

**SMIP REVIEW COMMITTEE:**  
**PROJECT APPLICATION SUMMARY**

**PROJECT NAME:** Sidewalk US Highway 10  
**PUBLIC SPONSOR:** City of Stevens Point  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$41,000	\$0	\$41,000
Federal:	\$0	\$164,000	\$0	\$164,000
Total:	\$	\$205,000	\$	\$205,000

**ATTACHMENTS AVAILABLE UPON REQUEST:**

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

*4.6 avg*

Strengths

Weaknesses

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**Comments:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**OVERALL RANKING:**

1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 \_\_\_\_\_ 4 4 5 X  
High Priority Low Priority

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

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

1. Project Name: Sidewalk U S Highway 10
2. Project Location: Municipality: Stevens Point County: Portage  
Street Address of Project (if applicable): \_\_\_\_\_  
Describe location and boundaries of the project: U S Highway 10 between Badger Rd. and Maple Bluff Rd.  
\_\_\_\_\_  
\_\_\_\_\_
3. Name of the MPO the project is represented by: NONE  
**NOTE:** A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: City of Stevens Point  
Indicate Sponsor Type:  State  County  City  Village  Town  Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):  
2 of 4. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: John Gardner Title: Community Development Director  
Address: 1515 Strongs Ave. Phone: (715) 346-1567  
Municipality: Stevens Point State: WI Zip: 54481  
FAX: (715) 346-1498 E-mail: jgardner@ci.stevens-point.wi.u

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

Name: Jon Van Alstine Title: Public Works Director  
Address: 1515 Strongs Ave. Phone: (715-) 346-1561  
Municipality: Stevens Point State: WI Zip: 54481  
FAX: (715) 346-1498 E-mail: jvanalstine@cilstevens-point.w

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

**Local Transportation Enhancements (TE) Program**

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

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

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

**Surface Transportation Discretionary Program (STP-D)**

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

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

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

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

This project will construct a sidewalk along Highway 10 and along Wildwood Dr. to Bannach Elementary School. This is a rapidly developing commercial area, ADT 27,400 (1996) adjoining U S Hwy 10. Traffic volumes are expected to double in 20 years. The Highway separates a residential neighborhood from Bannach Elementary School. Sidewalk is currently present on only the south side of the highway. This project proposes to construct a sidewalk on the north side of the highway and connect the residential areas to the elementary school. This will also enhance pedestrian safety of the users of the commercial properties fronting on the north side of the highway. The sidewalk will also connect the city to a new sports hockey complex on Badger Rd. (600+ seats) This portion of U S Highway 10 is a part of the 2020 Backbone highway system and through-traffic is expected to increase.

9. **PROJECT COSTS:** An accurate cost estimate is critical because the local sponsor will be responsible for any costs that exceed the project award amount. List the broad categories of expenses in the following table. To ensure the reasonableness of estimates a more detailed budget should be included in your answer to Question 12, particularly for projects with many Construction components such as streetscaping and landscaping projects. **Construction projects must be \$100,000 and over.** This is the total size of the project including design, real estate acquisition, and construction. Purchase of materials should be listed under Construction as the costs can only be reimbursed after the materials are installed. **All other projects must be \$25,000 and over.** This applies to all non-construction projects including system-wide planning and preliminary engineering work such as developing project specific design work, environmental documents and Plans, Specifications and Estimates (PS&Es). Please note that you should submit a separate application and budget for each project or stand-alone project segment you are willing to accept or partially fund project requests. Note that due to previous year project commitments, major new funds are only available starting with state Fiscal Year 2004. It is possible that Districts may be able to meet requests for Design work in early 2003 for cases where Design work is needed prior to letting a project for Construction by July of 2003. This will depend on the status of projects already scheduled and the number and size of requests received. It is anticipated that by January of 2003 Districts will be able to determine whether you can proceed with Design work prior to FY 2004 that begins on July 1, 2003.

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$	\$	\$
Real Estate		\$	\$
Construction		\$205, 000	\$
System Planning (STP-D Only)		\$	\$
<b>TOTAL</b>	<b>\$</b>	<b>\$205, 000</b>	<b>\$</b>
Percentage of Public Sponsor Funds: 20%		\$41, 000	\$
Percentage of Federal Funds: 80%		\$164, 000	\$
<b>TOTAL</b>	<b>\$</b>	<b>\$205, 000</b>	<b>\$</b>

**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 fy 2004

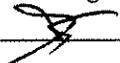
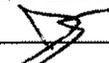
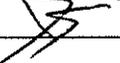
Real Estate \_\_\_\_\_

Construction fy 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](mailto:DEGOLL@DWD.STATE.WI.US)). (For work performed by industry contractors, please contact the TRANS Program at 414/445-6955).

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

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

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

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

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

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

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

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

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

13. I have read and understood the above statements.

Signed on behalf of City of Stevens Point  
(Name of Sponsor)

By John Schlee [Signature]  
(Name of Person with Fiscal Authority) (Signature of Person)

Comptroller Treasurer 4/12/02  
(Title of Person Signing) (Date)

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

12 A.

U.S. Highway 10 sidewalk between Maple Bluff Rd. and Badger Rd.

Length

Width 5 ft

Material Concrete

This sidewalk will connect a residential area to the south of US Hwy 10 to Bannach Elementary School to the north of US Hwy 10.

Stevens Point has an adopted bicycle & pedestrian plan adopted 1997.

Pedestrian/bicycle projects within last 5 years

Reconstruct portion of US Highway 10 in City of Stevens Point

Widen one lane to accommodate bicycle traffic 1.5 mile

Widen 1300 feet

West side loop – bicycle hiking Green Circle 2 miles

Sidewalk Brilowski Rd. - CTH HH to US Hwy 10 2 miles

Sidewalk CTH HH - Water St. to West River Dr. 1 1/4 mile

Bukolt Park walking/biking path parallel to drive lane 700 feet

Pedestrian crossing lights US Hwy 10 and Country Club Dr.

Pedestrian “bump out” curb at crossings U S Hwy 10 6 intersections

Bike racks in downtown

Brilowski Rd. Walter St to Rainbow Paved shoulders 3/4 mile

Green Ave. Paved shoulders U S Hwy 10 to U S Hwy 66 1 mile

7 Police officers are trained to patrol the Green Circle Trail (26 mile bike/pedestrian trail), patrol the downtown and neighborhoods & parks. 2 bikes are available for their patrols.

Paramedic teams patrol the parks on bikes during special events.

Bike racks have been installed on 5 new transit buses

Stevens Point does assess for sidewalk improvements

12 B Historic Projects – Not Applicable

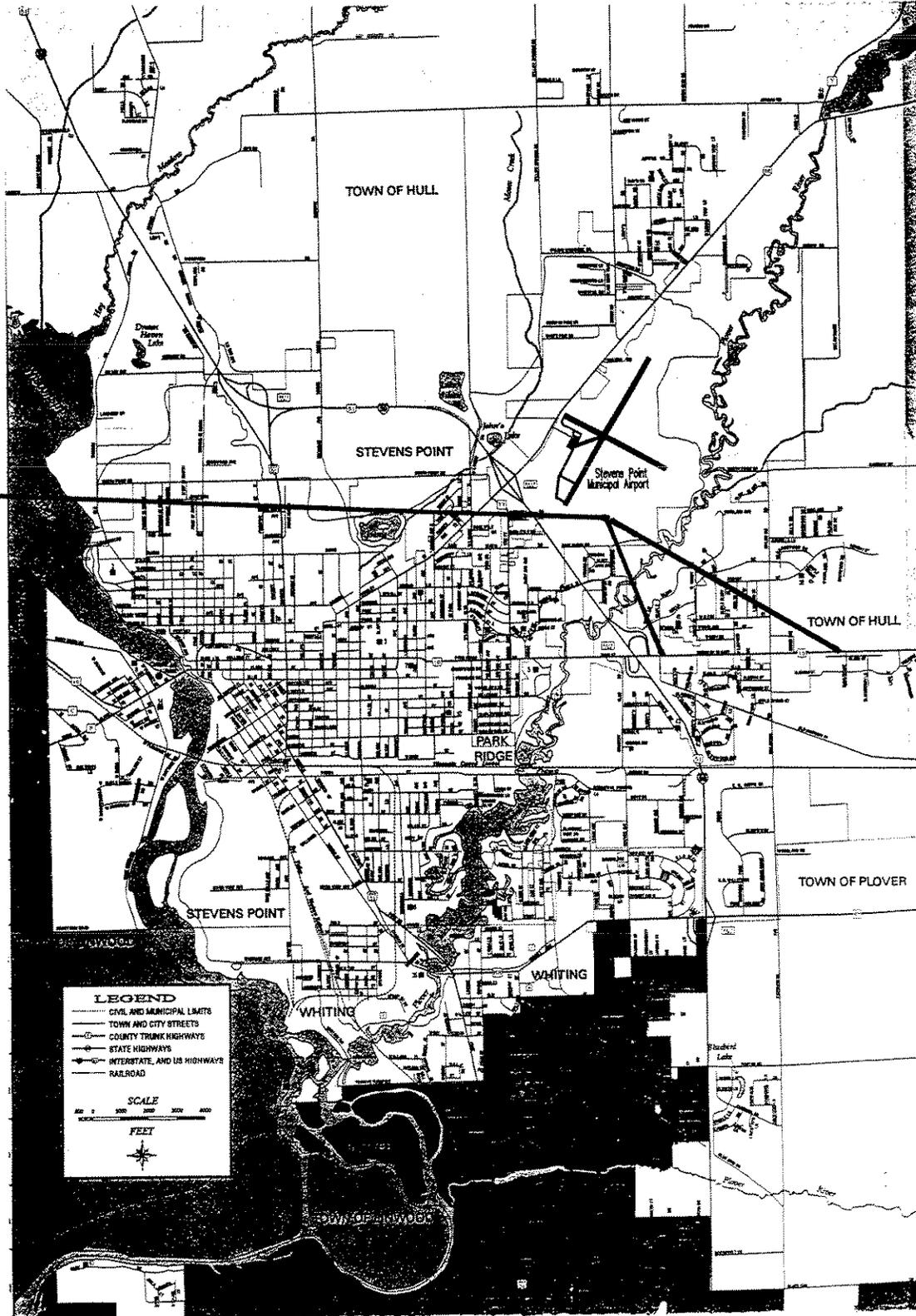
12 C Landscaping Street Scaping – Not Applicable

