

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Crawfish River Bridge
PUBLIC SPONSOR: City of Jefferson
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$9,000	\$90,000	\$0	\$99,000
Federal:	\$36,000	\$360,000	\$0	\$396,000
Total:	\$45,000	\$450,000	\$	\$495,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS: 1
- PICTURES:
- LETTERS OF SUPPORT: #
- MISCELLANEOUS: Bike & Ped Plan, Estimated Cost

3.15 avg

Strengths

Weaknesses

SAFETY NEEDED

Comments: _____

OVERALL RANKING:

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

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

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

1. Project Name: Crawfish River Bridge

2. Project Location: Municipality: Jefferson County: Jefferson

Street Address of Project (if applicable): Riverfront Park/Crawfish River

Describe location and boundaries of the project: The end of Jackson Avenue, spanning the
Crawfish River to W. Linden Drive

3. Name of the MPO the project is represented by: None

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: Jefferson

Indicate Sponsor Type: State County City Village Town Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency:

Name: Cyndi Keller Title: Director of Parks, Recreation & Forestr
Address: 317 S. Main Street Phone: (920) 674-7720
Municipality: Jefferson State: WI Zip: 53549
FAX: (920) 674-7710 E-mail: cyndi@jeffersonwis.com

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 detail 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 Crawfish River pedestrian/bicycle transportation facility across the Crawfish River has been identified by the City and School District as an important link in our trail system. This bridge will provide a safe passage for students to access three of the four public schools. This multi-modal facility will allow schools to access Riverfront Park to enhance their outdoor environmental education programs. This bridge will also enable users to access the County Fair Park and the Glacial Drumlin State Trail. Users will be able to use this facility for transportation as well as leisure.

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	\$ 45,000	\$	\$
Real Estate		\$	\$
Construction		\$ 450,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$ 45,000	\$ 450,000	\$
Percentage of Public Sponsor Funds:	% 9,000	\$ 90,000	\$
Percentage of Federal Funds:	% 36,000	\$ 360,000	\$
TOTAL	\$ 45,000	\$ 450,000	\$

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 April 2004

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

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

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

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

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

DN Accepted.

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

DN 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.

DN 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.

DN 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.

DN 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.

DN 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.

DN 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:

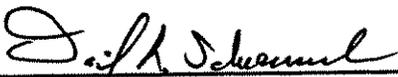
- a) For **bicycle and/or pedestrian facilities**, clearly indicate the location, length, width and surface materials and any connections to existing or planned facilities. Also answer the following as applicable to your bicycle or pedestrian project:
- Does your community have a bicycle or pedestrian 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 Jefferson
(Name of Sponsor)

By David R. Schornack
(Name of Person with Fiscal Authority)

City Administrator
(Title of Person Signing)


(Signature of Person)

4-8-02
(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 project consists of constructing a new river crossing for pedestrians and bicyclists at South Jackson Avenue. This project has the highest priority due to safety concerns. Construction will include a 230-foot long bridge having a 10-foot clear width. A concrete deck surface and overhead lights will enhance the structure. Asphalt approach paths that are 8 feet wide will connect the bridge to Linden Drive and South Jackson Avenue. The new multi-modal transportation facility would be located in Riverfront Park.

The project has three objectives. First, it builds on the river corridor trail being developed by the City to promote off road opportunities for recreation and transportation which will tie the Glacial Drumlin trail to City parks and especially the Riverfront Park development which is adjacent to the Crawfish River. This crossing will provide direct link from the Glacial Drumlin Trail to Fort Atkinson via County Highway N, County Highway W and State Highway 89. Second, in the winter the students have used the frozen Crawfish River to reach 3 of the 4 Jefferson public schools. This new structure will provide a safe crossing, which is a great concern to both City and School District officials. We have been fortunate not to have any accidents with children falling through the ice and would like to maintain that. Third, with the addition of this bridge, the opportunities for the teachers and students to utilize Riverfront Park in their outdoor environmental education programs will be an asset. The City of Jefferson has purchased a riverfront lot on the north side of the Crawfish River along W. Linden Avenue with the

intent to provide a nice rest area for users before heading towards the Glacial Drumlin State Trail.

The budget for this project includes bridge design, construction of a bridge, construction of new pier, concrete approaches and abutments, 350 feet of connecting trails, and signage.

Does your community have a bicycle or pedestrian plan?

In 1996, our community jointly worked with other communities in Jefferson County to develop the Jefferson County Bikeway/Pedestrianway Plan. This plan has become a tool to guide us in planning future bikeways in the city limits. This plan also allows us to work with other communities to develop a strong trail system countywide.

Summarize the bicycle and pedestrian projects that you have developed over the past 5 years.

Using the Jefferson County Bikeway/Pedestrianway Plan as a guide, we have been able to accomplish many of our objectives. Our most recent accomplishment is the addition of the Milwaukee Street Walk Bridge, which could not have been completed without TEA-21 funds. This past year, we completed the reconstruction of Watertown Road, complete with 6-foot wide asphalt shoulders for bicyclists. We have paved shoulders on Hwy N north (N. Jackson Avenue) and Hwy N southeast (S. Whitewater Avenue). We have also widened the roads on Collins Road, Dewey Avenue and Puerner Street to accommodate bicyclists with recent projects.

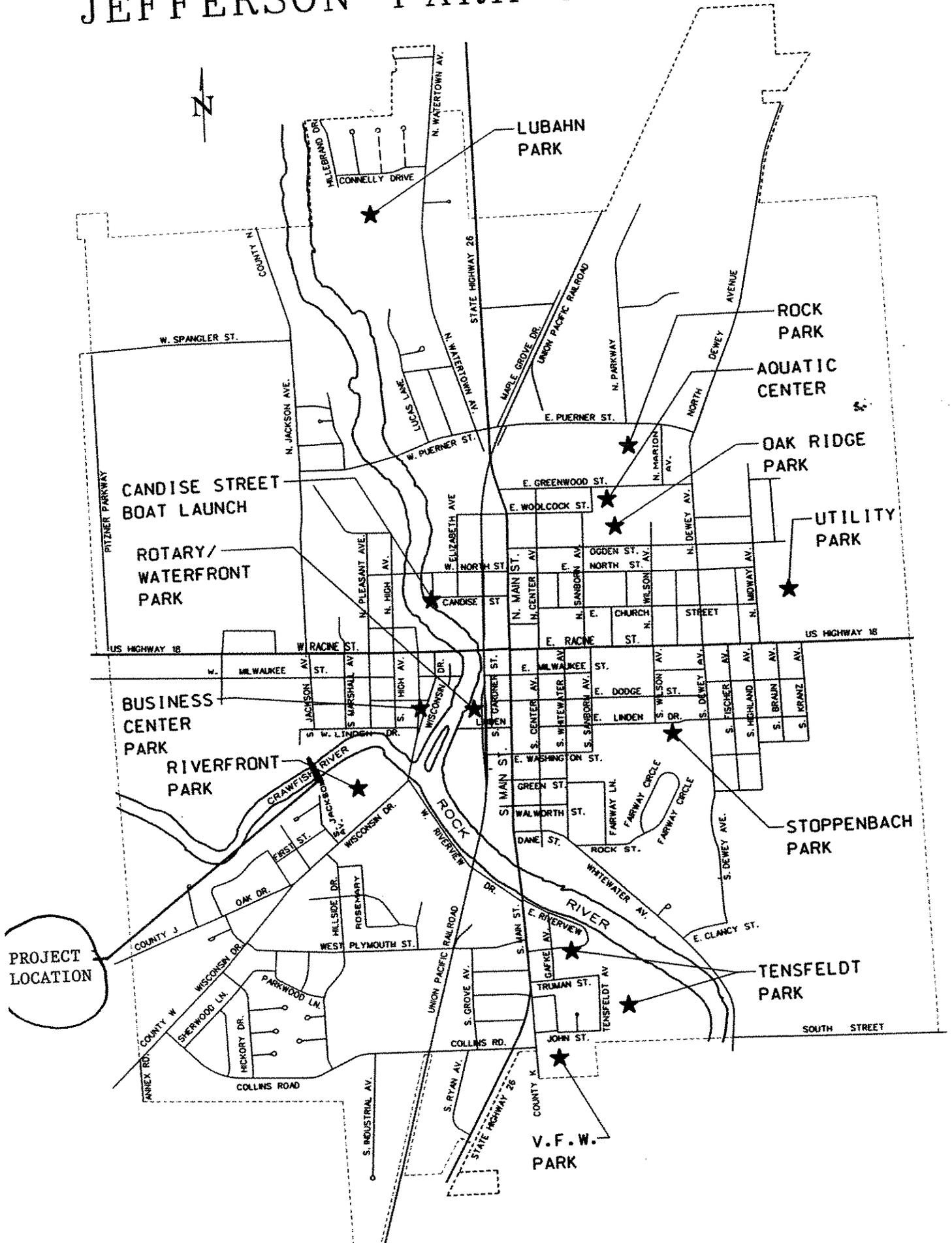
Summarize any other non-project bicycle and pedestrian efforts put into action by your community.

