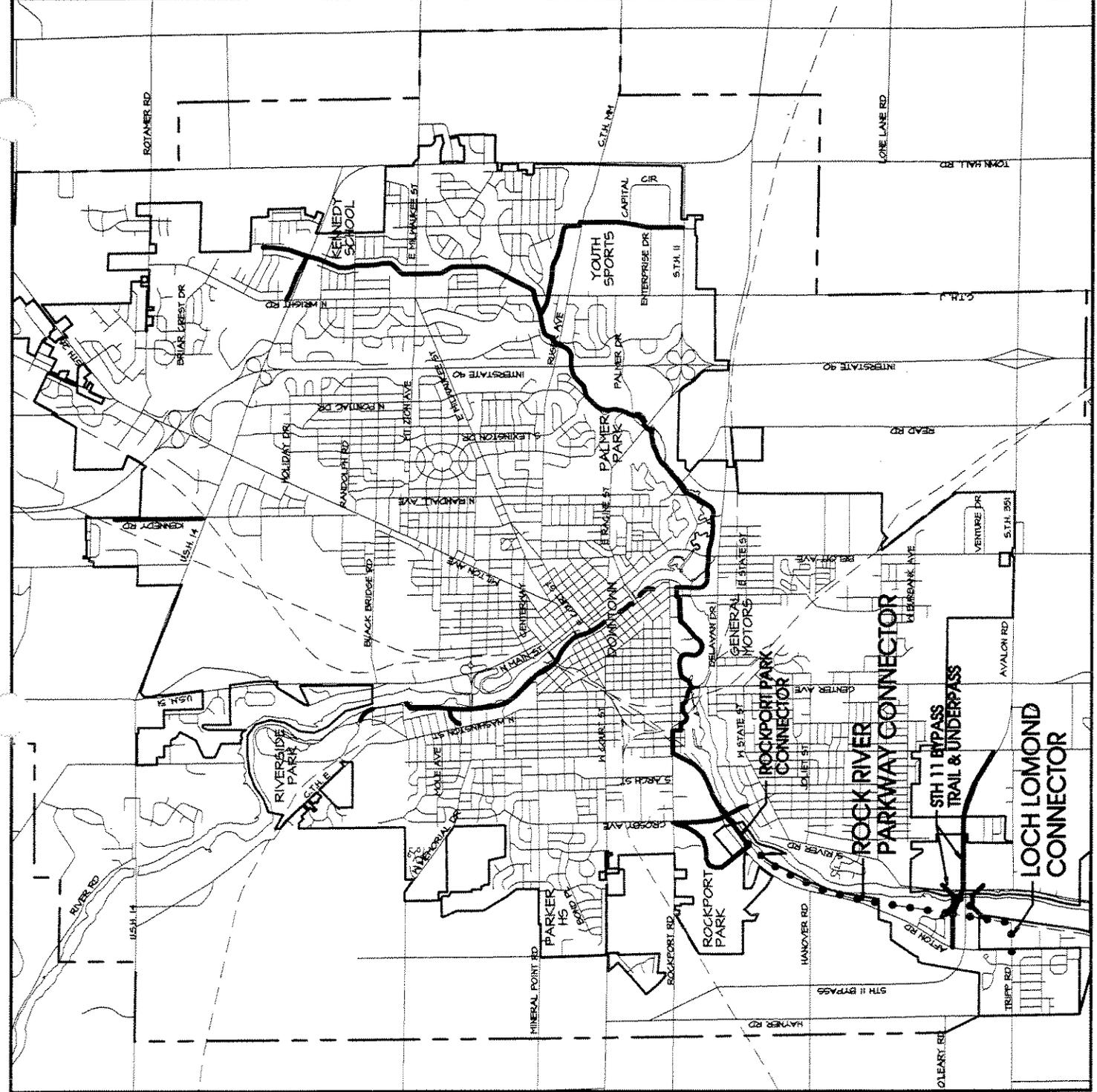
The Rock River Parkway and Loch Lomond Connectors will encourage people to use alternative modes of transportation which in the long run can decrease the number of vehicle trips taken, preserve fuel and pavement conditions and reduce air pollution. The project would also allow for the preservation of the river corridor, as a scenic off-road trail for Janesville area residents to enjoy.

