

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Lake Michigan Bike Path - Phase II
PUBLIC SPONSOR: City of Racine
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$317,200	\$0	\$317,200
Federal:	\$0	\$1,268,800	\$0	\$1,268,800
Total:	\$	\$1,586,000	\$	\$1,586,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.15 avg

Strengths

Weaknesses

PRE EXISTING PLAN

Comments: *ATM congestion mitigation funded "Phase I"*

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: Lake Michigan Bike Path - Phase II
2. Project Location: Municipality: City of Racine County: Racine
Street Address of Project (if applicable): N/A
Describe location and boundaries of the project: _____

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 Racine
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: Richard M. Jones Title: Commissioner of Public Works
Address: 730 Washington Avenue Phone: (262) 636-9121
Municipality: City of Racine State: WI Zip: 53403
FAX: (262) 636-9298 E-mail: rjones@cityofracine.org

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

Name: James J. Blazek Title: City Engineer
Address: 730 Washington Avenue Phone: (262) 636-9480
Municipality: Racine State: WI Zip: 53403
FAX: (262) 636-9545 E-mail: jblazek@cityofracine.org

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 construction of the Lake Michigan Pathway - Phase II (Phase 3 on Master Plan) will complete a vital link with the Racine County Bike Trail and the Root River Pathway. The completion of this link will make available to residents access to destinations throughout the City via more than 20 miles of recreational pathways. A primary focus of these pathways is to provide non-motorized transportation options for recreational users and commuters alike. This pathway system will work in concert with local and state-wide traffic congestion mitigation goals, while providing recreational links to Racine's unique places and great natural resources.

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

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	\$	\$144,000	\$
Real Estate		\$	\$
Construction		\$1,442,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$1,586,000	\$
Percentage of Public Sponsor Funds: 20%		\$317,200	\$
Percentage of Federal Funds: 80%		\$1,268,800	\$
TOTAL	\$	\$1,586,000	\$

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 September 2003

Real Estate _____

Construction Start March/2004, Complete September 2004

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

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

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

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

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

RMJ Accepted.

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

RMJ 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.

RMJ 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.

RMJ 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.

RMJ 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.

RMJ 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.

RMJ 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.

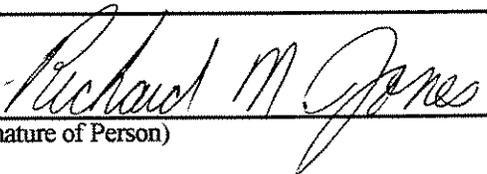
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

By Richard M. Jones
(Name of Person with Fiscal Authority)


(Signature of Person)

Commissioner of Public Works
(Title of Person Signing)

April 12, 2002
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

12. The routing of the Lake Michigan Pathway (Phase II), covers 4.9 miles and consists of pathway cross sections described as follows:

- a.1) 3.3 miles of pathway will consist of *On Street Pathway* with both Shared Parking/Bicycle Lane and Marked Parking/Bicycle Lane. Bicycle traffic is one – way in each direction and shares an 11 ft. wide Parking/Bicycle lane. On collector and arterial streets with Shared Parking and Bicycle Lanes, the Parking/Bicycle Lane is delineated with a continuous white line 11 ft. from the curb face to clearly mark the travel lanes. This pathway design is to be constructed on Dodge St., Melvin Ave., Erie St., South St. and Three Mile road.
- a.2) 1.6 miles of pathway consist of *Off Street Shared Use Pathway*. This type of pathway is a 10 ft. wide asphalt surface delineated with a continuous yellow center stripe allowing for pedestrian type use and bicycle use. The Off Street Shared Use Pathway will be separated from vehicular traffic, using parallel City streets, with a 5 ft. wide parkway panel. This type of pathway will be used exclusively along the Lake Michigan vista between Dodge Street and Michigan Blvd. to the north, a distance of 1.6 miles. The Off Street Shared Use Pathway connects to the On Street Pathway at Melvin Avenue which continues westerly and northerly to connect to the County Bike Path.

The Lake Michigan Pathway (Phase II) will complete a link between the Root River Pathway, completion in 2003, and the existing County Bike Trail. This link will make available to residents a 20-mile length of pathway transversing from northern Racine County through the City of Racine to Southern Racine County.

- The Lake Michigan Pathway (Phase II) will include amenities and a way-finding system which are both of great importance to both recreational and commuter users of the system. Way finding will include signage showing routing of the pathway, location of the pathway with connecting links, and interpretive stations. Amenity areas will include benches, trash receptacles, bicycle racks, lights and landscaping. The amenity and way finding system encourages use of the pathway by residents by supplying conveniences and interest along all segments of the pathway. The Lake Michigan Pathway (Phase II) contains a diverse list of points of interest, which will support the amenities proposed. The shoreline of Lake Michigan, North Beach, Racine Zoo, future Racine County Historical Museum, direct links to Downtown and the Racine Harbor Area will invite use of the pathway by both non-motorized recreational and commuter participants.

The City of Racine currently utilizes a Bicycle patrol Division, so with the completion of this link, greater areas of the community will be accessible with an additional segment of law enforcement.

- Although it cannot be estimated how many users will utilize this pathway, it only makes sense that a completed multi-route pathway system encourages use for both recreational and commuter activity. Therefore it is critical to the overall Bicycle Pathway Plan to provide a network of convenient and interesting segments which will encourage use by the residents of the community.

- A primary focus of the Lake Michigan Pathway (Phase II) is to provide non-motorized transportation options for recreational users and commuters alike. This pathway system will work in concert with the local and state-wide traffic congestion mitigation goals, while providing recreational links to Racine's unique places, open spaces and other great natural resources.
- The City of Racine assesses for initial new Portland Cement Concrete Sidewalk abutting properties. All subsequent repairs and maintenance of the sidewalk is the responsibility of the abutting property owner. City contracts are issued annually for the repairs of sidewalk not already completed by property owners whom have been notified of such defects. These contract costs are assessed to the abutting property owners.

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Racine / Sturtevant Trail, Phase II - Construction
PUBLIC SPONSOR: Racine County
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$57,600	\$43,200	\$100,800
Federal:	\$0	\$230,400	\$172,800	\$403,200
Total:	\$	\$288,000	\$216,000	\$504,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.25avg

Strengths

Weaknesses

THE EXISTING PROJECT
95,000 TOO

Comments:

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: Racine/Sturtevant Trail, Phase II - Construction
2. Project Location: Municipality: Mount Pleasant County: Racine
Street Address of Project (if applicable): N/A
Describe location and boundaries of the project: This project will construct a trail extension west of Willow Road to the Sturtevant Amtrak Station with a connection to the Soo Line tracks near STH-11.
3. Name of the MPO the project is represented by: Commission
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: Racine 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):
N/A of _____. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Glenn Lampark Title: Director of Public Works
Address: 14200 Washington Avenue Phone: (262) 886-8440
Municipality: Sturtevant State: WI Zip: 53177
FAX: (262) 886-8480 E-mail: glennL@racineco.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 detailed information) All Enhancements projects must fit into one of the 12 categories AND relate to surface transportation:

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

This project will perform construction services for a bicycle/pedestrian trail as a connection and extension with the Phase I Racine Sturtevant Trail which was constructed in the Summer of 1999. The intent of this project is to provide an extension of the paved surfaced off-road bicycle/pedestrian trail from Willow Road to the Amtrack Station in the Village of Sturtevant. The trail will then extend from the station, through the Renaissance Commercial Park, to the old CPRS rail corridor currently owned by the Soo line. Further extensions to this trail are planned with the terminus in the City of Burlington.

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

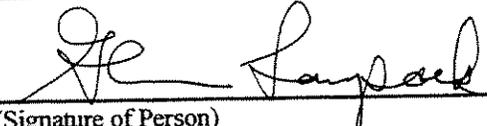
e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development,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

13. I have read and understood the above statements.

Signed on behalf of Racine County
(Name of Sponsor)

By Glenn Lampark
(Name of Person with Fiscal Authority)

Director of Public Works
(Title of Person Signing)


(Signature of Person)

4-11-2002
(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 --

*Attachment
April 12, 2002*

Statewide Multi-Modal Improvement Program
FYs 2004-2005 Project Application

Racine/Sturtevant Bicycle/Pedestrian Trail – Phase II

This project phase of the Racine/Sturtevant Bicycle/Pedestrian Trail (Phase II) will be located in the Town of Mount Pleasant and the Village of Sturtevant in Racine County. The trail planning, design and engineering for this segment has been authorized under a Congestion Mitigation and Air Quality (CMAQ) grant and is proceeding with completion anticipated in 2003. No real estate acquisition is anticipated, however if required it would be a County responsibility.

Phase I of this trail was completed in 2000 and extends approximately 1.85 miles westward from West Blvd in the City of Racine to STH 31. At West Blvd. the trail also connects with the County's North Shore Trail which extends 3 miles southward to the Racine/Kenosha County line where it connects with the Kenosha County Trail. This segment (Phase IA) was funded with CMAQ funds.

Phase IB of this trail has been designed and will be constructed in 2003 with CMAQ funds. Phase IB will extend the trail approximately 1.47 miles westward from STH 31 to Willow Road in the Town of Mount Pleasant.

The requested Phase II construction project will extend the trail from Willow Road to the Amtrack Station (2.4 miles) which is currently being relocated to the Renaissance Commercial Park in the Village of Sturtevant. The trail would make use of the underpass being constructed as part of the Amtrack station construction. The anticipated cost is \$288,000 with construction in 2004. The trail would thence be extended from the Amtrack Station to the existing CPRS rail corridor adjacent to STH 11 (1.8 miles). The anticipated cost is \$216,000 with construction in 2005.

Current Racine County and Regional plans also envision an eventual westward extension to Bushnell Park in the City of Burlington along the CPRS rail corridor. Once there, the trail would link to the existing Racine County Burlington/Waterford trail and proceed north to Waukesha County.

The proposed trail segment would consist primarily and preferably of a ten feet wide asphalt path on a final alignment to be determined through the planning and engineering project currently underway. The trail will be constructed in compliance with American Association of State Highway and Transportation Officials (AASHTO) bicycle facility guidelines.

This trail will serve to implement the Park and Open Space Plan for Racine County and A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Racine County: 2010 both having been adopted by the Racine County Board of Supervisors. Both of these plans

identify this project segment as a major component of a utilitarian trail system for the Racine County and the region.

In addition, to the development of the Racine/Sturtevant trail as identified above, Racine County has been active over the past five years in the development of the Burlington/Waterford trail which will extend from the City of Burlington to the Waukesha County line. In 1999, a one-mile segment was completed in the Town of Norway with funding from the Transportation Enhancement Program. In 2002, two major bicycle/pedestrian bridge structures on the Burlington/Waterford will be constructed and the engineering on major trail components will be finalized. This project segment is being funded with Enhancement funding.

The Racine County Sheriff's Department, Office of Emergency Management and the Racine County Traffic Safety Commission have all been active in efforts in bicycle safety and education. The Public Works Department has placed bicycle racks and lockable bicycle storage compartments in downtown Racine for the convenience of employees and users of County facilities.

