ID#: 2b21
Program: TE, STP-D

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Village of Bayside Sidewalk Plan
PUBLIC SPONSOR: Village of Bayside
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	$5,403	$56,763	$0	$62,166
Federal:	$21,611	$227,052	$0	$248,663
Total:	$27,014	$283,815	$	$310,829

ATTACHMENTS AVAILABLE UPON REQUEST:

4.7 avg

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

Strengths **Weaknesses**

plan not absolutely complete

Comments: they do not assess →

OVERALL RANKING: 1___ 2___ 3___ 4X 5X
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: Village of Bayside Sidewalk Plan

2. Project Location: Municipality: Village of Bayside County: Ozaukee
   Street Address of Project (if applicable): _____
   Describe location and boundaries of the project: Port Washington Road from Brown Deer Road to Laramie Lane

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: Village of Bayside
   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: Frank Sherman — Title: Village Manager
   Address: 9075 North Regent Road — Phone: (414) 315-8818
   Municipality: Village of Bayside — State: WI Zip: 53217
   FAX: (414) 351-8819 — E-mail: _____

   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:

- ☒ Provision of facilities for pedestrians/bicycles
- ☐ Provision of safety and educational activities for pedestrians & bicyclists
- ☐ Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- ☐ * Historic Preservation
- ☐ * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals)
- ☐ Establishment of transportation museums
- ☐ Acquisition of scenic easements and scenic or historic sites
- ☐ Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- ☐ Landscaping and other scenic beautification
- ☐ Control and removal of outdoor advertising
- ☐ Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity
- ☐ 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 Bayside is planning improvements along Port Washington Road. Implementation of the Bayside Sidewalk Plan will increase multi-modal transportation alternatives and enhance pedestrian safety in the area. Currently, the majority of Port Washington Road has no sidewalks. Areas with sidewalks are deteriorated and unsafe. Addressing the needs of the surrounding community, the sidewalk would stretch from Brown Deer Road to Laramie Lane on both sides of Port Washington Road. The sidewalk will link the residential community to several retail and commercial hubs.

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 **P**lans, **S**pecifications and **E**stimates (**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	FY 2004	FY 2005
	(If Available)	(Begins 7/1/03)	(Begins 7/1/04)
Preliminary Engineering/Design	$27,014	$0	$
Real Estate		$0	$
Construction		$283,815	$
System Planning (STP-D Only)		$0	$
TOTAL	**$27,014**	**$283,815**	**$**
Percentage of Public Sponor Funds: 20%	[illegible]	$ 56,763	$
Percentage of Federal Funds: 80%	[illegible]	$227,052	$
TOTAL	**$27,014**	**$283,815**	**$**

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

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

P.E./Design/Planning July 2002

Real Estate _____

Construction July 2003

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

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

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

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

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

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

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

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

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

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

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

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

- Does your community have a bicycle or pedestrian plan?

- Summarize the bicycle and pedestrian projects that you have developed over the past 5 years being sure to include any bicycle and pedestrian projects that have been incorporated into larger street or highway projects (such as paved shoulders and bike lanes). A one-sentence description including the project length is sufficient.

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

- Does your community assess for sidewalk improvements?

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

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

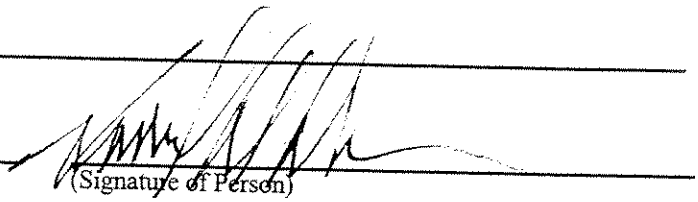
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

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

13. I have read and understood the above statements.

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

By Samuel Dickman
(Name of Person with Fiscal Authority)


(Signature of Person)

Village President
(Title of Person Signing)

11 APRIL 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 --

The Village of Bayside Sidewalk Plan is an attempt to increase pedestrian traffic along Port Washington Road. In coordination with the county's resurfacing/construction of sections of Port Washington Road, the Village has decided to place sidewalks on both sides of the reconstructed/resurfaced road. The coordination of these two projects will help reduce construction costs for the Village. The County will grade the right of way to accommodate the sidewalks. Then the Village will construct the sidewalks.

The Village's sidewalk plan addresses the needs of residences and businesses located along both sides of Port Washington Road. However, due to current financial constraints the Village Of Bayside may elect to construct a sidewalk on only one side of the road. This decision will not be made until a future date. If the Village does not receive the reimbursement of funds for the project, they may not finance the sidewalks themselves. The project would then be put on hold until necessary funds are obtained to finance the project.

A. The sidewalks will be constructed of concrete. Specific location, length, width, and expected costs of each section are broken down below.

Location	Length (Feet)	Width (Feet)	Cost
East side of Port Washington Road from Laramie Lane to Brown Deer Road	4,460	5	$90,000
West side of Port Washington Road from Laramie Lane to Brown Deer Road	4,315	5	$90,000
East side of Port Washington Road North of Laramie Lane	2,185	5	$43,700
Port Washington Road to Mohawk Road along the Southern portion of Brown Deer Road	600	5	$12,000
Port Washington Road to Mohawk Road along the Northern portion of Brown Deer Road	500	5	$10,000
Port Washington Road to on/off ramps of HWY 43 along Southern portion Brown Deer Road	600	5	$12,000
Port Washington Road to on/off ramps of HWY 43 along Northern portion Brown Deer Road	630	5	$12,600

Construction costs do not include engineering, design, and contingency cost which is expected to cost 15% of the total construction costs or $40,545.

The Village of Bayside does not currently have a bicycle or pedestrian plan. There have been no other bicycle or pedestrian plans developed in the last five years. No community based non-project bicycle or pedestrian efforts have been put into action by the community. The Village of Bayside does not assess for sidewalks or improvements. This project is a starting point for many of the above categories.

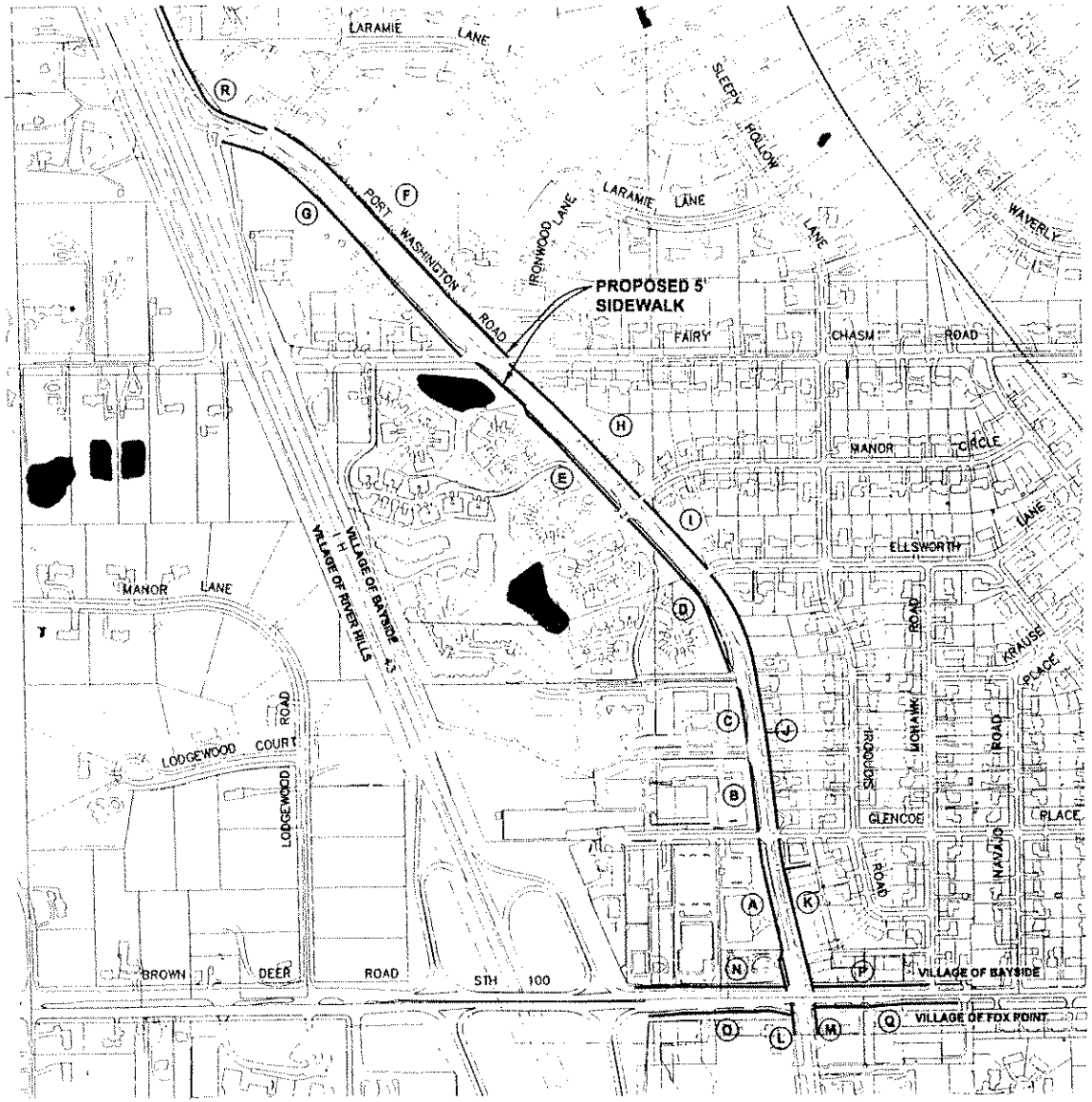
B. N/A

C. N/A

D. Located in the proposed sidewalk area are two assisted living facilities, as well as several condominiums' on the West Side of the road. On the East Side, four roads lead out of a residential subdivision to intersect with Port Washington Road. The sidewalks will allow the residence of the area, greater access to each other. It will also link the residential district to important commercial and retail businesses within the Village and to other municipalities. This will increase the publics ability to walk to these locations rather than drive. The sidewalk will create new access points for the Village of Bayside to three other municipalities. The sidewalk will link in the Northwest the City of Mequon, to the west the Village of River Hills, and to the south the Village of Fox Point. The proposed sidewalk will give the ability for the public to reach these communities on foot, rather than by car.

E. Currently, the majority of Port Washington Road area has no sidewalk. The sidewalks that exist along Port Washington Road are narrow and in a deteriorated condition. The narrow sidewalks provide unsafe condition at best, and are impassable in several areas unless pedestrian traffic moves onto the road. These conditions have eliminated most of the pedestrian traffic flow along Port Washington Road.

   Public use of the sidewalk facilities may lead to greater sidewalk demand throughout the community. Future extension of the sidewalk to the east of Port Washington Road could connect the current sidewalk plan to Schlitz Audubon Center and Doctors Park.



VILLAGE OF BAYSIDE

N

W E

S

0 250 500 1000

SCALE IN FEET

MAP 1

PORT WASHINGTON ROAD PROPOSED 5' SIDEWALK FROM BROWN DEER ROAD TO LARAMIE LANE

03-21-02

VILLAGE OF BAYSIDE
MILWAUKEE COUNTY, WISCONSIN

LEGEND

PROPOSED SIDEWALK

(A) = 645'	(H) = 780'
(B) = 300'	(I) = 400'
(C) = 230'	(J) = 1100'
(D) = 800'	(K) = 650'
(E) = 860'	(L) = 130'
(F) = 1400'	(M) = 130'
(G) = 1350'	(R) = 2185'

SOURCE: VILLAGE OF BAYSIDE

Ruekert-Mielke

ID#: 2b22
Program: TE, STP-D

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Genesee Street Bark River / Mill Race Project
PUBLIC SPONSOR: City of Delafield
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	$126,400	$0	$0	$126,400
Federal:	$505,600	$0	$0	$505,600
Total:	$632,000	$	$	$632,000

ATTACHMENTS AVAILABLE UPON REQUEST:

4.05 avg

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

Strengths	Weaknesses
need for concurrent construction	

Comments: Delafield has experienced 21% growth
plot of street scaping

OVERALL RANKING: 1___ 2 X 3___ 4 X 5___
High Priority Low Priority

2022

City of Delafield

PROMOTIONAL & TOURISM COUNCIL

July 24, 2002

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

RE: City of Delafield Genesee Street Bark River/Mill Race Project

Dear Senator Breske,

We are writing to you to emphasize the importance of the Genesee Street Bark River/Mill Race Project. We have applied for Local Transportation Enhancements for this project, and understand that you will be on the Review Committee. We do not need to go into the specifics of our grant application – we know that you will be diligently reviewing all applicants in the month of August. But, it is important for us to add some relevant comments that we could not include in the application itself.