Safety:

The proposed trail segment would provide an exclusive off-road trail corridor with limited street crossing. Unlike on-road trails, users would not have to contend with the typical hazards of vehicular traffic associated with roadway trails. The Loch Lomond Connector would extend to a residential area of the city that is isolated by the river on the east, the STH 11 by-pass to the north, and agricultural land to the south and west. Due to the presence of those physical barriers, this area tends to be isolated from planned and existing trail links in other areas of the city. Likewise, it prevents other trail users from safely accessing areas south of the new STH 11 by-pass. This trail connection will allow a safe, alternative mode of transportation that will enable trail users to reach all sides of the city.

Economic Development and Tourism:

In addition, the extension of the trail system could promote tourism by allowing visitors coming into or through Janesville to make use of the connectors as a trailhead at the STH 11 by-pass. With 16 miles of existing recreational trails linking Janesville’s exceptional recreational resources like Palmer Park, Youth Sports Complex, Camden Playground, Rotary Gardens, Rockport Aquatics Center, the trail is becoming a tourist destination. The trail link could also be used as a stop-off point to allow highway travelers an opportunity to get out of their vehicles, exercise, and spend time in Janesville by using the recreational trail system in the area.



ENHANCEMENT PROJECTS FY 2004-2005 APPLICATION

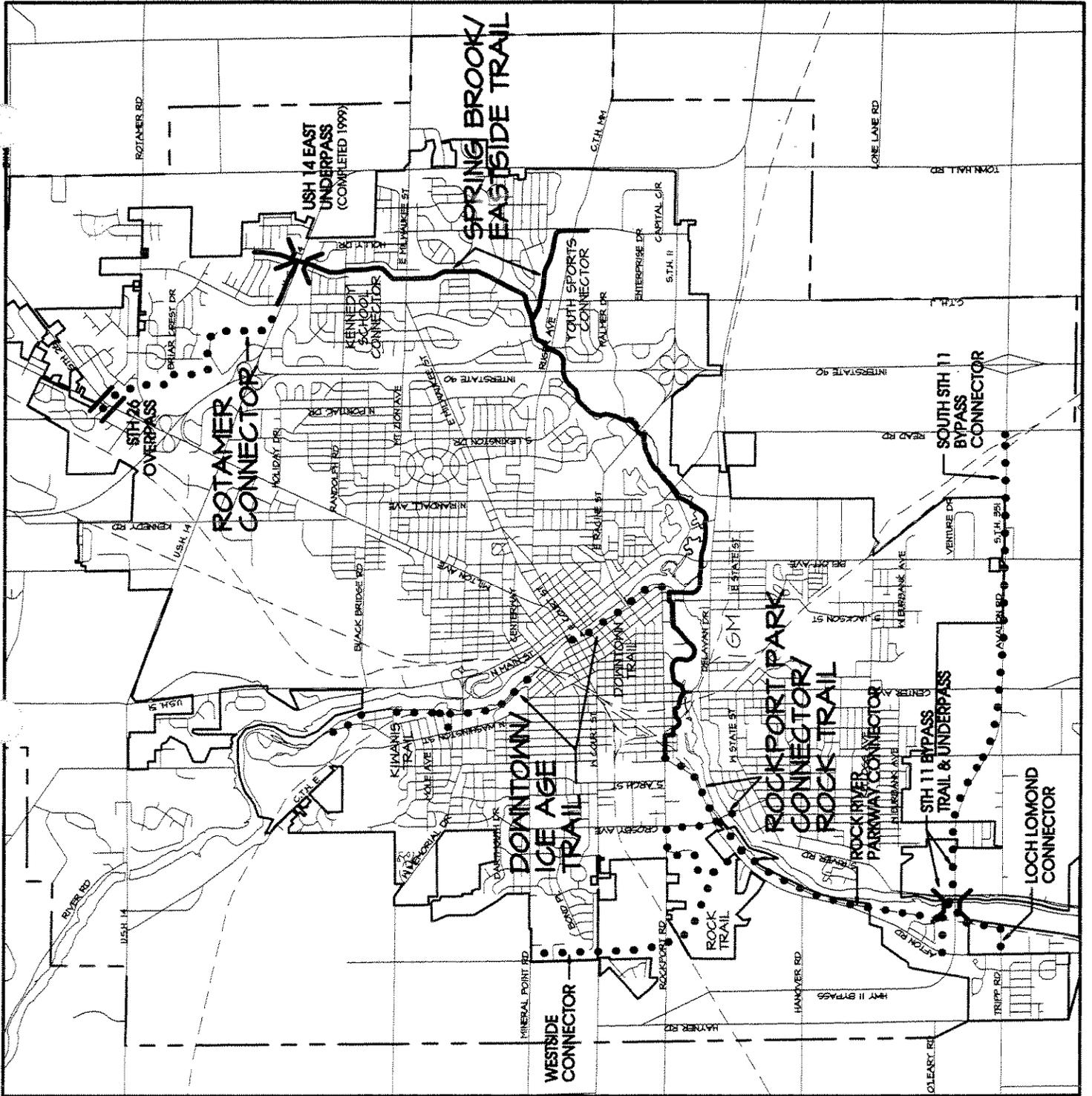
- Existing Trail System
- Proposed Trail Projects
- X STH 11 Bypass Underpass
- - - Metropolitan Planning Boundary
- Janesville City Limits