Our police department takes an active role in promoting bicycling safety. Yearly, an officer goes to the local schools to teach the children about bicycling safety. With every bicycle license purchased, the police department inspects the bicycles. They also provide a bicycle rodeo complete with inspections, safety tips and helmets for participants.

Does your community assess for sidewalk improvements?

In the past, our community has assessed for sidewalk improvements. The Common Council has taken a project-by-project approach to determine when assessments are required. For projects specifically targeted at infilling missing stretches of sidewalk, the City has assessed 50% of the cost. For projects utilizing federal or state funds, the City has not assessed for new sidewalks. The City does have an ordinance requiring sidewalks in all new subdivisions. The land developer incurs this cost.

JEFFERSON PARK LOCATIONS



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: North Street Bridge
PUBLIC SPONSOR: City of Jefferson
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$9,000	\$90,000	\$0	\$99,000
Federal:	\$36,000	\$360,000	\$0	\$396,000
Total:	\$45,000	\$450,000	\$	\$495,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS: 1
- PICTURES:
- LETTERS OF SUPPORT: #
- MISCELLANEOUS: Bike & Ped Plan, Estimated Cost

3.4 avg

Strengths

Weaknesses

Comments: _____

OVERALL RANKING:

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

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

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

1. Project Name: North Street Bridge
2. Project Location: Municipality: Jefferson County: Jefferson
Street Address of Project (if applicable): North Street/Rock River
Describe location and boundaries of the project: Crosses the Rock River at North Street
3. Name of the MPO the project is represented by: None
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 Jefferson
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
2 of 2. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Cyndi Keller Title: Director of Parks, Recreation & Forestry
Address: 317 S. Main Street Phone: (920) 674-7720
Municipality: Jefferson State: WI Zip: 53549
FAX: (920) 674-7710 E-mail: cyndi@jeffersonwis.com

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

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

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	\$ 45,000	\$	\$
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System Planning (STP-D Only)		\$	\$
TOTAL	\$ 45,000	\$ 450,000	\$
Percentage of Public Sponsor Funds:	% 9,000	\$ 90,000	\$
Percentage of Federal Funds:	% 36,000	\$ 360,000	\$
TOTAL	\$ 45,000	\$ 450,000	\$

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 April 2004

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

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

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

DR Accepted.

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

DR 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.

DR Accepted.

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DR 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.

DR 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.

DR 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.

DR 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 Jefferson
(Name of Sponsor)

By David R. Schornack 
(Name of Person with Fiscal Authority) (Signature of Person)

City Administrator 4-8-02
(Title of Person Signing) (Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --
5

Question 12

The project consists of constructing a new river crossing for pedestrians and bicyclists at North Street. Construction will include a 230-foot long bridge having a 10-foot clear width. A concrete deck surface, overhead lights, and concrete approach slabs will enhance the structure. The new multi-modal transportation facility would be located on North Street over the Rock River. This will replace an antiquated bridge, which in 1997 was closed to vehicular traffic. In 2001, it was determined that the existing bridge was no longer safe for pedestrian traffic. An analysis from a consulting engineer determined that the timber piles have decayed to a dangerous condition. Both existing abutments have failed and in order to supply a crossing for the residents on the West to the business district, a new crossing is necessary.

The budget for this project includes design of a new bridge, removal of the existing structure, abutment replacement, construction of new bridge and center pier, improved lighting, modification of approaches and signage.

The objectives of this project are three-fold. First, it will be an addition to our river corridor trail to promote off road opportunities for recreation and transportation that will tie the Northwest quadrant of the City to the business district. Second, this crossing had been used as a main east/west transportation connector for over one hundred years, and continuing this route as a pedestrian crossing will be a great asset. This crossing is essential to provide community cohesion between the neighborhoods on each side of the river. Third, this bridge was identified in the Jefferson County Bikeway/Pedestrianway Plan as an immediate priority. Currently, this bridge is closed to all traffic and has been

deemed hazardous by our insurance carrier. This is an important link to our trail system and we would like to continue offering this option for the citizens of Jefferson.

Does your community have a bicycle or pedestrian plan?

In 1996, our community jointly worked with other communities in Jefferson County to develop the Jefferson County Bikeway/Pedestrianway Plan. This plan has become a tool to guide us in planning future bikeways in the city limits. This plan also allows us to work with other communities to develop a strong trail system countywide.

Summarize the bicycle and pedestrian projects that you have developed over the past 5 years.

Using the Jefferson County Bikeway/Pedestrianway Plan as a guide, we have been able to accomplish many of our objectives. Our most recent accomplishment is the addition of the Milwaukee Street Walk Bridge, which could not have been completed without TEA-21 funds. This past year, we completed the reconstruction of Watertown Road, complete with 6-foot wide asphalt shoulders for bicyclists. We have paved shoulders on Hwy N north (N. Jackson Avenue) and Hwy N southeast (S. Whitewater Avenue). We have widened the roads on Collins Road, Dewey Avenue and Puerner Street to accommodate bicyclists.

Summarize any other non-project bicycle and pedestrian efforts put into action by your community.

Our police department takes an active role in promoting bicycling safety. Yearly, an officer goes to the local schools to teach the children about bicycling safety. With every bicycle license purchased, the police department inspects the bicycles. They also provide a bicycle rodeo complete with inspections, safety tips and helmets for participants.

Does your community assess for sidewalk improvements?

In the past, our community has assessed for sidewalk improvements. The Common Council has taken a project-by-project approach to determine when assessments are required. For projects specifically targeted at infilling missing stretches of sidewalk, the City has assessed 50% of the cost. For projects utilizing federal or state funds, the City has not assessed for new sidewalks. The City does have an ordinance requiring sidewalks in all new subdivisions. The land developer incurs the cost.