The City of Delafield, the Delafield Chamber of Commerce and the Genesee Street Reconstruction Committee are all working together toward a common goal, that being improved pedestrian and bicycle access to downtown Delafield. Delafield has changed over the past 10 years, and we realize that we must move forward with a unified plan that will meet the future needs of our community. The growth in Delafield's tourism industry, combined with high residential growth, finds us in a unique position. Our successes have now brought new challenges.

We trust that the committee will understand Delafield's need to undertake this major reconstruction project as a seamless effort rather than as fractured parts. If this segment of the project is not funded, it is very doubtful that we will be able to move forward on it for several years. This would be a missed opportunity of significant proportions. We simply can not tear up the downtown twice to get this work done.

We would like to thank you in advance for the careful consideration that you will be giving all of the applications.

Sincerely,

Delafield Promotional and Tourism Council

Corlis McKitrick

Corlis McKitrick
Executive Director,
Genesee Street Reconstruction Project Committee Chairperson

P.O. Box 171 • Delafield, WI 53018

Phone: (262) 646-8100 • Fax: (262) 646-8237 • E-Mail: council@delafield-wi.org • Web Site: www.delafield-wi.org

2622

City of Delafield

500 Genesee Street, Delafield, WI 53018-1896

July 24, 2002

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

JUL 25 RECD

RE: City of Delafield Genesee Street Bark River/Mill Race Project

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Sincerely,

City of Delafield

Paul Craig

Paul Craig
Mayor

2622

July 24, 2002

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

RE: City of Delafield Genesee Street Bark River/Mill Race Project

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We would like to thank you in advance for the careful consideration that you will be giving all of the applications.

Sincerely,

Delafield Chamber of Commerce

Judy Kaufmann

Judy Kaufmann
Executive Director

P.O. Box 180171 Delafield, Wisconsin 53018 Office: 262-646-8100 Fax: 262-646-8237
Website: www.delafieldchamber.org E-mail: delacham@delafieldchamber.org

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: Genesee Street Bark River/Mill Race Project

2. Project Location: Municipality: City of Delafield County: Waukesha
   Street Address of Project (if applicable): _____
   Describe location and boundaries of the project: Genesee Street From The Bark River To St. John's Park.

3. Name of the MPO the project is represented by: -- Pull Down Here To Select -- 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: City of Delafield
   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: Mr. Matt Carlson Title: Administrator
   Address: 500 Genesee Street Phone: (262) 646-6220
   Municipality: City of Delafield State: WI Zip: 53018
   FAX: (262) 646-6223 E-mail: mcarlson@ci.delafield.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:***

[X] Local Transportation Enhancements (TE) Program

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

- [ ] Provision of facilities for pedestrians/bicycles
- [ ] Provision of safety and educational activities for pedestrians & bicyclists
- [ ] Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- [ ] * Historic Preservation
- [ ] * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals)
- [ ] Establishment of transportation museums
- [ ] Acquisition of scenic easements and scenic or historic sites
- [ ] Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- [X] Landscaping and other scenic beautification
- [ ] Control and removal of outdoor advertising
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* Historic Projects must be on or deemed eligible for the Wisconsin or National Register(s) of Historic Places, or officially designated as a local landmark.

[X] 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:

- [X] 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 Genesee Street Bark River/Mill Race Project will serve to connect Delafield's Post Office, St. John's & Northwestern Military Academy, St. John Chrysostom Episcopal Chapel, the St. John's Park Recreational Area and residential areas to the downtown business district. Currently, there are no sidewalks or bike paths that serve this area. The project will address pedestrian, bicycle and vehicular safety, and replace substandard guardrails and culverts. This critical linkage will blend seamlessly with the $1.3 million Genesee Street Reconstruction Project, scheduled for construction in 2003 with TIF District and WisDot funds. The budget requested is $632,000. The width of the proposed sidewalk will be 6 feet.

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	FY 2004	FY 2005
	(If Available)	(Begins 7/1/03)	(Begins 7/1/04)
Preliminary Engineering/Design	$ 63,000	$	$
Real Estate	0	$	$
Construction	569,000	$	$
System Planning (STP-D Only)		$	$
TOTAL	$ 632,000	$	$
Percentage of Public Sponor Funds: 20 %	126,400	$	$
Percentage of Federal Funds: 80 %	505,600	$	$
TOTAL	$ 632,000	$	$

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 2002

Real Estate Not Anticipated

Construction April 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.
MDK Accepted.

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

12A. The project will start at the intersection of Genesee Street CTH C and Mill Street and extend north to Exeter Street. Total project length is 450 feet. There are no existing sidewalks. Both the Bark River and the Mill Race cross under the road north of the intersection of Genesee Street and Mill Street in three culverts. A total of three culvert replacements will be necessary to allow the widening of the street section to accommodate two travel lanes, bicycle lane, guard rail, sidewalk and outside bridge headwall. The waterways are separated by about 125 feet, and a separate railing will be constructed at both the streams. The railings will be WisDOT Type F railings, which meet Federal crashworthy requirements. Concrete box culverts will be used to assure the longevity of the project (cost comparison data available). The rail system will be faced with natural stone to enhance the beauty of the river environment and complement other streetscaping elements. Those elements will include decorative street lights, trees and perennial plantings as an extension of the Genesee Street project. A combination of concrete and block pavers is proposed for the terrace and sidewalk areas. The headwalls will be reinforced concrete walls on a foundation below grade. The face of the bridge headwalls will be finished in natural stone or pre-formed concrete painted to simulate natural stone. At the north end of the project, a short boulevard section will be incorporated to provide a north gateway entrance into the business district, similar to the proposed south gateway entrance near the IH 94 interchange.

12C. The City of Delafield's proximity to Interstate IH 94, and its centralized location between Milwaukee and Madison, makes it an ideal location for residential, business and recreational usage. Located in northwestern Waukesha County, Delafield experienced a 21% growth rate as documented in Census 2000. In addition to residential growth, the City has become a recreational destination point, with Lapham Peak State Park located only one mile south of Delafield. The 250,000 annual park visitors use Delafield as a "home base" for shopping, supplies, and restaurants. These outdoor enthusiasts are as likely to ride bicycles along Highway C/Genesee Street into Delafield as they are to take a motor vehicle. Two annual regional bicycling events use Genesee Street through Delafield. The sidewalk on the east side of Genesee Street will connect

to the existing paved and handicap-accessible path in St. John's Park. This path leads to the pond in the Park and to the shoreline at the dam on Lake Nagawicka. These shoreline areas are used daily by fishing enthusiasts and people enjoying a walk. The National Ice Age Trail passes through downtown Delafield south of the Bark River. The City has planned the development of the Veterans Memorial Walkway along the Bark River. The extension of the sidewalk on the west side of Genesee Street would provide a direct connection to the east terminus of the Veterans Memorial Walkway. The 47-mile Glacial Drumlin Trail skirts the southern border of the city. The extension of sidewalk on the west side of Genesee Street will provide a direct pedestrian connection to the U.S. Post Office and the St. John's Northwestern Military Academy campus, and to residential areas beyond. Delafield is also a "day trip" destination for antique and boutique shoppers. The planned $1.3 million reconstruction of the south portion of Genesee Street, funded by WisDOT and a TIF District. The practical aspects of constructing both of these projects at the same time cannot be overemphasized. The downtown business community expects financial losses during the Genesee Street reconstruction time period. This area cannot withstand the impact of closing the street twice, once for Genesee Street and again for the proposed bridge project. All of the sidewalk, street lighting, and streetscaping elements that will be used in the TIF District could be seamlessly incorporated in the Bark River/Mill Race project. This effectively would extend the "downtown" area of Delafield to its natural limits, rather than aesthetically and practically cutting off the north segment.

12D. The Genesee Street Bark River/Mill Race Project will connect the now pedestrian-isolated Post Office, St. John's Northwestern Military Academy, the historic St. John Chrysostom Episcopal Chapel, the St. John's Park Recreational Area, and residential neighborhoods to downtown Delafield. The 350 cadets at St. John's Northwestern are all dormitory residents who do not own cars. They are currently forced to walk on a hazardous road shoulder to get to the downtown shopping area. Likewise, the 36 businesses operating on Genesee, Wells, Main and Milwaukee Streets do not have sidewalk access to the Post Office. The Delafield Post Office has

the 3rd highest revenue for a facility its size in the State of Wisconsin. The Bark River and St. John's Park on the Lake attract dozens of visitors daily. Most of these visitors are neighborhood children and St. John's cadets who are attracted to the park and open water activities such as fishing in the warm months and ice skating on the pond in the winter. In addition, visitors stroll from the downtown business district to the park to enjoy the rushing sounds of the Bark River and enjoy the natural beauty of the Lake Nagawicka shoreline. Some school age groups are bussed to the park, and would take advantage of safer pedestrian access to the downtown area. Pedestrian access would also allow motorists to park their vehicle in the public parking lot south of the Bark River at the Fish Hatchery building and walk to the St. John's Park area. This would eliminate the need to provide additional vehicular parking areas in the park and allow the preservation of green space.

12E. The linkage of the businesses, post office, school, church, and residences north of the Bark River to the downtown area would be a significant improvement for Delafield. Pedestrian access to downtown businesses was identified as a goal in the Downtown Plan adopted by the Common Council in 1993. The Comprehensive Plan was ammended in 1997 to include pedestrian and bicycle access to parks and street right-of-ways (documentation available). This linkage will provide access to the historic 1851 St. John Chrysostom Episcopal Chapel (NRHPA) and the original mill on Mill Street. A sidewalk across the Bark River would allow pedestrians to view the fast moving, very scenic waterway with some small rapids. This spot is also a favorite with local young anglers, who currently either stand on the side of the road or scamper up and down the embankment to fish. Both drivers and children must now be very cautious in this area during fishing season. A conceptual plan for a Veterans Memorial Walkway running along the Bark River would connect to Genesee Street in the defined project area. The aesthetic and pedestrian linkage of the northern portion of Genesee Street to the downtown shopping district would be beneficial for economic development and the additional promotion of what is already a tourist destination.

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 Delafield
(Name of Sponsor)

By Matthew D Carlson
(Name of Person with Fiscal Authority)

Matthew D Carlson
(Signature of Person)

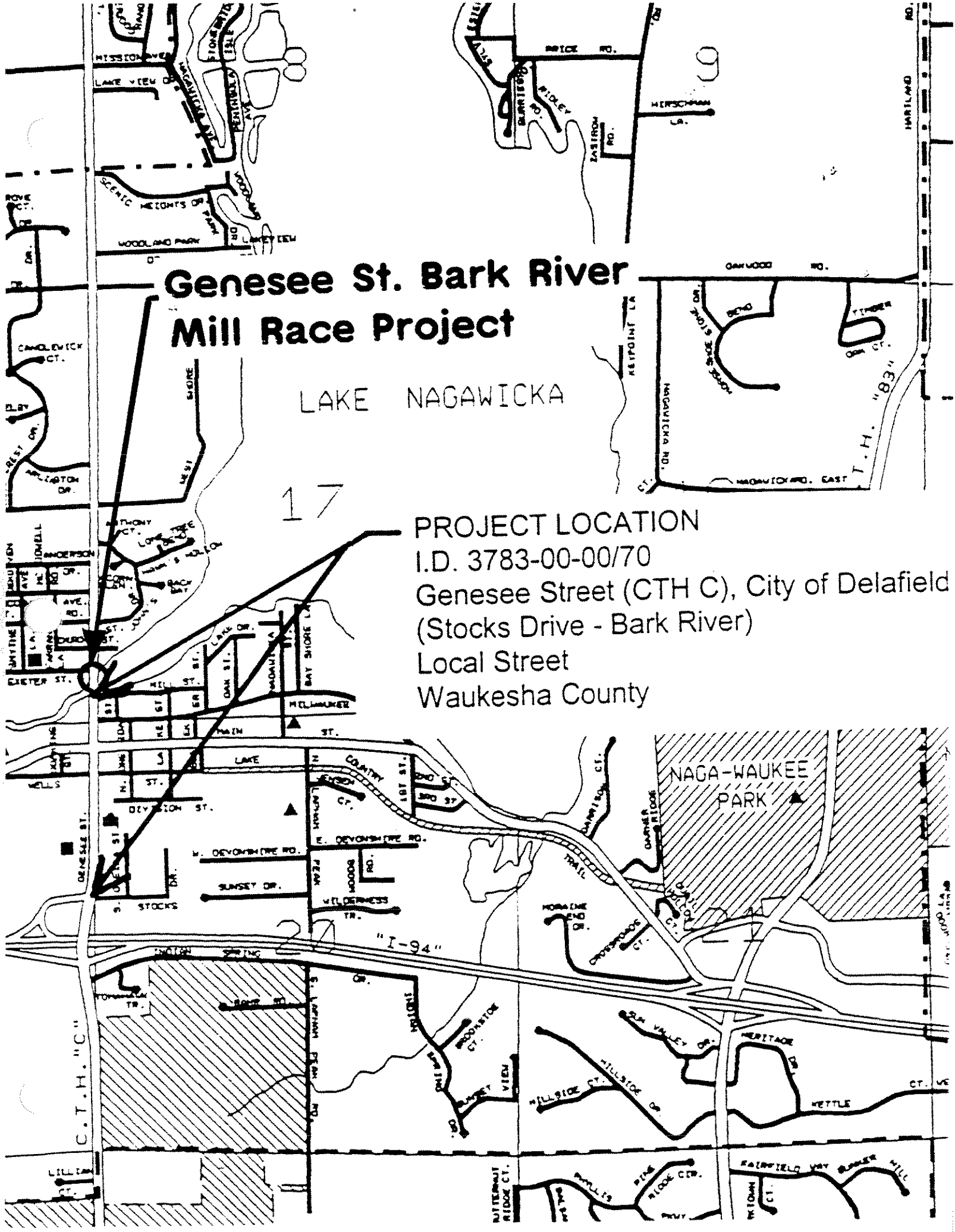
CITY ADMINISTRATOR
(Title of Person Signing)