 NORTH
 SCALE: 1"=5600'

FIGURE I

**CITY OF JANESVILLE
 STATEWIDE MULTI-MODAL
 IMPROVEMENT PROGRAM
 BICYCLE/PEDESTRIAN
 SYSTEM**

DATE: 3-5-02



**ENHANCEMENT PROJECTS
FY 2004-2005
APPLICATION**

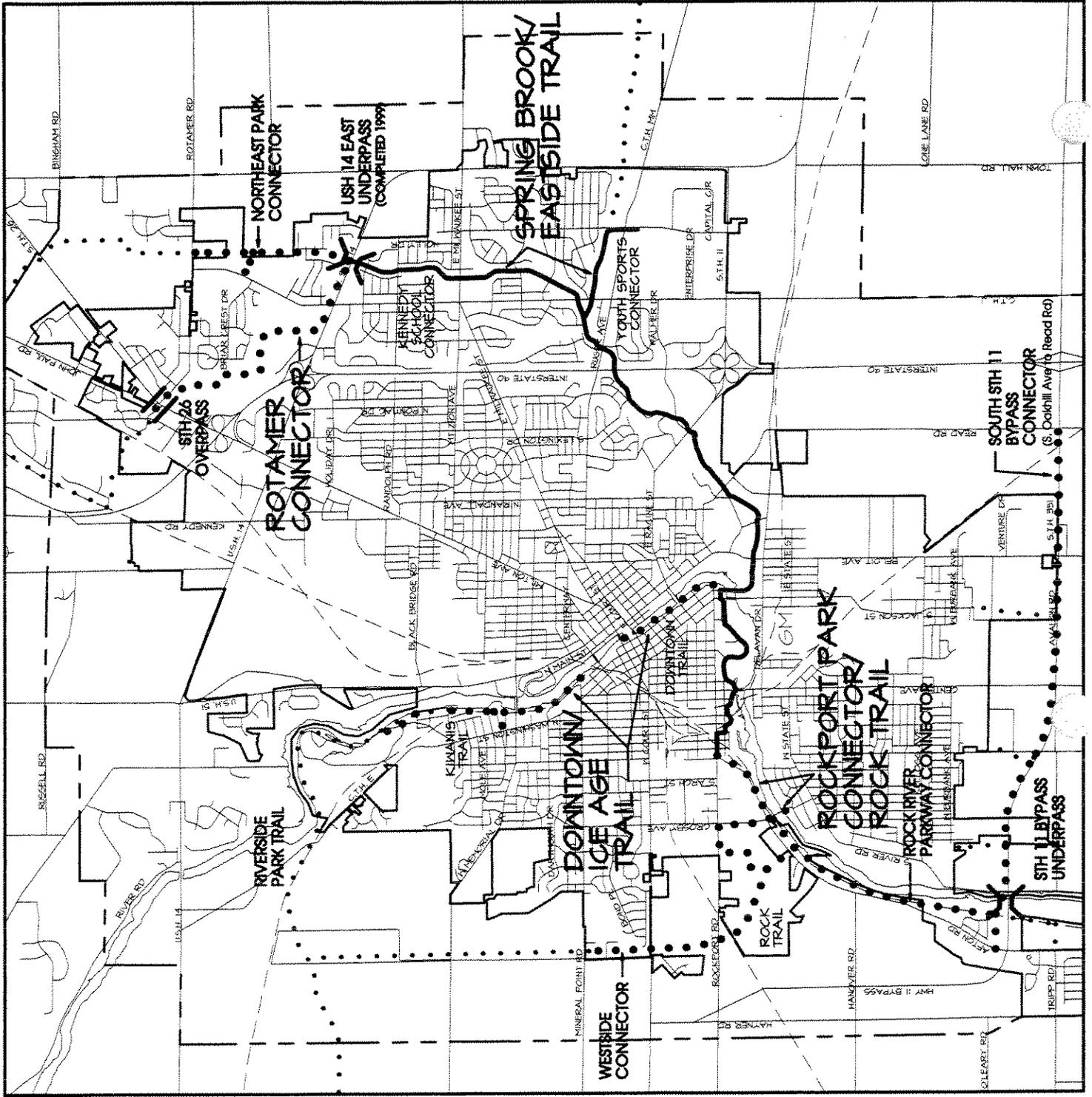
- Existing and Funded Trail System
- Proposed Trail Projects
- X Underpass Projects
- || Overpass Projects
- - - Metropolitan Planning Boundary
- Janesville City Limits
- NORTH
- SCALE: 1"=5600'

FIGURE 3

2002-2007 TIP MAP

**CITY OF JANESVILLE
STATEWIDE MULTI-MODAL
IMPROVEMENT PROGRAM
BICYCLE/PEDESTRIAN
SYSTEM**

DATE: 3-5-02



ENHANCEMENT PROJECTS FY 2004-2005 APPLICATION

Existing Trail System

Metropolitan Planning Boundary

Underpass Projects

Overpass Projects

Planned Trail Projects (2001-2006)

Planned Trail Extensions (2006-2020)