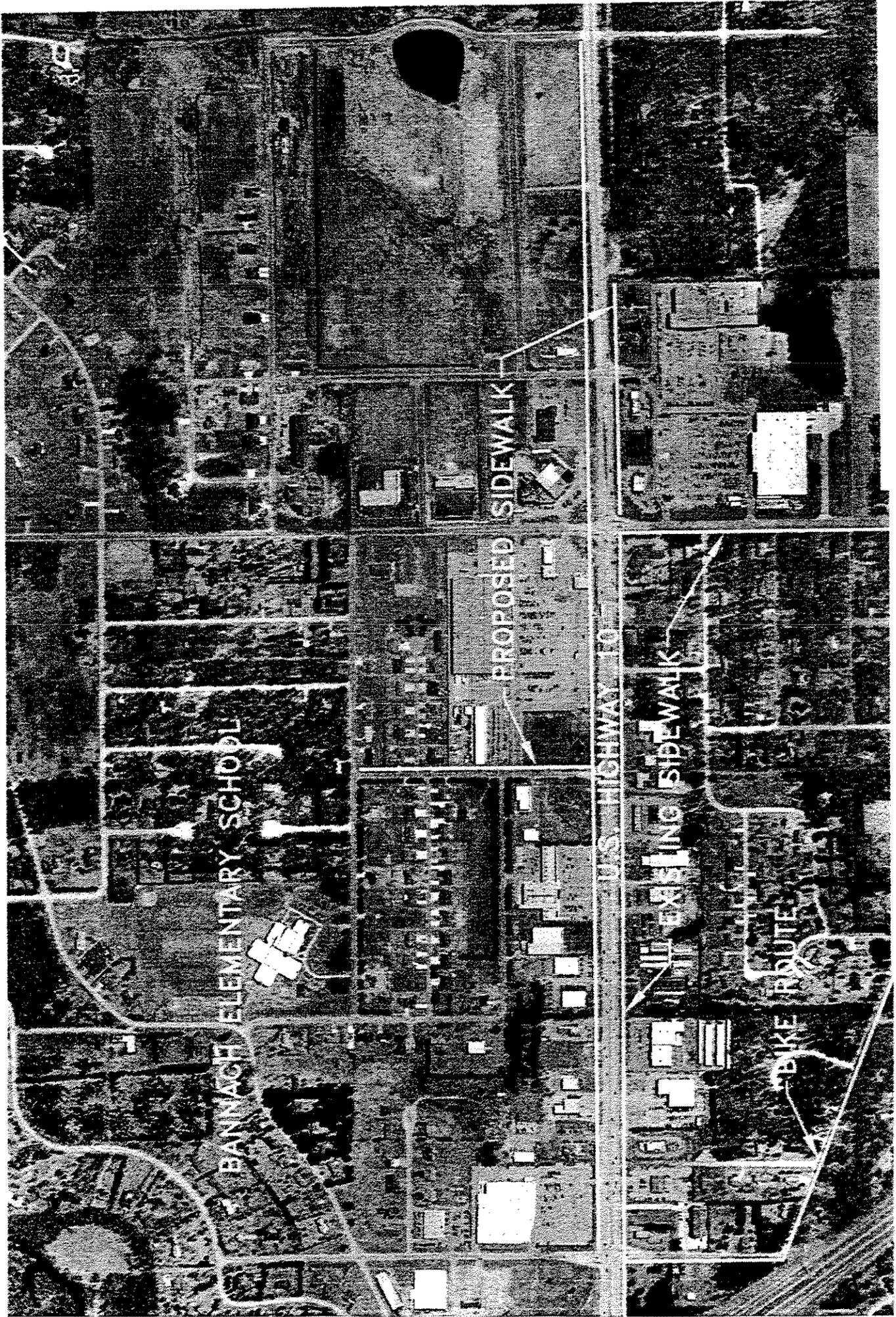
12 D Usage. The project will be used by a combination of elementary school children and users of commercial properties. Some elementary students currently walk to school crossing US Hwy 10 in the process. There are no sidewalks to the school or on the north side of the Highway. Elementary school children will use the sidewalk as a safer way of walking to and from school. Students are not encouraged to walk to school but many do walk or ride bike, especially during warmer seasons. The number of students may be in the “dozens” per day. This number of students may not be very great but the number of students is greatly complicated by the intense conflict with the high ADT (27,000 +) count per day.

The second group of users will be hockey and soccer kids. A new 600+ seat sports complex is under construction on Badger Rd. This will attract hundreds of children to the area. The sidewalk will be a safe way for these children to use the facility.

The third group who will use the sidewalk is users of commercial property. This is a commercial strip development. The only way to reach these commercial properties is by vehicle. If sidewalk were developed, commercial users could use bikes or walk to these commercial properties. A user could also drive to a commercial site and then walk to an adjacent store or restaurant, saving an ingress and egress movement.

HIGHWAY 10  
SIDEWALK





BANNACH ELEMENTARY SCHOOL

PROPOSED SIDEWALK

EXISTING SIDEWALK

BIKE ROUTE

U.S. HIGHWAY 10

**SMIP REVIEW COMMITTEE:**  
**PROJECT APPLICATION SUMMARY**

**PROJECT NAME:** Patch Street Sidewalk  
**PUBLIC SPONSOR:** City of Stevens Point  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$46,000	\$0	\$46,000
Federal:	\$0	\$184,000	\$0	\$184,000
Total:	\$	\$230,000	\$	\$230,000

**ATTACHMENTS AVAILABLE UPON REQUEST:**

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

*4.55 avg*

**Strengths**

**Weaknesses**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Comments:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*sidewalks*

**OVERALL RANKING:**

1 \_\_\_\_\_ 2 *X* 3 \_\_\_\_\_ 4 *X* 5 \_\_\_\_\_  
High Priority Low Priority

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

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

1. Project Name: Patch Street Sidewalk

2. Project Location: Municipality: Stevens Point County: Portage

Street Address of Project (if applicable): Patch St.

Describe location and boundaries of the project: Patch Street between Michigan Ave. and Hoover Rd.  
approximate distance 1.25 miles

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

**NOTE:** A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.

4. Name and Location of Public Sponsor: City of Stevens Point

Indicate Sponsor Type:  State  County  City  Village  Town  Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency:

Name: John Gardner Title: Community Development Director

Address: 1515 Strongs Ave. Phone: (715) 346-1567

Municipality: Stevens Point State: WI Zip: 54481

FAX: (715) 346-1498 E-mail: jgardner@ci.stevens-point.wi.u

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

Name: Jon Van Alstine Title: Public Works Director

Address: 1515 Strongs Ave. Phone: (715-) 346-1561

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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:

- |  |   |
|--|---|
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| <input type="checkbox"/> Provision of safety and educational activities for pedestrians & bicyclists   | <input type="checkbox"/> Scenic or historic highway programs (including the provision of tourist and welcome center facilities)   |
| <input type="checkbox"/> Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) | <input type="checkbox"/> Landscaping and other scenic beautification  |
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**Surface Transportation Discretionary Program (STP-D)**

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

Indicate which ONE of these categories best identifies your project:

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

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

The project is to construct a sidewalk along Patch St. Patch St. is a city arterial street connecting the residential areas of the city with the Stevens Point Industrial Park. Patch St. is 4 lanes with no sidewalk. Construction of the sidewalk will improve pedestrian safety and will provide for safe pedestrian and bike access to one of the major employment centers of the city. This sidewalk will also connect residential areas to the 26 mile recreational trail which circles the city. This sidewalk will connect the existing sidewalk system along Michigan Ave. to sidewalk on Hoover Rd. Construction of this sidewalk will eliminate the conflict between vehicles and pedestrians.

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.

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Preliminary Engineering/Design	\$	\$	\$
Real Estate		\$	\$
Construction		\$230,000	\$
System Planning (STP-D Only)		\$	\$
<b>TOTAL</b>	\$	\$230,000	\$
Percentage of Public Sponsor Funds:	20%	\$46,000	\$
Percentage of Federal Funds:	80%	\$184,000	\$
<b>TOTAL</b>	\$	\$230,000	\$

**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 fy 2004

Real Estate \_\_\_\_\_

Construction fy 2004

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

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LD Accepted.

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

LD Accepted.

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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:

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- Does your community have a bicycle or pedestrian plan?
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c) For **landscaping/streetscaping** applications, clearly detail the types of amenities and improvements that will be part of the project. Also indicate how the improvements could promote opportunities for walking and biking.

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

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

13. I have read and understood the above statements.

Signed on behalf of City of Stevens Point  
(Name of Sponsor)

By John Seblie [Signature]  
(Name of Person with Fiscal Authority) (Signature of Person)

Comptroller - Treasurer 4/12/02  
(Title of Person Signing) (Date)

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

12 A.

Patch St. Sidewalk between Michigan Ave. and Hoover Rd.