4/12/02
(Date)

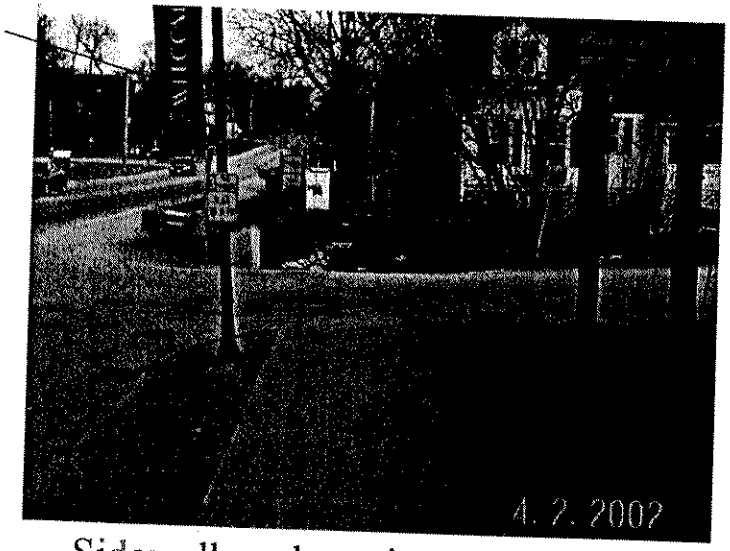
Please remember to include the required **8 1/2" x 11"** ***black and white map for you project***

Completed applications consist of 1 original and 2 copies of pages 1-5 plus attachments. Applications must be submitted to the appropriate WisDOT District office or postmarked with an official Post Office date stamp (private postage meter stamp will not be acceptable after deadline) ***by Friday, April 12, 2002*** **to be eligible for funding.**

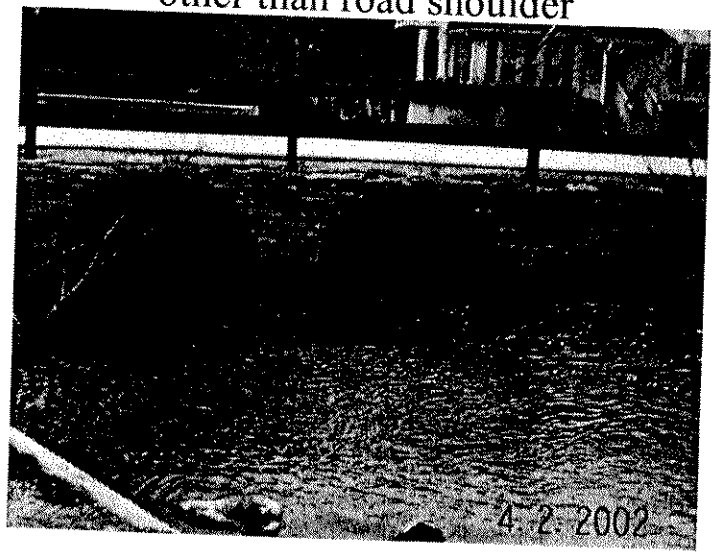
-- NO LATE APPLICATIONS WILL BE ACCEPTED --


Genesee St. Bark River
Mill Race Project
LAKE NAGAWICKA
PROJECT LOCATION
I.D. 3783-00-00/70
Genesee Street (CTH C), City of Delafield
(Stocks Drive - Bark River)
Local Street
Waukesha County
NAGA-WAUKEE PARK
"I-94"
C.T.H. "C"
T.H. "83"
9
17
27

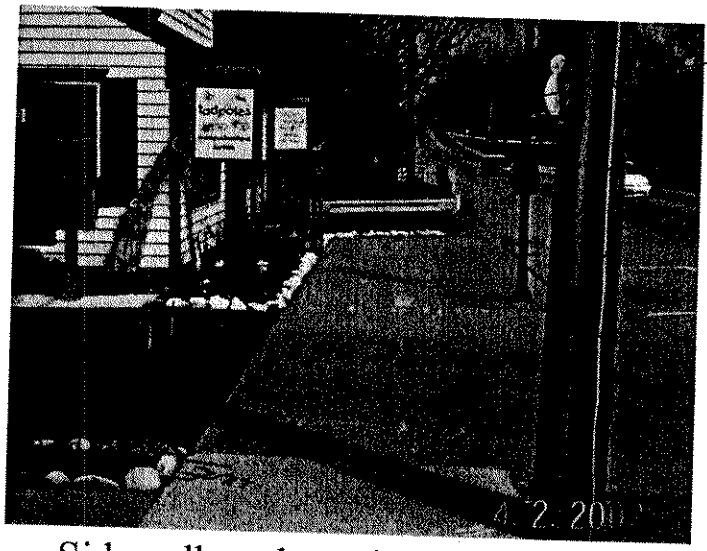
St. John's Park



Sidewalk ends at river, preventing pedestrian access to St. John's Park other than road shoulder



Sub-standard culverts, Mill Race



Post Office

Sidewalk ends at river, preventing pedestrian access to Post Office other than road shoulder

Deterioration of stone headwall

ID#: 2b23
Program: TE, STP-D

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Ozaukee Interurban Trail Trailside Signage & Facilities
PUBLIC SPONSOR: Ozaukee County
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	$0	$14,843	$13,843	$28,686
Federal:	$0	$59,372	$55,372	$114,744
Total:	$	$74,215	$69,215	$143,430

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 8
- MISCELLANEOUS: Detailed Budget

3.2 avg

Strengths **Weaknesses**

need not as stable

Comments:

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: OZAUKEE INTERURBAN TRAIL TRAILSIDE SIGNAGE AND FACILITIES

2. Project Location: Municipality: N/A County: OZAUKEE

   Street Address of Project (if applicable): _____

   Describe location and boundaries of the project: The entire length of the Ozaukee Interurban Trail, approximately 30 miles, through the City of Mequon, Village of Thiesnville, City of Cedarburg, Town of Cedarburg, Village of Grafton, Town of Grafton, City of Port Washington, Town of Port Washington, Village of Belgium and Town of Belgium. The boundaries are the Wisconsin Electric Power Company (WEPCO) right-of-way, historic Interurban line. Wayfinding and interpretive signage, benches, bike racks and kiosks will be located along the right-of-way in key areas such as: intersections, near central business areas, commuter areas, and other key features.

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: Ozaukee County, 121 W. Main St., Port Washington, WI 53074
   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: William T. Knight Title: Park Commissioner
   Address: 121 West Main Street Phone: (262) 238-8258
   Municipality: Port Washington State: WI Zip: 53074
   FAX: (262) 238-8100 E-mail: bknight@co.ozaukee.wi.us

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

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:

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

Ozaukee County will implement an innovative trailside facilities, wayfinding and interpretive signage system for the Ozaukee Interurban Trail. Specifically, we will create an informational system focused on providing commuters, business trip and tourist users with accurate wayfinding information. Also, we will provide interpretive information of this unique, historic transportation corridor. Since the 30-mile Trail passes through the "business centers" of 10 communities in Ozaukee, the signage will direct commuters to several industrial parks, business districts, parks, and connecting trail linkages. Also, trailside amenities, like bike racks and benches, focused on encouraging commuter use, will be strategically located along the Trail.

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	FY 2004	FY 2005
	(If Available)	(Begins 7/1/03)	(Begins 7/1/04)
Preliminary Engineering/Design	$	$5,000.00	$
Real Estate		$0	$
Construction		$69,215.00	$69,215.00
System Planning (STP-D Only)		$0	$
TOTAL	**$**	**$74,215.00**	**$69,215.00**
Percentage of Public Sponor Funds: 20 %		$14,843.00	$13,843.00
Percentage of Federal Funds: 80 %		$59,372.00	$55,372.00
TOTAL	**$**	**$74,215.00**	**$69,215.00**

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 **July 2003**

Real Estate **N/A**

Construction **September 2003**

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

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

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

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

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

WTK 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.

WTK 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 Ozaukee County Parks Department
(Name of Sponsor)

By William T. Knight
(Name of Person with Fiscal Authority)

William T. Knight
(Signature of Person)

Parks Comissioner
(Title of Person Signing)

04/12/02
(Date)

Please remember to include the <u>required</u> 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.) OZAUKEE INTERURBAN WAYFINDING TRAIL SIGNAGE AND TRAILSIDE FACILITIES DEVELOPMENT

a) Ozaukee County recently received (FFY 1999) a Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding to design and complete construction (i.e. paving and construction of two bridges) of the Ozaukee Interurban Trail, an approximately 30 mile transportation and multi-use trail directly linking three-quarters of the County's population to scenic, recreational and employment areas throughout the County. Through the CMAQ funding, Ozaukee County anticipates an official opening of the completed Trail (right-of-way and on-road portions) in September 2002. The on-road portions of the Trail have included the design and development of paved shoulders.

Each of the 10 communities that the Trail bisects is represented on the newly formed Ozaukee Interurban Trail Advisory Council. The Ozaukee Interurban Trail Advisory Council acts as a strategic planning organization for the countywide Ozaukee Interurban Trail. The mission statement of the Ozaukee Interurban Trail Advisory Council is *to promote the public use of the Ozaukee Interurban Trail for transportation, recreation, health, education, economic development and enjoyment of Ozaukee County's unique cultural, historical and natural resources.* The Ozaukee Interurban Trail Advisory Council is further represented by various committees for the development of certain aspects of the Trail; namely, Rules and Ordinance Development, Public Meetings, Trailside Facilities, Website Development, Public Relations, Trail Clean-Up, Trail Watch Mechanisms, Opening Activities and Intergovernmental Cooperation Committees. In addition to the oversight and planning provided by the Ozaukee Interurban Trail Advisory Council, the Trail is part of the Southeastern Wisconsin Regional Planning Commission's (SEWRPC) *Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010.* Furthermore, several of the communities that the Ozaukee Interurban Trail bisects have comprehensive bicycle / pedestrian plans including: City of Mequon, City of Port Washington, Town and City of Cedarburg, Village of Belgium, Village of Grafton, and Village of Thiensville.

In conjunction with the opening ceremonies, the Ozaukee Interurban Trail Advisory Council has been planning numerous events to coincide with the opening of the Trail. Furthermore, the Advisory Council has been working toward the development of long-term, non-project oriented bicycle and pedestrian efforts such as: promoting Bike-to-Work week and bike safety courses or rodeos. Similarly, the Ozaukee County Sheriff's Department has expressed some interest in providing a presence on the Trail with a patrol sheriff on a bike. The Ozaukee Interurban Trail has also recently been designated as a "Great Wisconsin Birding Trail" with the official signing of a Memorandum of Understanding with the Wisconsin Department of Natural Resources — Bureau of Endangered Resources in April 2002. Finally, the Ozaukee Interurban Advisory Council is working jointly with the Ozaukee Historical Society to assist in the renovation of the historic Interurban Railway Depot in the City of Cedarburg.

b) Not applicable

c) The focus of this request is to fund the following wayfinding trail signage and other trailside facilities including: wayfinding signage (i.e. rules and location of amenities or places of employment within the communities), informational kiosks, mile markers (every ½ mile), benches, bike racks and center line stripping to provide safe use of the Trail.