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Maunsha River Bike Trail - Phase II
PUBLIC SPONSOR: City of Waterloo
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$30,000	\$20,000	\$50,000
Federal:	\$0	\$120,000	\$80,000	\$200,000
Total:	\$	\$150,000	\$100,000	\$250,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS: 1 & detail
- PICTURES:
- LETTERS OF SUPPORT: # 5
- MISCELLANEOUS:

4.05 avg

Strengths

Weaknesses

Comments: *previously funded project*

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: Mauneha River Bike Trail- Phase II
2. Project Location: Municipality: Waterloo County: Jefferson
Street Address of Project (if applicable): section of river between N.Monroe & Mills St.
Describe location and boundaries of the project: _____

3. Name of the MPO the project is represented by: Madison Area MPO
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: Waterloo
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
 of . This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:
- Name: John Lichtenheld Title: City Engineer
Address: 1435 E. Main Street Phone: (608) 255-0800
Municipality: Madison State: WI Zip: 53703
FAX: () _____ E-mail: JLICHTENHELD@SAA-MADISON.COM

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

Name: Waterloo 2000 & Beyond, Inc. Title: Barb Morrison Co-Chair
Address: 685 Bluegrass Trail Phone: (920) 478-2536
Municipality: City of Waterloo State: WI Zip: 53594
FAX: () _____ E-mail: jmorrisi@jefnet.com

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

Local Transportation Enhancements (TE) Program

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Provision of facilities for pedestrians/bicycles | <input type="checkbox"/> Acquisition of scenic easements and scenic or historic sites |
| <input type="checkbox"/> Provision of safety and educational activities for pedestrians & bicyclists | <input type="checkbox"/> Scenic or historic highway programs (including the provision of tourist and welcome center facilities) |
| <input type="checkbox"/> Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) | <input type="checkbox"/> Landscaping and other scenic beautification |
| <input type="checkbox"/> * 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 Waterloo Riverwalk will provide a critical new transportation link for the community of Waterloo and support business, recreational, and educational opportunities. When complete the approximately 1/2 mile Riverwalk will connect the city's renowned Fireman's Park with the downtown area, facilitating day-to-day opportunities for all citizens, and providing a scenic experience for residents and visitors who chose to spend time in the heart of Waterloo. This proposal requests funding for a section of the Riverwalk that includes access to the river from downtown, a section of footpath, and a bridge over the Maunasha River to property owned by the city.

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	\$	\$ 25,000.00	\$ 25,000.00
Real Estate		\$	\$
Construction		\$ 125,000.00	\$ 75,000.00
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$ 150,000.00	\$ 100,000.00
Percentage of Public Sponsor Funds: 20%		\$ 30,000.00	\$ 20,000.00
Percentage of Federal Funds: 80%		\$ 120,000	\$ 80,000
TOTAL	\$	\$ 150,000	\$ 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 August of 2003

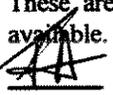
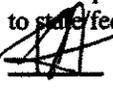
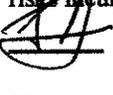
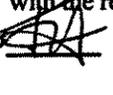
Real Estate _____

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

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

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

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

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

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

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

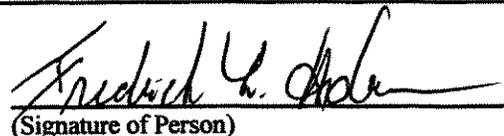
e) Broadly describe other project benefits (not already covered above) related to any of the following - improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development,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

13. I have read and understood the above statements.

Signed on behalf of Waterloo 2000 & Beyond, Inc.
(Name of Sponsor)

By Fred Halaus
(Name of Person with Fiscal Authority)

City of Waterloo - Clerk
(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 your 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 --

Key activities have been completed in support of the future Riverwalk.

The City of Waterloo received a WiDOT grant in 2001 (Title: Maunsha River Bike Trail – Phase I; Number 3644-00-01) to link Fireman's Park to rural areas surrounding the city, offering an alternative transportation and recreational corridor to citizens and visitors. Infrastructure improvements in the downtown have included the paving of a new parking area, which will serve as the eventual terminus of the Riverwalk. This parking area was a collaboration between the City of Waterloo, funds raised through the efforts of Waterloo 2000 and Beyond, Inc., and Waterloo Water and Light. Additionally, a preliminary design of the Riverwalk was completed by UW-Madison landscape architecture student Kimberly Hofkens – this design has been critically reviewed by the public in numerous forums and is now under review by Waterloo City Engineer John Lichtenheld of Schreiber, Anderson Associates. Through the efforts of Waterloo 2000 and Beyond, Inc. \$24,000 has already been pledged for the project.

In very practical terms, the completed Riverwalk will provide a viable option to downtown parking. On street parking in the four corners area (where State Highways 19 and 89 intersect) is often at a premium for downtown business or evening recreation. Congestion at this intersection discourages foot traffic around the business district, and drivers attempting to merge back into traffic from on-street parking can be a hazard. Having the option to park elsewhere in the city adjacent to the Riverwalk (a) increases the total amount of parking by 60+ spaces; and (b) provides a safe, pleasant, and short walk to businesses and recreation.

Waterloo is the home of a number of major employers for the area, and attracts over 2000 workers from Madison, Sun Prairie, Watertown, and elsewhere in Dane, Dodge, and Jefferson Counties. A lunchtime stroll of the Riverwalk could provide a physical (and, yes, a mental) break from the stress of the workplace. Significant among employers is the corporate headquarters of TREK Bicycle; groups of riders spend the noon hour touring the streets and roads in and around Waterloo. The Riverwalk would provide access to Fireman's Park, and will open new and safer routes for recreation.

As noted above, Fireman's Park is one of the jewels of Waterloo – hundreds of people are in the park each summer night to watch youth softball, baseball, or soccer, play on the playground, and ride the historic Carousel. The Riverwalk would further open access to the Park and encourage families to bike or walk without the worry of traffic. Events in Waterloo – such as the Fourth of July celebration, Wiener and Kraut Day, Home Talent Baseball, etc – would take advantage to the new transportation link and may encourage businesses to expand hours and therefore help the local economy.

