

Wisconsin Department of Transportation (WisDOT)
Statewide Multi-Modal Improvement Program (SMIP) APR -5 A 10: 41

FYs 2004-2005 PROJECT APPLICATION FORM FOR:
Local Transportation Enhancements (TE) Program
Surface Transportation Program-Discretionary (STP-D) SDOT-DIST 3
(Form available in electronic format from WisDOT)

1. Project Name: East River Trail Phase III
2. Project Location: Municipality: Bellevue County: Brown
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: East side of East River from Manderly Way to Hoffman Road.
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: Town of Bellevue, Bellevue
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: Marty Kosobucki Title: Park Director
Address: 2828 Allouez Avenue Phone: (920) 468-5225
Municipality: Bellevue State: WI Zip: 54311
FAX: (920) 468-4196 E-mail: martyk@bellevue-wi.com

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

Name: Todd Taves Title: Town Administrator
Address: 2828 Allouez Avenue Phone: (920) 468-5225
Municipality: Bellevue State: WI Zip: 54311
FAX: (920) 468-4196 E-mail: martyk@bellevue-wi.com

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)
	19,000		
Preliminary Engineering/Design	\$10,000	\$9,000	\$
Real Estate		\$	\$
Construction		\$191,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$10,000	\$200,000	\$
Percentage of Public Sponsor Funds: 20 %	\$2000 3,800	\$40,000 38,200	\$
Percentage of Federal Funds: 80 %	\$8000 15,200	\$160,000 152,600	\$
TOTAL	\$10,000	\$200,000	\$
	19,000	191,000	

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

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

P.E./Design/Planning September 2003

Real Estate _____

Construction May 2004

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

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

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

- a. CA 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. CA 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. CA 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. CA 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. CA 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. CA 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. CA 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 Bellevue
(Name of Sponsor)

By Todd Taves
(Name of Person with Fiscal Authority)

Town Administrator
(Title of Person Signing)



(Signature of Person)

March 10, 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 --

East River Parkway Trail – Phase III

A) What is proposed?

The proposed project is the construction of a 12' wide, 2" thick asphalt multi-purpose trail for the use of pedestrian and bicycle traffic. The trail will run along the East River from Manderly Way to Hoffman Road. Due to lowland areas the trail will run through, segments of 12' wide boardwalk will be constructed.

B) How does the project relate to Wisconsin's surface transportation system and how will it enhance the transportation system?

Although the trail's principal benefit will be recreation, the proposed trail will significantly enhance the transportation system by providing another link to eventually over 4 miles of multi-purpose trail along the East River and connects to over 3 miles of trail in Allouez. This trail system provides pedestrians and bicyclists a safe and attractive alternative to traveling on high traffic, county and local roadways. The trail will be strategically located next to business and residential areas to provide a convenient transportation alternative.

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

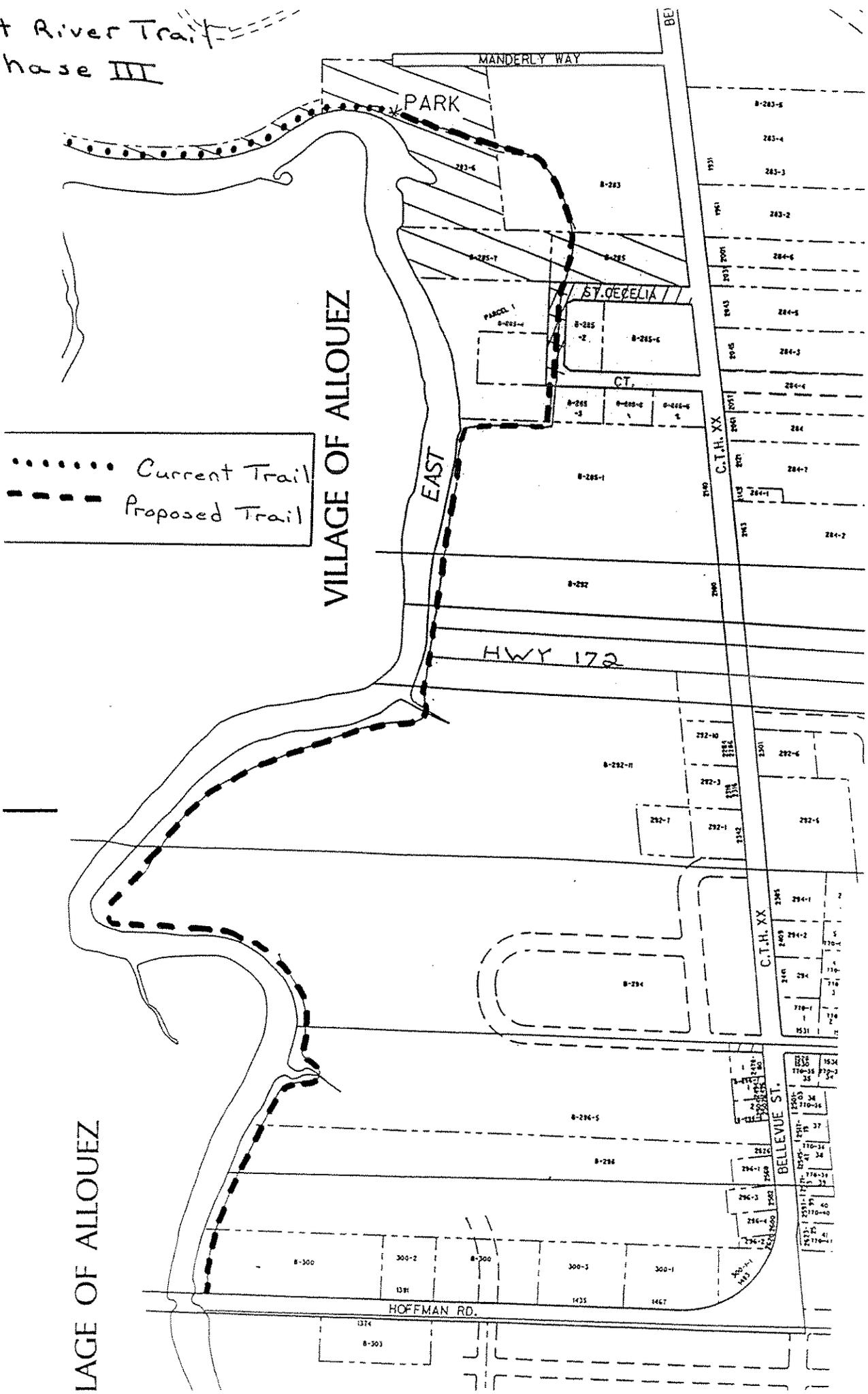
The Town of Bellevue's Comprehensive Outdoor Recreation Plan calls for a multi-purpose trail running along the East River from the northern to southern borders. The proposed trail would be Phase III of four phases in over 4 miles of trail. Once completed the trail will run next to numerous residential areas and business districts, which will provide for significant use other than recreation. Although we are unsure of the exact number of people using our trails we do know they receive significant use through feedback and general observation.

D) Broadly describe other project benefits (not already covered above) related to any of the following – preservation of state historic, environmental and scenic resources, economic development, tourism promotion, safety, etc.

Below is a variety of benefits the proposed trail has on our community and surrounding areas:

- The Town of Bellevue is one of the fastest growing communities in Wisconsin, making it a much-needed candidate for alternative transportation.
- By having publicly owned property along the East River we ensure that these areas will not be developed, which will then provide preservation of natural areas and wildlife habitat. The East River is one of the most scenic areas in the state with an abundance of wildlife and habitat.
- Phase III will indirectly benefit a major cooperative project with the Village of Allouez and City of DePere. It is the intent to provide another bridge crossing in Phase IV of the trail. This bridge would be a cooperative effort with Allouez and DePere to connect all of our trails.

East River Trail
Phase III



..... Current Trail
- - - - - Proposed Trail

VILLAGE OF ALLOQUEZ

HOFFMAN RD.

BELLEVUE ST.

HWY 172

EAST

MANDERLY WAY

PARK

ST. CECELIA CT.

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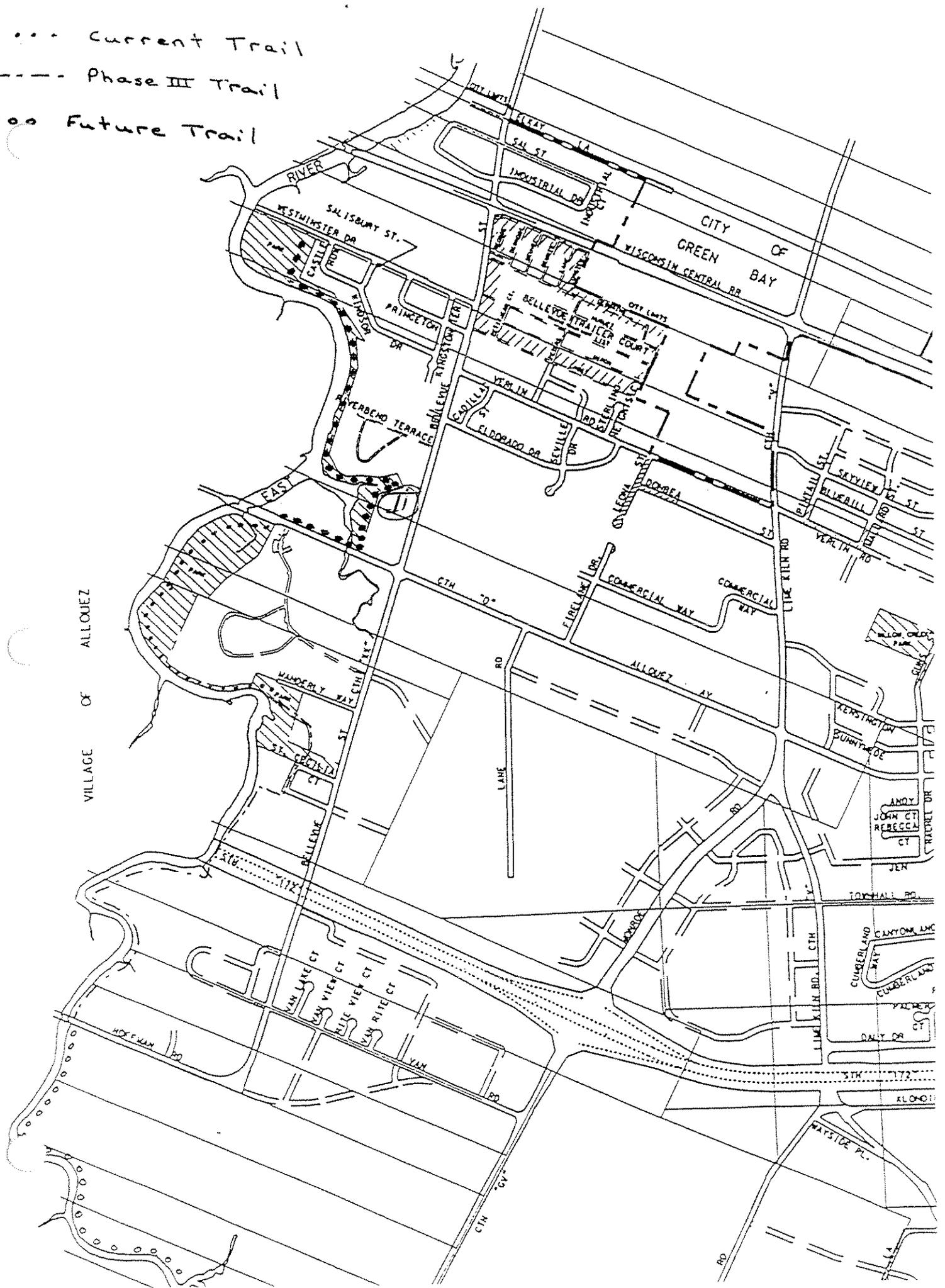
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- ... Current Trail
- Phase III Trail
- ooo Future Trail