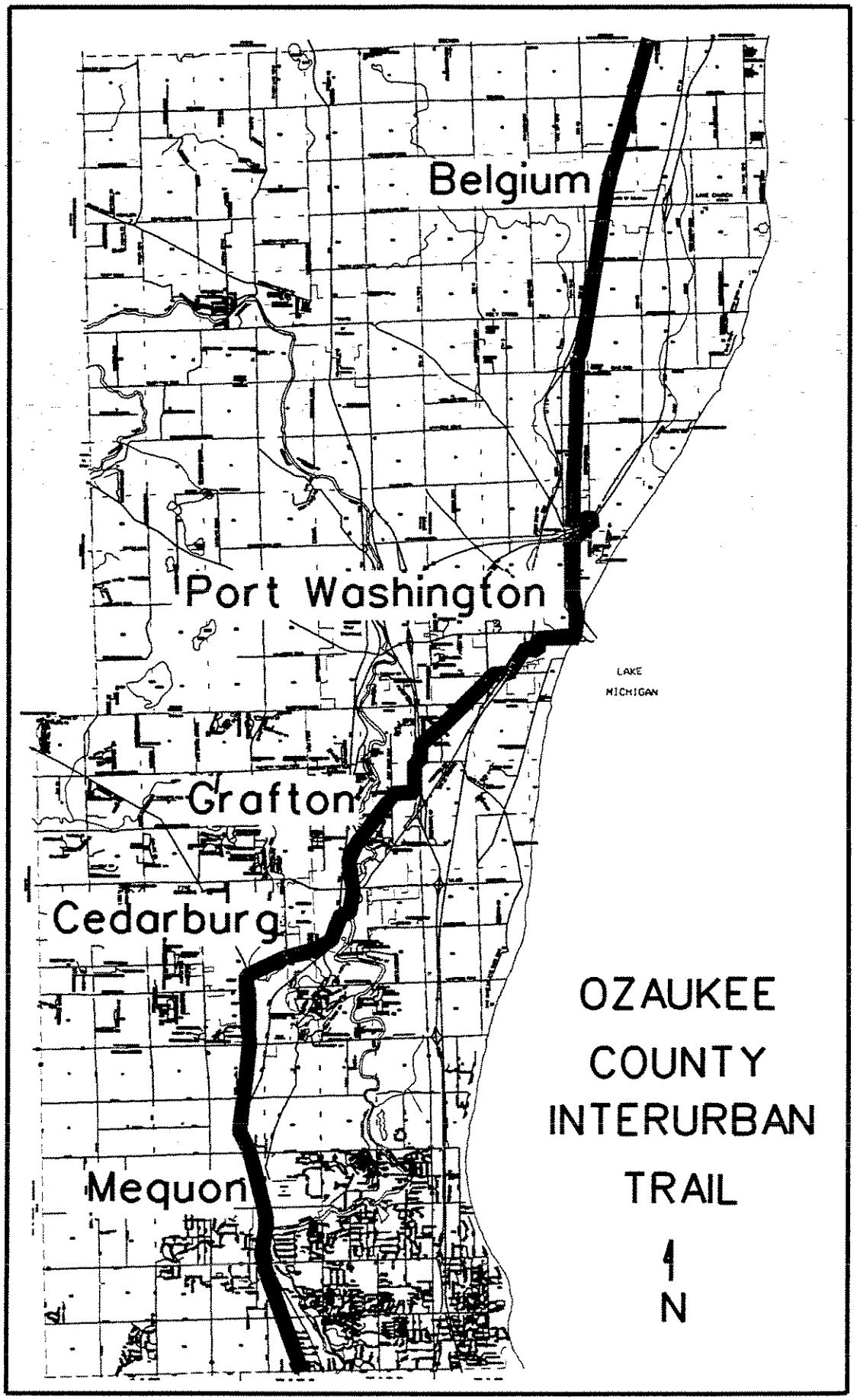
Ozaukee County includes in this proposal an innovative system of "wayfinding" for users of the Trail. The purpose of the system is to design into the Trail and ongoing method of promoting trail use by regular and first-time bicycle commuters and utilitarian travelers. "Wayfinding is defined as providing information to travelers about destinations and services. It is akin to the kind of information provided through signage (and tourism information centers) along our nation's interstate highways, but Ozaukee County will design its trail-based wayfinding system to provide information of interest to non-motorized travelers. The wayfinding signage would also include easy-to-understand rules (i.e. using symbols).

After contacting Rails-to-Trails Conservancy, Wisconsin Department of Natural Resources, National Park Service – Rivers, Trails and Conservation Assistance Program and other national organizations, Ozaukee County believes that its wayfinding proposal is truly innovative. It represents a new strategy for the State of Wisconsin and could establish a new national standard for hospitable trail signage by conveying information about streets crossing the trail (as has been initiated by the City of Madison) and about services and sites in nearby communities (e.g. food, parking, phone, restrooms, parks, bike shops, industrial parks, downtowns, schools, restaurants, libraries, museums, historic sites, swimming pools, first aid, etc.). Other countries are exploring new methods of common signing, but even European trail signing systems tend to focus on traffic information rather than destination and service information. The icons shown on the State of Wisconsin's *Wisconsin Biking Guide* legend may offer a starting point for creating user-friendly wayfinding symbols.

The underlying purpose of introducing a comprehensive wayfinding system into this project is to make bicycle and pedestrian travel more comfortable and comprehensible, and to overcome the "how do I get there from here?" fear felt by many new or would-be bicycle users. It is a tangible way to encourage people in Ozaukee County to make more trips by bicycle. Furthermore, a comprehensive wayfinding system integrated into the development of the Trail will assist in minimizing the visual clutter along the Trail without compromising the user-friendly aspects that signage.

d) The proposed trailside facilities and signage will have a significant impact on commuters using the Trail since the Ozaukee Interurban Trail connects 10 of 16 communities in Ozaukee County.

e) This project will not only encourage commuter use of the Ozaukee Interurban Trail, but it will also benefit recreational users. Similarly, since the Trail was a historic transportation right-of-way corridor and the interpretive signage will further explain the evolution of the corridor as a transportation linkage to jobs and industry in the area.


Belgium
Port Washington
LAKE
MICHIGAN
Grafton
Cedarburg
Mequon
OZAUKEE
COUNTY
INTERURBAN
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N

ID#: 2b24
Program: TE, STP-D

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Enclosed Downtown Pedestrian Bridge Enhancement
PUBLIC SPONSOR: City of West Bend
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	$3,000	$40,000	$0	$43,000
Federal:	$12,000	$160,000	$0	$172,000
Total:	$15,000	$200,000	$	$215,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: #
- MISCELLANEOUS: Letter of application

3.9 avg

Strengths **Weaknesses**

improvement could wait until budget surplus

Comments:

OVERALL RANKING: 1____ 2____ 3 5 4____ 5 X
High Priority Low Priority

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

FYs 2004-2005 PROJECT APPLICATION FORM FOR:

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

(Form available in electronic format from WisDOT)

1. Project Name: ENCLOSED DOWNTOWN PEDESTRIAN BRIDGE ENHANCEMENT

2. Project Location: Municipality: CITY OF WEST BEND County: WASHINGTON

   Street Address of Project (if applicable): _____

   Describe location and boundaries of the project: ALONG THE MILWAUKEE RIVER BETWEEN STH33/WASHINGTON STREET BRIDGE AND VETERANS AVENUE BRIDGE

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 WEST BEND
   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: JUDITH A. NEU Title: CITY ENGINEER
   Address: 1115 S. MAIN STREET Phone: (262) 335-5130
   Municipality: CITY OF WEST BEND State: WI Zip: 53095
   FAX: (262) 335-5164 E-mail: cityeng@ci.west-bend.wi.us

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

   Name: THERESA FUERBRINGER Title: DOWNTOWN WEST BEND ASSOCIATION
   Address: 141 N. MAIN STREET, SUITE 201 Phone: (262) 338-3909
   Municipality: WEST BEND State: WI Zip: 53095
   FAX: (262) 338-0635 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:

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

Rehabilitating existing pedestrian bridge and enclosed alley to improve usage. Current bridge and alley are dark, damp, and uninviting to pedestrians, particularly at night, due to perceived safety concerns. We plan to replace rusting steel glass frames and steel stairs with aluminum, add louvers for ventilation, replace the roof, repaint the bridge, add a slip resistant walkway, add lights and heat, remove an alcove, enhance the bridge entrances, install video cameras, and add signing to enhance public awareness of the bridge.

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 **P**lans, **S**pecifications and **E**stimates (**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		$5,000	$	$
Real Estate			$ -0-	$
Construction			$200,000	$
System Planning (STP-D Only)			$	$
TOTAL		**$15,000**	**$200,000**	**$**
Percentage of Public Sponor Funds:	20%	$3,000	$40,000	$
Percentage of Federal Funds:	80%	$12,000	$160,000	$
TOTAL		**$15,000**	**$200,000**	**$**

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

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

P.E./Design/Planning AS SOON AS FUNDS ARE AVAILABLE

Real Estate N/A

Construction JULY, 2003

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

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

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

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

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

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

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

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

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

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

12. 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.

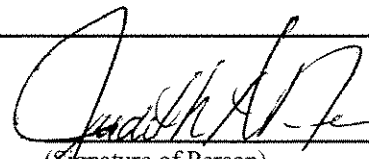
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

By Judith A. Neu
(Name of Person with Fiscal Authority)


(Signature of Person)

CITY ENGINEER
(Title of Person Signing)

April 12, 2002
(Date)

Please remember to include the required 8 1/2" x 11" black and white map for you project

Completed applications consist of 1 original and 2 copies of pages 1-5 plus attachments. Applications must be submitted to the appropriate WisDOT District office or postmarked with an official Post Office date stamp (private postage meter stamp will not be acceptable after deadline) ***by Friday, April 12, 2002*** **to be eligible for funding.**

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

12. a) Bicycle and/or Pedestrian Facilities:

The City, in cooperation with the Downtown West Bend Association, plans to rehabilitate a 280 foot long enclosed bridge and alley corridor as described in Question 8.

- The City of West Bend has a bicycle/pedestrian plan as a component of our Park and Open Space Plan.
- Bicycle/Pedestrian Projects:
  - Green Tree Pedestrian/Bike path connected Green Tree School to new 18th Avenue ± 1/10th mile
  - 18th Avenue, Park to Jefferson, ½ mile road construction project included new combo concrete sidewalk and asphaltic concrete path on the east side of the new road
  - New sidewalk along section of E. Washington Reconstruction in City of West Bend where none existed prior to 1.75 mile reconstruction
  - Riverwalk IV, a ½mile addition to City's Riverwalk stretching from Park Avenue to Roosevelt Drive.
  - Paradise Drive Reconstruction, Continental to Main (various projects), and Main Street Reconstruction, Humar to Paradise Drive, added 1.8 miles of new sidewalk under various contracts
  - Sidewalk installed in all new subdivisions
  - Deer Ridge Path, Deer Ridge Drive to hiking trails in Ridge Run County Park, 240 feet.
  - S. River Road, Gatewood Drive to Washington Street, combo concrete sidewalk and asphaltic concrete path ½ mile
  - Ice Age Trail Additions, Washington Street towards Park Avenue, (± ¼ mile), and Park Avenue to Beaver Dam Road (± 1 mile)
- Non-Project Bicycle and Pedestrian Efforts:
  - Police Department sponsors annual bike safety rodeo/jamboree
  - Ice cream cone give-away to bicyclists with helmets
  - Home show booth with safety information available
  - Officers on bicycles: patrol area such as the Riverwalk/Parks and Downtown
  - Bike safety discussions with kids at Boys/Girls Club
  - Mountain Biking/Bicycle Safety classes through Park/Rec Department
  - Bicycle racks at Library, major parks, and downtown
- West Bend charges property owners for 100% of the cost of new concrete sidewalk installation along their street frontage. We have not assessed for asphaltic concrete sidewalks or for trails/paths that are not located along a dedicated street.

12. b) Historic Related Projects - N/A

12. c) Landscaping/Streetscaping projects - N/A

12. d) How much use/impact will the proposed facility have on an annual basis?

We project that pedestrian usage of the enclosed bridge will increase by 250%, from a current average of 30 pedestrians per day to over 100 pedestrians per day as a result of our enhancement project. This translates into 36,500 pedestrians using the bridge on an annual basis after it is improved.

The amount of people using the bridge for work, shopping and school trips will increase because of the bridge's enhanced aesthetic appeal, weather durability, signing and safety supplements. According to two recent informal surveys of bridge users, reasons for not using the bridge include, "my customers and employees park elsewhere", "too scary!", "icy in winter" and "(it is) dark, dirty and a teen hangout".

The covered bridge is a key component to continued economic development in the downtown area. The downtown area hosts a diverse mix of retail, service and restaurant businesses. The area currently has several vacancies waiting to be filled by additional small businesses to add to this mix. However, there is limited parking on the street in the downtown corridor.