Length

Width 5 ft

Material Concrete

This sidewalk will connect a residential area to the west of the Plover River to the Stevens Point Industrial Park and the Green Circle Trail, a 26 mile recreational trail.

Stevens Point has an adopted bicycle & pedestrian plan adopted 1997.

Pedestrian/bicycle projects within last 5 years

Reconstruct portion of US Highway 10 in City of Stevens Point

Widen one lane to accommodate bicycle traffic 1.5 mile

Widen 1300 feet

West side loop – bicycle hiking Green Circle 2 miles

Sidewalk Brilowski Rd. - CTH HH to US Hwy 10 2 miles

Sidewalk CTH HH - Water St. to West River Dr. 1 1/4 mile

Bukolt Park walking/biking path parallel to drive lane 700 feet

Pedestrian crossing lights US Hwy 10 and Country Club Dr.

Pedestrian “bump out” curb at crossings U S Hwy 10 6 intersections

Bike racks in downtown

Brilowski Rd. Walter St to Rainbow Paved shoulders 3/4 mile

Green Ave. Paved shoulders U S Hwy 10 to U S Hwy 66 1 mile

7 Police officers are trained to patrol the Green Circle Trail (26 mile bike/pedestrian trail), patrol the downtown and neighborhoods & parks. 2 bikes are available for their patrols.

Paramedic teams patrol the parks on bikes during special events.

Bike racks have been installed on 5 new transit buses

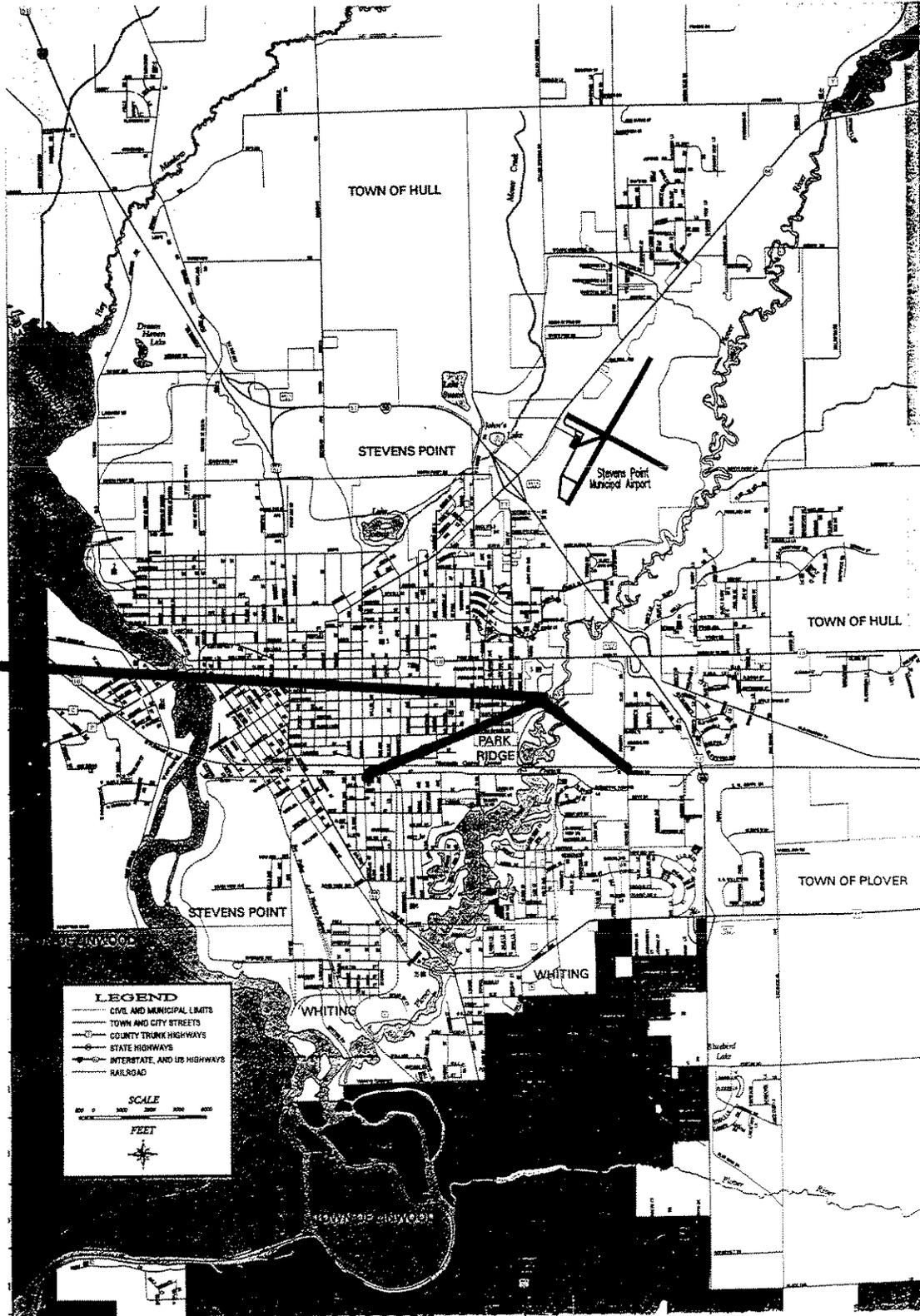
Stevens Point does assess for sidewalk improvements

12 B Historic Projects – Not Applicable

12 C Landscaping Street Scaping – Not Applicable

12 D Usage. The project will be used by commuters between the residential neighborhoods and the Stevens Point Industrial Park. Patch St is the major connection to the Industrial Park employing over 1,000 employees. The project will also connect the neighborhood to the Green Circle Trail, a 26 mile circle bike/pedestrian trail that circles the city. Patch St. is the only connection between the neighborhoods and the trail. Finally, the Patch St. sidewalk will connect the existing sidewalk system on Michigan Ave. to the existing sidewalk system on Hoover Rd.

PATCH ST.  
SIDEWALK



**SMIP REVIEW COMMITTEE:**  
**PROJECT APPLICATION SUMMARY**

**PROJECT NAME:** Village of Plover Sidewalk Enhancement, CTH B  
**PUBLIC SPONSOR:** Village of Plover  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$31,632	\$0	\$31,632
Federal:	\$0	\$126,530	\$0	\$126,530
Total:	\$	\$158,162	\$	\$158,162

**ATTACHMENTS AVAILABLE UPON REQUEST:**

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: #
- MISCELLANEOUS: Probable Construct Cost

*4.05 avg*

**Strengths**

**Weaknesses**

*cost*  
*along major arterial*

**Comments:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**OVERALL RANKING:**

1 ✓ 2 ✓ 3 ~~✓~~ 4 \_\_\_\_\_ 5 \_\_\_\_\_  
High Priority Low Priority

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

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

1. Project Name: Village of Plover Sidewalk Enhancement, CTH B
2. Project Location: Municipality: Village of Plover County: Portage  
Street Address of Project (if applicable): \_\_\_\_\_  
Describe location and boundaries of the project: Sidewalk/multi-purpose pedestrian trail north side of Plover Road/CTH B, between Hoover Avenue and Business 51 Plover, Wisconsin.
3. Name of the MPO the project is represented by: NONE  
**NOTE:** A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: Village of Plover  
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: Bill Konkol Title: Public Works Manager  
Address: 2400 Post Road, PO Box 37 Phone: (715) 345-5257  
Municipality: Village of Plover State: WI Zip: 54467  
FAX: (715) 345-5253 E-mail: konkolb.plover@co.portage.wi.u

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 proposed project is for the construction of a hard surfaced  
multi-purpose pedestrian trail along the north side of Plover Road/  
CTH B in Plover, Wisconsin. This would complete an east-west link  
between the Hoover Avenue multi-purpose trail, the Post Road sidewalk  
system, and the Highway 54/Plover Road sidewalk/hard surface multi-  
purpose pedestrian trail. The Village is experiencing a large amount  
of commercial development east of its downtown, along Plover Road/  
CTH B and Hoover Avenue. The installation of such a trail would  
provide safe access for pedestrians to commute to and from this new  
development 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	\$	\$ 14,378	\$
Real Estate		\$	\$
Construction		\$143,784	\$
System Planning (STP-D Only)		\$	\$
<b>TOTAL</b>	<b>\$</b>	<b>\$158,162</b>	<b>\$</b>
Percentage of Public Sponsor Funds: 20%		\$ 31,632	\$
Percentage of Federal Funds: 80%		\$126,5304	\$
<b>TOTAL</b>	<b>\$</b>	<b>\$158,162</b>	<b>\$</b>

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

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

P.E./Design/Planning July 2003

Real Estate \_\_\_\_\_

Construction 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](mailto: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.  
KPS Accepted.
- b. These are **reimbursement** programs. The sponsor must finance the project until federal reimbursement funds are available.  
KPS 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.  
KPS 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.  
KPS 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.  
KPS 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.  
KPS 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.  
KPS 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 Prover  
(Name of Sponsor)

By Kenneth Shipilski Kenneth F. Shipilski  
(Name of Person with Fiscal Authority) (Signature of Person)

President 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 --

12.a) The proposed project is for the construction of a hard surfaced multi-purpose pedestrian trail along the north side of Plover Road/CTH B from Business 51 to Hoover Avenue in the Village of Plover located in Portage County, Wisconsin. The work will include 800 feet of 5-foot wide concrete sidewalk, and 2,700 feet of 8-foot wide asphaltic concrete multi-purpose path. Storm sewer and curb and gutter will also be incorporated into this project. Presently, drainage along much of the improvement area is handled with open swales in the right of way. In order to install the sidewalk, storm sewer with curb and gutter is required. This is a much more cost-effective solution than purchasing additional right of way for sidewalk installation.