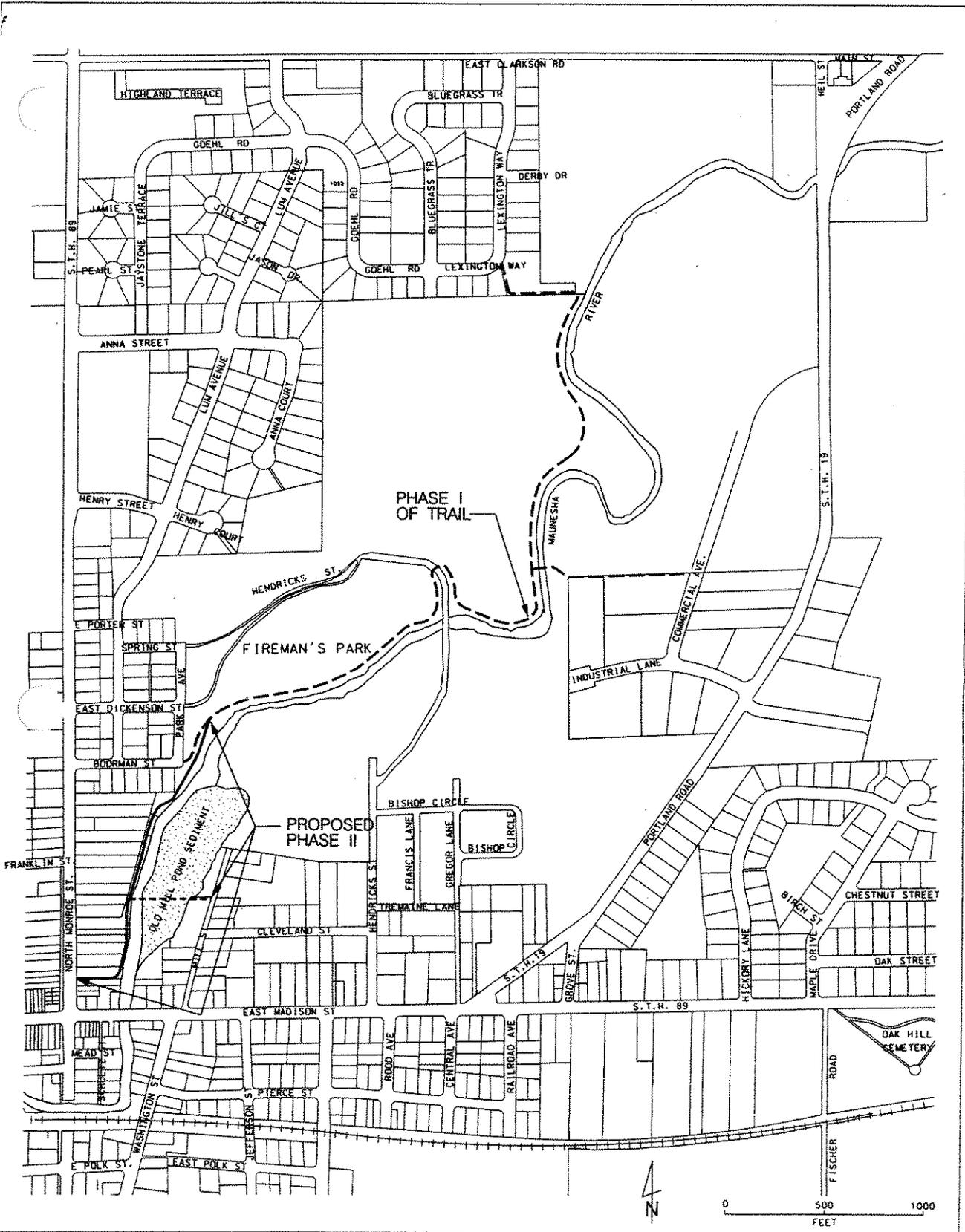
Through the actions of the city and community groups, there is a feeling of re-birth of Waterloo's downtown area. The City Band often plays concerts at the "four corners" to the delight of many in town. There is an Economic Development Committee process underway with membership from a cross-section of city officials and private company leaders. The State Historical Society recently designated Waterloo's downtown as an historic area, and a over half of the proposed Riverwalk abuts the historic district. And with this increase of activity

and interest, the new Riverwalk will provide another catalyst to further Waterloo business development.

Waterloo school-age students that live less than 1 mile from their respective schools are not provided bus transportation, and Riverwalk will offer a safe alternative to many children. Those students attending Waterloo Public Schools, St John's Lutheran School, or St. Joe's Catholic School could use this route.

The educational value of having the Riverwalk can not be minimized. Teachers could be confident that a field trip on the Riverwalk would be a safe learning experience for their students. Informal strolls of older couples or a parent hand-in-hand with their child could offer the opportunity to see wildflowers on the banks of the Maunasha River in the spring or enjoy the crisp air and falling leaves in autumn.

In short, the Riverwalk is an important step to the extension of Fireman's Park, the re-vitalization of downtown Waterloo, and the increased use of and development of the Maunasha River. Funds requested are predominantly for (a) planning; and (b) construction. It is expected that a full two-thirds of the population of Waterloo will access the Riverwalk on an annual basis, and that more than 5,000 visitors will use it annually. The project investment by WiDOT and the corresponding pledged funds raised by Waterloo 2000 and Beyond, Inc. is one that will be used and enjoyed by Wisconsinites for many years to come.



SCHREIBER ANDERSON ASSOCIATES
 400 EAST MAIN ST.
 MADISON, WISCONSIN 53703
 608-255-0800
 608-255-7780 FAX

LANDSCAPE ARCHITECTS
 URBAN DESIGNERS/LAND PLANNERS
 CIVIL ENGINEERS

MAUNESHA RIVER BIKE TRAIL - PHASE II
 CITY OF WATERLOO, JEFFERSON COUNTY

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: CTH S Improvement from STH 26 to South Salem Road
2. Project Location: Municipality: Towns of Oak Grove and Beaver Dam County: Dodge
Street Address of Project (if applicable): N/A
Describe location and boundaries of the project: CTH S Improvement from STH 26 to South Salem Road
3. Name of the MPO the project is represented by: NONE
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: Dodge County Planning and Development Dept.
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: Bill Ehlenbeck Title: Manager of Parks & Recreation
Address: 127 E. Oak St. Phone: (920) 386-3702
Municipality: Juneau State: WI Zip: 53039
FAX: (920) 386-3979 E-mail: behlenbeck@co.dodge.wi.us

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

Name: Ann Freiwald Title: Project Manager
Address: 1435 E. Main St. Phone: (608) 255-0800
Municipality: Schreiber/Anderson Assoc. State: WI Zip: 53703
FAX: (608) 255-7750 E-mail: afreiwald@saa-madison.com

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

Local Transportation Enhancements (TE) Program

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Provision of facilities for pedestrians/bicycles | <input type="checkbox"/> Acquisition of scenic easements and scenic or historic sites |
| <input type="checkbox"/> Provision of safety and educational activities for pedestrians & bicyclists | <input type="checkbox"/> Scenic or historic highway programs (including the provision of tourist and welcome center facilities) |
| <input type="checkbox"/> Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) | <input type="checkbox"/> Landscaping and other scenic beautification |
| <input type="checkbox"/> * 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 will provide a 10-mile long bicycle facility along CTH S from S. Salem Road to STH 26. The facility will consist of a 5' wide paved shoulder and bike route signs providing way-finding information. CTH S an important east/west route in the Dodge County bicycle transportation system. The route connects to Juneau, which is a county employment center, and the county seat. The route also connects to the new middle high school and will provide a safe route for students and staff. Finally, it provides an important connection between Beaver Dam or Juneau and Astico County Park, a popular destination for county residents and bike tourists.

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	\$ 0	\$ 0	\$ 7,500
Real Estate		\$ 0	\$ 0
Construction		\$ 98,300	\$ 94,400
System Planning (STP-D Only)		\$ 0	\$ 0
TOTAL	\$ 0	\$ 98,300	\$101,900
Percentage of Public Sponsor Funds: %		\$19,660	\$20,380
Percentage of Federal Funds: %		\$78,640	\$81,520
TOTAL	\$	\$98,300	\$101,900

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 2003

Real Estate N/A

Construction 2003-2005

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 *initialling* below:

Person initialling 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.

BB Accepted.

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

BB 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.

BB 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.

BB 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.

BB 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.

BB 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.

BB 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.
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- 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.

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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 Dodge County Planning & Development
(Name of Sponsor)

By Betty Balian Betty Balian
(Name of Person with Fiscal Authority) (Signature of Person)

Chairman - Planning & Development Committee 4/9/02
(Title of Person Signing) (Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

Question 12.The Project

Dodge County would like assistance adding 5' wide paved shoulders to CTH S from STH 26 to S. Salem Road. From S. Salem Road to CTH A will be a reconstruction project with the shoulder work occurring concurrently with the road improvements. From CTH A to STH 26 Dodge County plans to retro-fit 5' wide shoulders to the existing CTH S which was recently reconstructed and has 2' wide paved shoulders.