The majority of downtown shoppers and employees attempt to park directly in front of their destination. This creates traffic congestion, parking shortages and safety issues downtown. The city does own two large public parking lots, east of the Milwaukee River and adjacent to the bridge, which are currently under-utilized. The covered bridge serves as the scenic connector to the downtown area for workers, customers, visitors, and Riverwalk users. (A scenic Riverwalk passes right under the bridge.) In our efforts to attract new small businesses and for all downtown businesses trying to attract employees and customers, the bridge's link to available parking, and to pedestrians from the Riverwalk, is critical. Efficient use of this vital infrastructure asset is now in jeopardy as the connector bridge has become dirty and unsafe. There are problems with lighting in the bridge and in the entries, and with water leakage, which creates wet and slippery conditions in warm weather, and icy conditions in cold weather. To continue to make efficient use of this asset, a makeover is needed. The bridge makeover is a key to the downtown's continued economic development.

Due to its blighted appearance, lack of lighting, potential hiding places and lack of directional signing, people perceive that the bridge is unsafe. It is apparent that people who plan to use the downtown amenities at night avoid the bridge by parking and walking to their destination from other areas. The entrance at the east end of the bridge appears to be a private "back door" entrance to the adjacent building, a retail furniture store. This discourages people from entering the bridge on the east. The entrance to the west end of the bridge, while marked, is not appealing to users because they enter a dark, enclosed alley between two buildings which is perceived as being unsafe. This project will improve these perceptions by making the bridge appear safer and more accessible to the general public. We believe that increased confidence in the safety of the bridge and improved signing will encourage people to use it day and night and entice people who live, work and shop in the area to walk to their destination rather than driving.

Due to deterioration that has occurred through the years, ice forms on the walkway and salt that is scattered to remedy the problem has caused the metal to rust. Some pedestrians avoid using the bridge during the winter because of the icing, especially the elderly residents of a nearby assisted-living facility. Many of these residents do not own vehicles and rely on walking for shopping and recreation. The proposed improvements will remedy these problems by eliminating safety risks caused by weather.

There are two major downtown redevelopment projects in the areas directly east and north of the enclosed bridge that will add to the bridge usage. These projects are both mixed-use developments composed of residential, office and commercial uses. One of the projects, Tax Incremental Finance District # 5, is currently underway in the Wisconsin Street area. A 52-unit assisted living facility has already been created out of a former industrial building. An additional 224 new dwelling units will be built in the next two years and 14,000 square feet of commercial space is planned. The other project is the proposed redevelopment of the former West Bend Company complex. A study completed in 2001 by the West Bend Economic Development Corporation recommended that this 27-acre, 900,000 square foot site be redeveloped to contain 140,000 square feet of residential use area, 29,000 square feet of recreational use area, 14,000 square feet of industrial use area, 75,000 square feet of commercial area, 35,000 square feet of high tech use area and possibly a high speed rail station (if the adjacent railroad right of way is selected for the high speed rail corridor). The increase in activity and the addition of new residents and workers to the downtown area as a result of these two redevelopment projects will be significant. Improving the bridge presents a valuable opportunity to encourage pedestrian movement by showing that there is a quick, safe and enjoyable way to walk to downtown.

Downtown West Bend is a member of the Wisconsin Main Street Program. This program is dedicated to the historical preservation of Wisconsin Downtowns and provides valuable support to revitalization strategies and planning in these communities. As part of the Main Street program, many special events are held in the downtown each year to promote the area as a community center, to preserve its historical integrity and to promote tourism and economic development. These events include a weekly Farmer's Market, River Jam, Germanfest, Riverwalk Art Fair, Maxwell Street Day and several parades. A makeover of the bridge would continue a scenic view of the historic downtown, provide a vital pedestrian connection and continue to support efficient vehicular traffic flow through this center "hub" of West Bend.

The improved bridge will attract users because it is a wonderful scenic resource. The glass enclosure offers a unique view of the Milwaukee River's flora, fauna and urban improvements along the Riverwalk, while sheltering users from the weather. Recreational usage of the bridge will increase by installing signage on the City's adjacent 3.1-mile Riverwalk to create awareness of the bridge as part of a larger pedestrian route.

It has become apparent that people who intend to be in the downtown area after dark purposely park in areas away from this bridge so that they do not need to use it at night. We believe that if we improve the aesthetics of the bridge, add lighting and other safety enhancements, we will greatly improve usage of the bridge by current customers, employees, and residents. The enhancements, plus improved directional signage, will also increase usage by new residents, visitors, Riverwalk users, and employees in the downtown, both day and night. The improved bridge will encourage people who live, work, and shop in the area to use the available parking and walk to their destinations. This will have a positive effect on both the historic/scenic image and the economic development of the downtown district.

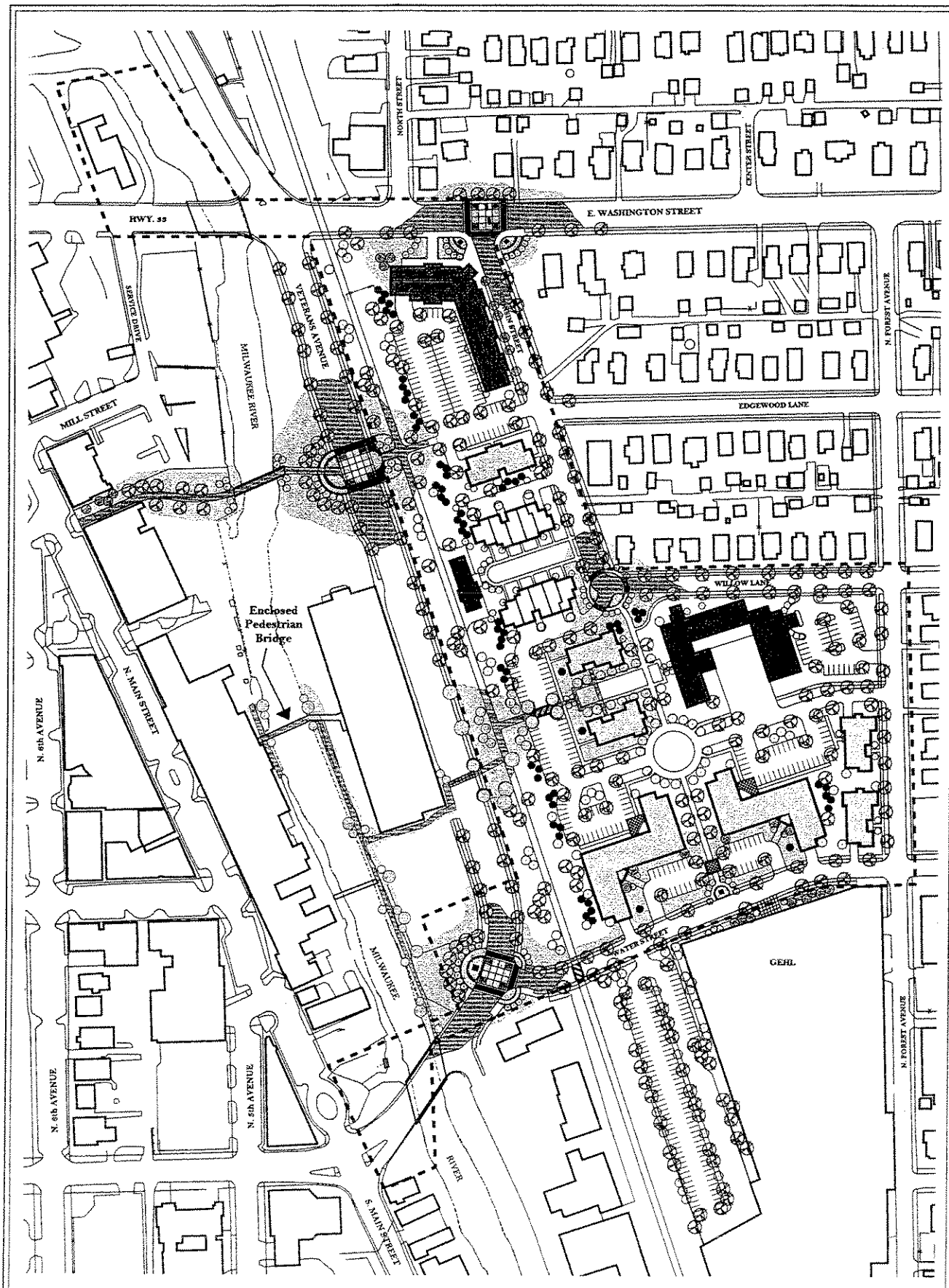
12. e)

The enclosed bridge is an important link in the City's pedestrian and bicycle plan because it is centrally located in the City's downtown. It is directly accessible from the City's 3.1-mile Riverwalk. The Riverwalk, in turn, is connected to the City's extensive sidewalk system. In the future, the Riverwalk may be connected to the Ice Age Trail and a Rails-to-Trails corridor, creating a regional pedestrian and bicycle route. Increasing the awareness and usage of the bridge will also increase the awareness and usage of the Riverwalk.

This project is related to Wisconsin's multi-modal transportation system because there is a Washington County Commuter Express bus stop located along Veterans Avenue, approximately 500 feet from the bridge. Commuters can use the bridge to walk to the bus stop, or to do shopping and recreational activities before or after work.

There is a perceived, although not real, parking problem in the City's downtown area. By making the bridge safer and aesthetically appealing to pedestrians, as well as increasing the public's awareness of its existence, we can significantly increase its usage and the usage of the adjacent public parking lots.

The Canadian National railroad corridor through West Bend is located only 300 feet from the bridge. According to the State's plans, the corridor will be converted to a Rails-to-Trails by the Department of Natural Resources or a high-speed rail service by the Department of Transportation. Bridge usage will be increased by either of these plans because of the added activity. A Rails-to-Trails would complement the existing pedestrian and bicycle circulation plan, and high-speed rail service would probably have a train station located ½-mile away at the West Bend Company redevelopment site. People using both of these facilities would rely on the bridge to reach the downtown's shopping, restaurants and entertainment venues.



TIF District #5

Conceptual Redevelopment Plan

City of West Bend, Wisconsin

160 0 160 Feet

City of West Bend

Redevelopment Plan by HNTB
Date: December 4, 2000
Revisions: December 6, 2000
GIS Conversion/Mapping by Jeff Muenkel
Department of Community Development
January 30, 2001

Facilities for Bicycles & Pedestrians

DISTRICT 3: MPO RANKINGS

Brown County Planning Commission

ID #	PROJECT NAME	FED SHARE	RANK
3b01	**South Broadway Avenue Bicycle Lanes**	**$ 314,496**	**1 of 7**
3b02	**Baird Creek Parkway - Pedestrian & Bicycle Trail**	**$ 384,000**	**2 of 7**
3b03	**East River Trail Extension**	**$ 271,395**	**3 of 7**
3b04	**East River Trail Phase III**	**$ 168,000**	**4 of 7**
3b05	**Fox River West - Bicycle Pedestrian Trail**	**$ 233,616**	**5 of 7**

East Central Wisconsin Regional Planning Commission

ID #	PROJECT NAME	FED SHARE	RANK
3b06	**Greenville Pedestrian / Bike Trail Phase I**	**$ 480,000**	**1 of 4**
3b07	**US 10 Trail Extension**	**$ 933,109**	**2 of 4**
3b08	**Stone Bridge Trail.**	**$ 80,000**	**4 of 4**

Sheboygan Bay-Lake Regional Planning Commission

ID #	PROJECT NAME	FED SHARE	RANK
3b09	**South Pier Riverfront Promenade**	**$ 1,202,700**	

ID#: 3b01
Program: TE, STP-D

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: South Broadway Avenue Bicycle Lanes
PUBLIC SPONSOR: Village of Ashwaubenon
DISTRICT: 3
MPO: Brown County Planning Commission

FFY	2003	2004	2005	TOTAL
Public:	$0	$78,624	$0	$78,624
Federal:	$0	$314,496	$0	$314,496
Total:	$	~~$393,120~~ 351,000	$0	$393,120 <$300,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

1.65 avg

Strengths	Weaknesses
lots MPO	acquisition not complete
need for bike lane - truck traffic	no ADT counts

Comments: _____

OVERALL RANKING: 1 X 2 ____ 3 ____ 4 ____ 5 ____
High Priority Low Priority

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

FEB 12 P 1:31

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)

WISDOT-DIST 3

1. Project Name: SOUTH BROADWAY AVENUE BICYCLE LANES

2. Project Location: Municipality: ASHWAUBENON County: BROWN
   Street Address of Project (if applicable): _____
   Describe location and boundaries of the project: CORMIER ROAD TO ASHWAUBENON CREEK

3. Name of the MPO the project is represented by: BROWN COUNTY PLANNING
   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: ASHWAUBENON
   Indicate Sponsor Type: ☐ State ☐ County ☐ City ☒ Village ☐ Town ☐ Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency:

Name: Jerry Lopas	Title: Village Engineer
Address: 2155 Holmgren Way	Phone: (920) 492-2308
Municipality: Ashwaubenon	State: WI Zip: 54304-4605
FAX: (920) 492-2341	E-mail: jlopas@ashwaubenon.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:

- ☒ Provision of facilities for pedestrians/bicycles
- ☐ Provision of safety and educational activities for pedestrians & bicyclists
- ☐ Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- ☐ * Historic Preservation
- ☐ * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals)
- ☐ Establishment of transportation museums
- ☐ Acquisition of scenic easements and scenic or historic sites
- ☐ Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- ☐ Landscaping and other scenic beautification
- ☐ Control and removal of outdoor advertising
- ☐ Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity
- ☐ 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 South Broadway bike lanes, between Cormier Road and the Ashwaubenon Creek, joins Ashwaubenon, Green Bay and DePere, with a safe bicycle corridor. This link, of 1.6 miles, is the last integral part to a bike corridor for the west side of the Fox River. Truck Traffic generated from the existing industrial development along the west side of South Broadway has created a need for designated bike lanes. This need will become crucial with the Village's redevelopment along the Fox River. The redevelopment project will create additional points of destination besides the National Railroad Museum and Ashwaubomay Park currently located along South Broadway.