VILLAGE OF ALLOUEZ

CITY OF GREEN BAY

CUMBERLAND CANYON AND CUMBERLAND

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)

00000012 P 1:31

SECT-DIST 3

1. Project Name: Fox River West - Bicycle Pedestrian Trail
2. Project Location: Municipality: Ashwaubenon County: Brown
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Trail would begin at the National Railroad Museum in Ashwaubenon and end at Ashwaubomay Park - 2881 S. Broadway.
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: Village of Ashwaubenon, 2155 Holmgren Way
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
2 of 2. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Jerry Lopas Title: Village Engineer
Address: 2155 Holmgren Way Phone: (920) 492-2308
Municipality: Ashwaubenon State: WI Zip: 54313
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:

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

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

Surface Transportation Discretionary Program (STP-D)

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

Indicate which ONE of these categories best identifies your project:

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

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

The Fox River West Trail is a key component in the riverfront redevelopment plan for Ashwaubenon. The Village has an extensive T.I.F. project in this area, which includes redevelopment along the river for residential and light commercial. This project would connect new development via a transportation corridor from Ashwaubomay Park to the National Railroad Museum. This trail would connect to the North Broadway bike lanes and sidewalks and to the south DePere bike lanes and sidewalk system. The corridor would provide an option for the less experienced bicyclists. It would allow them to stay off South Broadway which is a truck route in this area.

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	\$	\$ 27,500	\$ 7,500
Real Estate		\$ -0-	\$ -0-
Construction		\$	\$ 257,019.64
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$ 27,500	\$ 264,519.64
Percentage of Public Sponsor Funds: 20 %		\$ 5,500	\$ 52,903.93
Percentage of Federal Funds: 80 %		\$ 22,000	\$ 211,615.71
TOTAL	\$	\$ 27,500	\$ 264,519.64
		35,000	257,020

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

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

P.E./Design/Planning August 2003

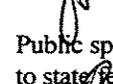
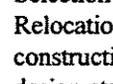
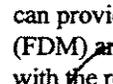
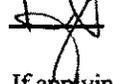
Real Estate _____

Construction April/May 2004

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

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

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

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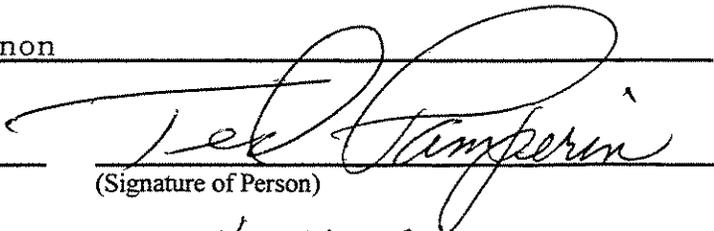
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e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and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



(Signature of Person)

Village President
(Title of Person Signing)

4-10-2002
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

12) The Fox River West transportation trail is a .76 - mile corridor. The trail will connect on the north to the existing bike lanes and sidewalk system on Broadway and on the south to the existing bike lanes and sidewalks on Fort Howard Avenue. Both sections that the trail will connect to do not allow trucks, while the section that will have the riverfront trail does allow trucks. This will provide an option for the less experienced bicyclists that may not feel comfortable on the adjacent bike lanes planned for this section of Broadway (County Hwy H). Due to the fact that eighty percent of bicyclists are considered recreational bicyclists this will be an important connection to encourage all to bicycle in this area.

The trail will also connect two regional recreation facilities, the National Railroad Museum and Ashwaubomay Park. Both facilities will benefit greatly by improved access for bicyclist and pedestrians. There is a limited amount of space at both sites for parking and if we can encourage alternative forms of transportation to the sites this will benefit all. Future planned connections include the continuation of the trail to the Brown County Fairgrounds and eventually through the City of DePere to the Fox River Trail located on the east side of the Fox River.

The trail itself will be ten feet wide with a majority of the path being bituminous, although some sections through the riverfront redevelopment area will be concrete to blend in better. The Village has already received a grant for the development of the internal trail system in this new development. This system will tie into the riverfront trail and also allow trail users access to the development and the marina breakwater path to really get them close to the river.

The trail system will require a bridge to cross Ashwaubenon Creek into Ashwaubomay Park. The bridge will provide a very scenic view of both the Fox River and Ashwaubenon Creek. The bridge development costs are not part of this project and will be covered by a combination of T.I.F., grants and possible bridge aids.

The trail will be located adjacent to the Fox River and provide a clear view of the river and all it's amenities. This will also provide public access to the west side of the Fox River that

presently is not available. The extremely high use of the east side Fox River Trail shows a need for these types of systems in the Green Bay area.

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 several officers 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.

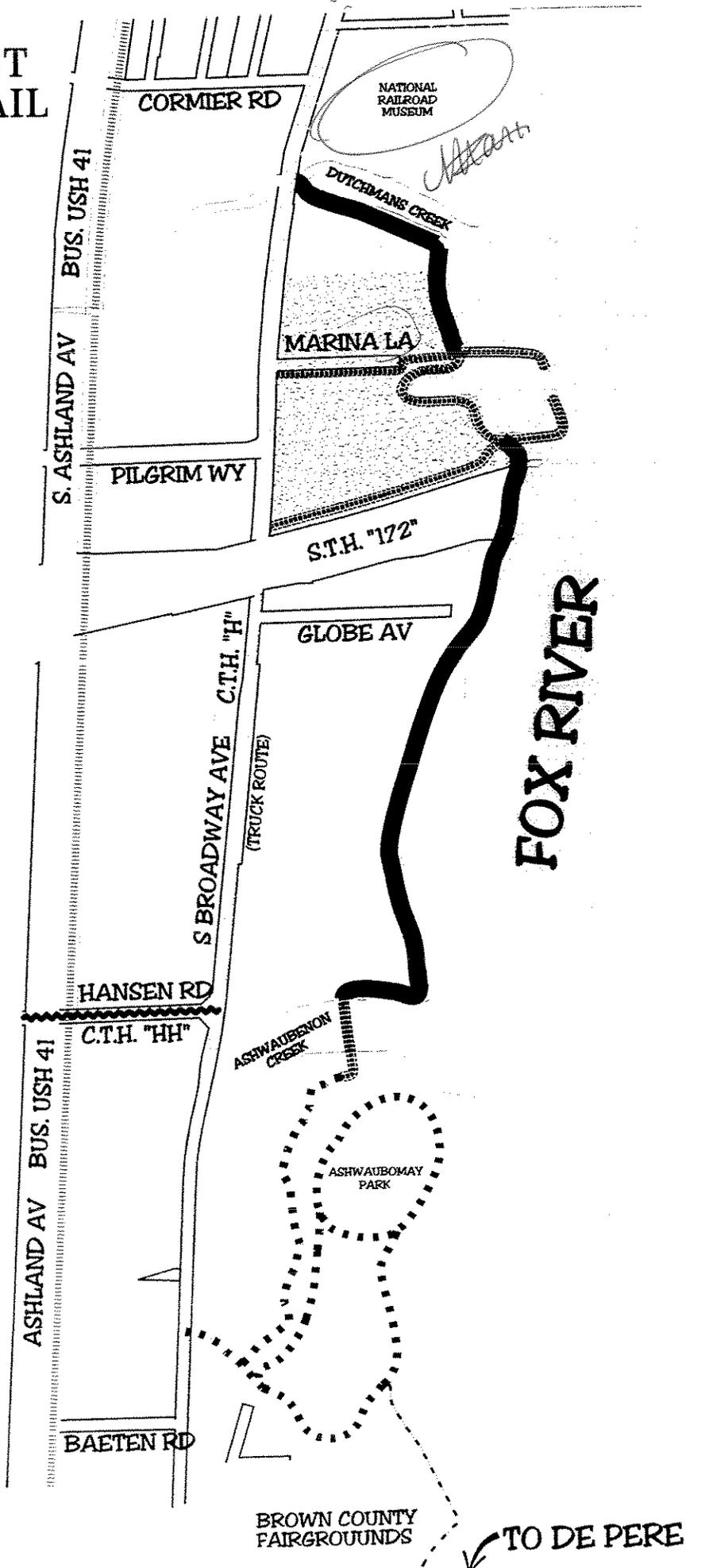
VILLAGE OF ASHWAUBENON
**THE FOX RIVER WEST
 TRANSPORTATION TRAIL**
 APRIL 9, 2002



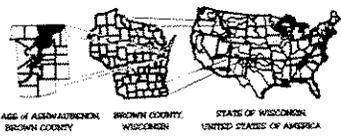
SCALE: 1" = 900'

LEGEND

- PROPOSED RIVERFRONT PATHS (GRANT APPLICATION)
- RIVERFRONT DEVELOPMENT PATH (PREVIOUSLY APPROVED)
- PLANNED PATH CONNECTON TO BROWN COUNTY FAIRGROUNDS
- EXISTING PARK PATHS
- SUBSTANDARD EXISTING BICYCLE LANES (S. BROADWAY AVE)
- EXISTING BICYCLE LANES (HANSEN RD)
- 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 K. SANDERS
 VILLAGE OF ASHWAUBONEN

BROWN COUNTY FAIRGROUNDS
 TO DE PERE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Greenville Pedestrian / Bike Trail Phase I
PUBLIC SPONSOR: Town of Greenville
DISTRICT: 3
MPO: East Central Wisconsin RPC

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$20,000	\$100,000	\$120,000
Federal:	\$0	\$80,000	\$400,000	\$480,000
Total:	\$	\$100,000	\$500,000	\$600,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 10
- MISCELLANEOUS: Budget Detail, Trans. Dist. 3 letter, list of Board of Directors

2.05 avg

Strengths

Weaknesses

high ADT
alternative for students
top 4 MPO

Comments: _____

OVERALL RANKING:

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

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

2011 APR 11 P 2:06

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)