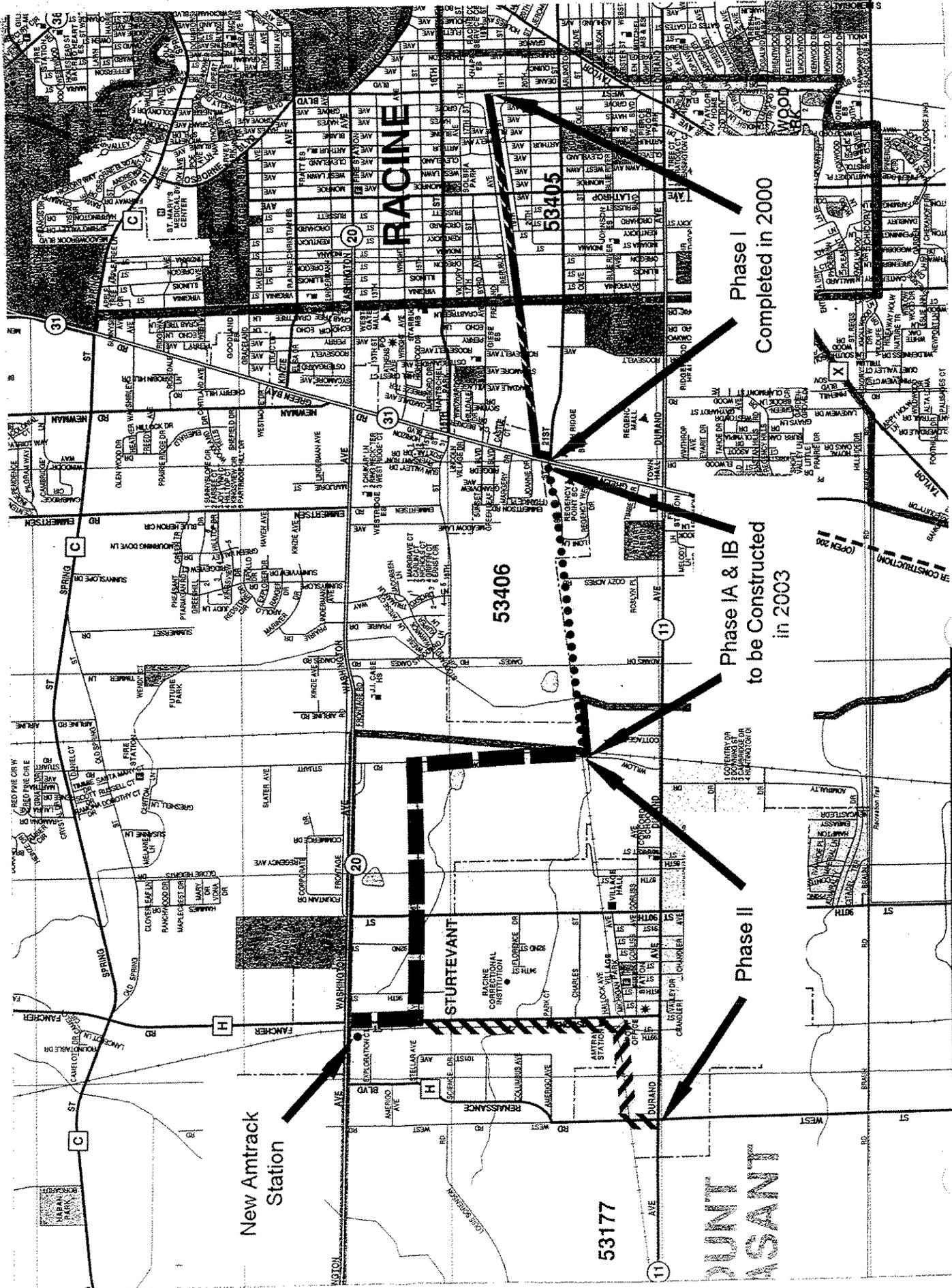
Racine County does not assess for sidewalk improvements. By adopted Racine County policy, local municipalities may be granted permission to install sidewalks in County Trunk Highway rights-of-way upon their request.

There are approximately 95,000 people living within a 5-mile radius of the east terminus of this proposed trail. Based on Racine County population estimates of January 1, 2001, 135,000 people reside east of Interstate 94. Our data shows that 11 industries in this project area employ 100 or more people totaling 6,000 employees. With the Continuing development of the Renaissance commercial/industrial area, it is anticipated that these numbers will rise significantly. This project will provide a safe, off-road means for bicyclists/pedestrians to access activity centers, businesses and industries that is not presently available.

This trail will provide an east-west off-road facility to many activity centers, such as, shopping malls, other businesses and industries. There will eventually be auxiliary spur trails to Pritchard Park with access to Regency and Regency Point Shopping Malls; to the Town of Mt. Pleasant Stewart/McBride Park; to J. I. Case High School and to commercial and industrial properties in Sturtevant. Some of the industries that abut on the right-of-way are Twin Disc, In-Sink-Erator, S. C. Johnson and Sons, Inc. (Johnson's Wax), Bombardier, Putzmeister, and Case New Holland. It will also be in very close proximity to a variety of State of Wisconsin Service Centers and the State Correctional facility. The Trail will provide a safe access for bicycles and pedestrians to and from the west side of the City of Racine, the Village of Sturtevant and the Town of Mount Pleasant. This trail will also provide a utilitarian and safe transportation passage for employees, students, shoppers, etc. to move along the important east-west corridor in a transportation mode other than single occupancy motor vehicles.

We believe this will be a successful project in providing transportation alternatives and reducing auto traffic because of the large potential pool of bicycle and pedestrian users and the numbers of businesses, industries, and other trip generators in the project area. The area served and population, together with the central location of the trail will provide an enticing option to

vehicle usage. Bicycling and pedestrian activities are becoming more and more important as citizens both young and old are looking to increase their outdoor recreation activities. Many citizens are also looking for transportation alternatives especially as we see gas prices increasing. Trail corridors like this can provide critical links between major destinations and will provide this urban area greater recreational and transportation opportunities.



New Amtrak Station

RACINE

STURTEVANT

Phase I
Completed in 2000

Phase IA & IB
to be Constructed
in 2003

Phase II

53406

53405

53177

DUNN
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SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Town of Bristol Bicycle / Pedestrian Project
PUBLIC SPONSOR: Town of Bristol
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$59,512	\$0	\$59,512
Federal:	\$0	\$238,048	\$0	\$238,048
Total:	\$	\$297,560	\$	\$297,560

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS: 1
- PICTURES:
- LETTERS OF SUPPORT: # 2
- MISCELLANEOUS:

3.3 avg

Strengths

Weaknesses

USAGE
COST
ABANDONED RR

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: Town of Bristol Bicycle/Pedestrian Project
2. Project Location: Municipality: Bristol County: Kenosha
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Approximately 2 Miles from 216th Avenue
going East to County Highway D
3. Name of the MPO the project is represented by: Southeastern WI 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: Town of Bristol
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: Randy Kerkman Title: Public Works Director
Address: P.O. Box 187 Phone: (262) 857-9371
Municipality: Bristol State: WI Zip: 53104
FAX: (262) 857-7029 E-mail: townofbristol@worldnet.att.net

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

Name: Rick Czopp Title: Town Administrator
Address: P.O. Box 187 Phone: (262) 857-2368
Municipality: Bristol State: WI Zip: 53104
FAX: (262) 857-2136 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 Town of Bristol is proposing to start building the first part of its comprehensive pedestrian/bicycle plan in the Town of Bristol. Attachment "A" shows the plan and the highlighted area to be built with this application. We will be using an old railroad bed for the majority of the project. This plan links with the Kenosha County's plan at Hwy. K and with the Town of Salem on the West side. The length is approximately 2 miles from 216th Avenue going east on County Hwy. D. The width will be 10 feet of asphalt with a compacted chip stone base.

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	\$
Real Estate		\$ 20,000	\$
Construction		\$ 252,560	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$ 297,560	\$
Percentage of Public Sponsor Funds: 20 %		\$ 59,512	\$
Percentage of Federal Funds: 80 %		\$ 238,048	\$
TOTAL	\$	\$ 297,560	\$

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 01/2003

Real Estate 01/2003

Construction 03/2004

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).

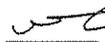
11. Please confirm your understanding of the following project conditions by **initialing** below:

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.

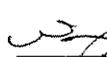
- d. **The sponsor must not incur costs for any phase of the project, until that phase has been authorized for federal charges and the sponsor has been notified by the District that it can begin incurring costs.** Otherwise, the sponsor risks incurring costs that will not be reimbursable.

 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 TOWN OF BRISTOL
(Name of Sponsor)

By Wayne Eide
(Name of Person with Fiscal Authority)

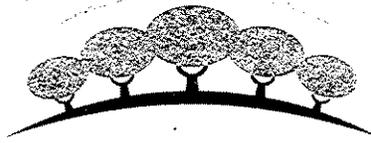

(Signature of Person)

Town Chairman
(Title of Person Signing)

March 25, 02
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --



The Town of
BRISTOL
NATURALLY

Wisconsin Department of Transportation (WisDOT)
FYs 2004-2005 Project Application form for:
Local Transportation Enhancements (TE) Program
Surface Transportation Program-Discretionary (STP-D)

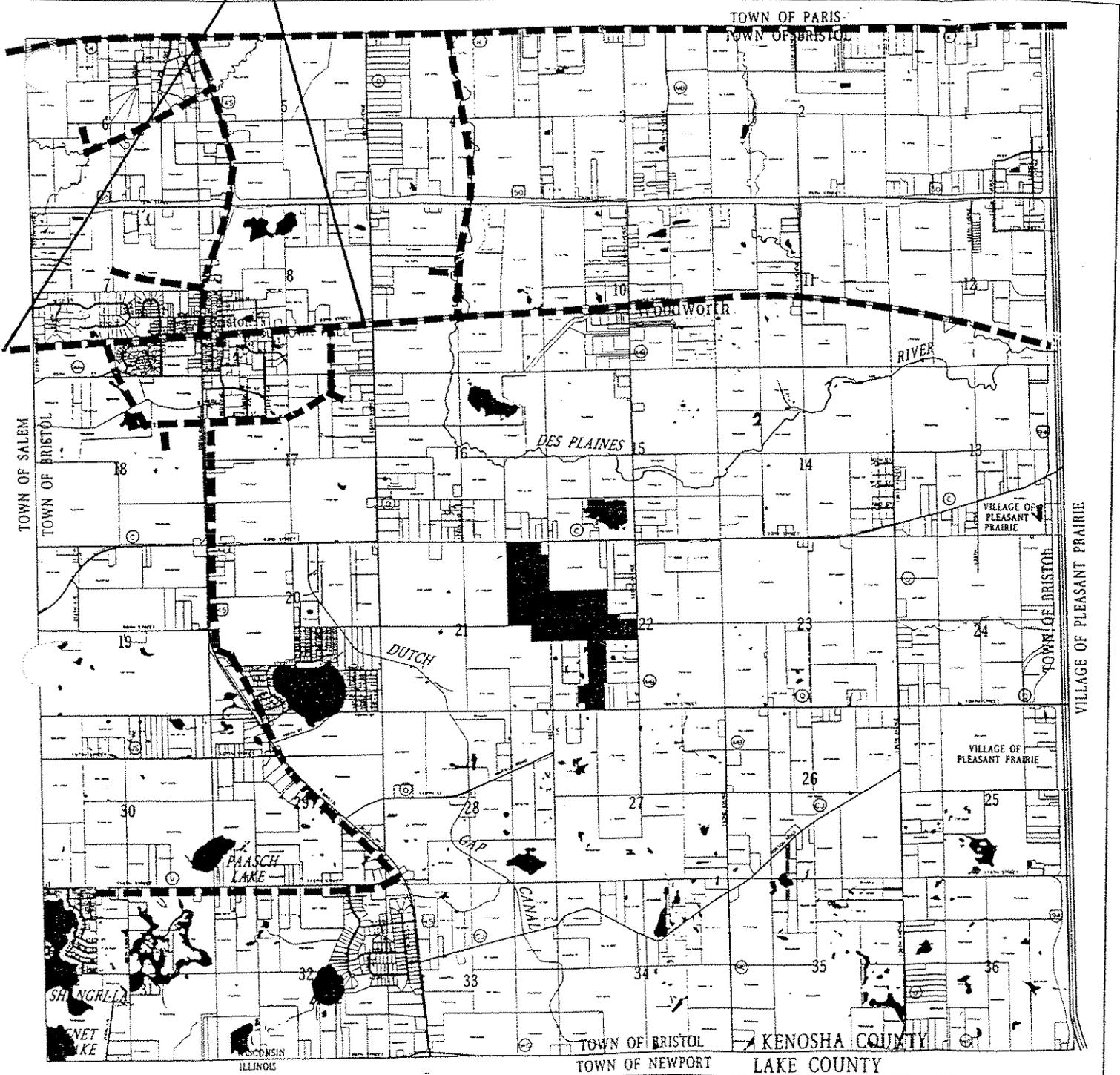
- A. The Town of Bristol is proposing to start building the first part of its comprehensive pedestrian/bicycle plan in the Town of Bristol. Attachment "A" shows the plan and the highlighted area to be built with this application. We will be using an old railroad bed for the majority of the project. This plan links with the Kenosha County's plan at Hwy. K and with the Town of Salem on the West Side. The length is approximately 2 miles from 216th Avenue going east to County Highway D. The width will be 10 feet of asphalt with a compacted chip stone base.
- B. This project will enhance the Wisconsin's surface transportation system by allowing children in the area to walk or take their bikes to school and workers that live in the area and work in the industrial park to walk or bike to work. There has been 2 sever accidents in the past 10 years that involved children being hit by motor vehicles trying to cross State Hwy. 45 to get to or from school. The project would eliminate a future tragedy of a child being severely injured or killed because it entails a bicycle/pedestrian bridge across State Hwy. 45. The Bristol school will also be linked in the future to Salem grade school. This project is the first step in making that happen. This will help relieve congestion on local roads and improve the air quality by reducing the number of vehicles on the road. Improving air quality is a high priority in our area do to the greater number of ozone action days in southeastern Wisconsin.