The Village of Plover trails connect with the Stevens Point Area Green Circle Trail.

Some other bicycle and pedestrian projects in the Village of Plover include the Hoover Avenue reconstruct from Cedar Avenue to Maple Drive, which included the installation of an 8-foot wide multi-use path. Presently, Hoover Avenue is to be reconstructed from Cedar Drive north to CTH HH. This project will include preservation of the 8-foot wide multi-use path along its entire 2-mile route. As part of this same project, sidewalk will be installed in the east right of way of Hoover Avenue from Brookridge Drive to Porter Road which will serve the Plover-Whiting Elementary School.

In FY 2001, 1/2 mile of 5-foot concrete sidewalk was installed along Wilson Avenue from STH 54 south to Maple Drive and along Maple Drive from Wilson Avenue to Cleveland Avenue. In FY 2002, Maple Drive sidewalk will be extended from Cleveland Avenue to Jackson Avenue.

The Village of Plover does offer extensive bicycle safety programs, and its police officers do take part in the Police on Bikes program.

The Village of Plover does not assess for sidewalk improvements.

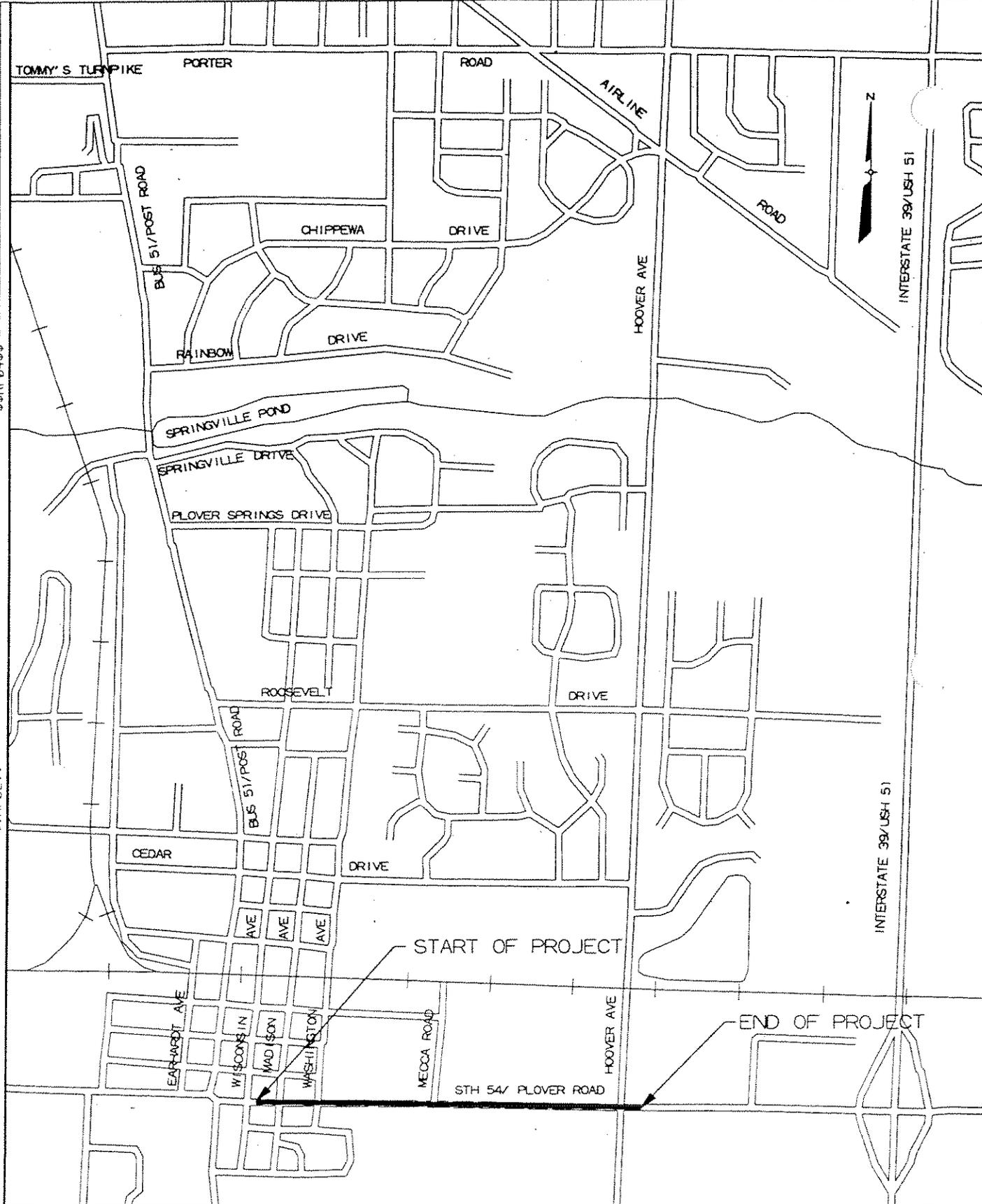
12.d) The path will be used year round, as it would be regarded as an integral part of the pedestrian transportation system. By completing this project, another loop in the Portage County Green Circle multi-purpose path will be connected. There will be approximately 126,000 people utilizing the facilities in question on an annual basis based on estimates determined by the Portage County Parks Department.

The Village is experiencing continued, rapid commercial growth east of Post Road/Business 51, along Plover Road/CTH B and Hoover Avenue. Current development includes a grocery store, a large department store, fast food restaurants, outdoor water park/mall, and two sizeable home improvement centers. Also within this area are two community parks: Worzella Pines Park and Lake Pacawa Park, which contain a swimming beach, soccer fields, baseball fields, playground equipment, shelter house facilities with large activities areas, and a Korean War Memorial. With the large amount of undeveloped commercial property throughout the area, the proposed project location has development potential of three times its current growth. The proposed facility will be necessary to connect this development to the surrounding areas by means other than a motor vehicle.

12.e) The installation of a hard surfaced multi-purpose pedestrian trail/concrete sidewalk along the north side of Plover Road/CTH B provides safe access for pedestrians/bicyclists to commute to and from businesses, parks, and several recreation trails throughout the area. This project will connect the proposed Tomorrow River Rails to Trails Path to the Green Circle Trail and the Village of Plover Business District. These facilities will aid in tourism promotion for Portage County.

The Project would also provide access to Heritage Park, a site maintained by the Portage County Historical Society. The proposed park is a plethora of restored historic buildings. These include a post office, schoolhouse, blacksmith shop, railroad depot, church, and homes from the early days of Portage County. The park will provide tours and enhance tourism throughout the area. The proposed sidewalk/multi-purpose path will further this, by providing a means other than a motor vehicle to access the site from Plover Road/CTH B.

Proposal Plover Fig.dgn Mar. 30, 2000 10:27:23



VILLAGE OF PLOVER  
 PORTAGE COUNTY, WI

**SMIP REVIEW COMMITTEE:**  
**PROJECT APPLICATION SUMMARY**

**PROJECT NAME:** Village of Plover Sidewalk Enhancement, Post Road/Business 51  
**PUBLIC SPONSOR:** Village of Plover  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
<b>Public:</b>	\$0	\$25,254	\$0	\$25,254
<b>Federal:</b>	\$0	\$101,017	\$0	\$101,017
<b>Total:</b>	\$	\$126,271	\$	\$126,271

**ATTACHMENTS AVAILABLE UPON REQUEST:**

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: #
- MISCELLANEOUS: Probable Construct Cost

*4.15avg*

**Strengths**

**Weaknesses**

*cost*

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**Comments:** \_\_\_\_\_

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**OVERALL RANKING:**

1  2 \_\_\_\_\_ 3  4 \_\_\_\_\_ 5 \_\_\_\_\_  
 High Priority Low Priority

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

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

1. Project Name: Village of Plover Sidewalk Enhancement, Post Road/Bus. 51
2. Project Location: Municipality: Village of Plover County: Portage  
Street Address of Project (if applicable): \_\_\_\_\_  
Describe location and boundaries of the project: Concrete sidewalk along the west side of Post Road/Business 51, approximately 700 feet north of Plover Springs Drive to approx. 1,000 feet south of Tommy's Turnpike, Plover, Wisconsin.
3. Name of the MPO the project is represented by: NONE  
**NOTE:** A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: Village of Plover  
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: Bill Konkol Title: Public Works Manager  
Address: 2400 Post Road, PO Box 37 Phone: (715) 345-5257  
Municipality: Village of Plover State: WI Zip: 54467  
FAX: (715) 345-5253 E-mail: konkolb.plover@co.portage.wi.u

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 proposed project is for the construction of a 5-foot wide concrete sidewalk along the west side of Post Road/Business 51. This will complete the north-south pedestrian link from the CTH B/STH 54 intersection north to Tommy's Turnpike. The Village and WisDOT have developed a restricted access plan for this corridor based on the area's rapid commercial growth. This project will address pedestrian traffic concerns within this access control plan. The Village has developed a Pedestrian Walkway Committee, which had identified a need for this project. The Village has received WisDOT funding to reduce traffic accidents at the north end of the proposed sidewalk.