Connections

CTH S is an important east/west connection in Dodge County's bicycle transportation plan. In fact, it forms the east/west spine of the entire system due to its central location and the connections it provides. The new middle/high school is located just east of the STH 26 and CTH S intersection. CTH S will be a popular route for school staff and students coming from west of Juneau to the new school. The proposed route connects to the city of Juneau, which is the county seat and as such, it is an important employment center. The County has approximately 700 employees and about 15% of them live within the Juneau area. This improvement will encourage bike commuting for Dodge Co. employees and others employed in the City of Juneau. From Juneau, bike commuters can access the Wild Goose Trail for an enjoyable ride north through the rural countryside to the Fond du Lac County line and the city of Fond du Lac.

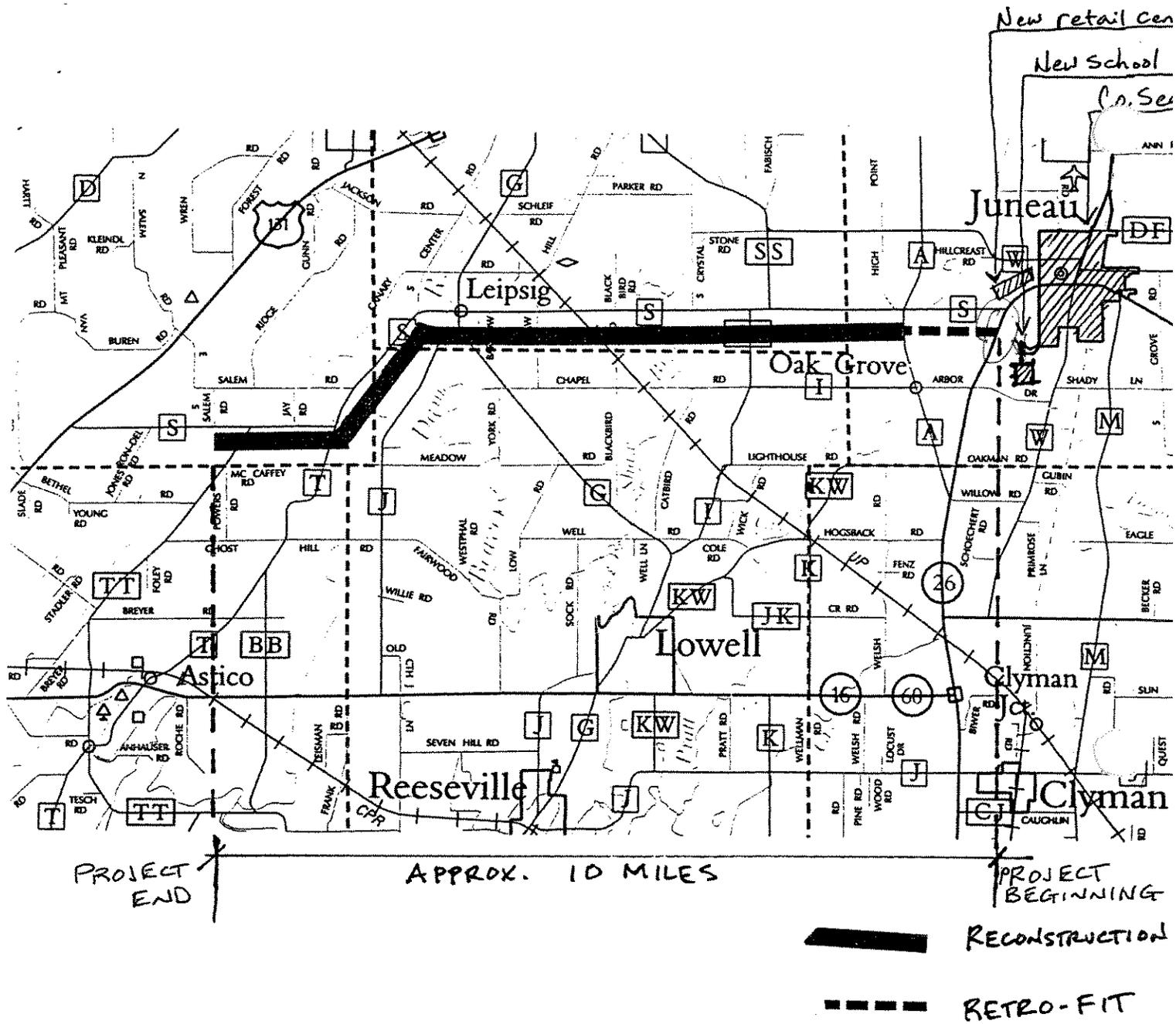
Finally, CTH S provides a vital link between Beaver Dam or Juneau and Astico County Park. This park provides overnight camping, fishing, hiking and a variety of playgrounds

and picnic areas. The park is a popular destination for both county residents and bike tourists traveling through Dodge County.

Dodge County's Commitment to Bicycle Transportation

Dodge County is committed to improving its bicycle and pedestrian facilities. It is in the process of developing a county-wide comprehensive transportation plan to improve bike and pedestrian facilities (the plan should be completed by the end of this year). This plan will contain recommendations to improve the county highways of Dodge County, of which CTH S is sure to be a high priority due to its location and the connections it provides.

Dodge County has recently completed a sidewalk survey of all Dodge County communities. This survey will be a useful tool to determine gaps in the sidewalk systems of the county. Dodge County continues to demonstrate its dedication to providing safe pedestrian routes by sponsoring a Walkable Communities Workshop scheduled for June of this year. In addition, the county has been working with a local friends group and the WDNR to develop and maintain the Wild Goose Trail, a north/south trail from Juneau to Fond du Lac County. Future plans call for a connection to Jefferson County near Watertown and hopes of an eventual connection to the Glacial Drumlin State Trail.



COUNTY TRUNK HIGHWAY S IMPROVEMENT

FROM STH 26 TO S. SALEM RD

SCHREIBER ANDERSON ASSOC.