Established 1837

- C. There is a usage impact for the bicycle/pedestrian facility of estimated savings of 900 trips to work and approximately 8000 trips to school. There would also be an estimated 17,500 recreational exercising uses for a given year. These numbers are based on 8 residents that work in the industrial park and walk or bike to work 6 months out of the year. The school use is based on approximately 200 students walking or biking to school about 8 weeks of the year. The recreational use is based on 50% of the residents using this facility 6 months out of the year. These numbers are very conservative in estimating the use. With this amount of usage, there would be a savings of 890 gallons of gasoline or \$1,335 annually on trips not to mention the savings on the environment. The recreational use could also accommodate cross-country skiing and snow shoe walking.
- D. This project would benefit the residents of the Town of Bristol, along with the Town of Salem and in the future all of Kenosha County. It is our intentions over time to link all municipalities on our borders along with Lake County in Illinois. This is an ideal use of the abandoned railroad bed and has many wonderful environmental features that the resident and the students can enjoy and learn from. The science students will be able to study the various species of plants and animals that inhabit the area. There would also be a benefit to the health of our population especially the aging, by giving them a place to exercise and with the cleaner air from the reduced emissions from vehicular traffic.
- E. The map attached is the primary map of the bicycle/pedestrian path that will link our parks to County paths and subdivisions. There will be additions to this plan in the future to insure we connect the path with the Village of Pleasant Prairie, the City of Kenosha and Lake County Illinois.
- F. After the bike project is completed, the Town plans to support a bike to work week annually. During that annual celebration, our fire department will sponsor a Bike Safety Rodeo to help ensure safe biking habits.

G. The map that is attached shows a complete plan that connects all parks, school, industrial park and commercial areas to residential areas and links to the County bicycle network. The plan also connects our four (4) surrounding communities, Salem and Paris Townships along with the City of Kenosha and Village of Pleasant Prairie. This grant is to start this plan through developers to install sections of this plan in undeveloped areas. The total plan may take 20-30 years to complete. When it is completed, bicycle & walking will truly be a great alternative to driving a car.

TOWN OF BRISTOL TRAIL SYSTEM PLAN



TOWN OF BRISTOL, KENOSHA COUNTY

PREPARED BY
KENOSHA COUNTY OFFICE OF
PLANNING AND DEVELOPMENT



Source: Town of Bristol and Meehan & Company, Inc.

LEGEND

————— PLANNED TRAIL

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Sunny Slope Road Pathway
PUBLIC SPONSOR: City of Brookfield
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$4,000	\$55,000	\$59,000
Federal:	\$0	\$16,000	\$220,000	\$236,000
Total:	\$	\$20,000	\$275,000	\$295,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 2
- MISCELLANEOUS:

3.1 avg

Strengths

Weaknesses

ADT 9,000
connects residential -> commercial

Comments: *consider that the city doesn't asse*

105 streets east side

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: Sunny Slope Road Pathway
2. Project Location: Municipality: City of Brookfield County: Waukesha
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Sunny Slope Road from just north of
I-94 to Greenfield Avenue.
3. Name of the MPO the project is represented by: 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 Brookfield
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: Thomas M. Grisa Title: Director of Public Works
Address: 2000 N. Calhoun Road Phone: (262) 796-6644
Municipality: Brookfield State: WI Zip: 53005
FAX: (262) 782-1323 E-mail: grisa@ci.brookfield.wi.us

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

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

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

Indicate which ONE of these categories best identifies your project:

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

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

This project is an off-road bicycle/pedestrian pathway totaling approximately 1.2 miles long, consisting of pathways on both sides of Sunnyslope Road from a point just north of the I-94 overpass to Greenfield Avenue. This pathway would provide links between the business park on Bluemound Road and Sunnyslope Rd. (Bishop's Woods) and the neighborhoods to the south of I-94 and the commercial district along Greenfield Avenue by connecting to existing pathways on Sunnyslope Road south of Bluemound Road and existing sidewalk on Greenfield Avenue.

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$	\$ 20,000	\$
Real Estate		\$	\$
Construction		\$	\$100,000
System Planning (STP-D Only)		\$	\$175,000
TOTAL	\$	\$ 20,000	\$275,000
Percentage of Public Sponsor Funds: 20 %		\$ 4,000	\$ 55,000
Percentage of Federal Funds: 80 %		\$ 16,000	\$220,000
TOTAL	\$	\$ 20,000	\$275,000

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 _____ 1/04

Real Estate _____ 7/04

Construction _____ 6/05

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

(Name of Sponsor)

By Kathryn C. Bloomberg

(Name of Person with Fiscal Authority)

Mayor

(Title of Person Signing)

Kathryn C. Bloomberg
(Signature of Person)

4/11/02
(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 --

Project Description

Question 13. Detailed project description.

This project is an off-road bicycle/pedestrian pathway totaling approximately 1.2 miles long, consisting of pathways on both sides of Sunnyslope Rd. (0.6 miles on each side) from a point just north of the I-94 overpass to Greenfield Ave. This pathway would provide critical links between the business park on Bluemound Rd. and Sunnyslope Rd. (Bishop's Woods) and the neighborhoods to the south of I-94 and the commercial district along Greenfield Ave. by connecting to existing pathways on Sunnyslope Rd. south of Bluemound Rd. and existing sidewalk on Greenfield Ave. These links will allow people to go from their homes to the commercial shopping districts or business park without needing to get in their vehicle.

The pathway would be constructed of asphaltic materials six feet wide, consistent with other pathways in the City. This pathway parallels an arterial roadway in the City of Brookfield. Volume on this section of roadway is approaching 9,000 vehicles per day (1997 DOT count showed 8,500 vehicles per day). A safe and separated travel way is needed for pedestrians and bicyclists.

The City of Brookfield has a bicycle and pedestrian plan, adopted in 1987 and continuing implementation yearly. Over the last five years the City has performed the following bicycle and pedestrian projects:

- Lilly Rd. – Burleigh Rd. to North Ave.
- North Ave. – Pilgrim Rd. to Calhoun Rd.
- Greenfield Ave. – 124th St. to Calhoun Rd.
- Brookfield Rd. – North Hills Dr. to Burleigh Rd.
- Brookfield Rd. – Ventura Dr. to Carol Dr.
- Capitol Dr. – Richland Pkwy to Brookfield Rd.
- Thomson Dr. – Richland Pkwy to Brookfield Rd.
- N. 124th St. – North Ave. to 1000 feet north of North Ave.
- Moorland Rd. – Brookfield Square Dr. to Pinehurst Dr.
- Moorland Rd. – Greenfield Ave. to Hackberry Ln.
- North Ave. – Cedar Dr. to Coach House Dr.
- Norhardt Dr. – North Ave. to Gebhardt Dr.
- Burleigh Pl. – Pilgrim Rd. to Cherry Hills Dr.
- Lisbon Rd. – Brookfield Soccer Park to Brookfield Indoor Soccer Facility

There were also other minor development projects that included sidewalks or pathways as part of the development (typically several hundred feet).

The City of Brookfield does not assess for sidewalks. The City's current practice is to perform maintenance of these facilities also.

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Glacial Drumlin State Trail CTH TT Bike / Pedestrian Underpass
PUBLIC SPONSOR: WI Dept. of Natural Resources
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$10,000	\$49,400	\$59,400
Federal:	\$0	\$40,000	\$197,600	\$237,600
Total:	\$	\$50,000	\$247,000	\$297,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS: 1
- PICTURES:
- LETTERS OF SUPPORT: #
- MISCELLANEOUS: Cost Estimate

1.2 avg

Strengths

WI DNR
MPO 1 of 9

Weaknesses

Comments: _____

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: Glacial Drumlin State Trail CTH TT Bike/Pedestrian Underpass
2. Project Location: Municipality: Town of Waukesha County: Waukesha
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: The project would be located at the intersection of CTH TT & the Glacial Drumlin Trail. The project boundaries would extend approximately 150 feet east and west of CTH TT.
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: WI Department of Natural Resources
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: Ed Muzik Title: Property Manager GDT-East
Address: N846 W329 CTH C Phone: (262) 646-3025
Municipality: Town of Delafield State: WI Zip: 53018
FAX: (262) 646-4782 E-mail: muzike@dnr.state.wi.us

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

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

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

Indicate which ONE of these categories best identifies your project:

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

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

Bicyclists and pedestrians using this asphalt-paved section of the Glacial Drumlin State Trail, the most heavily-used state trail segment in Wisconsin, must cross busy CTH TT located less than two miles east of Waukesha. Traffic on this high volume roadway continues to increase due to rapid development and the recent connection to I94. This project would eliminate this dangerous road crossing by constructing an underpass at the site.

As a significant alternative commuter route, the Trail connects the communities of Waukesha, Genesee, Wales, Delafield, and Dousman.

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	\$	\$50,000.00.	\$
Real Estate		\$0	\$0
Construction		\$	\$247,000.00
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$50,000.00	\$247,000.00
Percentage of Public Sponsor Funds: 20%		\$10,000.00	\$49,400.00
Percentage of Federal Funds: 80%		\$40,000.00	\$197,600.00
TOTAL	\$	\$50,000.00	\$247,000.00

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 7/2003

Real Estate NA

Construction 4/2005

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

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

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

- a. Matching dollar funding of at least 20% of project costs must be provided by the sponsor.
DB Accepted.
- b. These are **reimbursement** programs. The sponsor must finance the project until federal reimbursement funds are available.
DB 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.
DB 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 ~~may~~ incurring costs that will not be reimbursable.
DB 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.
DB 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.
DB 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.
DB 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 Wisconsin Dept. of Natural Resources
(Name of Sponsor)

By Darrell Bazzell Darrell Bazzell
(Name of Person with Fiscal Authority) (Signature of Person)

Secretary 4/12/02
(Title of Person Signing) (Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

Project Description
Glacial Drumlin State Trail Underpass at CTH TT
Waukesha County

The Wisconsin Department of Natural Resources, in cooperation with the Waukesha County Department of Public Works, requested Earth Tech of Madison, WI to investigate the feasibility of a grade separation structure between the Glacial Drumlin State Trail and CTH TT. This segment of the Glacial Drumlin State Trail is currently the most heavily used state trail in Wisconsin. The Wisconsin DNR is proposing an underpass at CTH TT to avoid conflict between trail users and vehicle traffic on CTH TT.

The study concluded that an underpass was feasible from an engineering perspective. The firm consulted Tom Huber, the WisDot Central Office Bike Coordinator to ensure that the proposed design would meet the new AASHTO and WISDOT standards.