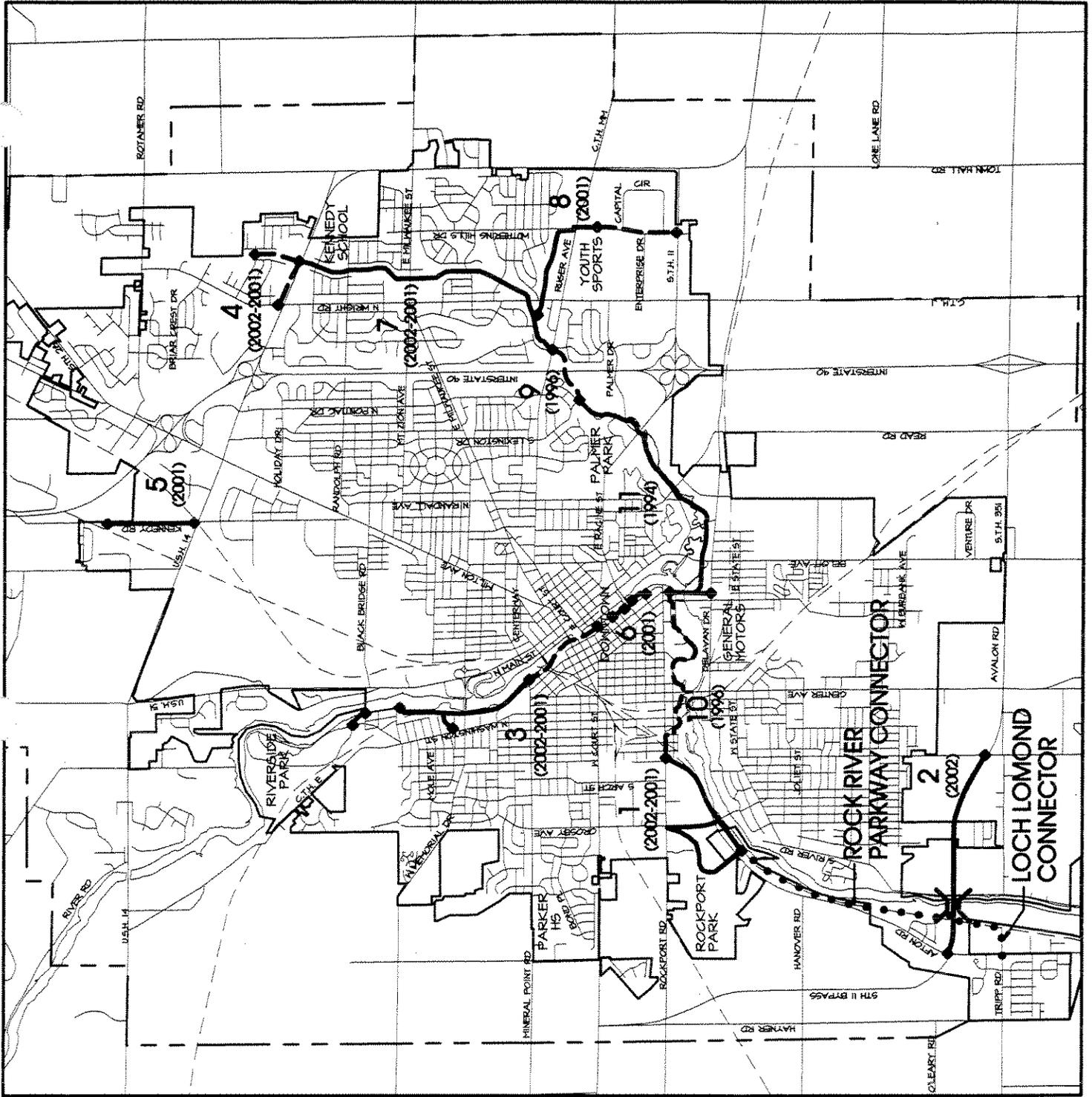
NORTH
SCALE: 1"=5600'

FIGURE 4

REAFFIRMATION OF THE 1998-2020 LONG RANGE TRANSPORTATION PLAN

CITY OF JANESVILLE STATEWIDE MULTI MODAL IMPROVEMENT PROGRAM BICYCLE/PEDESTRIAN SYSTEM

DATE: 3-5-02



ENHANCEMENT PROJECTS FY 2004-2005 APPLICATION

- Existing Trail Segments
- Reference Number
- Year of Trail Construction
- Proposed Trail Projects
- STH II Bypass Underpass
- Metropolitan Planning Boundary
- Janesville City Limits

NORTH
SCALE: 1"=5600'

FIGURE 5
BIKE TRAIL
CONSTRUCTION SUMMARY

CITY OF JANESVILLE
STATEWIDE MULTI-MODAL
IMPROVEMENT PROGRAM
BICYCLE/PEDESTRIAN
SYSTEM

DATE: 3-5-02

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Riverwalk Bike Path, Phase IIIA
PUBLIC SPONSOR: City of Beloit
DISTRICT: 1
MPO: Beloit, State Line Area Transportation Study