STP-DIST A

1. Project Name: Greenville Pedestrian/Bike Trail (Phase One)
2. Project Location: Municipality: Town of Greenville County: Outagamie
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Trail linking three community parks, school and YMCA near intersection of Highways 15 and 45 in the Town of Greenville.
3. Name of the MPO the project is represented by: East Central 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: Greenville
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: David C. Tebo Title: Town Administrator
Address: P.O. Box 60 Phone: (920) 757-5151
Municipality: Greenville State: WI Zip: 54942
FAX: (920) 757-0543 E-mail: davetebo@execpc.com

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

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

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

Indicate which ONE of these categories best identifies your project:

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

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

The developed portion of the town is quartered by heavily traveled highways. The proposed pedestrian/bike trail would provide an alternative to bussing of students living near the community schools but on the other side of one of the busy highways. The trail would also provide an alternative to the use of passenger vehicles for accessing one of the three community parks or the YMCA. Wisconsin DOT will provide a pedestrian underpass under STH 15 as part of a 2003 reconstruction project. A 2002 Feasibility Study concluded an underpass under USH 45 to be feasible. The two underpasses would anchor the proposed pedestrian/bike 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	\$	\$50,000	\$
Real Estate		\$50,000	\$
Construction		\$	\$500,000
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$100,000	\$500,000
Percentage of Public Sponsor Funds: 20%		\$20,000	\$100,000
Percentage of Federal Funds: 80%		\$80,000	\$400,000
TOTAL	\$	\$100,000	\$500,000

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

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

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

Real Estate October 1, 2003

Construction July 1, 2004

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

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

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

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

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

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

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

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

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

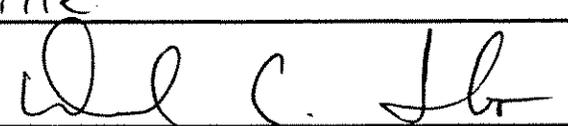
c) For **landscaping/streetscaping** applications, clearly detail the types of amenities and improvements that will be part of the project. Also indicate how the improvements could promote opportunities for walking and biking.

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

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

13. I have read and understood the above statements.

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

By David C. Tebo 
(Name of Person with Fiscal Authority) (Signature of Person)

Town Administrator 4/09/02
(Title of Person Signing) (Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

GREENVILLE PEDESTRIAN / BIKE TRAIL PROPOSAL

The Town of Greenville plans to construct a three-mile long Pedestrian/Bike Trail in the urbanized portion of the town. The trail would provide a safe access to three parks, Greenville Elementary School, the new Greenville Middle School, which is currently under construction, and proposed YMCA, which will have a fitness center open in 2002. The proposed trail will be part of a more exclusive trail system as part of Outagamie County's proposed Greenway Plan. Map A shows the location of the Greenville trail and Map B shows the overall Greenway Plan. At the present time Greenville does not have any sidewalk or trails for pedestrian use in the entire township.

Urban Settings / High Traffic Counts

The Town of Greenville has developed as an "urban town" only miles away from the City of Appleton. The Town possesses population densities similar to urban communities. Greenville's center is bisected by major state highways (15, 45, 76) making it very difficult for residents living in adjacent subdivisions to access local community facilities such as parks, schools and stores without crossing busy highways. The year 2000 daily traffic counts illustrate how busy these highways are becoming (State Highway 15 to the east 14,800 vehicles, U.S. Highway 45 to the west 13,500 vehicles, U.S. Highway 45 to the south 7,600 vehicles and State Highway 76 to the north 4,200 vehicles).

Comprehensive Plan Sets Long Term Vision

The Town of Greenville's Comprehensive Plan envisions a Greenville in 2020 as a community which has numerous well designed parks conveniently located to service the community which are linked by a system of safe and attractive bike and multi-purpose trails and greenways. As an initial step, the Department of Transportation has agreed to pay for 80% of an underpass under Highway 15 when upgrading the highway to four lanes in 2003. This presents a tremendous opportunity for the Town to begin implementing their vision of a trail system linking parks, subdivisions, schools and the proposed YMCA. The Town has purchased three lots and secured several easements as well as having preliminary

discussions with property owners to secure more easements in an effort to make this vision a reality. A study investigating alternative trail crossings of Highway 45 recommends another underpass located half mile south of the Highway 15 intersection. The two underpasses would serve to anchor the proposed trail system.

The Town of Greenville has worked closely with Outagamie County Planners to devise a plan for how Greenville's local trail can link up with future trails extending from Grand Chute. The Park Commission has also worked on plans to connect with the CB Trail extending from the Town of Menasha and the Wiouwash State Trail in Hortonville, both adjacent communities. The proposed trail would be 10 foot wide with 2-foot shoulders and consist of 3-inch asphaltic pavement over 6-inch gravel base. This typical section conforms to the requirements of WisDOT Facilities Development Manual.

The proposed trail would cause a significant decrease in short automobile trips for families who now do not feel comfortable allowing their children to cross major highways and end up driving them 2 blocks for recreational park events and after hour school activities.

Dramatic Decrease in Short Car Trips Projected

Currently Greenville Elementary School busses all of its 700 students although an estimated 500 of these students live within a mile of the school. A middle school is under construction and located next to the elementary school. It is anticipated that it will have about 500 students approximately 400 of who would also be within a mile of the school. The proposed underpasses would provide safe access under busy highways thus eliminating the need to bus all of the students. If a ¼ of the students living within a mile of the schools were no longer bussed, the need for 5 school busses would be eliminated. After normal school hour activities at the schools will involve about 200 students on a daily basis after the middle school is built. The trail would provide safe pedestrian access for students who participate in extra curricular activities. This could eliminate as many as 100 passenger car trips to the schools.

The three parks that will be served by the trail have ball diamonds, playground equipment, and picnic facilities. On the average about 600 people during the summer visit the park every day. Most of the visits are by using the passenger vehicle. We estimate that the presence of the trail would eliminate about half of the passenger car trips.

The proposed Greenville Trail (Phase One) links two sites that will attract regional and even statewide audiences. The Lions Park has started construction of a natural amphitheater that will seat 5,000-7,000 people. The park will also have a large swimming pond scheduled for construction in 2002. The Fox Cities West YMCA will break ground in 2002 for a large new building that will feature a unique Outdoor Adventure Center including a rope course, climbing tower and athletic fields. Children comprise a large percentage of users of YMCA facilities, if they had a safe way to reach these facilities short car trips to and from adjacent subdivisions could be eliminated.

Trail Receives Strong Support

The proposed Greenville Trail has received strong endorsement from local, regional and statewide agencies as well as from elected officials. The letters of endorsement are attached.

It is worth noting that the East Central Wisconsin Regional Planning Commission feels that the Greenville Trail will provide a springboard for developing a more extensive trail system in the future as part of Outagamie County's proposed Greenways Plan. As an open indication of local support, the Greenville Lions Club has agreed to donate \$30,000 towards the completion of trail proposed for Lions Park.

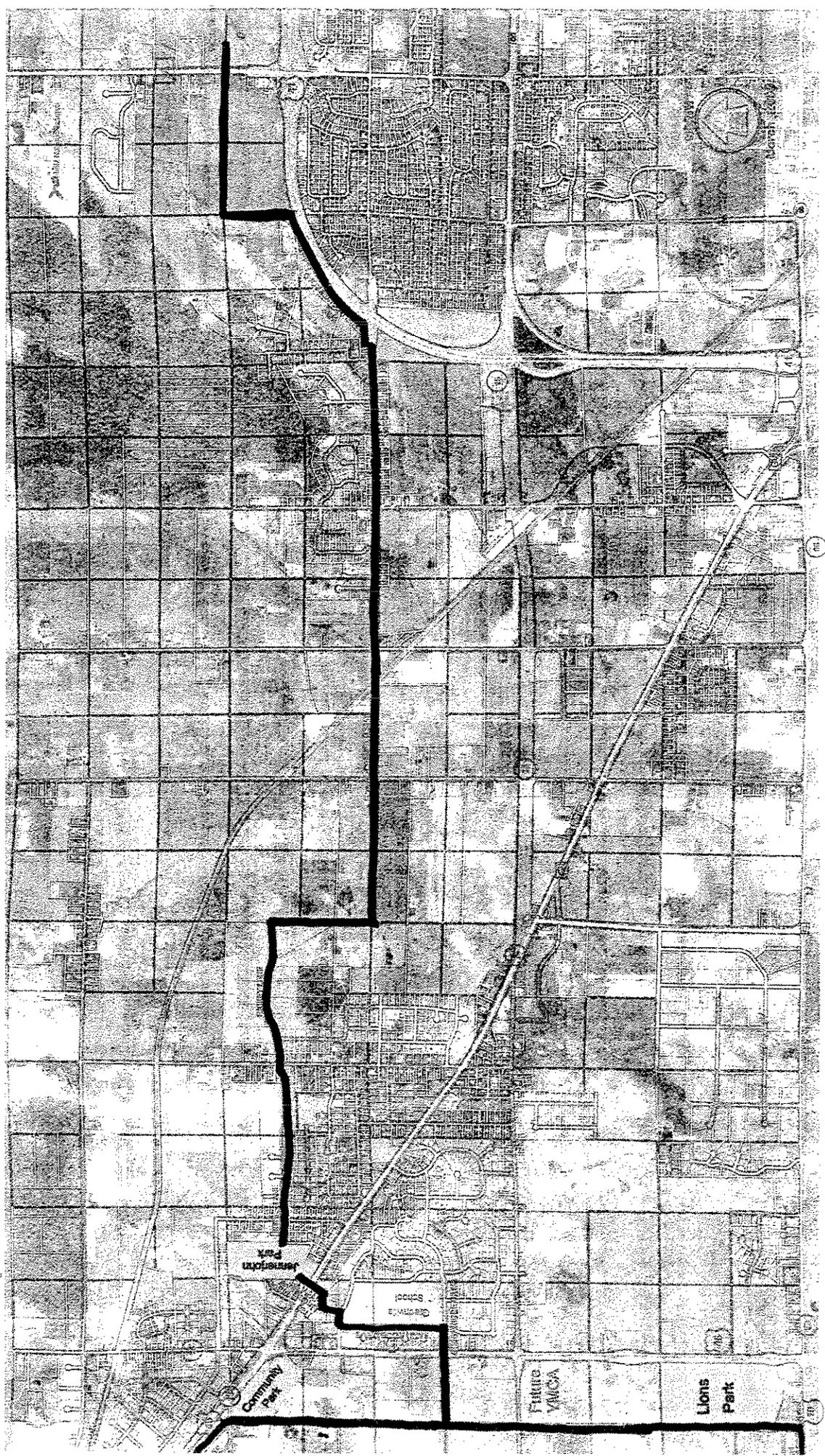
It's Right for Greenville's Future

In general, the proposed Greenville Trail will provide safe off-road pedestrian/bicycle accommodations linking residential areas with schools, recreational facilities and shopping. The trail should eliminate the need for about 5 school busses and should eliminate about 100,000 short passenger car trips on a yearly basis.