**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	\$	\$ 11,479	\$
Real Estate		\$	\$
Construction		\$114,792	\$
System Planning (STP-D Only)		\$	\$
<b>TOTAL</b>	<b>\$</b>	<b>\$126,271</b>	<b>\$</b>
Percentage of Public Sponsor Funds: 20%		\$ 25,254	\$
Percentage of Federal Funds: 80%		\$101,017	\$
<b>TOTAL</b>	<b>\$</b>	<b>\$126,271</b>	<b>\$</b>

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

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

P.E./Design/Planning July 2003

Real Estate \_\_\_\_\_

Construction 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](mailto: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.  
KPS Accepted.
- b. These are **reimbursement** programs. The sponsor must finance the project until federal reimbursement funds are available.  
KPS 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.  
KPS 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.  
KPS 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.  
KPS 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.  
KPS 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.  
KPS 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 Plover  
(Name of Sponsor)

By Kenneth P. Stibicki  
(Name of Person with Fiscal Authority)

Kenneth P. Stibicki  
(Signature of Person)

President  
(Title of Person Signing)

04/09/02  
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

12.a) The proposed project is for the construction of a concrete sidewalk along the west side of Post Road/Business 51, from approximately 1,000 feet south of Tommy's Turnpike to approximately 700 feet north of Plover Springs Drive in the Village of Plover located in Portage County, Wisconsin. The concrete sidewalk will be 5 feet wide and approximately 3,000 feet in length.

The Village of Plover trails connect with the Stevens Point Area's Green Circle Trail.

Some other bicycle and pedestrian projects in the Village of Plover include the Hoover Avenue reconstruct from Cedar Avenue to Maple Drive, which included the installation of an 8-foot wide multi-use path. Presently, Hoover Avenue is to be reconstructed from Cedar Drive north to CTH HH. This project will include preservation of the 8-foot wide multi-use path along its entire 2-mile route. As part of this same project, sidewalk will be installed in the east right of way of Hoover Avenue from Brookridge Drive to Porter Road, which will serve the Plover-Whiting Elementary School.

In FY 2001, 1/2 mile of 5-foot concrete sidewalk was installed along Wilson Avenue from STH 54 south to Maple Drive and along Maple Drive from Wilson Avenue to Cleveland Avenue. In FY 2002, Maple Drive sidewalk will be extended from Cleveland Avenue to Jackson Avenue.

The Village of Plover does offer extensive bicycle safety programs and its police officers do take part in the Police on Bikes program.

The Village of Plover does not assess for sidewalk improvements.

12.b) N.A.

12.c) N.A.

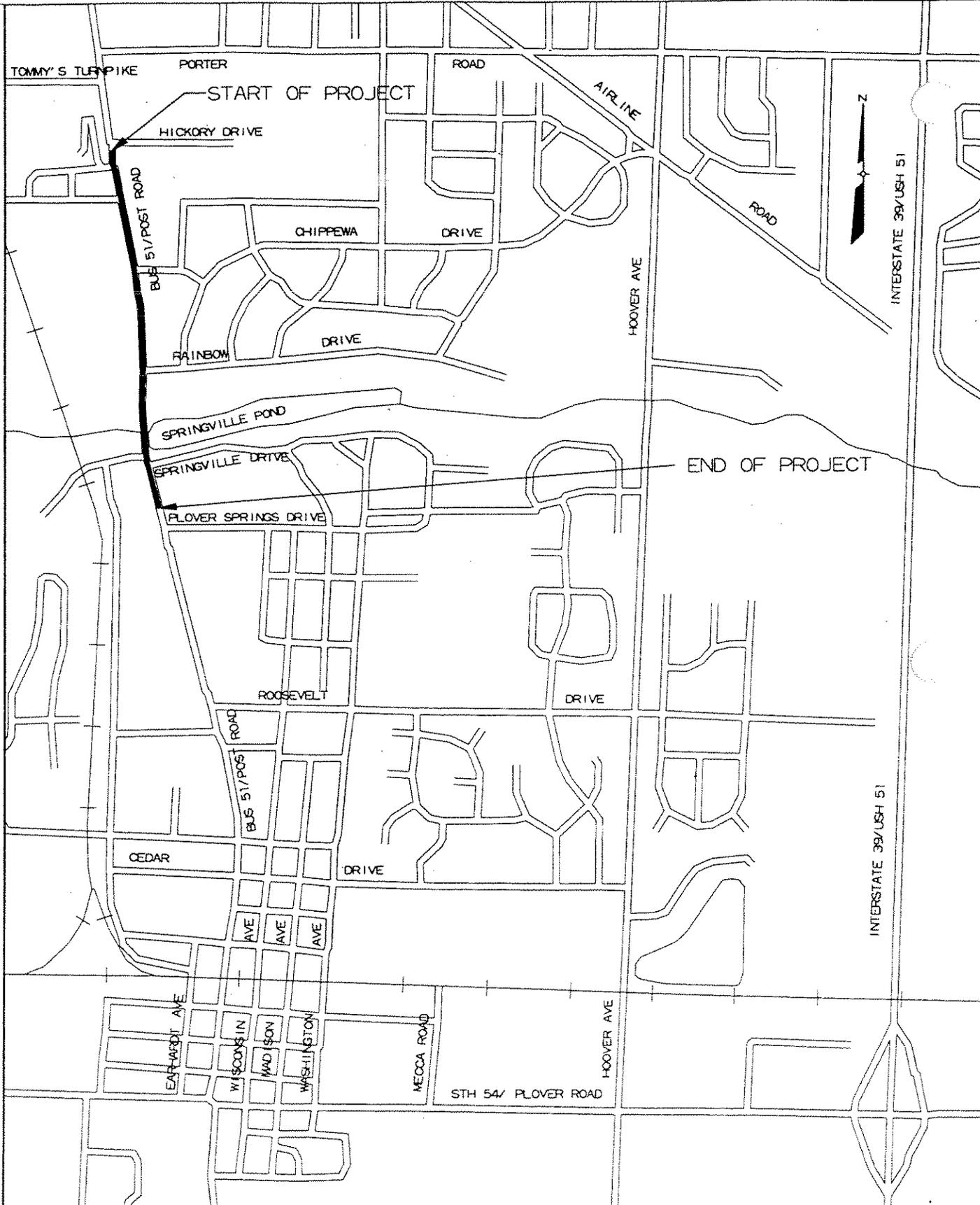
12.d) The sidewalk would be used year round as it would be regarded as an integral part of the pedestrian transportation system. By completing the project in question, another loop in the Portage County Green Circle will be connected. Approximately 126,000 people will be utilizing the facilities in question on an annual basis according to the Portage County Department of Parks.

The proposed project location continues to experience rapid commercial growth. There are several restaurants, shops, apartment complexes, and schools throughout the area. This sidewalk would serve the pedestrians/bicyclists who utilize these facilities and provide a safe route to and from businesses throughout the Village of Plover, by means other than a motor vehicle.

12.e) The proposed concrete sidewalk facility along the west side of Post Road/Business 51 will provide a safe means of pedestrian travel throughout a very high traffic volume area. It would further connect the Portage County Green Circle multi-purpose path, which will promote tourism throughout the Portage County Area. Within the adjoining area are two large senior retirement apartment complexes. This project would successfully connect these facilities to businesses along Post Road/Business 51 by a means other than a motor vehicle. This would allow safe access to and from the Village of Plover center and these complexes.

I:\work\projects\44114\wp\reports\dot\smip\_attach\_tml.doc

proposal\plover\fig.dgn Mar. 30, 2000 10:17:22



START OF PROJECT

END OF PROJECT

EARTH TECH



VILLAGE OF PLOVER  
PORTAGE COUNTY, WI

**SMIP REVIEW COMMITTEE:**  
**PROJECT APPLICATION SUMMARY**

**PROJECT NAME:** CTH W (Monica Lane to Harding Road)  
**PUBLIC SPONSOR:** Town of Pine Grove  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$63,000	\$0	\$63,000
Federal:	\$0	\$252,000	\$0	\$252,000
Total:	\$	\$315,000	\$	\$315,000

**ATTACHMENTS AVAILABLE UPON REQUEST:**

- MAPS:
- PICTURES: 1
- LETTERS OF SUPPORT: #
- MISCELLANEOUS: Preliminary Engineering Estimate

*3.6 avg*

**Strengths**

*use by students*

**Weaknesses**

*large amount sidewalk  
to be replaced*

**Comments:**

*don't like that a lot of sidewalks being  
replaced*

**OVERALL RANKING:**

1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 ~~\_\_\_\_\_~~ 4 \_\_\_\_\_ 5 \_\_\_\_\_  
High Priority Low Priority

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

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

1. Project Name: CTH W (Monica Lane to Harding Road)

2. Project Location: Municipality: Town of Pine Grove County: Portage  
Street Address of Project (if applicable): \_\_\_\_\_

Describe location and boundaries of the project: The project is located on CTH W in Section 11, T21N, R8E in the Town of Pine Grove in Portage County. The project begins at Monica Lane just east of the IH 39 / CTH W interchange and proceeds east for 0.53 miles to the intersection of Harding/Isherwood Road. CTH W is the main east-west street in Bancroft and the Town of Pine Grove.

3. Name of the MPO the project is represented by: -- Pull Down Here To Select --  
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 Pine Grove / Portage County  
Indicate Sponsor Type:  State  County  City  Village  Town  Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency:

Name: Jean Meddaugh Title: Town of Pine Grove, Chairperson  
Address: 9258 Harding Road Phone: (715) 335-4516  
Municipality: Plainfield State: WI Zip: 54966  
FAX: (\_\_\_\_\_) \_\_\_\_\_ E-mail: \_\_\_\_\_

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

Name: Bill Weronke Title: Portage Co Hwy Commissioner  
Address: 800 Plover Road Phone: (715) 345-5230  
Municipality: Plover State: WI Zip: 54467  
FAX: (715) 345-5356 E-mail: \_\_\_\_\_

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

**Local Transportation Enhancements (TE) Program**

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

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

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

**Surface Transportation Discretionary Program (STP-D)**

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

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

8. **In 100 words or less, describe the project (See Question 12 for detailed description instructions.)**  
The project is located on CTH W in the community of Bancroft located in southern Portage County (see Exhibit

A). CTH W is the main street in Bancroft which runs east-west and has direct access to I-39 via a diamond interchange.