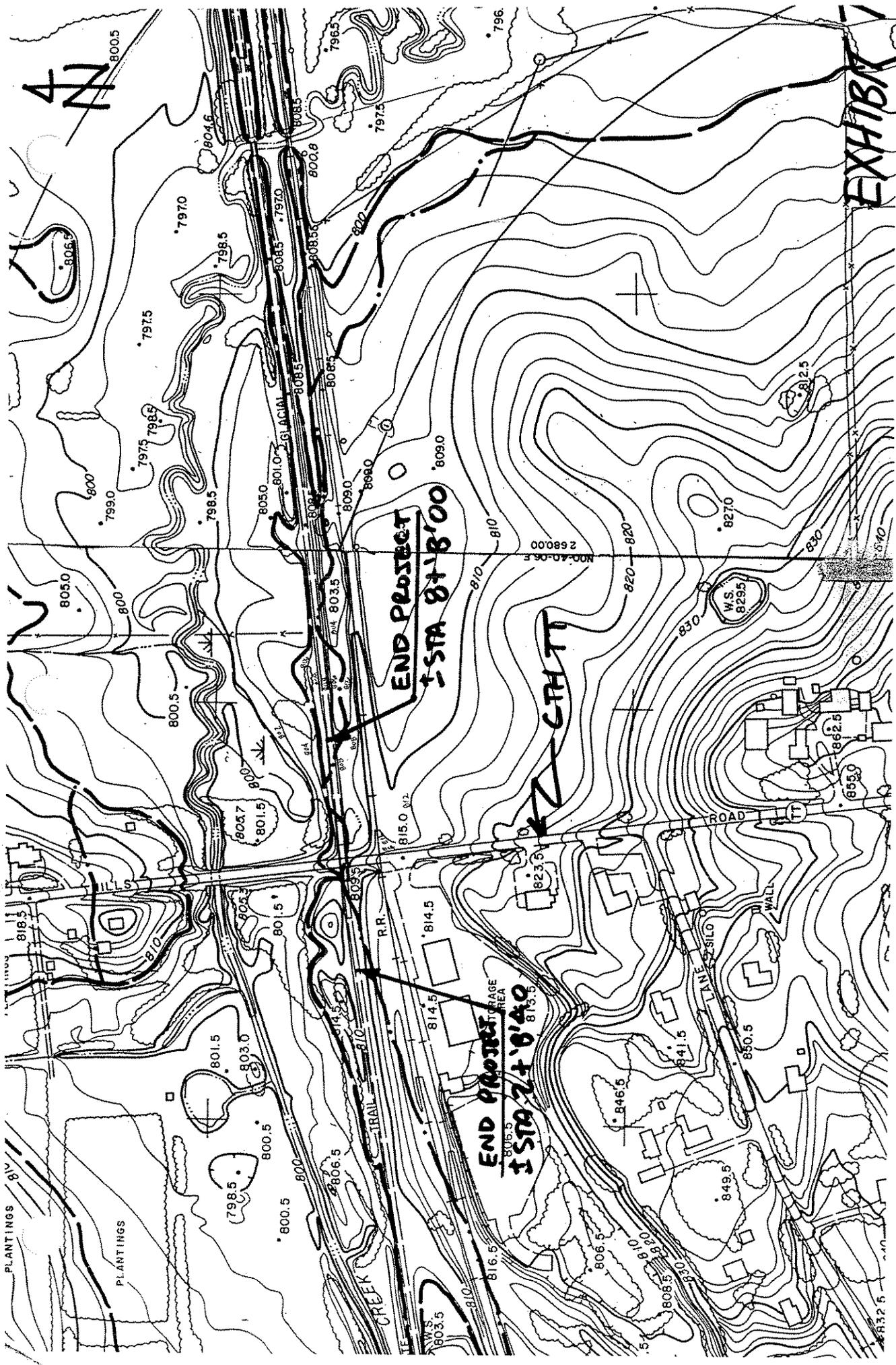
The study also found the existing 100-foot wide bike corridor to be of sufficient width to perform all permanent construction activities. No permanent right-of-way acquisition would be anticipated for the project.

The study examined three alternatives and recommended that a Self-Draining Tunnel be constructed. The recommended tunnel would be a cast-in-place concrete box culvert with an 8 feet high by 12 feet wide opening. The tunnel would be about 86 feet long to keep the ends out of the clear zone, which would eliminate the need for guardrails. The wall, top, and bottom slab thickness were assumed to be 1' thick. The top of the tunnel would be the riding surface for CTH TT.

The trail approaches to the tunnel would be on a straight 3% grade. The total length of the project would be about 600 feet. Cost estimates for construction of the three alternatives range from \$233,000 to \$247,000. The above estimates include structure cost, roadway and bike trail pavement, retaining walls, traffic control, mobilization, and 15% engineering and contingency costs.

Attachments:

- Project Costs Estimates**
- Contour map of project area**
- Plan & Profile of proposed tunnel project**



EXHIBIT

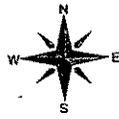
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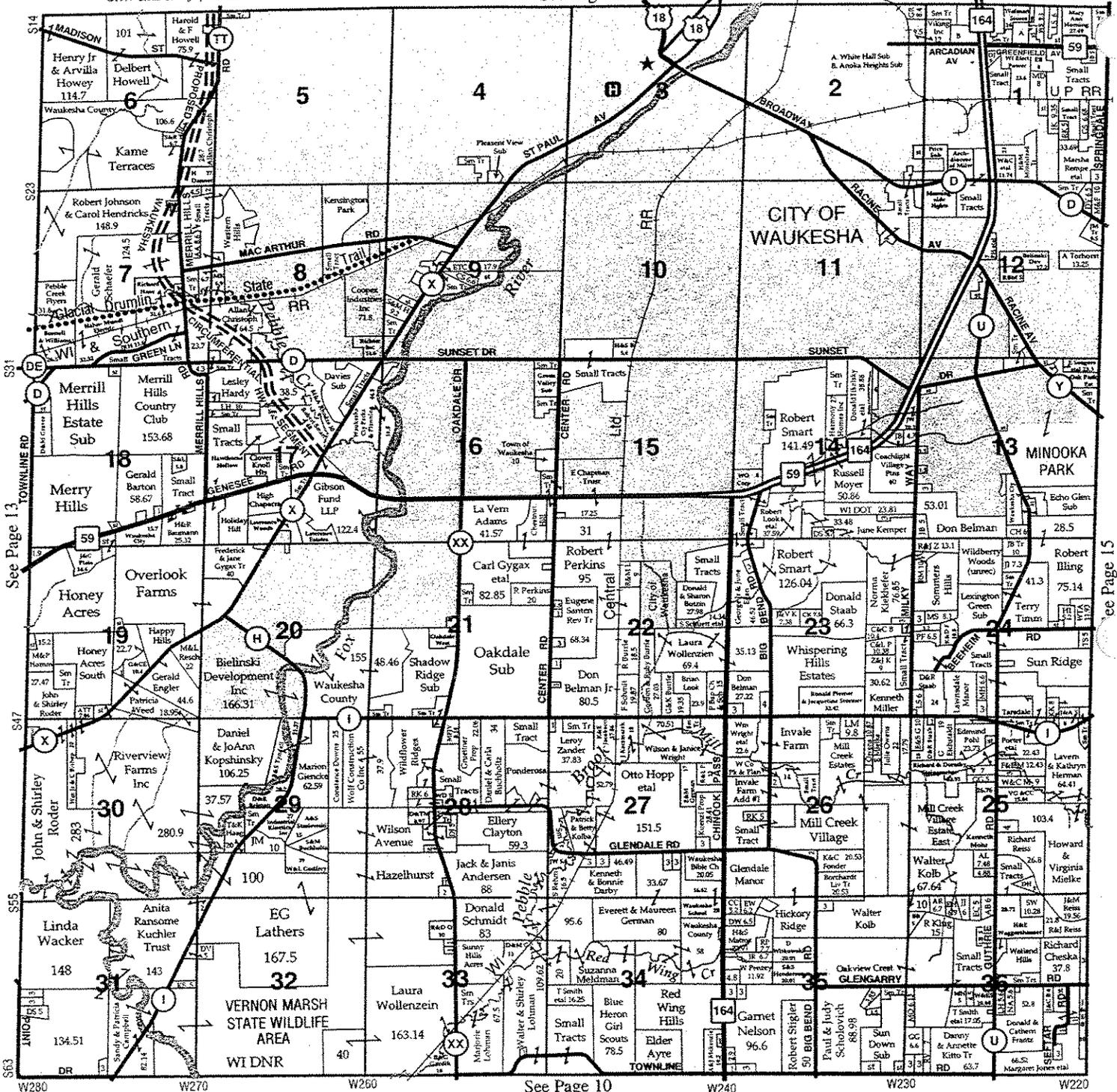
PLANTINGS
PLANTINGS





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See Page 18



See Page 13

See Page 15

See Page 10

REPRODUCED WITH PERMISSION OF ROCKFORD MAP PUBLISHERS LLC

SMIP REVIEW COMMITTEE: **PROJECT APPLICATION SUMMARY**

PROJECT NAME: Phase I: Legion Drive Pathway and Riverwalk
PUBLIC SPONSOR: Village of Elm Grove
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$29,029	\$23,600	\$59,340	\$111,969
Federal:	\$116,116	\$94,400	\$237,360	\$447,876
Total:	\$145,145	\$118,000	\$296,700	\$559,845

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.4 avg

Strengths

Weaknesses

connecting residential to commercial, etc

Comments:

OVERALL RANKING:

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

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

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

1. Project Name: Phase I: Legion Drive Pathway and Riverwalk
2. Project Location: Municipality: Village of Elm Grove County: Waukesha
Street Address of Project (if applicable): See location description below.
Describe location and boundaries of the project: Phase I calls for two pathway segments. The first is located along 1605-1685 Legion Drive and Tonawanda School. The second pathway begins along the west side of Underwood Creek at Juneau Boulevard extending to Wall Street.
3. Name of the MPO the project is represented by: Southeastern Wisconsin Regional Planning Commission
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: Village of Elm Grove
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: Andrea Steen Crawford Title: Village Manager
Address: 13600 Juneau Boulevard Phone: (262) 782-6700
Municipality: Village of Elm Grove State: WI Zip: 53122
FAX: (262) 782-8714 E-mail: asteencrawford@elmgrovewi.org

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

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

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

The Village of Elm Grove is proposing the installation of two bicycle/pedestrian pathways segments to create a seamless link between existing pathways. Both pathways implement components of the SEWRPC Pathway Plan developed in 2001 and the WDOT Bicycle/Pedestrian Pathway Plan developed in 2000. The bicycle/pedestrian pathways will assist in the creation of a regional link, connecting the City of Brookfield through Elm Grove's downtown business district and into the City of Wauwatosa. In addition to creating a regional link, the pathways will connect residential properties, schools, the Village Park, municipal center, and downtown business district within the Village of Elm Grove allowing for alternatives to vehicular travel.

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	\$ 145,145	\$	\$
Real Estate		\$	\$
Construction		\$ 118,000	\$ 296,700
System Planning (STP-D Only)		\$	\$
TOTAL	\$ 145,145	\$ 118,000	\$ 296,700
Percentage of Public Sponsor Funds: 20 %	29,029	\$ 23,600	\$ 59,340
Percentage of Federal Funds: 80 %	116,116	\$ 94,400	\$ 237,360
TOTAL	\$ 145,145	\$ 118,000	\$ 414,700
			296,700

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

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

P.E./Design/Planning March 2003

Real Estate January 2004

Construction June 2003 & June 2005

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

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

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

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

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

DL Accepted.

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

DL 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.

DL Accepted.

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

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

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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.

DL 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.

DL Accepted.