04.09.02

Facilities for Bicycles & Pedestrians

DISTRICT 2: MPO RANKINGS

Southeastern Wisconsin Regional Planning Commission

ID #	PROJECT NAME	FED SHARE	RANK
2b01	Beer Line Bike / Recreational Corridor	\$ 572,800	1 of 9
2b02	Oak Leaf Trail - City of St. Francis Segment	\$ 240,000	1 of 9
2b03	Beerline Right-of-way conversion to Bikeway	\$ 320,000	1 of 9
2b04	Lake Michigan Bike Path - Phase II	\$ 1,268,800	1 of 9
2b05	Racine / Sturtevant Trail, Phase II - Construction	\$ 403,200	1 of 9
2b06	Town of Bristol Bicycle / Pedestrian Project	\$ 238,048	1 of 9
2b07	Sunny Slope Road Pathway	\$ 236,000	1 of 9
2b08	Glacial Drumlin State Trail CTH TT Bike / Pedestrian Underpass	\$ 237,600	1 of 9
2b09	Phase I: Legion Drive Pathway and Riverwalk	\$ 447,876	1 of 9
2b10	Donges Bay Road Bike Lane	\$ 302,023	1 of 9
2b11	Zedler Lane/Katherine Drive Bike Lanes	\$ 131,680	1 of 9
2b12	Interstate 43 Underpass Bicycle Path Paving	\$ 290,400	1 of 9
2b13	Hwy 60 Bicycles / Pedestrian Path - Jackson	\$ 302,400	2 of 9
2b14	State Highway 67 Pedestrian and Bicycle Improvements	\$ 385,920	2 of 9
2b15	Waukesha County Bugline Bicycle - Pedestrian Facility Improvement Project	\$ 1,454,580	3 of 9
2b16	Waukesha County Lake Country Bicycle - Pedestrian Facility Improvement Project	\$ 846,398	3 of 9
2b17	Waukesha County New Berlin Bicycle - Pedestrian Facility Improvement Project	\$ 755,342	3 of 9
2b18	Rochster Street Bike Path & Bridge	\$ 134,400	3 of 9
2b19	Horns Corners Road On-Street Bicycle Path	\$ 86,624	3 of 9
2b20	Pedestrian Facility Project	\$ 112,000	4 of 9
2b21	Village of Bayside Sidewalk Plan	\$ 248,663	4 of 9
2b22	Genesee Street Bark River / Mill Race Project	\$ 505,600	4 of 9
2b23	Ozaukee Interurban Trail Trailside Signage & Facilities	\$ 114,744	5 of 9
2b24	Enclosed Downtown Pedestrian Bridge Enhancement	\$ 172,000	7 of 9

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Beer Line Bike / Recreational Corridor
PUBLIC SPONSOR: City of Milwaukee
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$18,000	\$125,200	\$0	\$143,200
Federal:	\$72,000	\$500,800	\$0	\$572,800
Total:	\$90,000	\$626,000	\$	\$716,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.1 avg

Strengths

MPO 1 of 9

Weaknesses

FRE ACQUISITION TASKS NOT COMPLETE

NO LETTERS

COMBINES TRAIL/BIKE W/ SCENIC

Comments: *not sure that the real estate cost is reasonable*

OVERALL RANKING:

1 _____ 2 _____ 3 X 4 _____ 5 _____
 High Priority *EB* 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: Beer Line Bike / Recreational Corridor
2. Project Location: Municipality: City of Milwaukee County: Milwaukee
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Abandoned Soo Line railroad corridor
between Chambers Street and Holton Street in the Riverwest neighborhood
3. Name of the MPO the project is represented by: Southeastern Wisconsin RPC (SEWRPC)
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: City Of Milwaukee
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
1 of 5. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Jeffrey S. Polenske Title: City Engineer
Address: 841 N. Broadway, Room 701 Phone: (414) 286-2400
Municipality: City of Milwaukee State: WI Zip: 53202
FAX: (414) 286-3693 E-mail: jpolen@mpw.net

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 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 checked="" 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 Soo Line Railroad corridor between Milwaukee's downtown and Holton Street (known as the Beer Line) was abandoned in 1995 and was acquired by CMC Heartland Partners. Since that time, the portion of the corridor between Chambers and Holton Street has become blighted and is seen as detriment to the community. The purpose of the Beer Line Bike / Recreation Corridor project is to acquire the corridor for transportation and recreational uses and transform the area from an eyesore to a community asset. Improvements include landscaping, provision of an asphalt bike trail, and street crossing improvements. The City will then work with adjacent property owners to develop remaining portions of the corridor for recreational purposes to further enhance the Riverwest neighborhood. Potential improvements include soccer practice fields, playgrounds, and green space.

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		\$90,000	\$	\$
Real Estate			\$456,000	\$
Construction			\$170,000	\$
System Planning (STP-D Only)			\$	\$
TOTAL		\$90,000	\$626,000	\$
Percentage of Public Sponsor Funds:	20%	\$18,000	\$125,200	\$
Percentage of Federal Funds:	80%	\$72,000	\$500,800	\$
TOTAL		\$90,000	\$626,000	\$

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 1, 2003

Real Estate July 1, 2003

Construction August 1, 2003

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

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

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

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

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

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

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

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

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

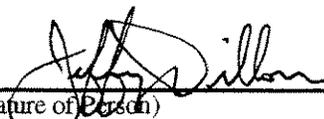
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

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

13. I have read and understood the above statements.

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

By Jeffrey S. Polenske
(Name of Person with Fiscal Authority)


(Signature of Person)

for City Engineer
(Title of Person Signing)

April 12, 2002
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

Beer Line Bike / Recreational Corridor 2004-2005 Statewide Multi-modal Improvement Program

12. a. d. e

The Chambers to Holton Street segment is one component of a larger effort to develop the entire Beer Line corridor into a continuous bike/pedestrian facility. The segment between Pleasant Street (just north of Milwaukee's downtown) and North Avenue is currently under development by the City and made possible by a previous CMAQ grant. The segment between North Avenue and Locust Street is currently in the planning phase by Milwaukee County Department of Parks, Recreation and Culture. Upon completion of the entire corridor, a continuous 2 mile route from the Riverwest neighborhood to downtown will be provided. The Chambers to Holton Street segment will also provide a connection to the existing Milwaukee County Oak Leaf Trail located on the east side of the Milwaukee River via the existing bike lanes on the Locust Street bridge between Holton and Cambridge. This bicycle network, in combination with signed bike routes such as Humboldt Avenue, would be expected to provide an attractive alternative to driving from the Riverwest neighborhood for downtown utilitarian trips as well as attract numerous recreational riders.

The corridor is 3000 feet long and generally 100 feet wide. Corridor acquisition is expected to be uncontested. It should be noted, however, that the railroad is obligated to restore all at-grade street crossings as a condition of abandonment, but has failed to perform the restoration to date. As such, the value of this work may be deducted from the sale price and the crossings restored in conjunction with the project. Under this scenario, a portion of grant funding allocated to right-of-way would be transferred to construction accounts and used to restore street crossings. Upon acquisition, a number of improvements will be undertaken. First, a 6 inch layer of topsoil will be placed throughout the corridor to provide a better environment for plant material as well as prevent direct contact with any low level residual contamination that may be present. Second, a 10 foot asphalt trail designed to AASHTO standards will be installed for the length of the corridor. The remaining corridor will be landscaped and seeded. Because the corridor crosses a number of low volume residential streets at-grade (both at intersections and midblock locations), the project will include treatments at the street crossings to enhance safety including pedestrian ramps, painted crosswalks, and advance signage.

The City will also work with adjacent property owners and neighborhood organizations to develop remaining portions of the corridor for recreational purposes to further enhance the Riverwest neighborhood, a number of whom have already expressed such an interest. Potential improvements include soccer practice fields, playgrounds, and green space.

There is extensive community support for the project. La Lune Collection (a furniture manufacturer) located at 930 E. Burleigh, Fratney Street Elementary School located at 3255 N. Fratney, Messmer Prep School located at 3027 N. Fratney, and the local YMCA have all expressed support for the project. A private owner who purchased a small parcel

directly from CMC within the corridor has offered to provide a trail easement if necessary. Furthermore, both Fratney Street Elementary School and the YMCA have agreed to lead private fund raising efforts for the project. Money raised will be used to reimburse the City for a portion of the local share associated with the grant.