Proposed Regional Trail
in Map B"

PROPOSED GREENWAY

CTH A to STH 45
Grand Chute & Greenville



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: US 10 Trail Extension
PUBLIC SPONSOR: Tn of Menasha & Tn of Clayton
DISTRICT: 3
MPO: East Central Wisconsin RPC

FFY	2003	2004	2005	TOTAL
Public:	\$18,662	\$214,615	\$0	\$233,277
Federal:	\$74,649	\$858,460	\$0	\$933,109
Total:	\$93,311	\$1,073,075	\$0	\$1,166,386

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.15 avg

Strengths

*part of planned project
2004*

Weaknesses

cost

Comments: _____

OVERALL RANKING:

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

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

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

733 APR 11 P 2: 06

19907-DIST 0

1. Project Name: U. S. 10 Trail Extension
2. Project Location: Municipality: Town of Menasha/Clayton County: Winnebago
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Lake Street to U.S 45 Beginning in the Town of Menasha and extending to U.S. 45 in the Town of Clayton
3. Name of the MPO the project is represented by: East Central Wisconsin RPC
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: Menasha & Clayton (Co-Sponsor)
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
_____ of _____. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: George L. Dearborn Jr. Title: Dir. of Community Development
Address: 2000 Muncipal Dr. Phone: (920) 720-7140
Municipality: Town of Menasha State: WI Zip: 54956
FAX: (920) 720-7116 E-mail: gldjr@town-menasha.com

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

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

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$233,273	\$	\$
Real Estate		\$0	\$
Construction		\$933,113	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$233,273	\$933,113	\$
Percentage of Public Sponsor Funds: 20%	\$46,655	\$186,623	\$
Percentage of Federal Funds: 80%	\$186,618	\$746,490	\$
TOTAL	\$233,273	\$933,113	\$

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 April 2003

Real Estate NA

Construction May 2004

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

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

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

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

AL OS Accepted.

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

AL OS 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.

AL OS 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.

AL OS 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.

AL OS 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.

AL OS 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.

AL OS 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 Menasha & Town of Clayton (Co-sponsor)
(Name of Sponsor)

By Arden Tews - Arden Schroeder
(Name of Person with Fiscal Authority)

Arden Tews Arden E. Schroeder
(Signature of Person)

Town Chair(s)
(Title of Person Signing)

4/8/02
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

U.S. 10 Trail Extension Project Description

A. Project Overview

The U.S. 10 Trail Extension project will connect the former CN&W railroad trestle, which is now owned by Canadian Pacific rail road, with a U.S. 10 pedestrian tunnel that will cross under U.S. 45. The trail surface will be 10 feet wide and paved from the trestle to the existing 10 trail which begins at the cul-de-sac at American Drive and extends west to County CB. This trail project will then extend west from County CB to Clayton Road to the U.S. 10 tunnel. The surface will be an unpaved all weather surface. The Town of Menasha completed a section of the U.S. Highway 10 trail from American Drive to County CB at its own expense in 1997. The Town and the City of Menasha are now working in conjunction with the Wisconsin DNR and the DOT to acquire and construct a multimodal trail across the trestle.

This trail extension project is a critical link for the Fox Valley trail system to the Wiouwash trail that runs along abandoned railroad right-of-way from Oshkosh to Aniwa. The Town of Menasha has completed development of a paved bicycle/pedestrian trail from and including C.T.H. II to the Town of Menasha Municipal Complex. The existing C.T.H. CB will be extended this year to C.T.H. BB. This trail (Westside Arterial - C.T.H. CB) interconnects with the U.S. Highway 10 trail in the Town of Menasha. The attached maps show the existing and planned project and the additional portions of the bike and pedestrian trails that will connect to the entire area. The project includes trail design and trail construction. The project will be designed to be consistent with AASHTO's *Guide for the Development of Bicycle Facilities*. Access will be available at both ends of the trail until the trail is extended. The trail system will also interconnect parks, commercial areas, and industrial areas with residential areas.

2. Bicycle and Pedestrian Plan

The Town of Menasha's Comprehensive Plan details this overall system and establishes policies on trail right-of-way dedication and construction. This project is also identified in the Town of Clayton's proposed Comprehensive Plan, which shows future extensions to the Wiouwash trail. East Central Planning Commission and Winnebago County have also identified the U.S. Highway 10 trail as a preferred route. East Central identifies the project in their "Long-Range / Land Use Plan Fox Cities Urbanized Area, July 1997".

3. Summary of Bicycle & Pedestrian Efforts

The project will ensure an inter-modal transportation system throughout the Fox Cities area. The trail will carry out the goals and policies of the Statewide Multi-Modal Improvement Program (SMIP). The Town of Menasha

applied for enhancement funds for the U.S. Highway 10 and C.T.H. GB trail under the federal ISTEA program in March of 1995. As a result of the application, the Town was ranked second and third in the State of Wisconsin for funded inter-modal pedestrian trail projects. However, due to the elimination of grant funding to the Enhancement and STP-Discretionary Programs in the transportation budget, funds were made unavailable. The Town also applied for grant funding from the Wisconsin Department of Natural Resources. Even though the Town of Menasha was unsuccessful at obtaining grant funding, the Town proceeded in development of the first phase of the U.S. Highway 10 and C.T.H. GB trail. Overall the Town of Menasha has invested in 1997, \$159,352 for the U.S. Highway 10 and C.T.H. CB pedestrian trails. Grant funding is critical in the continuation of the regional trail system.

4. Sidewalk Assessment Policy

The town has an existing sidewalk assessment policy that assesses the cost of new sidewalks when required to adjacent residents. The Town also requires the installation of trails and sidewalks for all new development that is located along identified trail and sidewalk routes.

B. Trail Use

The project will insure an inter-modal transportation system throughout the Fox Cities area. The bike and pedestrian trail will allow employees to get to and from work. Customers will be able to access commercial areas that are developing along the existing transportation network. The alternate bicycle route will help alleviate pedestrian/bicycle traffic along major highways as a connection to the State Wiouwash trail and a future trail system in the Town of Grand Chute. The existing U.S. 10 and County CB trail have an estimated present use of 30 trips per hour. This usage will continue to increase as the Town develops new commercial uses as destinations. This project will directly affect over 110,000 people located in the Towns of Menasha, Clayton and Grand Chute and the Cities of Neenah, Appleton and Menasha. This portion of the bike and pedestrian trail system will be an integral part of the planned regional trail system. It will ultimately involve over 350,000 people that are a part of the entire Fox Valley area.

C. Project Benefits

It is the ultimate goal of both municipalities to tie into the State Wiouwash trail. The joint application demonstrates the commitment of both municipalities in ensuring the expansion of the State's trail system. This application will equally benefit both municipalities and the entire Fox River Valley region. The trails provide recreational opportunities as well as a safe alternative mode of transit to schools, work and recreation sites. The

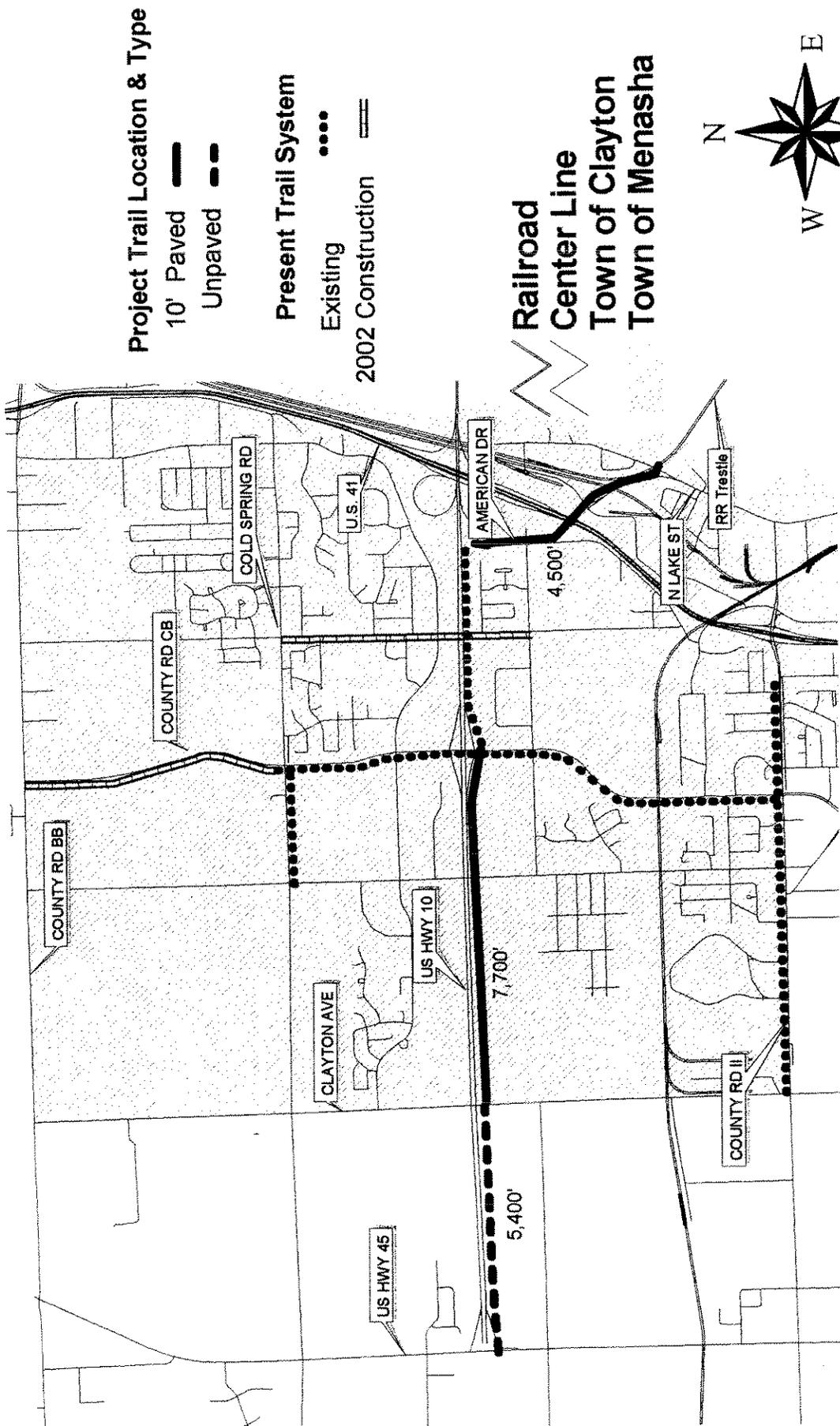
trails have become a tourist draw and have supported new economic development by encouraging new bike and pedestrian oriented housing and commercial uses. The further expansion of the trail system will further enhance these benefits encourage regional usage by the ultimate linkage to the City of Menasha and the Wiouwash trail.