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

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

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

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

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

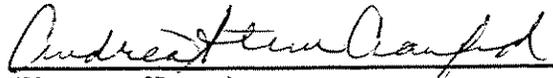
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

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

13. I have read and understood the above statements.

Signed on behalf of Village of Elm Grove
(Name of Sponsor)

By Andrea Steen Crawford
(Name of Person with Fiscal Authority)


(Signature of Person)

Village Manager
(Title of Person Signing)

4-11-02
(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 --

Project Description

- The Village of Elm Grove is proposing the installation of two bicycle/pedestrian pathways segments to create a seamless link between existing pathways. Both pathways implement components of the SEWRPC Pathway Plan developed in 2001 and the WDOT Bicycle/Pedestrian Pathway Plan developed in 2000.
- The bicycle/pedestrian pathways will assist in the creation of a regional link, connecting the City of Brookfield through Elm Grove's downtown business district and into the City of Wauwatosa. Upon completion, the pathway will connect residents and neighboring jurisdictions to the Oak Leaf Trail, Hank Aaron Trail, New Berlin Trail, and Emerald Way Trail.
- In addition to creating a regional link, the pathway will connect residential properties, schools, the Village Park, municipal center, and downtown business district within the Village of Elm Grove allowing for alternatives to vehicular travel.
- As identified in Attachment B, the first bicycle/pedestrian pathway segment, otherwise known as the **Legion Drive pathway**, will fill a gap between an existing pathway surrounding Tonawanda School to the Village Park pathway.
- The second bicycle/pedestrian pathway, otherwise known as the **Riverwalk**, will continue south from the Village Park pathway and is an integral part of a restored, naturalized stream running through the downtown business district.
- Not only will the proposed pathway segments connect existing pathways in the Village running north to south; the segments will meet existing pathways running east to west from residential subdivisions, also connecting businesses on Watertown Plank Road, and St. Mary's School. The Riverwalk will become the preferred crossway across a heavily traveled Watertown Plank Road.
- The Riverwalk will conclude at Wall Street, the southernmost reach of the business district. The Village would like to construct the remaining regional links after construction of the projects proposed in this application are complete. These two pathways are the next phase in the Village of Elm Grove's pathway plan.
- Both projects have been endorsed by the Village Board of Trustees. The local match for the Legion Drive pathway is funded in the 5-Year Capital Budget, and the Riverwalk is planned for incorporation in a potential Tax Incremental District (TID) for downtown redevelopment and in the Elm Grove flood mitigation plan. Assessments for pathway improvements will be analyzed as a part of the TID plan scheduled to be completed in September 2003.
- The final result of constructing both paths will be a continuous non-vehicular transportation alternative connecting residents to heavily traveled key traffic nodes in the Village. In addition, the Riverwalk will be the key feature to increase and attract investment in downtown.

Detailed Description - The Legion Drive pathway will be a 5 feet wide, 2 ½ inches thick asphalt pathway, 1,300 feet long. The plan requires enclosing an open culvert stormsewer that runs along Legion Drive. The new pathway will be placed over the enclosed stormsewer. This off-road alternative was voted upon by residents at a public meeting to ensure the maximum safety for bicyclists and children. The Village of Elm Grove is requesting \$127,440 or 80% of \$159,300 the total cost for design and construction of the Legion Drive pathway. Moving further south, the Village Park pathway will connect to the Riverwalk at Juneau Boulevard. The Riverwalk will run along the west side of Underwood Creek under Watertown Plank Road, the main thoroughfare in the Village and downtown business district. 2,360 feet in length, made with 5 feet of concrete and 2 ½ feet pavers along both sides, the Riverwalk will be a bicycle/pedestrian friendly pathway bringing residents to the downtown area. Site furnishings such as benches, trash receptacles, and bike loops will be strategically placed along the pathway along with street trees and drinking fountains to create a truly inviting environment for pathway users. These amenities will be funded through a potential TID and are not part of this funding application. The Village of Elm Grove is requesting \$320,436 or 80% of \$400,545 the total cost for design and construction of the Riverwalk.

Existing Pedestrian Pathway Plans - In 1989 R.A. Smith & Associates Inc. developed a Bicycle/Pedestrian Pathway Plan for the Village of Elm Grove in which the Legion Drive off-road pathway was recommended. In addition, the Legion Drive pathway and Riverwalk are consistent with both the Southeastern Wisconsin Regional Planning Commission (SEWRPC) Pathway Plan developed in 2001 and the Wisconsin Department of Transportation's Bicycle/Pedestrian Pathway Plan developed in 2000.

Bicycle and Pedestrian Projects

- **Pilgrim Parkway Pathway** – The Village of Elm Grove and City of Brookfield will cost share a pathway along the shared thoroughfare, Pilgrim Parkway. Construction will begin in April 2002. This is a WDOT, SEWRPC and R.A. Smith & Associates Inc. recommended pathway.
- **Resurfacing of the Watertown Plank Road Pathway** - The Village has also resurfaced the entire pathway from 124th Street to Highland Drive, along Watertown Plank Road. This is another pathway included in the WDOT, SEWRPC and R.A. Smith & Associates Inc. pathway plans.
- **Juneau Boulevard Pathway** – To ensure pedestrian safety on this routinely traveled collector street, an on road pathway was constructed in 1999 on the north side of Juneau Boulevard from the Village Park to Woodlawn Circle.

Non-project Bicycle and Pedestrian Efforts - Bicycle and pedestrian efforts extend well beyond infrastructure projects in the Village of Elm Grove. In the summer of 2000 the Village of Elm Grove kicked off its first Police Bicycle Patrol program. Now during the summer months officers ride on bikes through the community assisting residents. Since 1985 the Village has

sponsored the annual Safety Village program for pre-school children. One of the most successful programs in the area is the Annual Bike Safety Program hosted by the Village of Elm Grove Police Department. The program has been in existence since 1988. The purpose of the program is to promote bicycle safety and protective equipment use.

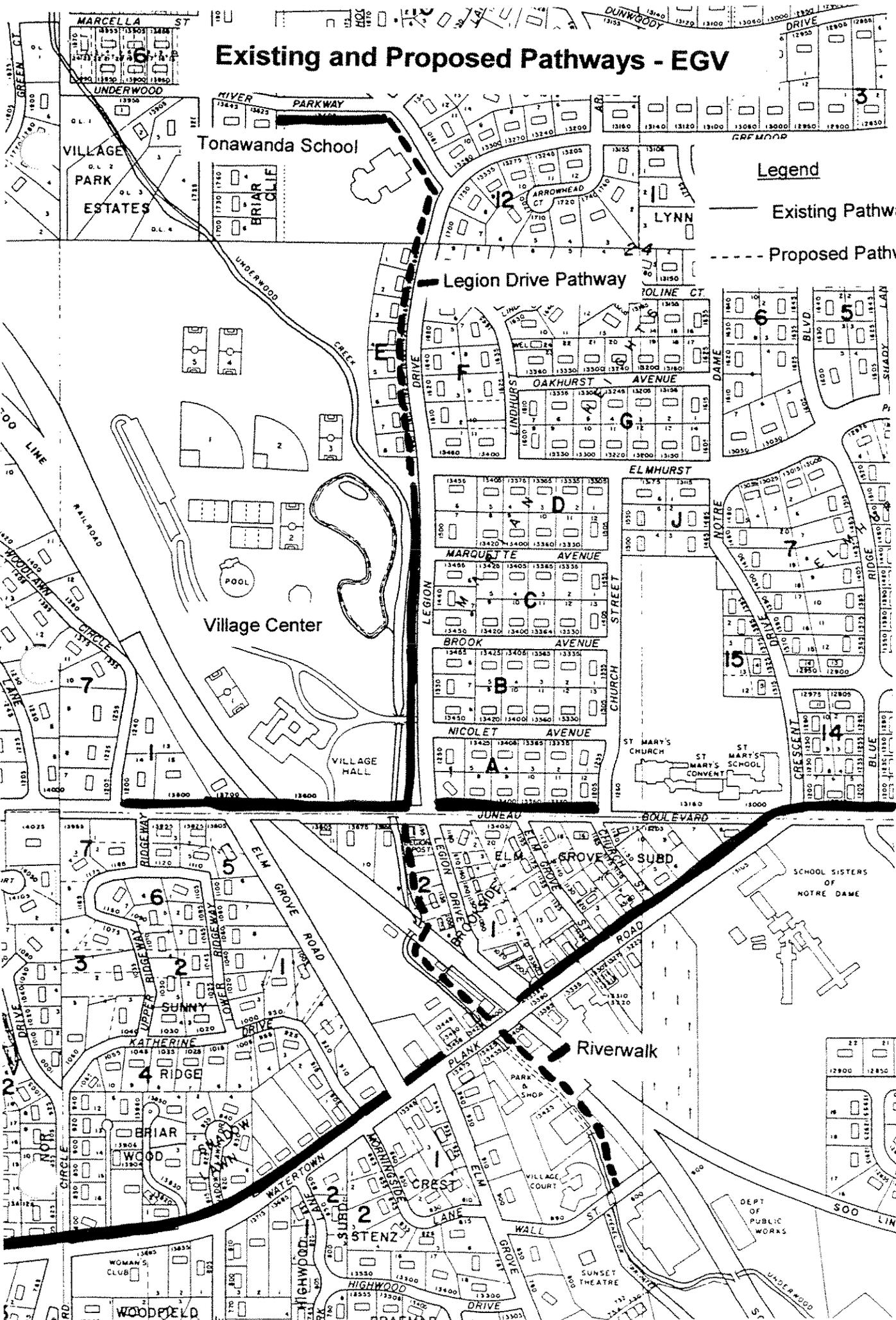
Sidewalk Assessments - The Village of Elm Grove does not currently assess for sidewalk improvements. Given the Village's open stormwater culvert system, most properties within the Village are not suited for a sidewalk or pathway, however the Village is analyzing the possibility of assessing for the Riverwalk.

Landscaping/Streetscaping - Given the location of the existing drainway and close proximity of the roadway to the Legion Drive pathway Village engineers have detailed an aesthetically appealing pathway that maximizes green space and provides the best safety alternative for pathway travelers whether they are walking or biking due to the pathways off-road location. The pathway will be placed over the existing stormsewer, allowing drainage to flow underneath. The streetscaped design of the Riverwalk is vitally important to the character of the Downtown Business District. The Riverwalk's meandering pedestrian route into the downtown area will utilize textured and colored pavements and other visual cues that create gateways to the local businesses and downtown gathering areas at a pedestrian scale.

Usage and Impact - Both pathways will significantly impact Elm Grove residents (pop. 6,249), the City of Brookfield (pop. 38,649) and City of Wauwatosa (pop. 47,271), as well as both Waukesha and Milwaukee Counties. The Legion Drive pathway will provide a safe route for the 390 kindergarten through fifth grade students who regularly travel between Tonawanda School and the Village Park which includes: the municipal center, library, police department, fire department, Elm Grove pool, tennis courts, basketball courts and activity fields. Impact and usage of the Riverwalk will also be invaluable to the community and business district as a whole. Within the heart of the business district, between Legion Drive and Elm Grove Road (merely ¼ mile long), more than 13,600 cars travel daily. With only two lane streets, routine back-ups of more than 15 cars can occur during the day. Safety issues in the downtown area are of primary concern. Sidewalks and crosswalks are limited within the downtown area. The Riverwalk will provide a safe way for pedestrians and cyclists to cross Watertown Plank Road as the Riverwalk passes underneath the road. Watertown Plank Road bisects the downtown area, separating businesses into two distinct locations. Heavy road traffic deters residents from crossing the busy street on foot. Currently, residents drive between businesses because there is no alternative non-vehicular route, even if the business is located across the street!

Other Project Benefits - With the new, naturalized creek throughout the downtown area, the Riverwalk pathway will assist in the enhancement of this scenic route and promote a heightened awareness of Underwood Creek's environmental beauty. For years the creek has been enclosed in concrete below grade, hidden from the business district. This is a significant deterrent to keep pedestrians and cyclists from using this area. In cooperation with two strategic initiatives, downtown redevelopment and flood mitigation, the creek can now be uncovered and designed to encompass 100-year flood flows, decreasing the floodplain and fostering re-investment.