The City of Milwaukee is committed to bicycle and pedestrian transportation. For example, the City maintains a comprehensive bike plan. As streets are programmed for reconstruction, they are evaluated for provision of bicycle facilities in accordance with the plan. The City currently maintains approximately 150 miles of signed bicycle routes, approximately 8 miles of designated bicycle lanes, and a number of off-street bicycle trails. As further demonstration of the City's commitment, the City is taking a very active role in the planning and construction of the Hank Aaron State Trail and is supportive of the WISDOT Bayview Bike Study. Other examples include the establishment of a Bicycle Task Force to advance bike issues and projects in the City, the development and distribution of a bicycle route guide, administration of a bike rack program that provides free bike racks to businesses and neighborhood organizations, active participation in the planning of Bike-to-Work week, and numerous other examples.

With respect to pedestrian facilities, the City provides sidewalks throughout the City (except in cases of opposition by affected property owners) and does assess for these improvements.

DETAILED COST ESTIMATE

PE/Design	Environmental Testing	\$40,000
	Real Estate Services	\$50,000
	Subtotal	\$90,000
Real Estate	CMC	\$450,000
	Eastside Lot, LLC (easement)	\$6,000
	Subtotal	\$456,000
Construction	Landscaping	\$60,000
	Trail Construction	\$60,000
	Street Crossing Improvements	\$50,000
	Subtotal	\$170,000
	TOTAL	\$716,000

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Oak Leaf Trail - City of St. Francis Segment
PUBLIC SPONSOR: Milwaukee County
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$10,500	\$49,500	\$0	\$60,000
Federal:	\$42,000	\$198,000	\$0	\$240,000
Total:	\$52,500	\$247,500	\$	\$300,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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



Strengths

1 of 9
 USAGE ESTABLISHED

Weaknesses

REPLACING TRAIL DESTROYED BY
 CONSTRUCTION

Comments: SENATOR GROBSCHMIDT SUPPORTS "TRAIL FOLLOWS A
~~BEAUTIFUL~~ BEAUTIFUL VISTA"

developer paying local share & replacing sidewalk

OVERALL RANKING:

1 2 3 4 5
 High Priority Low Priority

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

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

1. Project Name: Oak Leaf Trail - City of St. Francis Segment
2. Project Location: Municipality: St. Francis County: Milwaukee
Street Address of Project (if applicable): Not applicable
Describe location and boundaries of the project: T.6 N., R.22 E., Section 14
East of S.T.H. 32 between Howard Avenue extended and Lunham Avenue
extended.
3. Name of the MPO the project is represented by: Southeastern Wisconsin RPC (SEWRPC)
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: Milwaukee County
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
1 of 3. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

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

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

Name: Not applicable Title: _____
Address: _____ Phone: (_____) _____
Municipality: _____ State: ___ 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.)

Recently the section of the Oak Leaf Trail between Bay View and Sheridan Parks was removed to make way for the construction of infrastructure, street widening, and multi-unit housing complexes. The removed section of trail was only 8' wide, was approximately 20 years old, and was located within the S.T.H. 32 ROW. Milwaukee County is seeking TEA-21 funds to reconstruct that trail segment. The new trail will be 4,150' long, 10' wide, and constructed of asphalt. Importantly, the new trail will be relocated closer to Lake Michigan and integrated with the housing complexes, while maintaining the connection between Bay View and Sheridan Parks. As a result, utilization of this already popular trail will increase.

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	\$52,500	\$	\$
Real Estate		\$	\$
Construction		\$247,500	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$52,500	\$247,500	\$
Percentage of Public Sponsor Funds: 20%	<i>10,500</i>	\$49,500	\$
Percentage of Federal Funds: 80%	<i>42,000</i>	\$198,000	\$
TOTAL	\$52,500	\$247,500	\$

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

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

P.E./Design/Planning July 1, 2002

Real Estate Not applicable

Construction July 1, 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.

LD Accepted.

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

LD 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.

LD 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.

LD 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.

LD 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.

LD 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.

LD Accepted.

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

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

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

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

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

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

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

13. I have read and understood the above statements.

Signed on behalf of Milwaukee County Department of Parks, Recreation & Culture
(Name of Sponsor)

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


(Signature of Person)

Parks Department Director
(Title of Person Signing)

April 11, 2002
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

APPLICATION QUESTION #12(A)

TRAIL BASICS

Location: The trail will be located in the City of St. Francis on Milwaukee County Parks Department lakefront lands between Howard Avenue extended on the north and Lunham Avenue extended on the south.

Length: 4,150'

Width: 10'

Surface Materials: asphalt

Connections: The segment of Oak Leaf Trail being proposed for replacement is part of a virtually continuous stretch of off-road asphalt path that runs on Milwaukee County Park lands from the Milwaukee Harbor on the north to Grant Park in the south (a distance of app. miles). The Lake Michigan vistas, the naturally landscaped park settings, and the connection between the south lakeshore communities and downtown Milwaukee all contribute to its high utilization.

The Parks Department is working closely with the developer to integrate the trail with the new housing construction planned for the site. The developer is also paying for the local match for the project. Integration with the housing development is important because it will encourage maximum use by persons living there. The alternative, routing the trail onto S.T.H. 32 for the 4,000' plus length of the housing development, is undesirable in that:

- It will serve as a barrier for persons participating in trail activities that are prohibited on roads and for persons not accustomed to riding on roads such as children.
- It will make the trail less safe by requiring users to enter the motorized environment of the roadway for that section of trail.
- Significantly limits public access to the lake and the park lands east of the development.

BICYCLE AND PEDESTRIAN PLANS

The Milwaukee County Parks Department's bicycle and pedestrian trail development plans are contained in two documents:

- A Park and Open Space Plan for Milwaukee County

Prepared by the Southeastern Wisconsin Regional Planning Commission
(SEWRPC)

- A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010

Prepared by the Southeastern Wisconsin Regional Planning Commission
(SEWRPC)

SUMMARY OF BIKE TRAIL PROJECTS OVER THE PAST 5 YEARS

2002 *Brady Street Ramp/Lincoln Memorial Drive Pedestrian Bridge (formally 2 separate projects being designed and built as one)* - Planning is underway on these improvements designed to increase access down a steep embankment and over a major thoroughfare to the Oak Leaf Trail and to Milwaukee County Lakefront lands.

North Avenue Bike Ramp – Planning is underway to provide access from the Oak Leaf Trail which is located on a below grade right-of-way (20' differential between the right-of-way and street level) to the North Avenue Business Improvement District.

North Shore Right-of-Way Conversion to Bikeway – Construction is underway on Phase 1 of this project that utilizes a former railroad right-of-way to extend the reach of the Oak Leaf Trail into the southern part of Milwaukee County and to lay the ground work for connections to Racine County. Total length of the project is app. 5.18 miles.

Hoyt Park Bikeway – Forestry Yard Segment – Planning is proceeding on this shore but critical link between the Oak Leaf Trail and State of Wisconsin's Henry Aaron Trail. Total length of the project is app. 1,100 feet.

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1997 Hoyt Bikeway – This 8,800 foot Oak Leaf Trail project provides an off-street alternative to the intensively utilized western suburbs to downtown commuter route along the Menomonee River Parkway.

SUMMARY OF NON-PROJECT BICYCLE AND PEDESTRIAN EFFORTS

A popular non-project bicycle and pedestrian effort on the part of Milwaukee County is the Oak Leaf Trail system map. It contains a large amount of useful information such as trail types, segment lengths, and support facilities. The map is updated every 2-3 years and is available free of charge.

SIDEWALK IMPROVEMENTS ASSESSMENTS

Milwaukee County does not assess for sidewalk improvements.