D. Detailed Cost Estimate

HWY '10'-US '45' to Clayton Road:		5400 Lin Ft			
Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Unclassified earthwork	23040	C.Y.	\$ 5.00	\$ 115,200.00
2	Crushed aggregate base course	3840	TONS	\$ 7.00	\$ 26,880.00
3	12-inch CMP	650	L.F.	\$ 20.00	\$ 13,000.00
4	12-inch CMP flared end sections	36	EACH	\$ 125.00	\$ 4,500.00
5	36-inch RCP	35	L.F.	\$ 75.00	\$ 2,625.00
6	36-inch RCP flared end section	1	EACH	\$ 800.00	\$ 800.00
7	60-inch RCP	70	L.F.	\$ 200.00	\$ 14,000.00
8	60-inch RCP flared end section	2	EACH	\$ 2,250.00	\$ 4,500.00
9	Restoration	24480	S.Y.	\$ 2.00	\$ 48,960.00
					\$ 230,465.00
10	Engineering & Contingencies	25	%		\$ 57,616.25
	\$53.35/ Lin Ft.				\$ 288,081.25
HWY '10'-Clayton Road to CTH 'CB':		7700 Lin Ft			
Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Unclassified earthwork	32853	C.Y.	\$ 5.00	\$ 164,266.67
2	Crushed aggregate base course	5476	TONS	\$ 7.00	\$ 38,328.89
3	12-inch CMP	980	L.F.	\$ 20.00	\$ 19,600.00
4	12-inch CMP flared end sections	54	EACH	\$ 125.00	\$ 6,750.00
5	Twin cell 8' x 6' box culvert extension	60	L.F.	\$ 900.00	\$ 54,000.00
6	Twin cell 12' x 6' box culvert extension	60	L.F.	\$ 1,200.00	\$ 72,000.00
7	2-inch asphalt pavement (10' width)	1232	TONS	\$ 35.00	\$ 43,120.00
8	Restoration	34907	S.Y.	\$ 2.00	\$ 69,813.33
					\$ 467,878.89
9	Engineering & Contingencies	25	%		\$ 116,969.72
	\$79.95/ Lin Ft				\$ 584,848.61
North Lake Street:		4500 Lin Ft			
Item	Description	Quantity	Unit	Unit Cost	Total Cost
1	Unclassified earthwork	24000	C.Y.	\$ 5.00	\$ 120,000.00
2	Crushed aggregate base course	3200	TONS	\$ 7.00	\$ 22,400.00
3	12-inch CMP	980	L.F.	\$ 20.00	\$ 19,600.00
4	12-inch CMP flared end sections	54	EACH	\$ 125.00	\$ 6,750.00
5	2-inch asphalt pavement (10' width)	720	TONS	\$ 35.00	\$ 25,200.00
6	Restoration	20400	S.Y.	\$ 2.00	\$ 40,800.00
					\$ 234,750.00
7	Engineering & Contingencies	25	%		\$ 58,687.50
	\$65.21/ Lin Ft				\$ 293,437.50

Town of Menasha

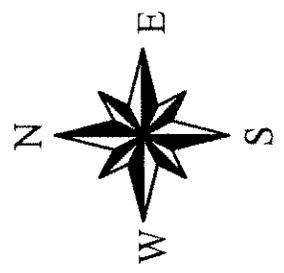
10 Trail Project



Project Trail Location & Type
 10' Paved ———
 Unpaved - - -

Present Trail System
 Existing
 2002 Construction ==

**Railroad
 Center Line
 Town of Clayton
 Town of Menasha**



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Stone Bridge Trail.
PUBLIC SPONSOR: Tn Grand Chute/Outagamie Co
DISTRICT: 3
MPO: East Central Wisconsin RPC

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

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.7 avg

Strengths

*high potential - college parks
Fox River Mall*

Weaknesses

existing trails in area

Comments: _____

OVERALL RANKING:

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

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

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

10/22/02 11 P 2:07

1850T-DIST

1. Project Name: Stone Bridge Trail

2. Project Location: Municipality: T. Grand Chute County: Outagamie County

Street Address of Project (if applicable): _____

Describe location and boundaries of the project: The general location of this project is east of highway 41, west of Bluemound Drive (CTH AA), north of Wisconsin Avenue (STH 96) and south of Northland Avenue (STH 15).

3. Name of the MPO the project is represented by: East Central Wisconsin RPC

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: Outagamie County Town of Grand Chute

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: Michael Hendrick Title: Project Manager

Address: 410 South Walnut Street Phone: (920) 832-5255

Municipality: Appleton State: WI Zip: 54911

FAX: (920) 832-4770 E-mail: hendrimc@co.outagamie.wi.us

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

Name: Mark Rohloff Title: Grand Chute Administrator

Address: 1900 Grand Chute Boulevard Phone: (920) 832-1573

Municipality: Grand Chute State: WI Zip: 54913-9613

FAX: (920) 832-1660 E-mail: _____

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

This project will provide a connection between two existing trails;
one on the Fox Valley Technical College campus and one within a
business park. This segment will link those two trails and
result in a continuous pedestrian/bicycle transportation facility
that will extend approximately three miles. The total segment will
provide non-vehicular transportation access to the college campus,
a county-owned campus, a baseball stadium and a public park. It will
provide immediate access to an existing neighborhood of approximately
1,800 people, as well as the employees and students that spend time
in the area.

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$	\$ 10,000	\$
Real Estate		\$ 0	\$
Construction		\$ 90,000	\$
System Planning (STP-D Only)		\$ 0	\$
TOTAL	\$	\$ 100,000	\$
Percentage of Public Sponsor Funds:	20 %	\$ 20,000	\$
Percentage of Federal Funds:	80 %	\$ 80,000	\$
TOTAL	\$	\$ 100,000	\$

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

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

P.E./Design/Planning July, 2003

Real Estate N.A.

Construction August, 2003

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

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

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

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

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

mh Accepted.

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

mh 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.

mh 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.

mh 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.

mh 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.

mh 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.

mh 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 Outagamie County
(Name of Sponsor)

By Michael Hendrick
(Name of Person with Fiscal Authority)

Michael Hendrick
(Signature of Person)

Project Manager
(Title of Person Signing)

April 9, 2002
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

12. This proposed bicycle/pedestrian facility is located in the Town of Grand Chute, Outagamie County. It is to be placed upon land owned by Outagamie County and Fox Valley Technical College (FVTC). The County-owned land currently houses the Outagamie County Health Center, University Extension Offices, and Land Conservation Offices, as well as other government offices. The proposed trail will incorporate an old stone bridge that is located in a wooded area, with two streams to the north of the Health Center and will connect to an existing trail system on the FVTC campus on the north and to an existing trail located in a business park to the east. This proposed trail is approximately 5,000 feet in length. It will be constructed to a width of ten feet and will consist of an asphalt surface. When the connections are made to the two existing bicycle/pedestrian trails, it will create a non-vehicular transportation route that will extend to approximately three miles. Some of the funding would be used to perform minor rehabilitation to the existing stone bridge and landscaping along the trail and bridge area.

This portion of trail is to be part of a planned regional network of trails that span the Fox Cities region, which includes parts of Outagamie County and Winnebago County. The recently dedicated pedestrian overpass of Highway 41 is a part of this segment of non-vehicular transportation that will eventually provide pedestrian/bicycle access to the Fox River Mall. Plans also exist that connect the Fox Cities regional trail network with networks in Brown County, Calumet County and Waupaca County.

Over the past five years, Outagamie County has been involved in pedestrian and bicycle facilities both directly and indirectly. Those projects include:

- Providing financial support for the Highway 41 pedestrian overpass
- Providing financial support for the connecting trail from the new Kimberly High School to the CE Trail.
- Repaving of the six-mile stretch of County Highway M from the Village of Hortonville north to State Highway 54, including a 10 foot wide paved bicycle lane, as part of the WIOUWASH trail. The County is currently working with the Wisconsin Department of Natural Resources to obtain the abandoned railroad between Green Bay and New London, which runs parallel to highway 54 for non-vehicular transportation.

Outagamie County has been an active participant in the organizations that promote trails and greenways for many years. One such organization is the Fox Cities Greenways, Inc., where County staff has held a seat on the Board of Directors since its inception. Through this organization, the County is able to participate in other efforts that would not normally fall within the county programs. One such effort that is currently being worked on is funding a bicycle rack for the soon-to-be-completed performing arts center in Appleton. We are also participating in activities for National Trails Day, including taking part in an event planned to take place along the WIOUWASH Trail that will include walkers,

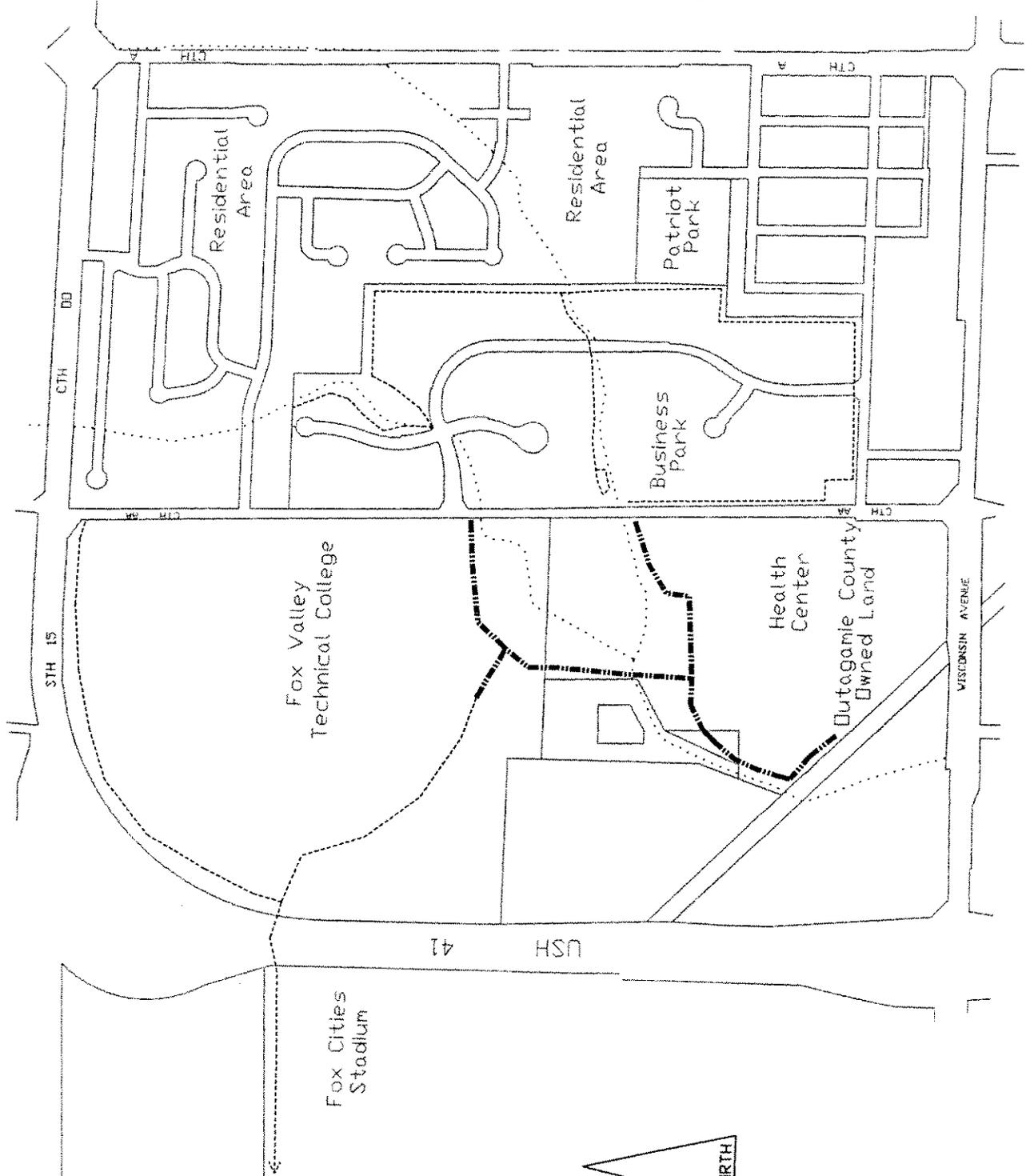
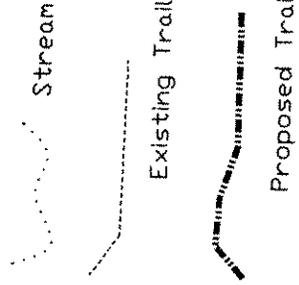
bicyclists and horse enthusiasts. We will take on a role of education about trails that exist in the region and trail etiquette, especially with mixed users.