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	$	$ 42,120	$
Real Estate		$ -0-	$
Construction		$ 351,000	$
System Planning (STP-D Only)		$	$
TOTAL	$	$ 393,120	$
Percentage of Public Sponor Funds: 20 %		$ 78,624	$
Percentage of Federal Funds: 80 %		$ 314,496	$
TOTAL	$	$ 393,120	$

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

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

P.E./Design/Planning July 2003

Real Estate ----

Construction Aug/Sept 2003

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13. I have read and understood the above statements.

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

By Ted Pamperin
(Name of Person with Fiscal Authority)

Ted Pamperin
(Signature of Person)

Village President
(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 --

The South Broadway project from Cormier Road to the City of DePere will be the culmination of a bike corridor along the west side of the Fox River from the City of Green Bay, through the Village of Ashwaubenon to the City of DePere. Bike lanes were constructed as part of the Broadway project from the City of Green Bay to Cormier Road in the year 2001. The City of DePere constructed bike lanes up to South Broadway as part of the reconstruction of Fort Howard Avenue in 1999. This corridor represents one of two north/south urban routes for the west side of the Fox River. This route has also been designated as part of the Brown County Bicycle and Pedestrian Plan. In addition to being a north/south corridor, the Broadway bike lanes will also connect with the east/west bike lanes of Hansen Road.

Land use adjacent to the project is mixed. Located along this section of Broadway (County Trunk H) are an industrial laundry, the County Recycling Center, a heavy equipment supplier, and a nationally recognized trucking firm. Trucks represent a high percentage of total traffic volume along this section of South Broadway. Along with high truck volumes, this section of South Broadway has two major points of designation: the National Railroad Museum and Ashwaubomay Park.

The need for bike lanes will become more crucial as the redevelopment of the riverfront begins in earnest. The Village is in the process of purchasing property along the east side of South Broadway. The proposed redevelopment of the existing marina property includes condominiums, office space and a hotel and conference center. As part of the redevelopment, Broadway will be converted from two lane rural section to a two lane urban section with curb and gutter.

The Village of Ashwaubenon is guided by the Brown County Bicycle and Pedestrian Plan

Update. The first plan was developed in 1994 with the current plan updated in 1998. This document is used as a guide for bicycle and pedestrian accommodations on all new and reconstructed roadway projects.

Several bicycle and pedestrian systems have been added to the Village of Ashwaubenon over the past five years. The projects have included bike lanes and bike paths as part of a roadway redevelopment project, bicycle and pedestrian pathways adjacent to conservancy areas, and internal pathways in Village parks

The Hansen Road bike lanes are .75 miles and provide an east-west connection to the Broadway Bicycle and Pedestrian system. The North Broadway bike lanes and sidewalk system is .66 miles. The Packerland Drive Pathway is 2 miles and connects to the Green Bay sidewalk

System on the north.

The Waube Lane Conservancy bicycle and pedestrian pathway is 1.2 miles and connects to the West Main pathway, which is .4 miles. Several Village parks have internal pathway systems including: Hidden Valley pedestrian nature path which is 1 mile, Sherwood Forest pedestrian nature path which is 1 mile, Waterford Park paved bicycle and pedestrian path which is .50 miles, Pioneer Park paved bicycle and pedestrian path which is .25 miles and Ashwaubomay Park which has 1 mile of sidewalk and bicycle lanes.

The Ashwaubenon Parks, Recreation and Forestry Department and the Public Safety Department have offered extensive education and recreation programs over the past

several years to promote safe bicycling in the community. Each year in May the public safety department holds their Bike Rodeo. The public safety department has also hosted and attended the Enforcement for Bicycle Safety Course offered through the Department of Transportation. They also have several bicycle patrol officers.

The parks and recreation department offers extensive educational programming which includes: Effective Cycling courses, Family Bicycling Education, Bike Camp and "Bicycling is a Breeze: for adults. We have also promoted Bike to Work Day and the Brown County Bike Week events. Recreational bicycle programming has also been offered through our sponsorship of the Mohican – Mountain Bay Bicycle Ride and Railroad Heritage Bicycle Tour. The Village has always offered extensive bicycle education and recreation programs to our residents and will continue to in the future.

VILLAGE OF ASHWAUBENON

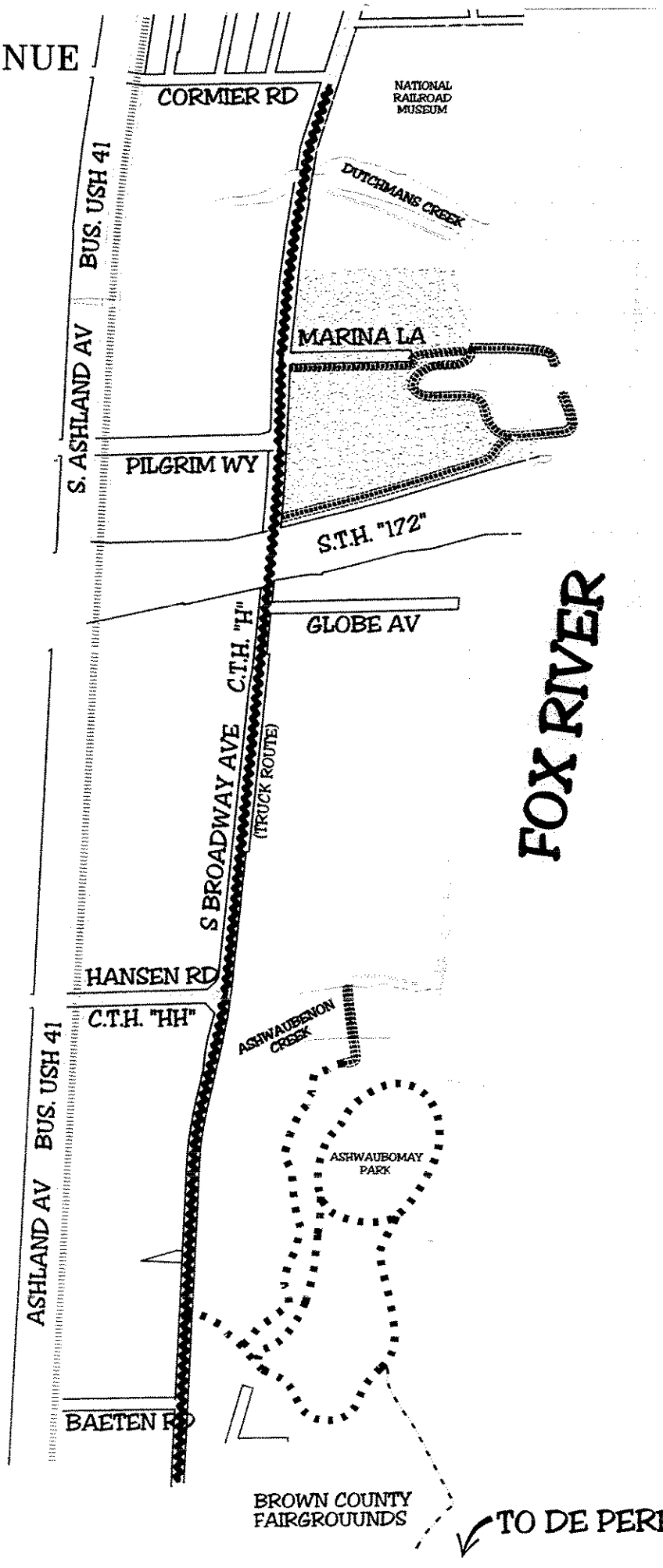
SOUTH BROADWAY AVENUE BICYCLE LANES

APRIL 9, 2002

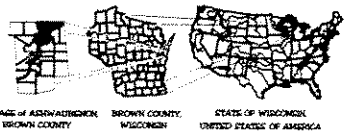
SCALE: 1" = 900'

LEGEND

- S. BROADWAY AVE. PROPOSED BICYCLE LANES (GRANT APPLICATION)
- EXISTING BICYCLE LANES
- RIVERFRONT DEVELOPMENT PATH
- PROPOSED RIVERFRONT PATHS
- PLANNED PATH CONNECTON TO BROWN COUNTY FAIRGROUNDS
- EXISTING PARK PATHS
- RAILROAD TRACKS
- RAILROAD RIGHT-OF-WAY
- ROAD RIGHT-OF-WAY
- WATER FEATURE
- PROPOSED RIVERFRONT REDEVELOPMENT



THIS DATA IS ONLY AS ACCURATE AS TO THE BEST OF OUR KNOWLEDGE AT THE TIME OF ORIGINAL CREATION. THE DATA IS TO BE USED FOR REFERENCE PURPOSES ONLY. THE VILLAGE OF ASHWAUBENON IS NOT RESPONSIBLE FOR ANY INACCURACIES.



PUBLIC WORKS DEPARTMENT

FRANCINE R. SANDERS

ID#: 3b02
Program: TE, STP-D

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Baird Creek Parkway - Pedestrian & Bicycle Trail
PUBLIC SPONSOR: City of Green Bay
DISTRICT: 3
MPO: Brown County Planning Commission

FFY	2003	2004	2005	TOTAL
Public:	$0	$96,000	$0	$96,000
Federal:	$0	$384,000	$0	$384,000
Total:	$	$480,000	$0	$480,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.55 avg

Strengths

2 of 7 MPO
Baird Creek bridge footings already there
links schools to community Natural Area

Weaknesses

Comments:

OVERALL RANKING: 1____ 2__X__ 3____ 4____ 5____
High Priority Low Priority

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

'12 A 11:10

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)

DOT-DIST

1. Project Name: Baird Creek Parkway - Pedestrian & Bicycle Trail

2. Project Location: Municipality: Green Bay County: Brown
   Street Address of Project (if applicable): _____
   Describe location and boundaries of the project: The Baird Creek Parkway is located on the east side of Green Bay. The limits of the project are from Danz Avenue to Baird Creek Road(see attached map).

3. Name of the MPO the project is represented by: Brown County 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: Green Bay
   Indicate Sponsor Type: ☐ State ☐ County ☒ City ☐ Village ☐ Town ☐ Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency:

   Name: Carl J. Weber, P. E. Title: Director of Public Works
   Address: 100 N. Jefferson Street Phone: (920) 448 - 3100
   Municipality: Green Bay State: WI Zip: 54301
   FAX: (920) 448 - 3102 E-mail: carlwe@ci.green-bay.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:

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

Over twenty years ago, the City of Green Bay began re-evaluating the best use of its waterfront property. In the following years, two waterfront plans were developed. The purpose of this project is to build upon the objectives of these two plans, while addressing the ever expanding demand for pedestrian and bicycle trails. There are four components to this project: a ten foot wide trail, two bridges to cross existing streams, eight bench areas, and safety lighting along the trail.

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		$	$ 54,000	$
Real Estate			$ 0	$
Construction			$426,000	$
System Planning (STP-D Only)			$	$
TOTAL		**$**	**$480,000**	**$**
Percentage of Public Sponor Funds:	20%		$ 96,000	$
Percentage of Federal Funds:	80%		$384,000	$
TOTAL		**$**	**$480,000**	**$**

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 7/03

Real Estate N. A.

Construction 5/04

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.
CJW Accepted.