SITE MAP

BAY VIEW PARK

LAKE MICHIGAN

ST. FRANCIS PROPERTY

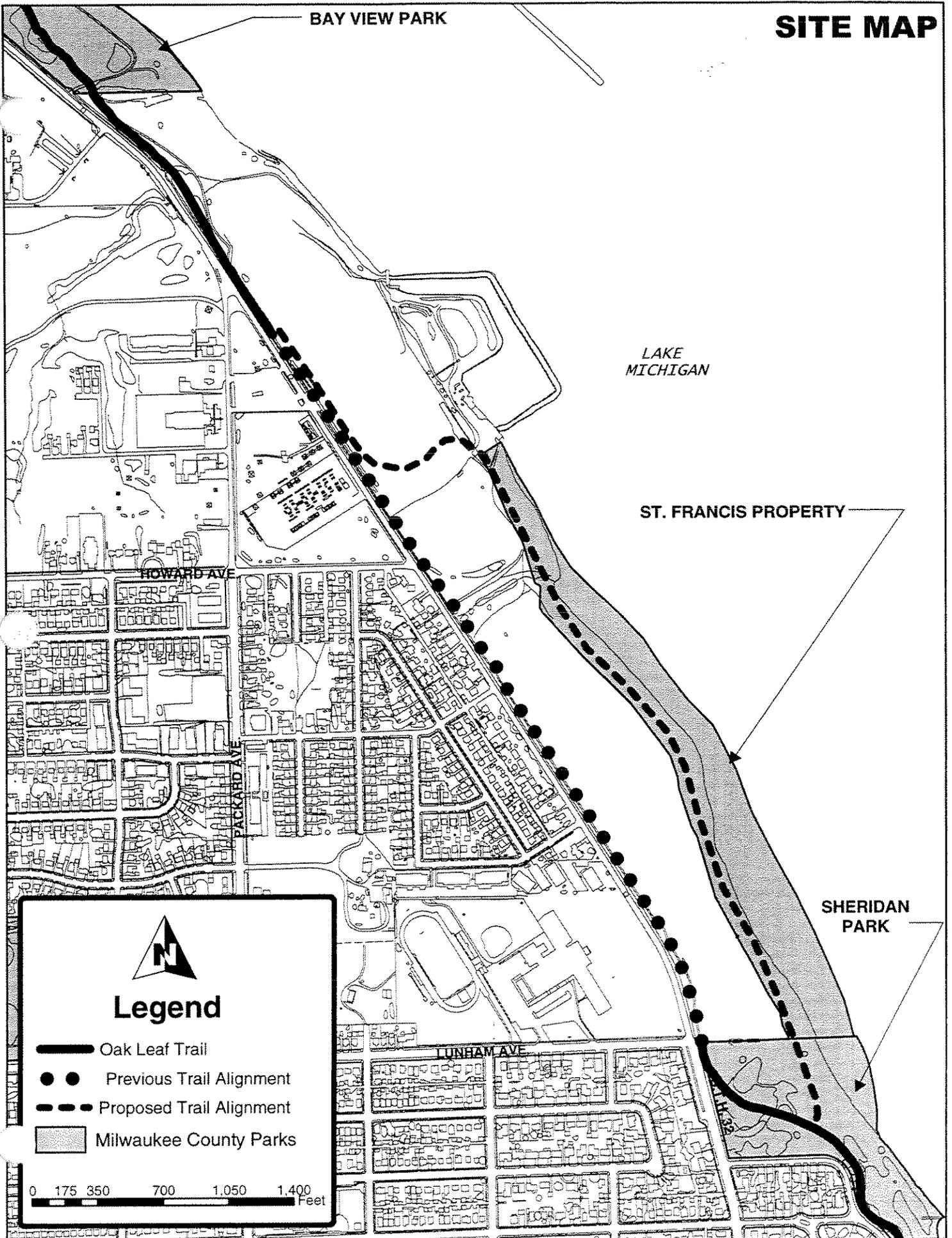
SHERIDAN PARK



Legend

-  Oak Leaf Trail
-  Previous Trail Alignment
-  Proposed Trail Alignment
-  Milwaukee County Parks

0 175 350 700 1,050 1,400 Feet



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Beerline Right-of-way Conversion to Bikeway
PUBLIC SPONSOR: Milwaukee County
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$17,188	\$62,812	\$80,000
Federal:	\$0	\$68,750	\$251,250	\$320,000
Total:	\$	\$85,938	\$314,062	\$400,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.85 avg

Strengths

Weaknesses

Comments: _____

OVERALL RANKING:

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

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

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

1. Project Name: Beerline Right-of-way Conversion to Bikeway

2. Project Location: Municipality: Milwaukee County: Milwaukee
Street Address of Project (if applicable): Not applicable
Describe location and boundaries of the project: T.7 N., R.22 E., Section 16
East of Humboldt Boulevard between North Avenue and Locust Street.

3. Name of the MPO the project is represented by: Southeastern Wisconsin RPC (SEWRPC)
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.

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

5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
3 of 3. This is required for projects in urbanized areas with MPOs, optional for others)

6. Primary Contact Person of Public Sponsor Agency:

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

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

Name: _____ Title: _____
Address: _____ Phone: (_____) _____
Municipality: _____ State: _____ 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 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 checked="" 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.)**

With the involvement of local residents, businesses and the River Revitalization Foundation the Milwaukee County Parks Department is proposing the construction of approximately 4,000' of bike trail in an abandoned railroad corridor along the west bank of the Milwaukee River just upstream of downtown Milwaukee. The project will connect existing and proposed City of Milwaukee routes/paths linking downtown Milwaukee with Riverwest and East Side neighborhoods. Eventually a formal connection with Milwaukee County's Oak Leaf Trail, which runs along the east bank of the Milwaukee River, will be established creating opportunities for linkages to numerous County parks and parkways.

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	\$	\$85,938	\$
Real Estate		\$	\$
Construction		\$	\$314,062
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$85,938	\$314,062
Percentage of Public Sponsor Funds: 20%		\$17,188	\$62,812
Percentage of Federal Funds: 80%		\$68,750	\$251,250
TOTAL	\$	\$85,938	\$314,062

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

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

P.E./Design/Planning July 1, 2003

Real Estate Not applicable

Construction July 1, 2004

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

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LD Accepted.

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

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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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13. I have read and understood the above statements.

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(Signature of Person)

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(Title of Person Signing)

April 11, 2002
(Date)

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APPLICATION QUESTION #12(A)

TRAIL BASICS

Location: The proposed trail will be located on an abandoned railroad right-of-way formerly known as the "Beerline" in the City of Milwaukee. The project is bounded by Locust Street on the north, Humboldt Boulevard on the west, North Avenue on the south, and the Milwaukee River corridor on the east.

Length: 4,000'

Width: 10'

Surface Materials: asphalt

Connections: The segment of the Beerline to be converted to bike trail is situated at the crossroads between the Riverwest and UWM/North Shore suburban neighborhoods and the City of Milwaukee Downtown area. The proposed trail will facilitate non-motorized travel between those destinations by connecting with:

- Existing City of Milwaukee bike routes on Humboldt Boulevard, Locust Street and North Avenue
- Planned City of Milwaukee off-street paths in the railroad corridor to the northwest of the subject trail and extending into the Downtown area at the southern end of the subject trail
- Milwaukee County's Oak Leaf Trail which is located on the former Chicago & Northwestern Railroad right-of-way on the east side of the Milwaukee River and connects numerous parkways and park sites.

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SITE MAP