Existing and Proposed Pathways - EGV



Legend

— Existing Pathways

- - - Proposed Pathways

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Donges Bay Road Bike Lane
PUBLIC SPONSOR: City of Mequon
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$9,849	\$65,657	\$75,506
Federal:	\$0	\$39,394	\$262,629	\$302,023
Total:	\$	\$49,243	\$328,286	\$377,529

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS: 7
- PICTURES:
- LETTERS OF SUPPORT: #
- MISCELLANEOUS: Cost Estimate, dimension codes, Resolution # 2313, 2322

2.95 avg

Strengths

Weaknesses

high usage

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: Donges Bay Road Bike Lane
2. Project Location: Municipality: Mequon County: Ozaukee
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: 1.53-mile bike lane on Donges Bay Road beginning at the corner of Wauwatosa Road and Donges Bay Road extending west to the entrance of Lemke Park.
3. Name of the MPO the project is represented by: 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 Mequon, 11333 N. Cedarburg Rd., 60W
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 A. Huck Title: Engineering Supervisor
Address: 11333 N. Cedarburg Rd., 60W Phone: (262) 242-3100, ext. 138
Municipality: Mequon State: WI Zip: 53092-1930
FAX: (262) 242-9655 E-mail: jhuck@ci.mequon.wi.us

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

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

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

Local Transportation Enhancements (TE) Program

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Provision of facilities for pedestrians/bicycles | <input type="checkbox"/> Acquisition of scenic easements and scenic or historic sites |
| <input type="checkbox"/> Provision of safety and educational activities for pedestrians & bicyclists | <input type="checkbox"/> Scenic or historic highway programs (including the provision of tourist and welcome center facilities) |
| <input type="checkbox"/> Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) | <input type="checkbox"/> Landscaping and other scenic beautification |
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| <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.)

Donges Bay Road Bike Lane is a 1.53 mile continuation of an existing bike lane. This segment begins at the corner of Wauwatosa Road and Donges Bay Road extending west to the entrance of Lemke Park. This project offers a residential community a safe bike commute route to a major employer. Additionally, this project is the missing link connecting residents and tourists to Lemke Park, a future Nature Preserve and the Ozaukee County Interurban Trail. This project will also link to other existing bicycle facilities providing seamless connections to Thiensville, Cedarburg, Bayside, Lake Michigan, Milwaukee River, the city library and pool, businesses and restaurants.

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	\$	\$ 49,242.92	\$
Real Estate		\$	\$
Construction (see attached)		\$	\$ 328,286.16
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$ 49,242.92	\$ 328,286.16
Percentage of Public Sponsor Funds: 20 %		\$ 9,848.59	\$ 65,657.23
Percentage of Federal Funds: 80 %		\$ 39,394.33	\$ 262,628.93
TOTAL	\$	\$ 49,242.92	\$ 328,286.16

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

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

P.E./Design/Planning July 2003

Real Estate N/A

Construction July 2004

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

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

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

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

LS Accepted.

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

LS 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.

LS Accepted.

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- Does your community have a bicycle or pedestrian plan?
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- Summarize any other non-project bicycle and pedestrian efforts put into action by your community (participation in Bike-to-Work Week, bike rack installation, bike safety courses or rodeos, pedestrian road-shows, police on bikes, etc.).
- Does your community assess for sidewalk improvements?

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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 City of Mequon
(Name of Sponsor)

By Lee Szymborski
(Name of Person with Fiscal Authority)

City Administrator
(Title of Person Signing)


(Signature of Person)

4/10/02
(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 --

12 (a) For bike facilities, clearly indicate the location, width, length and surface materials and any connections to existing or planned facilities

Donges Bay Road Bike Lane is a 1.53-mile continuation of an existing bike lane. This segment begins at the corner of Wauwatosa Road and Donges Bay Road extending west to the entrance of Lemke Park. Proposed improvements include 12' travel lanes, 4' bike lanes, and 2' gravel shoulders on both sides, undercutting the current shoulder and reconstruction with 12" of stone base, 2 ½" of binder and 1 ¾" of surface course.

The extension of the existing bike lane on Donges Bay Road from Wauwatosa Road to Lemke Park will connect residents to a future 640 acre Nature Preserve, the Ozaukee County Interurban Trail, WEPCO Trail, Mequon Industrial Park, City Hall, swimming pool, library, other bicycle facilities, and numerous businesses. The proposed paved shoulder compliments the Village of Thiensville pedestrian/bike plan, and connects to an existing 8' wide grade separated path on the east side of Swan Road, at the Donges Bay Road intersection.

Once completed, the Nature Preserve will be one of Mequon's environmental legacies to future generations. In addition to accessing Mequon's many bike facilities, the Nature Preserve will host a Nature Center, prairies, wetland and water conservation areas, lagoon, native plant arboretum and nursery, interpretive trails, scenic drives, and destination overlooks. The Nature Preserve will border a new Milwaukee County Park, Kohl Park – a 230 acre facility expected to have an overnight lodge and environmental center, picnic areas, soccer fields, a sledding hill and a multi-purpose sport court. The two parks combined will make up one of the largest park areas in southeastern Wisconsin.

Lemke Park is another facility under development. Plans for this 41-acre park include picnic and shelter facilities, softball, football and soccer fields, sand volleyball courts, walking and biking trails, playground, horseshoe pits and parking. Lemke Park is expected to attract visitors from the seven county region of Southeastern Wisconsin.

- **Does your community have a bike/ped plan?**

The City of Mequon developed a Bikeway System Plan in 1985 and has completed approximately 80 percent of the plan. This plan was developed in accordance to the Southeastern Wisconsin Regional Planning Commission's *Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010* and in compliance with the federal Intermodal Surface Transportation Efficiency Act (ISTEA).

The Bikeway System Plan is a part of Mequon's overall Transportation Plan. The Bikeway Commission meets a minimum of four times per year reviewing and updating the

plan, map and addressing citizen comments that affect the plan. The City of Mequon established a Visioning Committee who presented their report in November 1999 and is committed to expanding its pedestrian facilities as well.

Mequon adheres to Federal Highway Administration (FHWA) and American Association of State Highway and Transportation Officials (AASHTO) standards for all bicycle facility projects.

- **Summarize the bike/ped projects that you have developed over the past 5 years, be sure to include any bike/ped projects that have been incorporated into larger street or highway projects (paved shoulders and bike lanes). One sentence description is sufficient.**

Mequon has approximately 27 miles of completed bike routes on residential and collector streets, 13 miles of completed bike/pedestrian paths off-street or paralleling arterial and collector streets, and 21 miles of completed bike lanes or paved shoulders on arterial and collector streets.

Projects completed in the past five years include:

1. 2002 the city is widening Buntrock Avenue with paved shoulders from Mequon Road, State Highway 167, to Steffen Drive, approximately 1200', providing a safe environment for children attending Steffen and Wilson Middle Schools, and pedestrians who walk to the sidewalk on State Highway 167.
2. 2002 construction of paved shoulders on Highland Road between River Road and Ozaukee County Interurban Trail, and Maplecrest Lane to Lakeshore Drive south.
3. Widened Lakeshore Drive from Glen Oakes Lane to Highland Road.
4. Constructed .80 miles of grade separated path on east side of Swan Road from Daventry Road to Donges Bay Road, intersecting with the proposed project.

- **Summarize any other non-project bike/ped efforts put into action by your community (bike-to-work week, bike racks, bike safety courses, police bike patrol)**

The City of Mequon's Bikeway Commission is currently developing a bicycle signage plan to coincide with the established facilities. Mequon also employs police bicycle patrol, which patrol the business district, schools, park system, etc. Each spring Mequon and Thiensville sponsor a joint Bike Safety Week. Additionally, Mequon has 3 League of American Bicyclists certified instructors who work with the school district and the Mequon/Thiensville Recreation Department to conduct bike safety education programs year round.

12(b) n/a – historic preservation

12(c) n/a – landscaping/streetscaping

12(d) Realistically, how much usage or impact will the proposed facility have on an annual basis? Include non-recreational use.

Extending the current bike lane on Donges Bay Road will increase cyclist's safety on the existing narrow roadway. Bicycle traffic is expected to increase for those wanting to access the Mequon Industrial Park, the trails, the park, the pool, library and local businesses. It is anticipated that bike lane use will be 200-300 trips per day, April – October and 75-100 trips per day, November to March. The connection to Lemke Park and the future Nature Preserve will further increase user numbers.

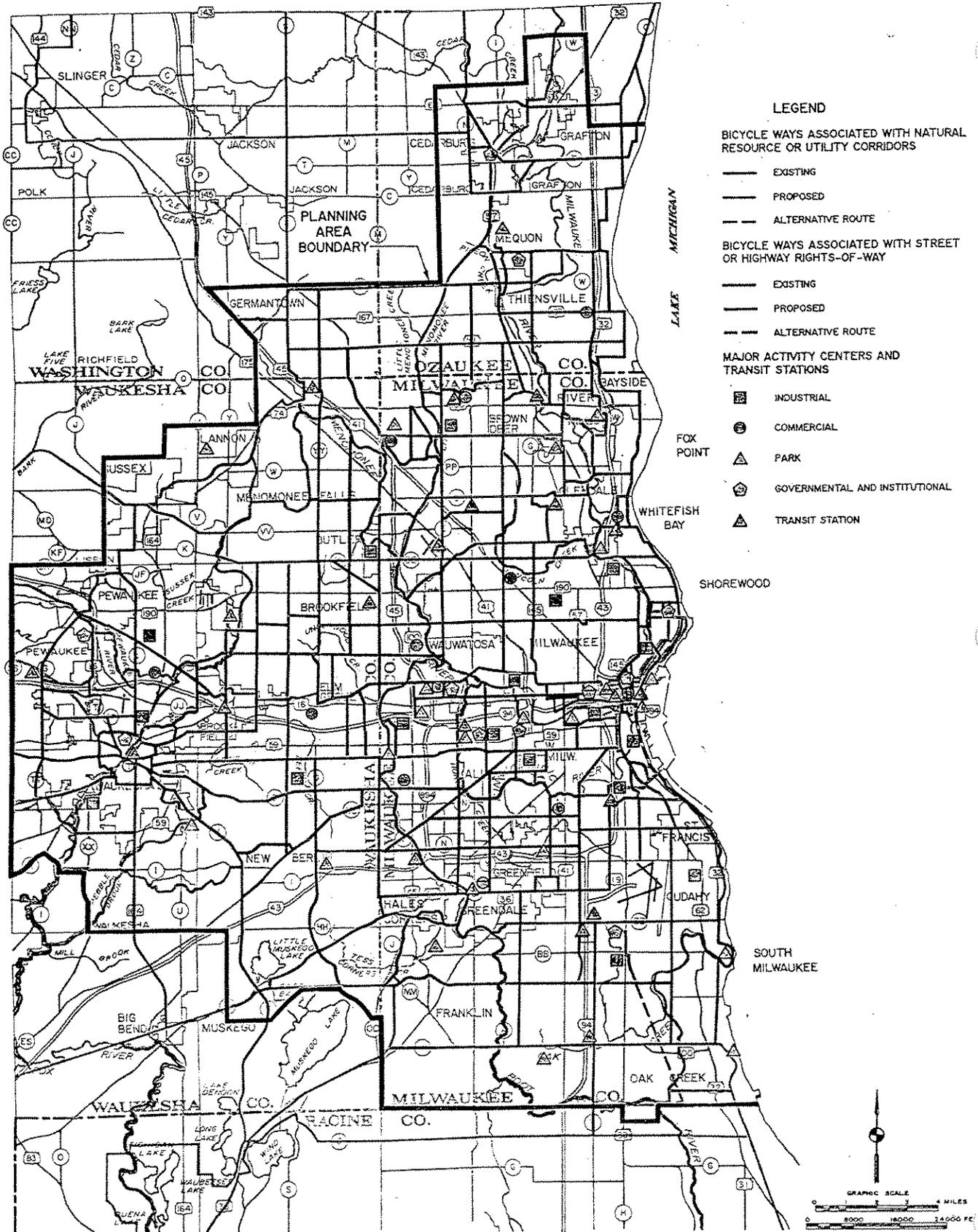
12(e) Broadly describe other project benefits (not already covered) related to any of the following – improvement to WI's multi-modal transportation system; preservation of state historic, environmental and scenic resources; promotion of economic development, tourism, safety, etc.