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

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CJW 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.

CJW 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.

CJW Accepted.

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

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

- Does your community have a bicycle or pedestrian plan?
- Summarize the bicycle and pedestrian projects that you have developed over the past 5 years being sure to include any bicycle and pedestrian projects that have been incorporated into larger street or highway projects (such as paved shoulders and bike lanes). A one-sentence description including the project length is sufficient.
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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.

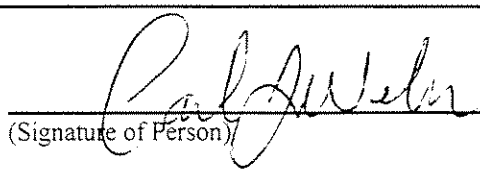
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

By Carl J. Weber
(Name of Person with Fiscal Authority)


(Signature of Person)

Director of Public Works
(Title of Person Signing)

April 12, 2002
(Date)

Please remember to include the required* 8 1/2" x 11" *black and white map for you project

Completed applications consist of 1 original and 2 copies of pages 1-5 plus attachments. Applications must be submitted to the appropriate WisDOT District office or postmarked with an official Post Office date stamp (private postage meter stamp will not be acceptable after deadline) ***by Friday, April 12, 2002*** **to be eligible for funding.**

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

BAIRD CREEK PARKWAY EXTENSION – PEDESTRIAL & BICYCLE TRAIL
LOCAL TRANSPORTATION ENHANCEMENTS(TE) PROGRAM
SURFACE TRANSPORTATION PROGRAM-DISCRETIONARY(STP-D)

Item 12(a).
PROJECT DETAILS

Bituminous Trail - 10' WIDE: The limits of the new trail are from Danz Avenue to Baird Creek Road in the existing publicly owned Baird Creek Parkway. There is a dirt and gravel trail currently existing at this location. The trail will link to the Baird Creek Trail that ends on the west side of Danz Avenue and is now under development and scheduled to be completed in 2003. Overall, this section of trail will extend approximately 8,100 lineal feet. The trail will provide access to an existing natural area, a series of nature trails, a disc golf course and a chalet/winter sports area. The easterly existing portion of the trail provides linkage to one High School, one Middle School, one Elementary School, three major Streets and three existing Parks. Ultimately the Parkway is proposed to extend to several regional DNR/Brown County Trail Systems.

Bridge: Due to topography and an existing sensitive environmental area, it will be necessary for the trail to cross Baird Creek once. This was anticipated several years ago and the footings for a 60' bridge have already been constructed on site. This project would include the cost of purchasing and placing the 60' bridge on the existing footings. Also, it will be necessary to cross a small feeder stream on the southwesterly part of the Parkway. A small bridge, approximately 20', will be necessary to accomplish this. Footings have not been provided for this bridge, therefore, they will need to be included as part of the project.

Bench/rest Areas: Construct eight simple, but heavy duty benches on paved pads,

evenly placed along the trail for users to take a break.

Safety Lighting; Provide approximately 40 security lights through our local Wisconsin Public Service.

- Existing Plans: The three following locally adopted plans all address bike and pedestrian trails. *the Brown County Bicycle and Pedestrian Plan, the Green Bay Park Recreation and Open Space Plan* and, *the Green Bay Comprehensive Waterfront Plan.*

- Recent Projects: In the past 5 years, formal paved trails have been installed as follows - the Fox River from Mason Street to Crooks Street(1,724'), the Fox River from City limits to Mason Street(3,835'), the Fox River from Crooks Street to Stuart Street(in progress – 1,091'), Baird Creek from the East River to Danz Avenue(in progress - 7,041'). Three streets were reconstructed with bike lanes - Huron Road(6,900'), Main Street(2,400'), and Bay Settlement Road(3,700'). In addition, the Main Street Bridge over the Fox River was reconstructed in 1998 with bicycle lanes.

- Non Project Bicycle/Pedestrian Efforts: The City is actively promoting biking through various programs including bike rodeos, bike safety courses and free bike registration. The City also has 18 Community Officers that patrol on bicycle.

- The City does assess for sidewalks

Itemized Estimate:

1. 8,100' of bituminous surface	$280,000
2. 60' bridge including installation	$ 53,000

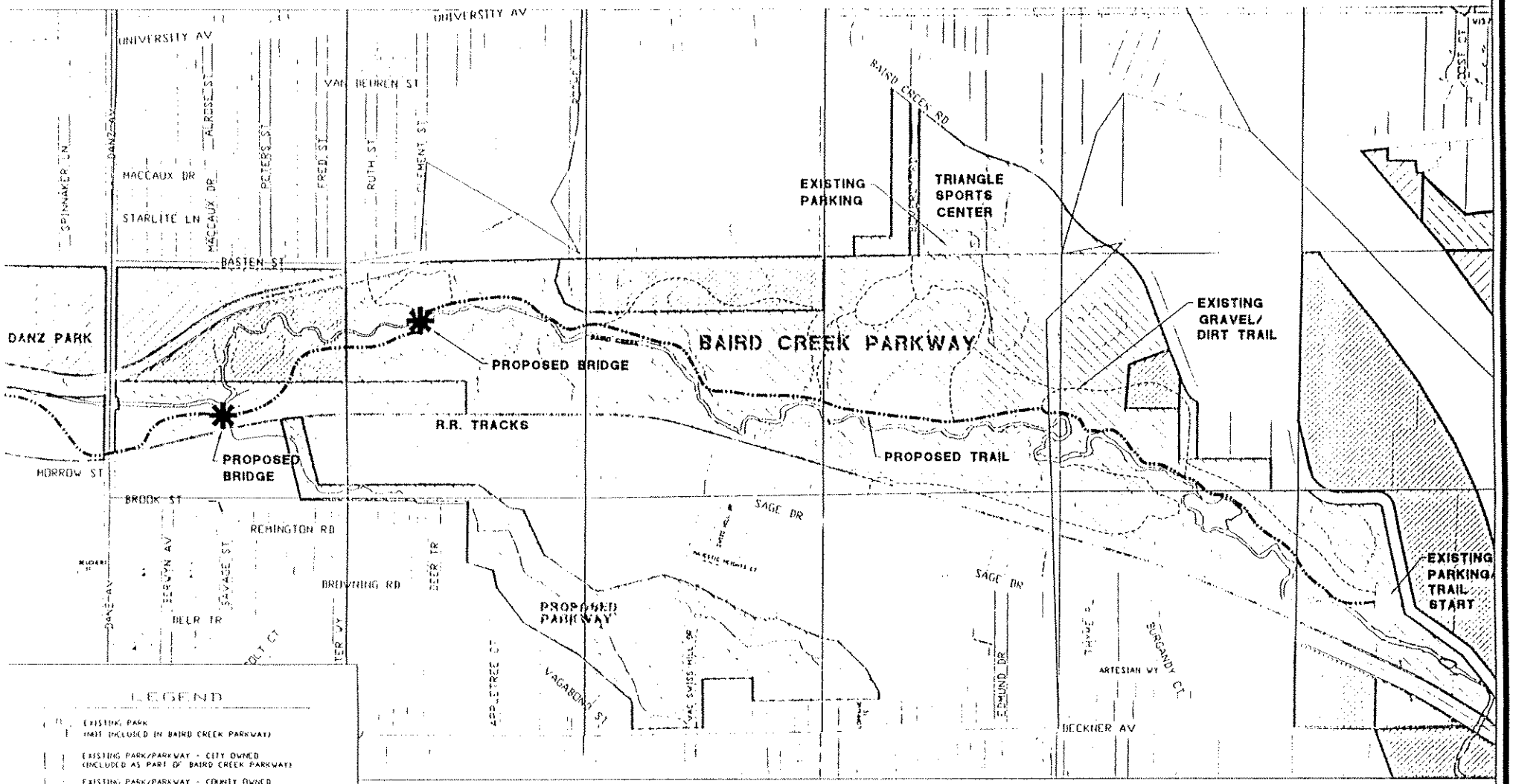
3. 20' bridge including footings & installation		$ 50,000
4. 8 benches & pads		$ 10,000
5. 40 Security lights including wiring		$ 33,000
	TOTAL	**$426,000**

Item 12(d).

Usage/Impact: This trail will link a number of Schools to a major Community Natural Area. Therefore, it is expected that there will be significant use of the trail as soon as this section is completed. Future plans for this system include the ultimate connection of the trail with the Central Business District and the East City limits. When this takes place, it is anticipated that the trail will be extensively used. This use will include recreational as well as school, work and shopping commuting. Overall, it is anticipated that this trail system will be heavily used because a recent Brown County survey has shown extensive use of a similar new trail from the south City limits to the Central Business District.

Item 12(e).

Other Project Benefits: In essence, the proposed trail will eventually be part of the main east/west pedestrian/ bike corridor on Green Bay's East side. The uniqueness of this project comes from the fact that it not only has potential to ultimately connect to the Central Business District but also to an existing regional trail that goes south from the Central Business District to Greenleaf, Wisconsin. Long range plans also include that this trail system will link to a west side Green Bay trail that would connect to the existing multi jurisdictional Mountain Bay Trail.



LEGEND

- EXISTING PARK (NOT INCLUDED IN BAIRD CREEK PARKWAY)
- EXISTING PARK/PARKWAY - CITY OWNED (INCLUDED AS PART OF BAIRD CREEK PARKWAY)
- EXISTING PARK/PARKWAY - COUNTY OWNED (INCLUDED AS PART OF BAIRD CREEK PARKWAY)
- PROPOSED PARK/ PARKWAY
- WATER FEATURE
- ROADS
- EXISTING GRAVEL /DIRT TRAILS
- PROPOSED TRAIL

GREEN BAY PARKS, RECREATION, AND FORESTRY DEPARTMENT

BAIRD CREEK PARKWAY

EXISTING CONDITIONS: DANZ TO I-43

NORTH

SCALE: 1"=600'-0"

0 400' 800' 1600'

DATE DRAWN: AUGUST 1999
LAST REVISION: APRIL 2002

PAGE 1 OF 1

BCTRI102

ID#: **3b03**
Program: **TE, STP-D**

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: East River Trail Extension
PUBLIC SPONSOR: Town of Ledgeview
DISTRICT: 3
MPO: Brown County Planning Commission

FFY	2003	2004	2005	TOTAL
Public:	$9,459	$58,390	$0	$67,849
Federal:	$37,837	$233,558	$0	$271,395
Total:	$47,296	$291,948	$0	$339,244

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.6 avg

Strengths 3 of 7 **Weaknesses** extends trail to proposed residential areas

Comments:

OVERALL RANKING: 1____ 2____ 3__X__ 4____ 5____
High Priority Low Priority

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

2002 APR 11 P 2:08

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)

WISDOT-DIST 3

1. Project Name: East River Trail Extension

2. Project Location: Municipality: Town of Ledgeview County: Brown
   Street Address of Project (if applicable):
   Describe location and boundaries of the project: Extension of existing trail from the Town of Ledgeview, Ledgeview Road to the connection with the City of De Pere--See enclosed map.

3. Name of the MPO the project is represented by: Brown County
   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 Ledgeview
   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: Kathy Ambrosius Title: Town Clerk
   Address: 3700 Dickinson Road Phone: (920) 336-3360 Ext. 104
   Municipality: Town of Ledgeview State: WI Zip: 54115
   FAX: (920) 336-8517 E-mail: K-ambrosius@new.rr.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:***

[X] Local Transportation Enhancements (TE) Program

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

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

[X] 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:

- [X] 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.)

Construction of a 12' wide asphalt paved, multi-purpose bicycle/pedestrian facility, approximately 1.5 miles long. Connection to current City of DePere portion of East River Trail providing additional transportation length to the existing trail into a major portion of the Town of Ledgeview.

This section of the trail falls within the proposed extension of the East River trail as described in the Brown County Comprehensive Park and Recreation Plan and the Town of Ledgeview Comprehensive Park and Recreation Plan.

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	FY 2004	FY 2005
	(If Available)	(Begins 7/1/03)	(Begins 7/1/04)
Preliminary Engineering/Design	$ 47,296	$	$
Real Estate		$	$
Construction		$ 291,948	$
System Planning (STP-D Only)		$	$
TOTAL	$ 47,296	$ 291,948	$
Percentage of Public Sponor Funds: 20 %	9,459	$ 58,390	$
Percentage of Federal Funds: 80 %	37,837	$ 233,558	$
TOTAL	$ 47,296	$ 291,948	$

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 7/1/03

Real Estate 1/1/04

Construction 5/1/04

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

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

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.
KA Accepted.

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

KA 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.