The project would start on CTH W at Monica Road and end at the Harding/Isherwood Road intersection (see Exhibit B). The scope of the project is to provide a continuous sidewalk on CTH W from one side of Bancroft to the other. Currently CTH W through Bancroft consists of a combination of rural and urban cross sections with only spot locations of existing sidewalk.

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	\$	\$ 30,000	\$
Real Estate		\$ 5,000	\$
Construction		\$280,000	\$
System Planning (STP-D Only)		\$	\$
<b>TOTAL</b>	<b>\$</b>	<b>\$315,000</b>	<b>\$</b>
Percentage of Public Sponsor Funds: 20%		\$ 63,000	\$
Percentage of Federal Funds: 80%		\$252,000	\$
<b>TOTAL</b>	<b>\$</b>	<b>\$315,000</b>	<b>\$</b>

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

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

P.E./Design/Planning July, 2002

Real Estate ----

Construction July, 2003

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

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

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

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

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: See Attached

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 PINE GROVE  
(Name of Sponsor)

By JEAN E. MEDDAUGH   
(Name of Person with Fiscal Authority) (Signature of Person)

Chairperson 4-11-2002  
(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 -

The project is located on CTH W in the community of Bancroft located in southern Portage County (see Exhibit A). CTH W is the main east-west street in Bancroft, which has direct access to I-39 via a diamond interchange. The project would be about a half-mile long, which would start at Monica Road and end at the Harding/Isherwood Road intersection (see Exhibit B). Currently, CTH W through Bancroft consists of a combination of rural and urban cross sections with only spot locations of existing sidewalk.

The scope of the project is to provide a continuous sidewalk from one side of the Village to the other. There is a school at the intersection of Isherwood and School Roads, which is just north of the east project limits. Lions Park is located on the south side of CTH W between Pine Street and Palomino Pass. Children frequently travel by walking and/or bikes to the school and park to use the playground equipment. There is also a campground one mile north of CTH W on Isherwood Road. The campground generates considerable bike traffic during the summer months.

Over the course of the last decade the Town has worked with Portage County to implement a better means of pedestrian access to the school, park and Bancroft businesses. The Town of Pine Grove does not have a formalized pedestrian plan. The school is currently being used for Pre-K and Kindergarten classes. The Almond school district is planning in the future to expand this school to include elementary school students. The school expansion would increase the amount of children walking or riding their bikes to school. Not having sidewalks in Bancroft has created an unsafe situation, which needs to be corrected. The Town has a 50/50 assessment policy for sidewalk. The property owner is assessed 50% of the costs and the Town picks up the remaining 50%.

The proposed project is divided into several segments. CTH W is rural from Monica Road to Clydesdale Court Lane to Clydesdale Court (See Exhibit C). The plan is to construct a 5' or 6' wide asphalt sidewalk on the north side of the road north of the existing ditch/swale. There is no existing sidewalk there currently and pedestrians/

bicyclists are forced to use the roadway. The buildings in this area are set back a distance which allows room for the sidewalk to be placed on the back side of the ditch/swale.

The second segment is a two lane combination rural (south side)/urban (north side) section between Clydesdale Court and Klondike Street. Currently there is curb and gutter and sidewalk on the north side of the road. The plan is to replace the concrete sidewalk on the north side of the road. This existing sidewalk is very deteriorated and is in dire need of replacement.

The third segment is from Klondike Street to 100' short of School Road. This section is a four lane (2 driving, 2 parking) urban section. The plan is to replace the sidewalk on both sides of the road in this segment. The existing sidewalk is very deteriorated, the slabs are tipped and faulted and require replacement. The urban section drains poorly with water ponding at most of the intersections. This ponding hampers pedestrians crossing at the side road intersections. There currently is no storm sewer system to provide drainage.

The fourth and last segment is a rural two lane roadway which runs from 100' west of School Road to Isherwood/Harding Road. The plan is to add 5' of asphalt pavement, curb and gutter and concrete sidewalk to both sides of the road in this area. Curb and gutter would improve drainage and allow construction of the new sidewalk to occur within the existing right-of-way.

For this safety enhancement project, new sidewalk would provide a viable means of walking from one end of Bancroft to the other and more importantly provide a safe means of access for children to get to the school and Lions Park. The Town would like to incorporate decorative lighting into the project as well. The decorative lighting would extend from Clydesdale Court to the east end of the project and improve safety for pedestrians and bicyclists after dark.

In conjunction with this project Portage County Highway is considering rehabilitating/reconstructing the roadway portion of CTH W within the project limits. The enhancement project is a stand alone project, although it the work by the County could coincide with this project to minimize disruption to Bancroft.

A preliminary construction cost estimate is included as Exhibit D.