Southeastern Wisconsin attracts many tourists to the region for its scenic areas to bike and walk. Ozaukee County is no exception. From the serenity of the Milwaukee River to the beauty of Lake Michigan's shore to the quaint communities that comprise Ozaukee County, tourists from across the country come to enjoy the diverse terrain the area has to offer and in-turn, help stimulate the local economy.

In addition to bicycle tourism's positive impact on the county's economy, is the enhancement of the region's transportation system. Bicycle facilities offer an alternative to hectic auto commutes. SEWRPC's *Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010* cites "the real or perceived lack of a safe and secure route; lack of bicycling and walking facilities; [and] poorly maintained facilities" as factors for why residents do not consider biking a modal option for commuting.

This 1.53-mile segment of the Bikeway Plan will provide a direct connection from a residential community to Mequon Industrial Park, less than 2 miles commuting distance. The proposed bike lanes offer resident's transportation choice that impacts not only vehicle traffic volumes on Donges Bay Road but also positively impacts the area's air quality. According to the American Council for an Energy-Efficient Economy bicycling has the most significant impact on those vehicle-miles of travel that are under five miles because this is when automobiles are the least energy efficient and produce the greatest amount of harmful pollutants.

FINAL RECOMMENDED BICYCLE-WAY SYSTEM PLAN FOR THE MILWAUKEE
BICYCLE AND PEDESTRIAN FACILITIES PLANNING AREA: 2010



The final recommended bicycle-way system plan for the Milwaukee planning area generally proposes a network of bicycle ways spaced no more than two miles apart. Denser networks are envisioned in areas of concentrated development, such as the Milwaukee central business district, and where needed to provide access to major activity centers or to transit stations. The plan also incorporates the recommendations for bicycle facilities development contained in the adopted park and open space plans for each of the counties with lands within the planning area and in the bicycle plans adopted by the Cities of Brookfield and Milwaukee.

SMIP REVIEW COMMITTEE: PROJECT APPLICATION SUMMARY

PROJECT NAME: Zedler Lane/Katherine Drive Bike Lanes
PUBLIC SPONSOR: City of Mequon
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$32,920	\$0	\$32,920
Federal:	\$0	\$131,680	\$0	\$131,680
Total:	\$	\$164,600	\$	\$164,600

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.8 avg

Strengths

Weaknesses

3000 ADT? Impact driveways/culverts

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: Zedler Lane/Katherine Drive Bike Lanes
2. Project Location: Municipality: Mequon County: Ozaukee
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Zedler Lane/Katherine Drive - Otto Road to Port Washington Road is located in the southeast corner of the City, between I-43 and Lakeshore Drive.
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:
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: John A. Huck Title: Engineering Supervisor
Address: 11333 N. Cedarburg Rd. Phone: (262) 242-3100
Municipality: Mequon State: WI Zip: 53092
FAX: (262) 242-9655 E-mail: jhuck@ci.mequon.wi.us

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

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

7. Your project will likely be eligible for funding under both TE and STP-D programs if it is for a bicycle and pedestrian facility. Check the appropriate box (boxes if applying for both) below and complete the following information to indicate which program(s) you are applying for. (See Guidelines for 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.)

Zedler Lane and Katherine Drive serve as a collector for several developed subdivisions that have access to the I-43 on ramp and Port Washington Road off ramp. This section of road carries approximately 3000 vehicles per day. The existing roadway is too narrow to safely accommodate current traffic volumes, bicyclists, and pedestrians. The proposed improvement includes excavation of the existing gravel shoulder, undercut approximately 16" of base, reconstruct with gravel and pave with 4" of asphalt, relocate roadside ditches and culverts and restore. The current 22' wide roadway would be widened to 30', creating a 4' paved shoulder on both sides of the road. The project will meet state and federal laws and regulations; follow FDM Guidelines and be consistent with AASTHO Standards Guide to the Development of Bike Facilities.

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

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$	\$	\$
Real Estate		\$	\$
Construction		\$164,600	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$164,600	\$
Percentage of Public Sponsor Funds: 20%		\$32,920.00	\$
Percentage of Federal Funds: 80%		\$131,680.00	\$
TOTAL	\$	\$164,600.00	\$

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 Completed

Real Estate None

Construction August, 2003

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

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

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

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

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

LS Accepted.

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

LS 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.

LS 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.

LS 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.

LS 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.

LS 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.

LS 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.

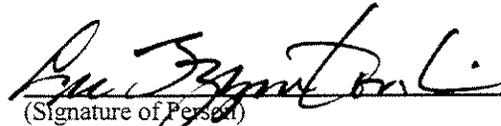
e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development,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

13. I have read and understood the above statements.

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

By Lee Szymborski
(Name of Person with Fiscal Authority)

City Administrator
(Title of Person Signing)


(Signature of Person)

4/12/02
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

12. a. For bicycle and/or pedestrian, clearly indicate the location, length, width and surface materials and any connections to existing or planned facilities.

The project is located in the southeast corner of the City, between I-43 and Lakeshore Drive, approximately one mile south of Donges Bay Road. The project is 4500' in length. The existing asphalt pavement is 22' wide with 3' gravel shoulders. Katherine Drive has 8' shoulders. The proposed improvement includes excavating the existing shoulder area 15" in depth, replacing the excavated area with 12" of crushed stone base, with a 2 1/4" asphalt binder course and 1 3/4" asphalt surface course. A 2' wide gravel shoulder constructed with 9" of crushed stone will be extended off of the new paved shoulder. The current road width of 22' will be widened to 30 feet. As a result, the existing roadside drainage ditches must be relocated further back in the right of way. This will impact driveway and crossroad culverts.

This project is significant because it connects to the City's current network of bike/pedestrian facilities on Lakeshore Drive and Port Washington Road (CTH W). The current project area carries approximately 3000 vehicles per day. Construction of the bike/pedestrian lanes will provide a safer environment. There is a tremendous amount of use on Zedler Lane and Katherine Drive by joggers, walkers, families with strollers, in addition to bicyclists (groups) who train as well as race. Lakeshore Drive is a very scenic segment of the current facilities. The proximity to Lake Michigan, Katherine Kearny Carpenter Park (35 acres) and Virmond Park (62 acres), which is an Ozaukee County facility will enhance its success. Port Washington Road CTH W was reconstructed in 2000. Off-road bike paths were constructed that provide access to the major retail district on Port Washington Road, as well as Mequon Road, STH 167. This facility is used by families with young children, where they feel safe, enjoy family outings and learn bike skills and safety, as well as being introduced to biking. Providing this connection on Zedler Lane and Katherine Drive will increase pedestrian and bicycle use to parks, retail areas and other customer services, reducing the number of vehicles on the road, and reducing emissions. The reduction in traffic volumes will make the current facility safer and have less impact on street repairs and maintenance.

The preliminary field survey work and design is already completed. In fact, preliminary construction plans have been developed. The final plans will be completed by year's end. The application does not request

funding for preliminary engineering design. The existing railroad crossing on Zedler Lane, east of LaCresta Drive, was reconstructed several years ago in anticipation of this project. Therefore, no conflict with the railroad is anticipated.

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

The Mayor has created a Bikeway Commission consisting of one representative from each aldermanic district and a staff liaison. The City developed a Bikeway System Plan in 1985. The plan has been implemented very successfully with the support of the elected officials and the current administration. The Mayor established a Visioning Committee in 1999, consisting of appointed residents from the City. The final report, that includes surveys and public informational meetings, overwhelmingly supports expansion of the current bike/pedestrian facilities. The City has and continues to support implementation of the plan financially, as demonstrated in its annual budget appropriations.

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

- In 2002 the City is widening Buntrock Avenue with paved shoulders from Mequon Road STH 167 to Steffen Drive, approximately 1200', providing a safe environment for middle school children from Steffen and Wilson Schools, and pedestrians who walk to the sidewalk on STH 167.
- In 2002, paved shoulders will be constructed on Highland Road, between River Road and the Ozaukee County Interurban Trail (OZIT), and Maplecrest Lane to Lakeshore Drive south.
- Widened Lakeshore Drive from Glen Oaks Lane to Highland Road.
- Constructed .80 miles of a grade-separated path on the east side of Swan Road from Daventry Road to Donges Bay Road.

- **Summarize any other non project bike/ped efforts.**

The City of Mequon's Bikeway Commission is currently developing a bicycle signage plan to coincide with the established facilities. Mequon also has a police bicycle patrol, which patrols the business district, schools, park system, etc. Each spring Mequon and the Village of Thiensville sponsor a joint Bike Safety Week. Additionally, Mequon has three League of American Bicyclists certified instructors who work with the school district and the Mequon/Thiensville Recreation Department to conduct bike safety education

programs year round. The instructors offer both in class and field training. This effort has been very successful and welcomed by both children and adults. Bikeway Commission members are exhibitors at the annual Arbor Day Festival. Information material is distributed, such as bike/pedestrian maps, further pedestrian facilities' construction and pending funded projects.

- **Does your community assess for sidewalk improvements? No.**

12. b. n/a

12. c. n/a

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

Bicycle and pedestrian use will increase because it will provide safe conditions to access the local businesses and access to the other city and county facilities. It is expected that there will be 100-300 trips per day during the course of the year.

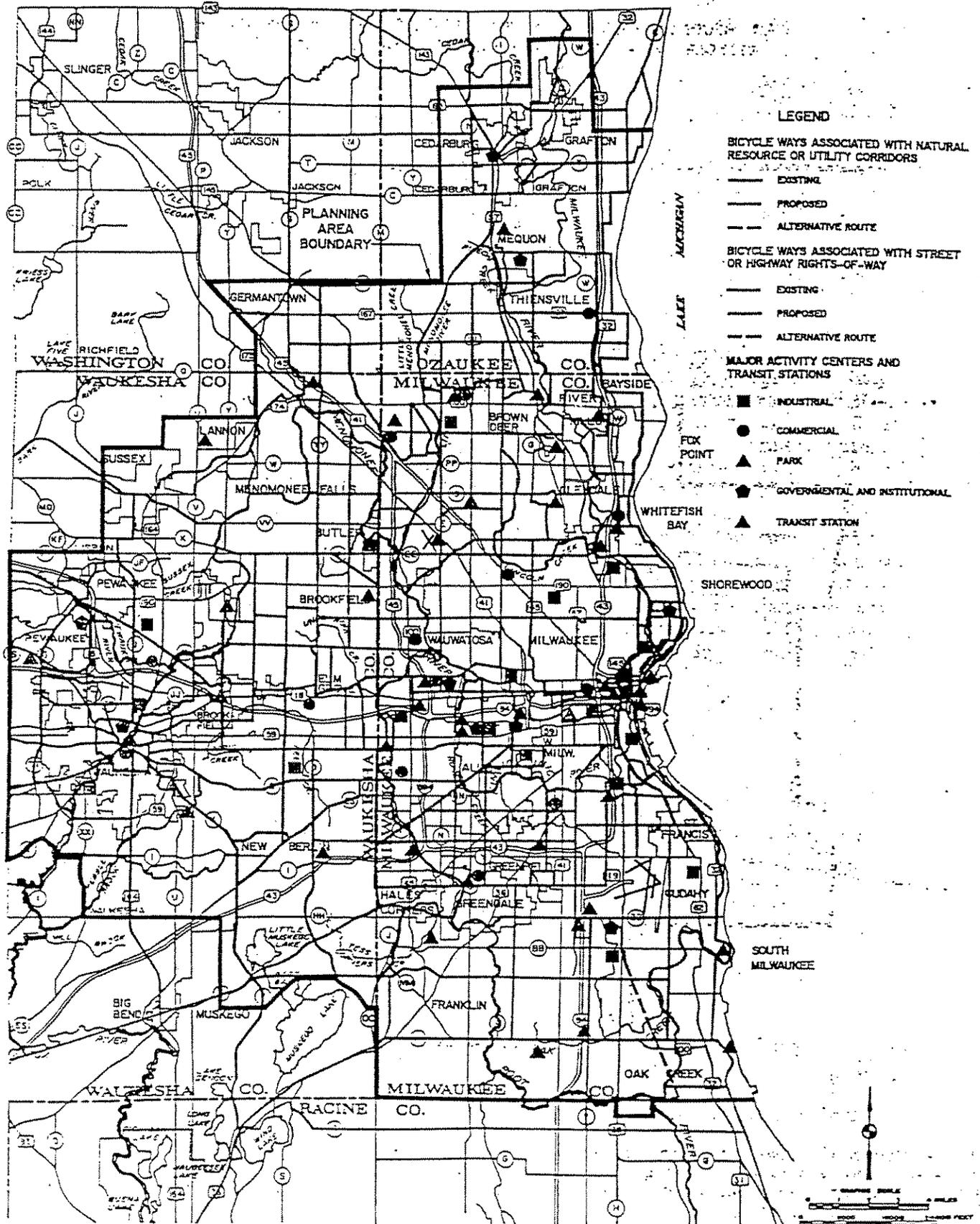
12. e. **Broadly describe other project benefits.**

Southeastern Wisconsin attracts many tourists to the region for its scenic areas to bike and walk. Ozaukee County is no exception. From the serenity of the Milwaukee River to the beauty of Lake Michigan's shore to the quaint communities that comprise Ozaukee County, tourists from across the country come to enjoy the diverse terrain the area has to offer and help stimulate the local economy.