Outagamie County does not assess for sidewalks. That is a local unit of government role.

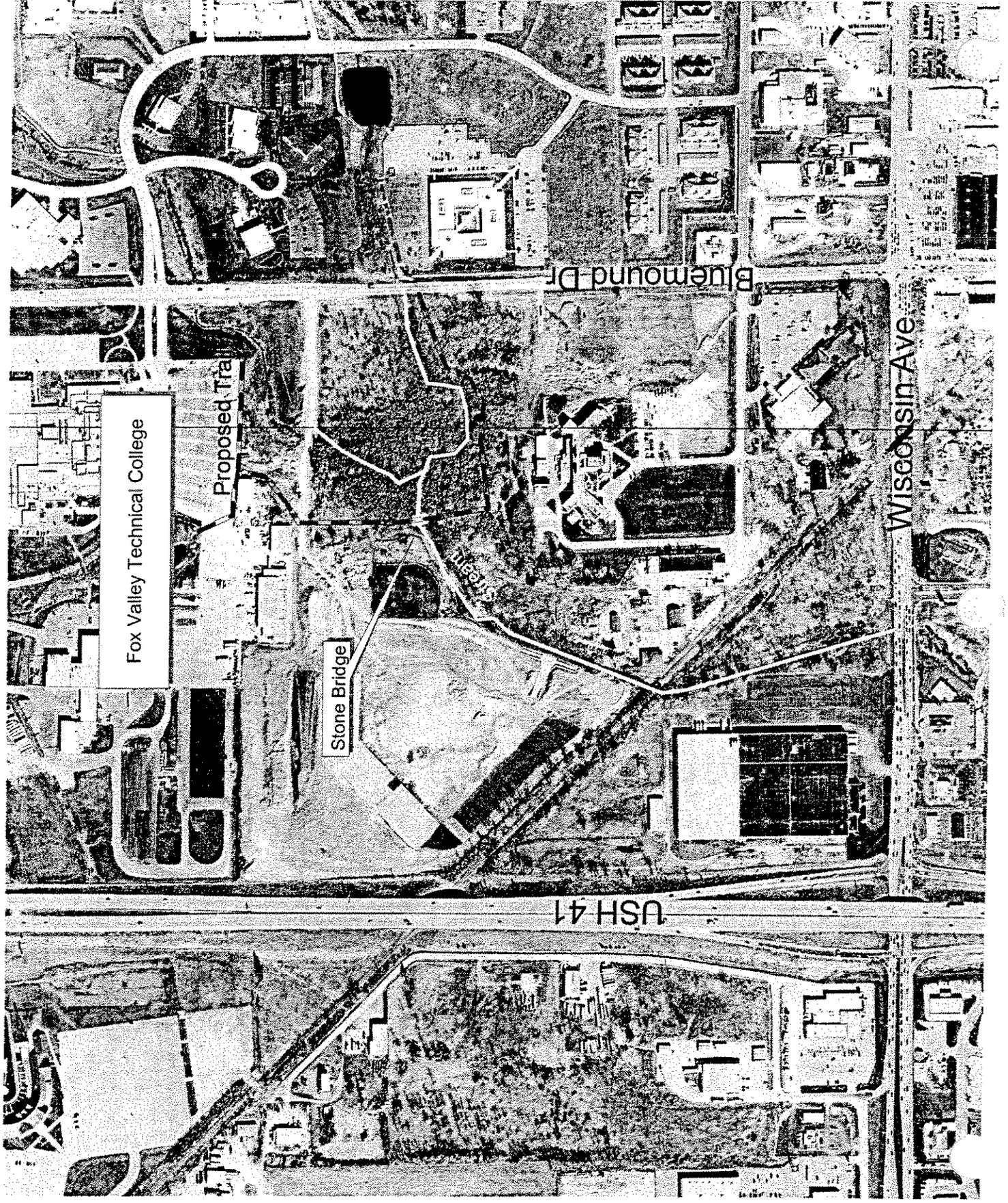
It is anticipated that this trail segment, with its connections to the two existing segments will experience significant usage, especially with the FVTC campus being incorporated into the system. There are no existing counts of users available from the existing trails in the area, so it is not possible to make an estimate on the number of users for this segment. However, because the service area of this segment of trail is home to approximately 1,800 residents, 1,500 employees and 1,200 students, and the area includes access to Fox Cities stadium and Patriot Park, usage as a transportation route is expected to be significant.

The location of this segment of trail is located on property that is scenic and environmentally sensitive. Users of the facility will be able to not only use it to travel between work, home, school and recreation, they will be able to enjoy a piece of nature that survived the urban development that took place all around it. Additionally, users of this facility will be able to enjoy a historic stone bridge that was constructed in 1906 and will serve as a focal point for visitors of pedestrian and bicycle route.

LEGEND



Brewster Street Campus - Stone Bridge Trail



Fox Valley Technical College

Proposed Trail

Stone Bridge

Blumound Dr

WISCONSIN AVE

USH 41

Facilities for Bicycles & Pedestrians

DISTRICT 3: NON-MPO PROJECTS

ID #	PROJECT NAME	FED SHARE
3b10	Sidewalk, Bicycle Path and Roadway Lighting Improvements, Area 1	\$ 241,600
3b11	Sidewalk, Bicycle Path and Roadway Lighting Improvements, Area 2	\$ 206,400
3b12	Sheboygan County Eisner Avenue Bicycle / Pedestrian Improvement (state budget earmark)	\$ 400,000
3b13	Construct 7000 feet / pedestrian trail	\$ 382,500
3b14	Friendship State Recreational Trail	\$ 312,620
3b15	Clyde Hill Road over the Ahnapee State Trail	\$ 84,456
3b16	CTH F Bicycle Trail	\$ 103,440
3b17	Wausaukee Bicycle/Pedestrian Safety Campaign	\$ 191,840
3b18	CTH M Bicycle/Pedestrian accommodations	\$ 86,400

removed

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

2004 15 P 1:37

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)

STP-DIST 2

4226

1. Project Name: Sidewalk, Bicycle Path and Roadway Lighting Improvements

2. Project Location: Municipality: Howards Grove County: Sheboygan

Street Address of Project (if applicable): n/a

Describe location and boundaries of the project: STH "32" and STH "42" respectively South Wisconsin Drive and Madison Avenue

3. Name of the MPO the project is represented by: Bay-Lake RPC

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: Howards Grove (incorporated Wisconsin community)

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: James Schuette Title: Director of Public Works

Address: 1301 Millersville Avenue Phone: (920) 565-3051

Municipality: Howards Grove State: WI Zip: 53083

FAX: (920) 565-5411 E-mail: vhgdpw@bytehead.com

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

Name: n/a Title: _____

Address: _____ Phone: (____) _____

Municipality: _____ State: WI Zip: _____

FAX: (____) _____ E-mail: _____

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

Indicate which ONE of these categories best identifies your project:

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

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

Howards Grove has committed significant investment to provide safe pedestrian routes that connect Village focal points including our three Schools, residential neighborhoods, parks and recreational areas, public facilities, and business / commercial districts. Howards Grove has experienced exceptional residential (25%) and vehicular traffic (15+ %) increases since 1990. The Village installed public sidewalks along STH "32" and "42" that are the primary pedestrian and bicycle pathways. These roads are the State's connecting highways and serve our "downtown". Existing street lighting is primarily at intersections.

Our objective is to install lighting systems that will greatly improve pedestrian, bicycle and vehicular safety.

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	\$n/a	\$24,200	\$0
Real Estate		\$0	\$0
Construction		\$0	\$277,800
System Planning (STP-D Only)		\$n/a	\$n/a
TOTAL	\$n/a	\$24,200	\$277,800
Percentage of Public Sponsor Funds: 20%		\$4,800 4,840	\$55,500 55,560
Percentage of Federal Funds: 80%		\$19,400 19,360	\$222,300 222,240
TOTAL	\$n/a	\$24,200	\$277,800

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

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

P.E./Design/Planning January 2003 / 4 or after WisDOT notice

Real Estate n/a

Construction Spring / Summer 2005

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

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

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

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

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

LB Accepted.

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

LB 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.

LB 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.

LB 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.

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

LB 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.

LB 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 Howards Grove
(Name of Sponsor)

By Lois Bitter
(Name of Person with Fiscal Authority)

President
(Title of Person Signing)

Lois Bitter
(Signature of Person)

April 11, 2002
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

Village of Howards Grove, Sheboygan County
SIDEWALK, BICYCLE PATH and ROADWAY LIGHTING IMPROVEMENTS

A. Background and Proposed Project

1. **Existing Public Improvements, Facilities and Conditions.** The Village of Howards Grove has planned and constructed a concrete sidewalk and bicycle path system. The sidewalks and pathways connect the three public schools, parks, recreational areas, residential neighborhoods and public facilities. STH "32" and "42" serve as the primary transportation corridors for pedestrians, bicycles and vehicles. The roads were constructed recently (~1983 and ~1990) and are designated as urban connecting highways.
2. **Proposed Lighting Improvements.** There is little lighting along STH "32" and "42" – primarily at street intersections. The lighting does not uniformly illuminate the sidewalk or roadways. The Village's focus has been to prioritize the lighting improvements in major pedestrian and congested areas. Exhibit 1 identifies the proposed Village project areas 1 and 2 (total project costs \$258,000 and \$302,000 respectively). Our objective is to both fund and construction project areas 1 and 2 which serve our "downtown", parks, and elementary and middle schools. We have structured the grant project by the two areas to adapt to the Department's limited budget resource. The project costs include contingencies, legal, professional and administrative services. These areas are the most heavily traveled by pedestrian and bicycle traffic. The traffic volumes and congestion at the STH "32" / "42" intersection is a significant safety hazard.
3. **Wisconsin DOT mandate.** The Village initiated preliminary planning discussions with both Department Central (Balu Ananthanarayanan and Jim Kazda) and District 3 Offices (Steve Noel and Bob Schuurman) through the Design Basis Report (2001). The discussions resulted in the Department requiring all lighting improvements to conform to both FDM and AASHTO design standards. The proximity of the sidewalk to the roadway thereby required that the entire roadway be illuminated to satisfy these standards. The sidewalk alone cannot be illuminated. The additional required lighting also results in an increased benefit to the driving public. The Department's five-year plan (and beyond) does not identify any future roadway improvement projects that could include lighting enhancements. The result of the Village's planning discussions with the Department has greatly increased the number of required lights and associated cost to the Village.