FFY	2003	2004	2005	TOTAL
Public:	\$8,000	\$120,000	\$0	\$128,000
Federal:	\$32,000	\$480,000	\$0	\$512,000
Total:	\$40,000	\$600,000	\$	\$640,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

1.75 avg

Strengths

Weaknesses

No pp/ADITS given

Comments: _____

OVERALL RANKING:

1 _____ 2 1.5 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)

1. Project Name: Riverwalk Bike Path, Phase IIIA

2. Project Location: Municipality: Beloit County: Rock

Street Address of Project (if applicable): _____

Describe location and boundaries of the project: _____

3. Name of the MPO the project is represented by:
Beloit - State Line Area Transportation Study

NOTE: A Wisconsin map with areas covered by MPOs is located on page xiii of the Guidelines section.

4. Name and Location of Public Sponsor: Beloit
Indicate Sponsor Type: State County City Village Town Indian Nation

5. If public sponsor is submitting more than one application, prioritize this project here: (i.e., 1 of 5):
1 of 2 (Required for projects in urbanized areas with MPOs, optional for others)

6. Primary Contact Person of Public Sponsor Agency: Beloit Public Works/Engineering

Name: Michael F. Flesch Title: City Engineer

Address: 100 State Street Phone: (608) 364-6690

Municipality: Beloit State: WI Zip: 53511

FAX: (608) 364-6609 E-mail: Fleschm@ci.beloit.wi.us

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

Name: _____ Title: _____

Address: _____ Phone: (_____) _____

Municipality: _____ State: WI Zip: _____

7. **Your project will likely be eligible for funding under both programs if it is for a bicycle and pedestrian facility. Check the appropriate box 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 identifies your project **best**:

- | | |
|--|---|
| <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: Communities must have a population of 5,000 or more to be eligible for STP-D funds.

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

- 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 Public WisDOT Transit Section in the Bureau of Transit and Local Roads
- Other Eligible Project to Reduce Single Occupant Vehicle Traffic. (Describe: _____)

8. **In 100 words or less, describe the project (See Question 13 for detailed description instructions.)**
This project will construct an off-road pedestrian/bike path from Shirland Avenue to Grand Avenue in the old Chicago and Northwestern Railroad Corridor.
As part of this project the old Railroad Bridge crossing the Rock River will be rehabilitated to accommodate its new use. The path will be an asphalt surface. Additional lighting and landscaping are included with this project.
This will complete the initial phase of Bike/Pedestrian Path for this corridor. The other section went from Grand to Middle.

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, an example of a more detailed budget with cost items you should consider in developing your total project costs are available from the Districts.) **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 (e.g., Preliminary Engineering) you are willing to accept funding for. We will not split or partially fund project requests. Note that due to previous year project commitments, new funds are available only starting with state Fiscal Year 2004. It is possible that Districts may be able to meet requests for Design work in early 2003 in 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 July 1, 2003.

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$40,000	\$	\$
Real Estate		\$	\$
Construction		\$600,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$	\$
Percentage of Public Sponsor Funds: 20%	\$8,000	\$120,000	\$
Percentage of Federal Funds: 80%	\$32,000	\$480,000	\$
TOTAL	\$40,000	\$600,000	\$

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 _____

Construction Spring, 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 enhancement 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.

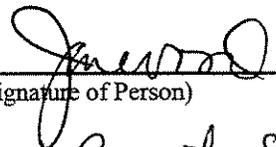
11. Please confirm your understanding of the following project conditions by **initialing** below:
Person initialing and signing the application must have fiscal authority for the public sponsor.