In addition to bicycle tourism's positive impact on the county's economy, is the enhancement of the region's transportation system. Bicycle facilities offer an alternative to auto commutes, reduces vehicle emissions, provides the opportunity for family bonding and health benefits.

The proposed bike lanes offer residents transportation choice that impacts not only vehicle traffic volumes but also positively impacts the area's air quality. According to the American Council for an Energy-Efficient Economy, bicycling has the most significant impact on those vehicle miles of travel that are under five miles because this is when automobiles are the least energy efficient and produce the greatest amount of harmful pollutants.

FINAL RECOMMENDED BICYCLE-WAY SYSTEM PLAN FOR THE MILWAUKEE BICYCLE AND PEDESTRIAN FACILITIES PLANNING AREA: 2010



The final recommended bicycle-way system plan for the Milwaukee planning area generally proposes a network of bicycle ways spaced no more than two miles apart. Denser networks are envisioned in areas of concentrated development, such as the Milwaukee central business district, and where needed to provide access to major activity centers or to transit stations. The plan also incorporates the recommendations for bicycle facilities development contained in the adopted park and open space plans for each of the counties with lands within the planning area and in the bicycle plans adopted by the Cities of Brookfield and Milwaukee.

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Interstate 43 Underpass Bicycle Path Paving
PUBLIC SPONSOR: City Delavan
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$6,600	\$66,000	\$72,600
Federal:	\$0	\$26,400	\$264,000	\$290,400
Total:	\$	\$33,000	\$330,000	\$363,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

4.3 avg

Strengths

Weaknesses

*Plan not absolutely complete
could apply again*

Comments: *actual costs may turn out much higher due to retaining wall*

OVERALL RANKING:

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

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

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

1. Project Name: Interstate 43 Underpass Bicycle Path Paving

2. Project Location: Municipality: Delavan County: Walworth

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

Describe location and boundaries of the project: Bicycle path proposed on north side of Geneva Street (STH 50) from Wright Street through North Shore Drive.

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

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: Mr. Mark Wendorf Title: Director of Public Works

Address: P.O. Box 465 Phone: (262) 728-1891

Municipality: Delavan State: WI Zip: 53115

FAX: (262) 728-4566 E-mail: DelavanDPW@Charter.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: _____

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	\$	\$ 33,000	\$ 0
Real Estate		\$ 0	\$ 0
Construction		\$ 0	\$ 330,000
System Planning (STP-D Only)		\$ 0	\$ 0
TOTAL	\$	\$ 33,000	\$ 330,000
Percentage of Public Sponsor Funds: 20 %		\$ 6,600	\$ 66,000
Percentage of Federal Funds: 80 %		\$ 26,400	\$ 264,000
TOTAL	\$	\$ 33,000	\$ 330,000

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 08/03

Real Estate N/A

Construction 08/04

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

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

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.

MBW Accepted.

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

MBW 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.

MBW 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.

MBW 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.

MBW 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.

MBW 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.

MBW 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.

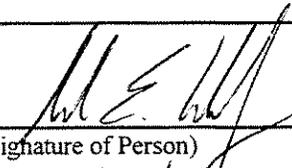
e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development,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

13. I have read and understood the above statements.

Signed on behalf of City of Delavan, Wisconsin
(Name of Sponsor)

By Mr. Mark Wendorf
(Name of Person with Fiscal Authority)

Director of Public Works
(Title of Person Signing)


(Signature of Person)
04/04/02
(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 --

Response to Item 12.

The proposed bicycle path would be located along the north side of STH 50 (Geneva Street) on the east side of the City of Delavan. The 10-foot wide concrete path would be 4600 feet in length beginning approximately 200 feet east of Wright Street at an existing paved sidewalk and extending easterly under Interstate 43 to a point approximately 300 feet east of North Shore Drive.

The proposed path would be constructed as a part of the regional plan of the Southeastern Wisconsin Regional Planning Commission (SEWRPC) for a continuous bicycle path throughout southeastern Wisconsin. SEWRPC's Planning Report No. 43, "A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010" identifies a bicycle path along the proposed route. The City of Delavan is following this system plan to eventually create a continuous bicycle path throughout the City. The City began constructing the continuous path during the 2001 construction season when they reconstructed a portion of Richmond Road, on the west side of the City, with a bicycle lane for both directions of traffic. The seven-foot wide bicycle lanes were created by striping the pavement near the curb and gutter. Additionally, the bridge over Turtle Creek on Richmond Road was reconstructed with extra width to accommodate bicycle lanes. The approximate length of the improvements was 1400 feet.

The west end of the proposed bicycle path would connect to two existing bicycle and/or pedestrian paths. The proposed bicycle path would connect to an existing recreational limestone path within the Congdon Pond Park, just west of the I-43 overpass of STH 50. A pedestrian-only path would continue from that point to the west until it connects to an existing 5-foot wide sidewalk. This configuration would allow for bicycle and pedestrian traffic to safely enter and exit the proposed bicycle path.

Since the commercial development currently under construction along STH 50 ends at North Shore Drive, the east end of the proposed bicycle path would simply stop for now just east of the

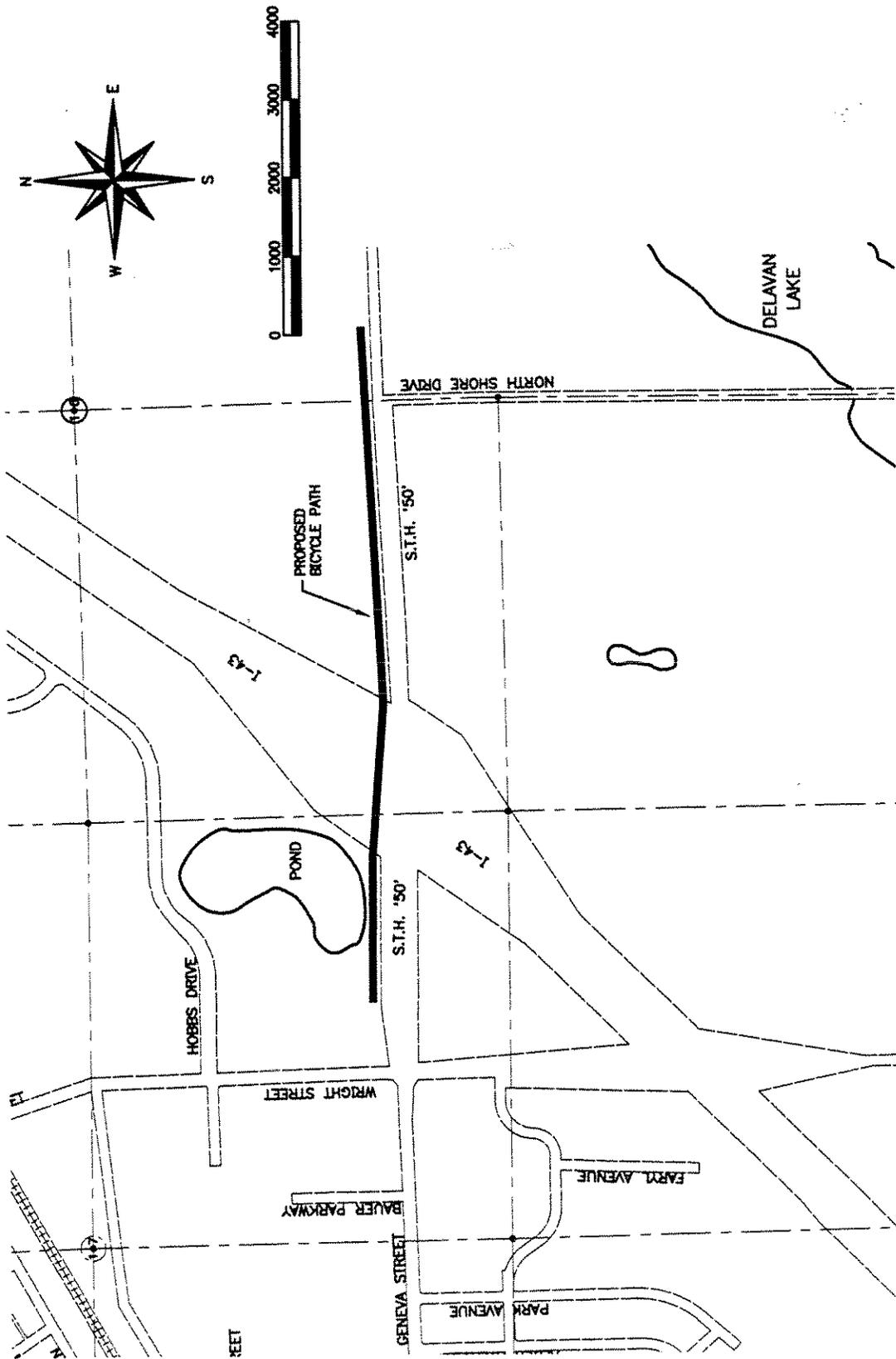
North Shore Drive intersection. As additional development occurs east of North Shore Drive, the bicycle path will be extended.

The proposed path along STH 50 would provide non-vehicular access to newly constructed commercial developments on the east side of the City. With the current transportation facilities in the area, the only way to get to the commercial properties would be by automobile. Constructing the proposed bicycle path would allow residents to access the commercial properties by walking or biking. We anticipate approximately 4.0 percent of the total amount of visitors to the developments will utilize the bicycle path, for either walking or biking.

There are two construction issues that must be incorporated into the construction of the proposed bicycle path. First, the double 30-inch storm sewers on the west side of the existing K-Mart driveway must be connected, so the area can be graded to accommodate the new path. Second, an acceptable method of accommodating the path under the I-43 overpass will need to be found. Since there is not enough space between the toe of the slope paving under the bridge and the back of the curb, we suggest removing approximately 10 feet of the slope paving and installing a small retaining wall system.

The City currently assesses for sidewalk improvements, both new and replacements, at 50% of the concrete pavement installation cost to the adjoining landowner, based upon property frontage. Also, the City provides and maintains bicycle racks with its commercial areas, and coordinates an annual bike safety rodeo with the Delavan Rescue Squad.

The following is the estimated cost for the work discussed above, including grading, path paving, storm sewer re-routing, and slope paving adjustments. The developer of the commercial property along STH 50 has included the grading for the proposed bicycle path, in front of the development, in his current project plans. Therefore, that portion of the work has been reduced in the following estimate.



CITY OF DELAVAN
WALWORTH COUNTY, WISCONSIN
GENERAL LOCATION MAP
PROPOSED INTERSTATE 49 UNDERPASS
BICYCLE PATH
 JOB NO. 010998.03

Barter & Woodman
 Crystal Lake, Illinois 815.459.1260
 Burlington, Wisconsin 262.763.7834
 Oak Forest, Illinois 708.560.7070
 De Kalb, Illinois 815.787.3111