B. Public Need and Benefit

1. **Public Use.** It is common to see regular use of our sidewalk / bicycle system throughout the day. Children frequently use the sidewalks to go to the parks and attend school. Families and adults commonly use the sidewalks to access the commercial / retail stores, to run errands, and for exercise. We estimate, based on our careful observation, that there are 800 pedestrian / bicycle "trips" / day along the STH "32" / "42" corridor.
2. **Safety.** STH "32" and "42" have greatly increased vehicular traffic and accident history since 1990. Both population and traffic volumes have increased nearly 20% (see references). Many of the reported accidents are associated with low light and night-time conditions. Accidents have included pedestrians and bicycles.

C. Relation to State, County and Local Transportation Systems

1. **Sheboygan County.** Our project goals are consistent with the County's plan to develop bicycle and pedestrian recreational facilities (see references). The Village project directly compliments the County plan for a consistent pathway system.

D. Village Commitment and Previous Efforts

1. **Village Adopted Comprehensive Master Plan.** The Village has implemented a significant number of the Plan recommendations. The major sidewalk system is nearly complete. The project has also been discussed and endorsed by the Village Parks, Safety and Public Works Committees. The Committees recognized the importance to provide public bicycle and pedestrian pathways.
2. **Design Basis Report and Project Costs (2001, \$10,000).** The proposed grant project is based on the Village's detailed concept design study. The study completely evaluated pedestrian traffic, existing sidewalk / pathways, proposed lighting systems, and estimated implementation costs. The report recommended phasing the project. This grant application project focuses on the plan's priority areas (2, 3 and 4a).
3. **Budget / Financial Commitment.** The Village has firmly allocated \$100,000 toward the improvements through their fiscal year 2001 and 2002 budgets (see references). We also anticipate allocating another \$50,000 through the 2003 budget. These allocation completely cover the Village's proposed cost share.

4. **Sidewalk / Bicycle Path Improvement Projects (1992-2002) not assessed** (reference Exhibit 1). The Village has completed the principal pedestrian sidewalk / pathway systems. Recent projects are listed below. The Village's 5-year capital improvement plan includes completing the remaining sidewalk systems (reference Exhibit 1).

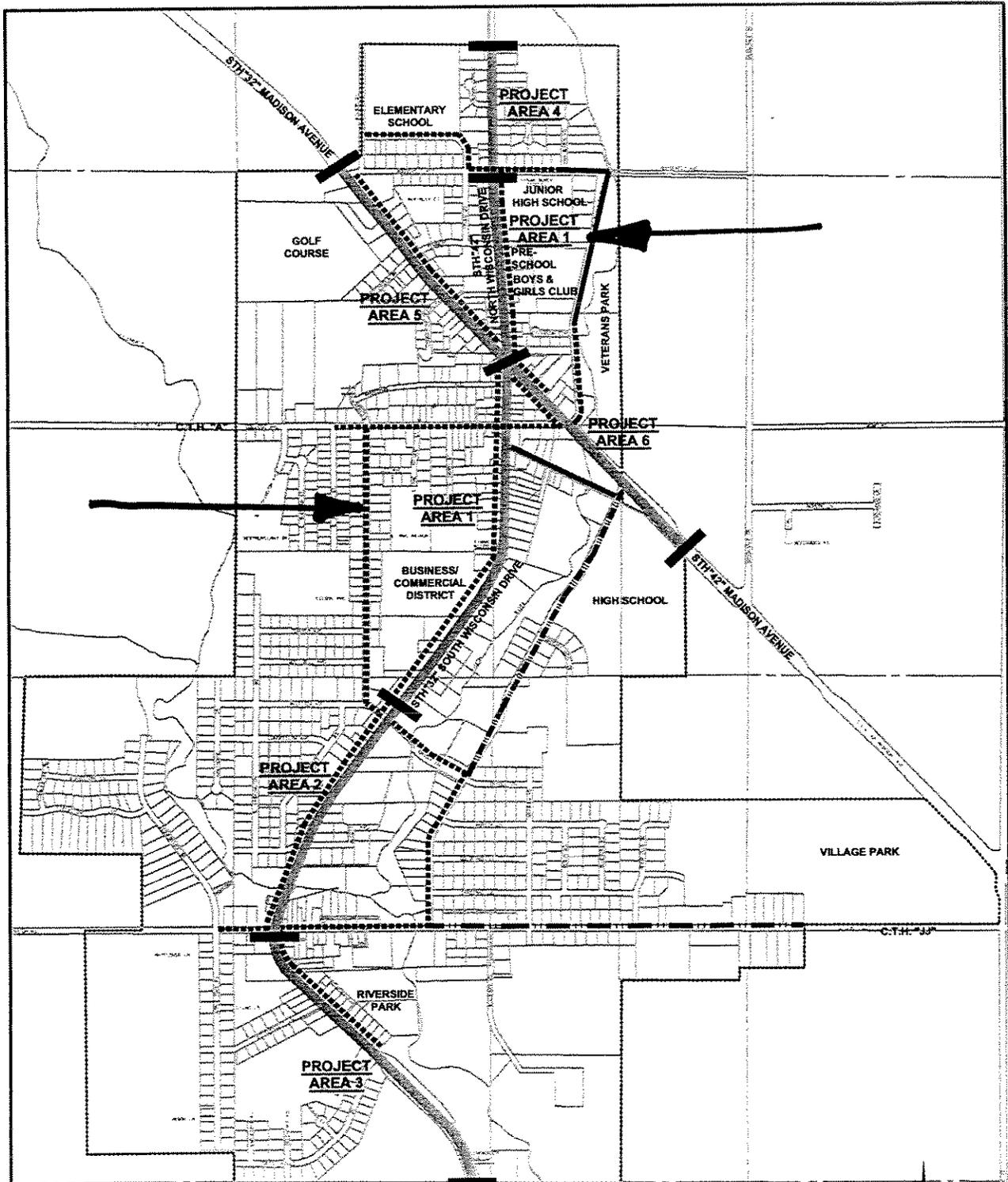
a. Millersville Avenue, Oriole Lane and Audubon Road	2,460 feet	\$73,100 (2000)
b. Riverside Park Access Improvements (STH "32")	1,500 feet	\$62,100 (2000)
c. College and Millersville Avenues	1,890 feet	\$52,800 (1999)
e. Millersville, Roosevelt & Madison Avenues, South Lincoln	5,800 feet	\$162,400 (1997)
f. Mill Street, STH "32" and "42", North River Parkway	2,400 feet	\$64,800 (1995)
g. STH "32" Ethan Allen Drive to College Avenue	1,500 feet	\$36,000 (1994)
h. South Wisconsin Drive (STH "32")	6,200 feet	\$142,600 (1993)

5. **Other non-project pedestrian and bicycle efforts**

a. Pigeon River pathway system planning	5,500 feet	(1994-8)
b. Fisher Creek pathway system planning	2,200 feet	(1995-8)
c. Bicycle Rack improvements (parks and stores)		(1994-8)
d. Annual School Bike Safety program (spring "bike-a-thon")		ongoing
e. Village newsletter promoting children's use of sidewalks for bicycling		ongoing
f. Annual Clinic health awareness and Spring "walk-to-improve-your health"		ongoing

E. Reference Documents

1. Sidewalk and Roadway Lighting Improvements - Design Basis Report (2001) with detailed cost estimates
2. Village Adopted Annual Budgets (fiscal years 2001 and 2002)
3. Village of Howards Grove Comprehensive Plan (December 1996)
4. Sidewalk Improvement Projects - Public Works Committee (Construction Documents) 1992-2000
5. Vehicular Traffic Count Data - 3 year (Wisconsin Department of Transportation 1987 to 1999)
6. Accident History (Wisconsin Department of Transportation 1990 to present)
7. Accident History (Sheboygan County Sheriff Department 1997 to present)
8. Sheboygan County "Comprehensive Outdoor Recreation and Open Space Plan" (1998)
9. Sheboygan County "Bike Facility Plan" (1991)
10. Sheboygan County "Bicycle Transportation Facility Plan" (BLRPC 2002)



LEGEND

- EXISTING SIDEWALK
- "PEDESTRIAN/BICYCLE" PATH
- PROPOSED SIDEWALK AND PEDESTRIAN/BICYCLE PATH
- MAJOR SIDEWALK/PEDESTRIAN COORIDORS (STH "32"/STH "42)
- VILLAGE LIMITS

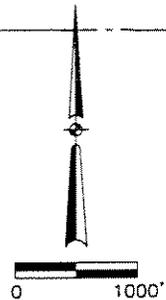


EXHIBIT 1
OVERALL SITE MAP
 VILLAGE OF HOWARDS GROVE
 STREET AND SIDEWALK LIGHTING IMPROVEMENTS
 CONCEPT DESIGN

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)

02/15/05 P 1:36

WISDOT-DIST 3

FILED
[Signature]

1. Project Name: Sidewalk, Bicycle Path and Roadway Lighting Improvements
2. Project Location: Municipality: Howards Grove County: Sheboygan
Street Address of Project (if applicable): n/a
Describe location and boundaries of the project: STH "32" and STH "42" respectively South Wisconsin Drive and Madison Avenue
3. Name of the MPO the project is represented by: Bay-Lake RPC
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: Howards Grove (incorporated Wisconsin community)
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
2 of 2. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: James Schuette Title: Director of Public Works
Address: 1301 Millersville Avenue Phone: (920) 565-3051
Municipality: Howards Grove State: WI Zip: 53083
FAX: (920) 565-5411 E-mail: vhgdpw@bytehead.com

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

Name: n/a Title: _____
Address: _____ Phone: (____) _____
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8. In 100 words or less, describe the project (See Question 12 for detailed description instructions.)