- a. Matching dollar funding of at least 20% of project costs must be provided by the sponsor.
JW Accepted.
- b. These are **reimbursement** programs. The public sponsor must finance the project until federal reimbursement funds are available.
JW 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.
JW Accepted.
- d. **The sponsor must not incur any costs until the project phase has been authorized for federal charges and the sponsor notified by the District that it can begin incurring costs.** Otherwise, the local sponsor risks incurring costs that will not be reimbursable.
JW Accepted.
- e. The local 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.
JW Accepted.
- f. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed, snowmobile use is at local discretion and trail fees may not be charged to access a federal highway funded facility.
JW Accepted.

12. The above statements are true and complete to the best of my knowledge and understanding.

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

By Jane Wood
(Name of Person with Fiscal Authority)


(Signature of Person)

City Manager
(Title of Person Signing)

April 8, 2002
(Date)

13. In **NO MORE THAN THREE, 8 1/2" x 11", DOUBLE SPACED, SINGLE-SIDED PAGES**, 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:

- 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 roadshows, 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.

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 may 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 some potential 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.

Please remember to include the required map for you project

Completed applications (1 original and 2 copies) of pages 1-5 plus attachments 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 —

Item 13.

The proposed bicycle/pedestrian path will follow the old Chicago and Northwestern Rail corridor from Shirland Avenue north to Grand Avenue (1900 feet). The path will cross the Rock River on the old rail bridge. The bridge will be rehabilitated as part of this project to accommodate the path. The path will be ten feet wide and have a two-inch asphalt surface over six inches of crushed aggregate base course. Corridor lighting will also be installed as part of the project.

This project is the second phase of a path from Grand Avenue to Middle Street. This path will be constructed in 2002. The proposed project is part of the City's Bicycle and Pedestrian Master Plan. It also fits with the South Beloit plan for a future connection to this path at Shirland Avenue. The path scheduled for completion in 2002 will connect into the existing riverwalk path system near the high school.

The City of Beloit is quite active in providing for bicycles and pedestrians in the design of project a brief summary follows:

- Cranston Road Bridge over Turtle Creek – off road path; construction 2002; 1000 feet;
- Cranston Road Extension over I-90, on road path; construction 2003; 3500 feet;
- Gateway Boulevard (Cranston Road – Illinois State Line); paved shoulders; Construction 2002; 5530 feet;

- Gateway Boulevard North of Cranston Road; off road path; construction 2003; 5250 feet;

Additional paths are currently being planned for:

- Shopiere Road from Prairie Avenue to Cranston Road ;
- Cranston Road from Shopiere Road to Milwaukee Road;
- Lenigan Creek Corridor from the Rock River path to the Krueger Park area.

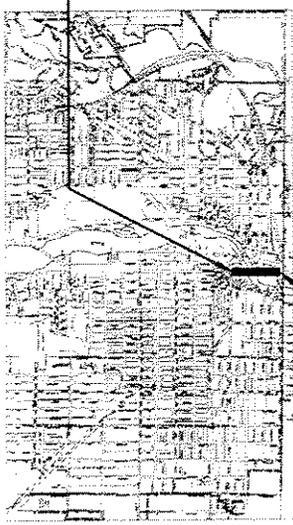
The City does assess for sidewalk improvements unless the improvement is necessitated due to street construction.