# EXHIBIT A

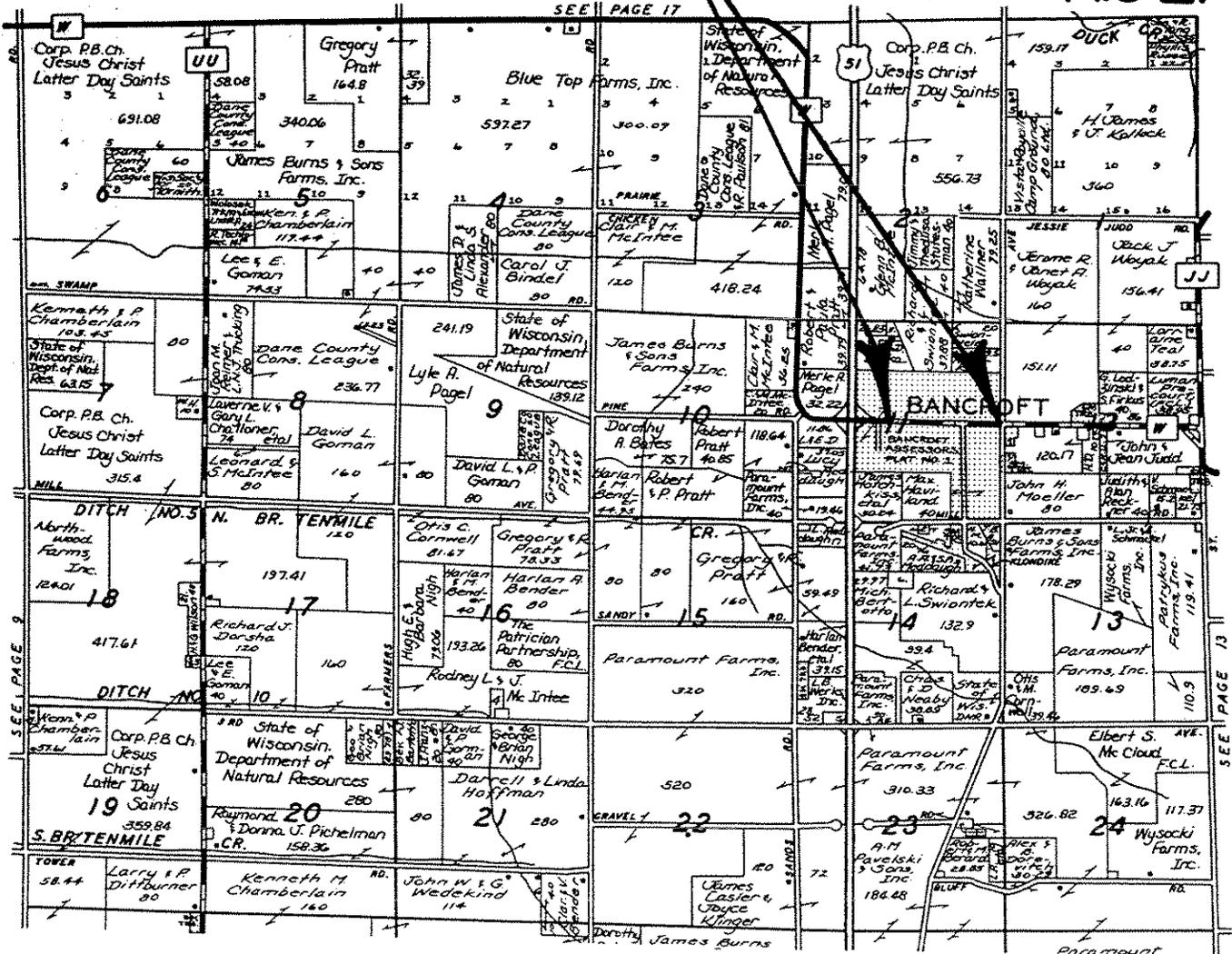
## PROJECT LOCATION MAP

PROJECT LOCATION

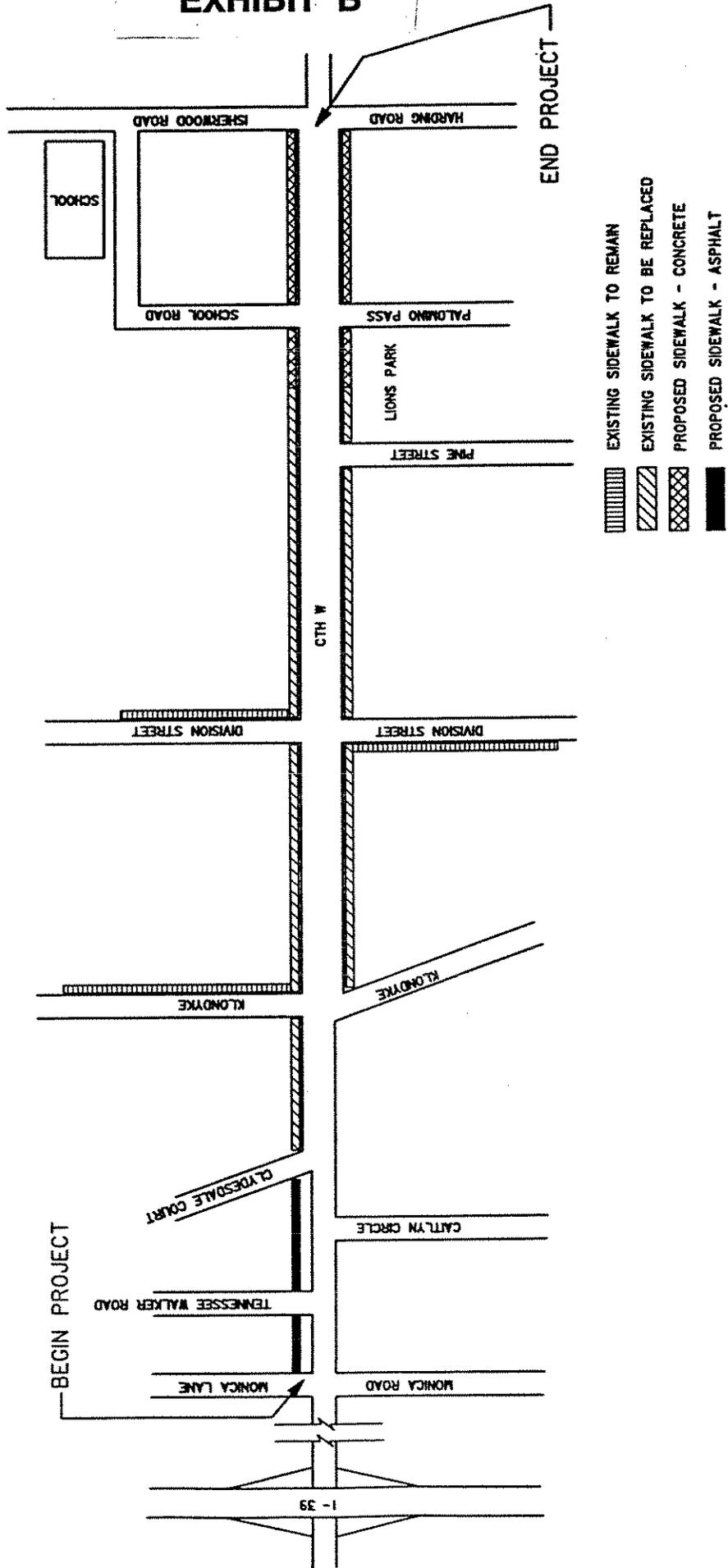
# PINE GROVE

# T.21N.-R.8E.

SEE PAGE 17



# EXHIBIT B



BANCROFT, TOWN OF PINE GROVE, PORTAGE COUNTY

**SMIP REVIEW COMMITTEE:**  
**PROJECT APPLICATION SUMMARY**

**PROJECT NAME:** Tomorrow River State Trail  
**PUBLIC SPONSOR:** Portage County  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
Public:	\$9,460	\$63,052	\$0	\$72,512
Federal:	\$37,840	\$252,208	\$0	\$290,048
Total:	\$47,300	\$315,260	\$	\$362,560

**ATTACHMENTS AVAILABLE UPON REQUEST:**

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

*2.35 avg.*

**Strengths**

**Weaknesses**

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**Comments:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**OVERALL RANKING:**

1    2    3    4    5     
High Priority X X X X X 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)

COPY

1. Project Name: Tomorrow River State Trail
2. Project Location: Municipality: Village of Amherst County: Portage  
Street Address of Project (if applicable): Junction  
Describe location and boundaries of the project: Village of Amherst Junction, Wisconsin Central Ltd rail line easement from 2nd St to Alm Rd
3. Name of the MPO the project is represented by: \_\_\_\_\_  
**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: Portage  
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: Gary Speckmann Title: Parks Director  
Address: 1462 Strongs Ave Phone: ( 715 ) 346-1433  
Municipality: Portage County Parks Dept State: WI Zip: 54481  
FAX: ( 715 ) 343-6226 E-mail: speckmag@co.portage.wi.us

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

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

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

**Local Transportation Enhancements (TE) Program**

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

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

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

**Surface Transportation Discretionary Program (STP-D)**

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

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

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

This proposed 5000 foot project uses the active rail line spur in Amherst Junction and continues east to the established trail at Alm Rd. This is Portage County's final stage of the 14 mile Tomorrow River State Trail development project. The proposed section would safely connect the west trail segment (Amherst Junction residents) to the east trail segment (Amherst residents) by providing an overpass bridge. Currently, users must cross Hwy 10 at grade and travel two miles on narrow town roads without shoulders to connect one segment to the other. The project requires a pedestrian bridge, trail surfacing and fencing.

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	\$ 47,300	\$	\$
Real Estate		\$	\$
Construction		\$ 315,260	\$
System Planning (STP-D Only)		\$	\$
<b>TOTAL</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
Percentage of Public Sponsor Funds: 20 %	9,460	\$ 63,052	\$
Percentage of Federal Funds: 80 %	37,840	\$ 252,208	\$
<b>TOTAL</b>	<b>\$ 47,300</b>	<b>\$ 315,260</b>	<b>\$</b>

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

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

P.E./Design/Planning 08-2002

Real Estate \_\_\_\_\_

Construction 07-2003

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](mailto:DEGOLL@DWD.STATE.WI.US)). (For work performed by industry contractors, please contact the TRANS Program at 414/445-6955).

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

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

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

LS Accepted.

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

LS Accepted.

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

LS Accepted.

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

LS Accepted.

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

LS Accepted.

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

LS Accepted.

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

LS Accepted.

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

- a) For **bicycle and/or pedestrian facilities**, clearly indicate the location, length, width and surface materials and any connections to existing or planned facilities. Also answer the following as applicable to your bicycle or pedestrian project:
- Does your community have a bicycle or pedestrian plan?
  - Summarize the bicycle and pedestrian projects that you have developed over the past 5 years being sure to include any bicycle and pedestrian projects that have been incorporated into larger street or highway projects (such as paved shoulders and bike lanes). A one-sentence description including the project length is sufficient.
  - Summarize any other non-project bicycle and pedestrian efforts put into action by your community (participation in Bike-to-Work Week, bike rack installation, bike safety courses or rodeos, pedestrian road-shows, police on bikes, etc.).
  - Does your community assess for sidewalk improvements?
- b) For **historic related projects**, how does the project relate to Wisconsin's past or present surface transportation system? Document that the project is on or eligible for the National and/or State Register of Historic Places or a local landmark designated under a locally adopted landmarks ordinance. If not already on a register, provide documentation from the Wisconsin State Historical Society that the project meets eligibility standards for the register. Provide detail on the historic, architectural and other significance of the project. Including a picture with the application is particularly helpful for evaluating historic projects.
- c) For **landscaping/streetscaping** applications, clearly detail the types of amenities and improvements that will be part of the project. Also indicate how the improvements could promote opportunities for walking and biking.
- d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as for shopping, work, school trips, etc.
- e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development, tourism, safety, etc.

13. I have read and understood the above statements.

Signed on behalf of Portage County Parks Dept  
(Name of Sponsor)

By Gary Speckmann  
(Name of Person with Fiscal Authority)

Parks Director  
(Title of Person Signing)

Gary Speckmann  
(Signature of Person)