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Preliminary Engineering/Design	\$n/a	\$20,600	\$0
Real Estate		\$0	\$0
Construction		\$0	\$237,400
System Planning (STP-D Only)		\$n/a	\$n/a
TOTAL	\$n/a	\$20,600	\$237,400
Percentage of Public Sponsor Funds: 20%		^{4,120} \$4,000	\$47,000 47,480
Percentage of Federal Funds: 80%		\$16,600 16,480	\$190,400 189,920
TOTAL	\$n/a	\$20,600	\$237,400

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

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

P.E./Design/Planning January 2003 / 4 or after WisDOT notice

Real Estate n/a

Construction Spring / Summer 2005

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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 Village of Howards Grove
(Name of Sponsor)

By Lois Bitter
(Name of Person with Fiscal Authority)

Lois Bitter
(Signature of Person)

President
(Title of Person Signing)

April 11, 2002
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

Village of Howards Grove, Sheboygan County
SIDEWALK, BICYCLE PATH and ROADWAY LIGHTING IMPROVEMENTS

A. Background and Proposed Project

1. **Existing Public Improvements, Facilities and Conditions.** The Village of Howards Grove has planned and constructed a concrete sidewalk and bicycle path system. The sidewalks and pathways connect the three public schools, parks, recreational areas, residential neighborhoods and public facilities. STH "32" and "42" serve as the primary transportation corridors for pedestrians, bicycles and vehicles. The roads were constructed recently (~1983 and ~1990) and are designated as urban connecting highways.
2. **Proposed Lighting Improvements.** There is little lighting along STH "32" and "42" – primarily at street intersections. The lighting does not uniformly illuminate the sidewalk or roadways. The Village's focus has been to prioritize the lighting improvements in major pedestrian and congested areas. Exhibit 1 identifies the proposed Village project areas 1 and 2 (total project costs \$258,000 and \$302,000 respectively). Our objective is to both fund and construction project areas 1 and 2 which serve our "downtown", parks, and elementary and middle schools. We have structured the grant project by the two areas to adapt to the Department's limited budget resource. The project costs include contingencies, legal, professional and administrative services. These areas are the most heavily traveled by pedestrian and bicycle traffic. The traffic volumes and congestion at the STH "32" / "42" intersection is a significant safety hazard.
3. **Wisconsin DOT mandate.** The Village initiated preliminary planning discussions with both Department Central (Balu Ananthanarayanan and Jim Kazda) and District 3 Offices (Steve Noel and Bob Schuurman) through the Design Basis Report (2001). The discussions resulted in the Department requiring all lighting improvements to conform to both FDM and AASHTO design standards. The proximity of the sidewalk to the roadway thereby required that the entire roadway be illuminated to satisfy these standards. The sidewalk alone cannot be illuminated. The additional required lighting also results in an increased benefit to the driving public. The Department's five-year plan (and beyond) does not identify any future roadway improvement projects that could include lighting enhancements. The result of the Village's planning discussions with the Department has greatly increased the number of required lights and associated cost to the Village.

B. Public Need and Benefit

1. **Public Use.** It is common to see regular use of our sidewalk / bicycle system throughout the day. Children frequently use the sidewalks to go to the parks and attend school. Families and adults commonly use the sidewalks to access the commercial / retail stores, to run errands, and for exercise. We estimate, based on our careful observation, that there are 800 pedestrian / bicycle "trips" / day along the STH "32" / "42" corridor.
2. **Safety.** STH "32" and "42" have greatly increased vehicular traffic and accident history since 1990. Both population and traffic volumes have increased nearly 20% (see references). Many of the reported accidents are associated with low light and night-time conditions. Accidents have included pedestrians and bicycles.

C. Relation to State, County and Local Transportation Systems

1. **Sheboygan County.** Our project goals are consistent with the County's plan to develop bicycle and pedestrian recreational facilities (see references). The Village project directly compliments the County plan for a consistent pathway system.

D. Village Commitment and Previous Efforts

1. **Village Adopted Comprehensive Master Plan.** The Village has implemented a significant number of the Plan recommendations. The major sidewalk system is nearly complete. The project has also been discussed and endorsed by the Village Parks, Safety and Public Works Committees. The Committees recognized the importance to provide public bicycle and pedestrian pathways.
2. **Design Basis Report and Project Costs (2001, \$10,000).** The proposed grant project is based on the Village's detailed concept design study. The study completely evaluated pedestrian traffic, existing sidewalk / pathways, proposed lighting systems, and estimated implementation costs. The report recommended phasing the project. This grant application project focuses on the plan's priority areas (2, 3 and 4a).
3. **Budget / Financial Commitment.** The Village has firmly allocated \$100,000 toward the improvements through their fiscal year 2001 and 2002 budgets (see references). We also anticipate allocating another \$50,000 through the 2003 budget. These allocation completely cover the Village's proposed cost share.

4. **Sidewalk / Bicycle Path Improvement Projects (1992-2002) not assessed** (reference Exhibit 1). The Village has completed the principal pedestrian sidewalk / pathway systems. Recent projects are listed below. The Village's 5-year capital improvement plan includes completing the remaining sidewalk systems (reference Exhibit 1).

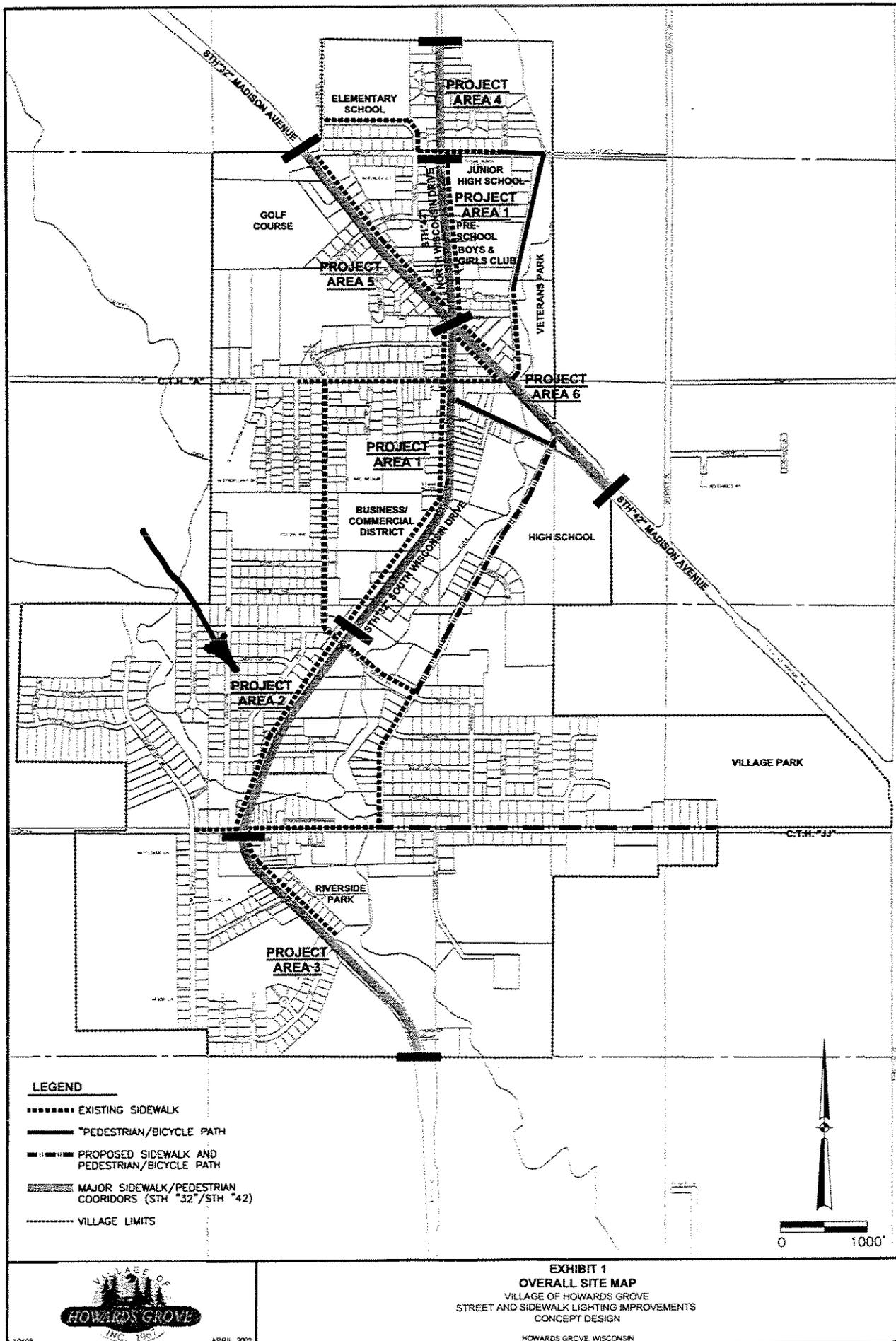
a. Millersville Avenue, Oriole Lane and Audubon Road	2,460 feet	\$73,100 (2000)
b. Riverside Park Access Improvements (STH "32")	1,500 feet	\$62,100 (2000)
c. College and Millersville Avenues	1,890 feet	\$52,800 (1999)
e. Millersville, Roosevelt & Madison Avenues, South Lincoln	5,800 feet	\$162,400 (1997)
f. Mill Street, STH "32" and "42", North River Parkway	2,400 feet	\$64,800 (1995)
g. STH "32" Ethan Allen Drive to College Avenue	1,500 feet	\$36,000 (1994)
h. South Wisconsin Drive (STH "32")	6,200 feet	\$142,600 (1993)

5. **Other non-project pedestrian and bicycle efforts**

a. Pigeon River pathway system planning	5,500 feet	(1994-8)
b. Fisher Creek pathway system planning	2,200 feet	(1995-8)
c. Bicycle Rack improvements (parks and stores)		(1994-8)
d. Annual School Bike Safety program (spring "bike-a-thon")		ongoing
e. Village newsletter promoting children's use of sidewalks for bicycling		ongoing
f. Annual Clinic health awareness and Spring "walk-to-improve-your health"		ongoing

E. Reference Documents

1. Sidewalk and Roadway Lighting Improvements - Design Basis Report (2001) with detailed cost estimates
2. Village Adopted Annual Budgets (fiscal years 2001 and 2002)
3. Village of Howards Grove Comprehensive Plan (December 1996)
4. Sidewalk Improvement Projects - Public Works Committee (Construction Documents) 1992-2000
5. Vehicular Traffic Count Data - 3 year (Wisconsin Department of Transportation 1987 to 1999)
6. Accident History (Wisconsin Department of Transportation 1990 to present)
7. Accident History (Sheboygan County Sheriff Department 1997 to present)
8. Sheboygan County "Comprehensive Outdoor Recreation and Open Space Plan" (1998)
9. Sheboygan County "Bike Facility Plan" (1991)
10. Sheboygan County "Bicycle Transportation Facility Plan" (BLRPC 2002)



LEGEND

- EXISTING SIDEWALK
- PEDESTRIAN/BICYCLE PATH
- PROPOSED SIDEWALK AND PEDESTRIAN/BICYCLE PATH
- MAJOR SIDEWALK/PEDESTRIAN CORRIDORS (STH "32"/STH "42")
- VILLAGE LIMITS