KA 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 Ledgeview
(Name of Sponsor)

By Kathy Ambrosius
(Name of Person with Fiscal Authority)

Kathy Ambrosius
(Signature of Person)

Administrator
(Title of Person Signing)

April 4, 2002
(Date)

Please remember to include the <u>required</u> 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 --

East River Trail Extension (Le Brun Street to Ledgeview Road)

A. **Project Proposal:** The proposed project entails the construction of a separated bicycle/pedestrian trail (path) that will extend from the southern terminus of the existing East River Trail. The extension will begin at the border with the City of De Pere and extend in a southerly direction to Ledgeview Road, in the town of Ledgeview. The trail length is approximately 1.5 miles, constructed to a width of 12-feet, and paved with asphalt.

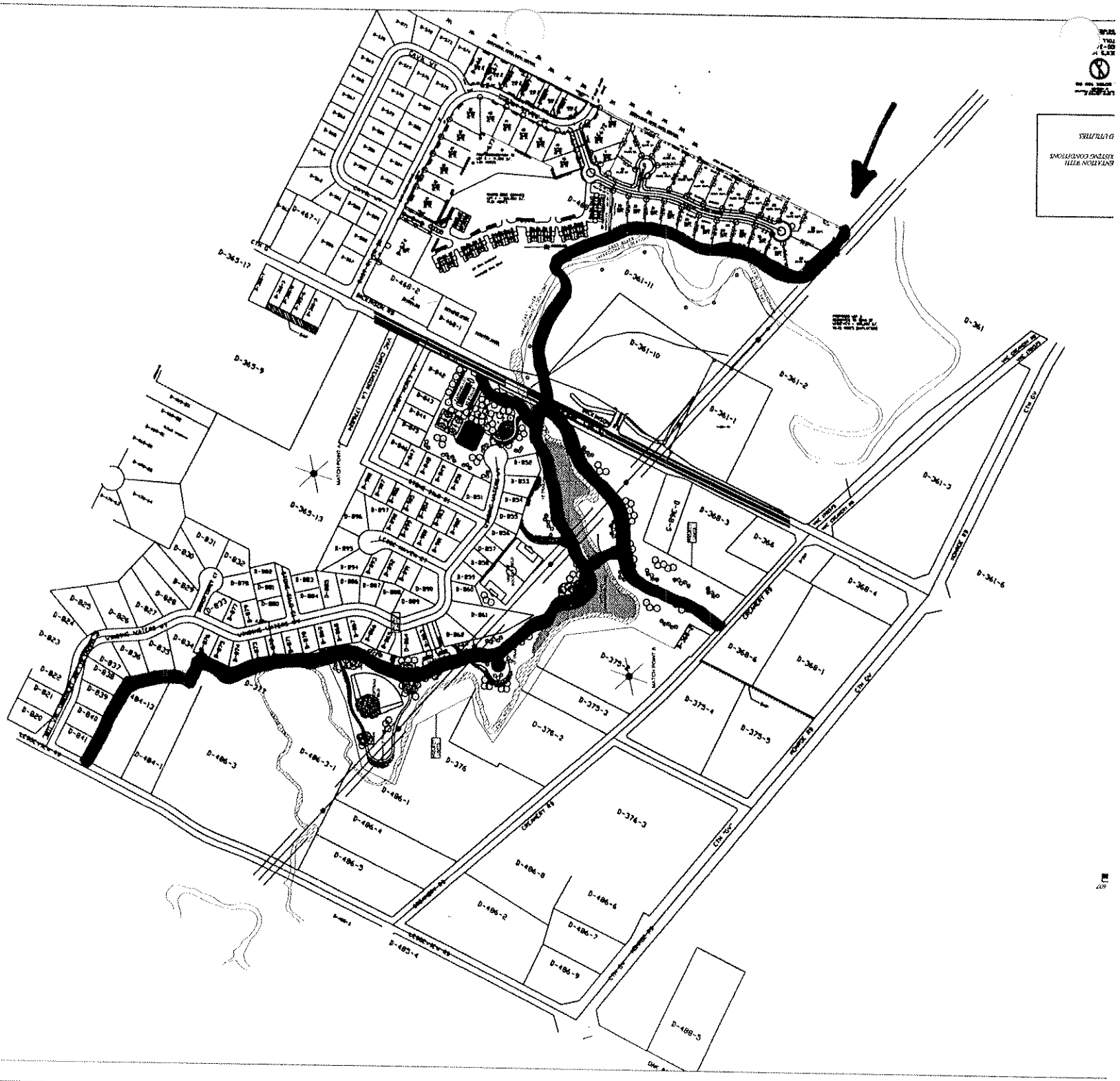
B. **Relationship to Wisconsin's surface transportation system:** The East River Trail Extension will directly access existing and planned urban residential neighborhoods located in the village of Allouez, the city of De Pere and the town of Ledgeview. The existing East River Trail is located in the village of Allouez and extends from Le Brun Street north, following the East River, crosses the East River via a bicycle/pedestrian bridge where it then connects with the Trail in the town of Bellevue. The trail extension will provide connections between three urban collector streets at Le Brun Street, Dickinson Road (CTH G) and Ledgeview Road. Note: The De Pere and Allouez Trail is being completed by each municipality. These urban collectors provide access directly into the residential, business, and commercial centers located in the city of De Pere, the village of Allouez, and the city of Green Bay. In addition, the existing East River Trail provides direct access to the town of Bellevue bicycle/pedestrian trail system via a bicycle/pedestrian bridge that crosses the East River. The proposed East River Trail Extension is the first phase of a planned two phase project that will eventually link the East River Trail to the Fox River Trail system, providing a continuous trail system within southern Brown County.

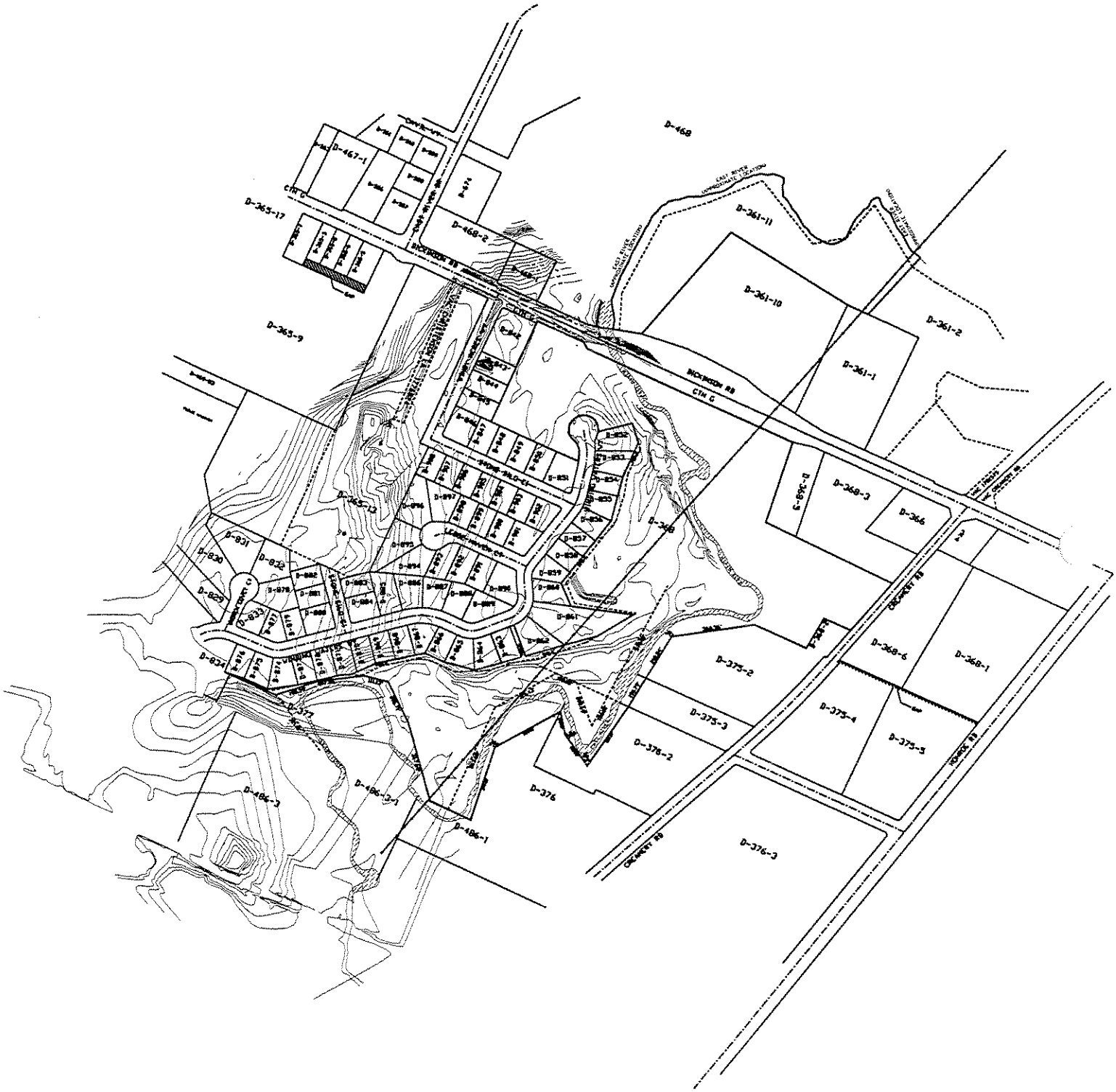
C. **Usage:** This portion of the town of Ledgeview is one of the fastest residential growth areas in the region. Significant commercial and industrial employment centers are also located in the area that will be directly accessed by the trail. A primary reason for the East River Trail

Extension is to allow it to be incorporated into plans for future subdivisions in this part of Ledgeview. The trail also runs through the town's major park/parkway currently being planned for construction in 2003. The existing East River Trail is used extensively for recreation and is also experiencing significant growth as a commuter route due to its connection to the commercial/industrial district in the town of Bellevue located along Allouez Avenue and in the town of Ledgeview adjacent to Dickinson Road. It is anticipated that the trail's use as a commuter route will increase significantly when the trail is extended to the south. The East River Trail, will be traveled by work commuters and others that use the trail for transportation purposes and will remain open between 6:00 a.m. and 11:00 p.m. all week to accommodate commuters. The East River Trail Extension will comply with Americans with Disabilities Act (ADA) standards for recreation and transportation trails, and people that use mobility aids and service animals will be allowed to use them on the trail.

D. **Other Project Benefits:** The existing East River Trail currently ends immediately north of the Allouez/De Pere boundary along Le Brun Street. However, it will be completed up to Ledgeview border in 2002. By its location and design, it is anticipated that the proposed East River Trail extension will safely accommodate a significant amount of use by a wide variety of transportation-and recreation-oriented users. Future plans are to extend the proposed trail to connect with the Fox River Trail north of Rockland Road in De Pere to create a continuous trail system and enable people to travel safely and enjoyably throughout the southern portion of the metropolitan area. This alignment generally follows the floodway boundary along the west side of the East River and avoids all wetlands that have been designated by the Wisconsin Department of Natural Resources (WisDNR). The map also shows how the trail is recommended to parallel a southern bypass highway segment that is scheduled to be constructed by the Brown County Highway Department in 2003 and 2004 before connecting

to the Fox River Trail. The trail extension will provide access to the East River and the recreation facilities planned for the parkway while allowing work commuters and other transportation-oriented trail users to complete their trips quickly and conveniently. The trail extension will be constructed to a width of 12-feet wide to conform with the current American Association of State Highway and Transportation Officials (AASHO) standard for multi-use trails. Users will be able to access the trail at the following locations: Le Brun Street, CTH G (Dickinson Road), Ledgeview Road, Public trail easement in De Pere south of Ledgeview Road, CTH X, CTH PP, Enterprise Drive, Fox River Trail (future Phase II of the project), all public trail easements between subdivision lots, and any other public property that abuts the trail. The public trail easements that are planned will be no more than 500 yards apart to allow several opportunities for people to access the trail. The two trails would be connected by running the East River Trail along the north side of the bypass between the East River and Fox River Trail within the bypass right-of-way. This connection would establish the southern portion of what will eventually become a complete trail loop along th Fox and East Rivers in Ledgeview, De Pere, Allouez, and Green Bay. The East River Trail Extension bicycle facility will meet the stated objectives of *the Wisconsin Bicycle Transportation Plan* including "Expand and improve a statewide network of safe and convenient routes for bicycle transportation and touring, including safe and convenient acces to and through the state's urban areas." Additionally, the proposed facility will meet the objectives of the *Brown County Bicycle and Pedestrian Plan Update* (1998) including; "create a seamless corridor system for bicyclists and pedestrians that will provide a cess to several activity centers throughout the county, " and "create the most direct, desirable routes possible to allow for smooth and efficient bicycle and pedestrian travel."

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