LOCATION MAP

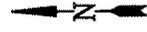
SHEET NUMBER	TOTAL SHEETS
1.0	1

RIVERWALK BIKE AND PEDESTRIAN PATH
 CITY OF BELOIT, WISCONSIN
 DRAWN BY: KAB | DATE: MARCH 26, 2002

CITY OF BELOIT

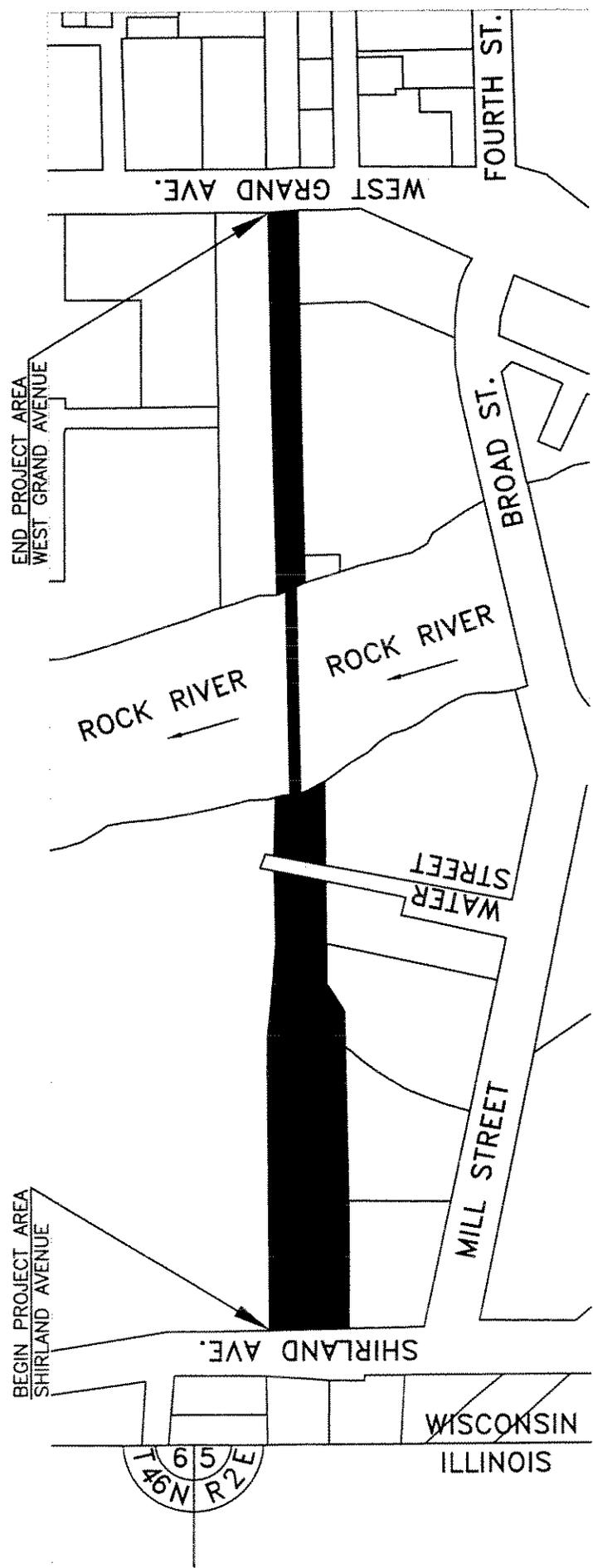


END PROJECT AREA
 WEST GRAND AVENUE



BEGIN PROJECT AREA
 SHIRLAND AVENUE

BEGIN PROJECT AREA
 SHIRLAND AVENUE



165
 146N R2E

WISCONSIN
 ILLINOIS

SCALE: NONE



Facilities for Bicycles & Pedestrians

DISTRICT 1: NON-MPO PROJECTS

ID #	PROJECT NAME	FED SHARE
1b16	Waunakee Bicycle and Pedestrian Improvements	\$ 507,397
1b17	USH 14 Mazomanie Viaduct Bike / Ped Underpass	\$ 223,760
1b18	Ice Age Trail - Springfield Hill	\$ 256,400
1b19	Janesville - Milton Bike & Pedestrian Trail	\$ 198,800
1b20	City of Fort Atkinson Pedestrian / Bikeway Project	\$ 568,000
1b21	Dells Riverwalk & Bike Route	\$ 799,776
1b22	The Historic Portage Canal Bike / Ped Way	\$ 414,145
1b23	Crawfish River Bridge	\$ 396,000
1b24	North Street Bridge	\$ 396,000
1b25	Maunasha River Bike Trail - Phase II	\$ 200,000
1b26	CTH S Improvement from STH 26 to South Salem Road	\$ 160,160