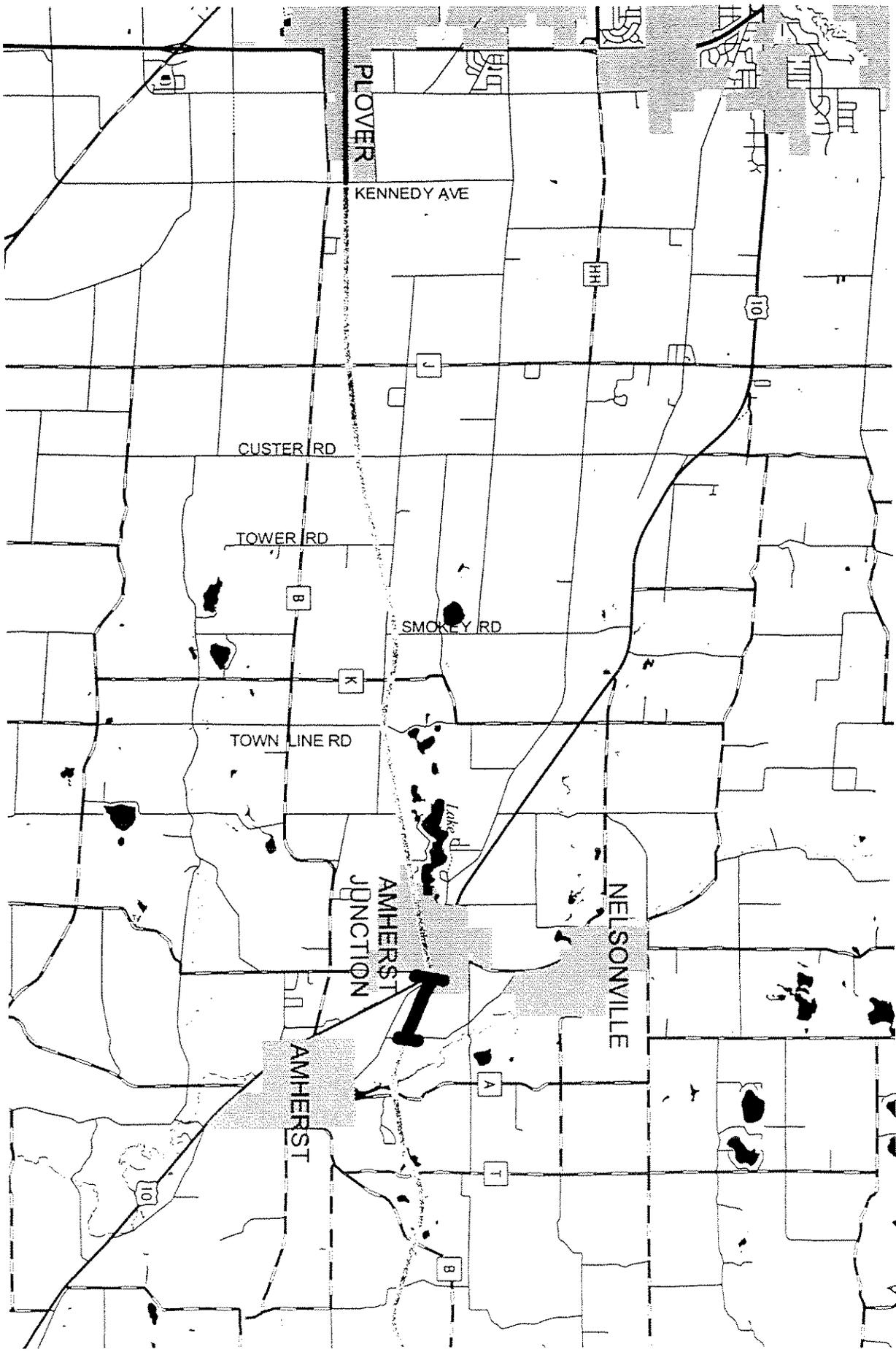
March 19, 2002  
(Date)

***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 --**

# Tomorrow River State Trail

Project Map



Open Trail

Future Trail (proposal)

The Wisconsin DNR purchased 17 miles of the abandoned Fox Valley and Western rail line from Plover to Scandinavia in 1997. Portage County continues to develop, maintain and operate the Tomorrow River State Trail (TRST) on the 14 mile segment in our county.

DNR grants were used to construct nine miles of trail from Plover to Amherst Junction in 2000 and three miles of trail from Amherst to the Waupaca County line in 2001. A Surface Transportation Discretionary Program project has been received to develop the two mile segment in the Village of Plover business park area too. The design is being prepared currently by an engineer with proposed construction in late 2002.

This grant proposal is for a connecting trail from the nine mile segment that ends in Amherst Junction to the three mile segment that ends outside of Amherst. This proposed trail segment is approximately 5000 feet long. It occurs mostly along the active rail spur (3400') on trail easement property owned by the DNR. The east portion of this proposed trail (1600') is on abandoned rail banked property.

This proposal starts east of 2<sup>nd</sup> St in Amherst Junction and continues along the active rail spur approximately 1700 feet to the rail road bridge spanning Hwy 10. At this point an adjacent 150 foot pedestrian bridge is being proposed. On the east side of Hwy 10 the trail will resume along the active rail spur approximately another 2700 feet. This portion of trail will be off-grade and some bulldozing will be required. After this segment the trail will travel 1600 feet, on the abandoned

grade, to Alm Rd where it meets the existing trail.

The entire proposed trail will be a 10 foot wide crushed limestone surfaced trail like the existing one. The railroad requires a six foot chain link fence separating the trail from the active rail line (approximately 3400 feet).

The area outside of Stevens Point is rapidly developing. This connecting trail link is vital in order to provide a significantly safer and more convenient access for the increasing rural residents wishing to use alternate modes of transportation for recreational, shopping, and work opportunities. This bridge would also provide a vital link for the communities of Amherst, Nelsonville and Amherst Junction. The Tomorrow River Schools, Jensen Community Center, Amherst Village Library, Amherst Business Park, and all the other businesses and stores in the area would also be connected so all residents from area villages could easily commute back and forth.

In addition residents north of Hwy 10 wishing to walk or bike to Lake Emily Park would have a way to do so. This is the busiest day use park in the county and offers children a lot of recreational opportunities during the day.

Since this proposed trail will be used primarily to link the area communities and their facilities a trail user fee would not be charged on this proposed segment. The existing trail user fee would still be in effect for the previously constructed trails.

The Plover and Stevens Point Metropolitan Area Bicycle/Pedestrian Plan (1997), which was funded by the DOT, recognizes the development of TRST and recommends improvements to the railroad right-of-way. The 2001-06 Portage County Comprehensive Outdoor Recreation Plan and the 2000 Portage County Open Space Plan list the importance of the TRST development too.

The Portage County Bike and Pedestrian Advocates will once again sponsor Bike to Work Week this year. They are also active in the community regarding education, enforcement, and engineering. The County parks director is active in the group too.

The Portage County Sheriff's Department and Stevens Point Police Department have bike patrols that are responsible for education and enforcement in the community.

The Stevens Point area is known for its large number of bicyclists that use them as an alternate mode of transportation. Area residents are environmentally conscious regarding auto pollution and are also health and fitness oriented. Several area bike trails connect municipalities, businesses, and other points of interest making bicycling a feasible way of commuting in the area. This proposal is the next logical step in following the previously mentioned state grant projects already used for this trail. It is the final link needed to provide a safe route of travel for those wishing to use alternate modes of transportation and to commute safely around the county.

**SMIP REVIEW COMMITTEE:**  
**PROJECT APPLICATION SUMMARY**

**PROJECT NAME:** West River Bank Trail Phase II  
**PUBLIC SPONSOR:** City of Wisconsin Rapids  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
<b>Public:</b>	\$23,000	\$0	\$0	\$23,000
<b>Federal:</b>	\$92,000	\$0	\$0	\$92,000
<b>Total:</b>	\$115,000	\$	\$	\$115,000

**ATTACHMENTS AVAILABLE UPON REQUEST:**

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

*2.25 avg*

**Strengths**

**Weaknesses**

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**Comments:** \_\_\_\_\_

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**OVERALL RANKING:**

1 \_\_\_\_\_ 2 X 3 \_\_\_\_\_ 4 \_\_\_\_\_ 5 \_\_\_\_\_  
High Priority Low Priority

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

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

1. Project Name: West River Bank Trail Phase II
2. Project Location: Municipality: Wisconsin Rapids County: Wood  
Street Address of Project (if applicable): \_\_\_\_\_  
Describe location and boundaries of the project: Adjacent to 1st Avenue between 3rd Avenue  
and 2nd Avenue
3. Name of the MPO the project is represented by: N/A  
**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: Wisconsin Rapids  
Indicate Sponsor Type:  State  County  City  Village  Town  Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):  
1 of 3. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: David Laspa Title: City Engineer  
Address: 444 West Grand Avenue Phone: ( 715 ) 421-8210  
Municipality: Wisconsin Rapids State: WI Zip: 54495  
FAX: ( 715 ) 421-8291 E-mail: wrcityen@wctc.net

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

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

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

**Local Transportation Enhancements (TE) Program**

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

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

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

**Surface Transportation Discretionary Program (STP-D)**

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

Indicate which ONE of these categories best identifies your project:

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

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

This project is the second phase of the West River Bank Trail project. A bicycle/pedestrian trail is to be constructed adjacent to 1st Avenue between 3rd Avenue and 2nd Avenue. The north end of this project will connect to Phase 1 of the West River Bank Trail, which was constructed in 2001 as part of a transportation enhancement grant. The south end of the project will connect to 1st Avenue, which connects to the City's existing trail system.

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		\$ 15,000	\$	\$
Real Estate			\$	\$
Construction		\$100,000	\$	\$
System Planning (STP-D Only)			\$	\$
<b>TOTAL</b>		<b>\$ 115,000</b>	<b>\$</b>	<b>\$</b>
Percentage of Public Sponsor Funds:	20%	23,000	\$	\$
Percentage of Federal Funds:	80%	92,000	\$	\$
<b>TOTAL</b>		<b>\$ 115,000</b>	<b>\$</b>	<b>\$</b>

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

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

P.E./Design/Planning January 1, 2003 - P.S. E.

Real Estate N/A

Construction Bid letting May 8, 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](mailto: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.  
LL Accepted.
- b. These are reimbursement programs. The sponsor must finance the project until federal reimbursement funds are available.  
LL 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.  
LL 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.  
LL 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.  
LL 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.  
LL 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.  
LL Accepted.

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

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

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

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

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

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

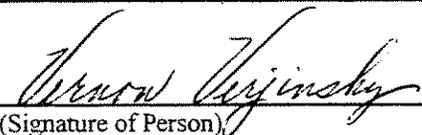
e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development,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

13. I have read and understood the above statements.

Signed on behalf of City of Wisconsin Rapids  
(Name of Sponsor)

By Vernon Verjinsky  
(Name of Person with Fiscal Authority)

Mayor  
(Title of Person Signing)

  
(Signature of Person)

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.

This project is the second phase of the West River Bank Trail project. A bicycle/pedestrian trail is to be constructed adjacent to 1<sup>st</sup> Avenue between 3<sup>rd</sup> Avenue and 2<sup>nd</sup> Avenue. The north end of this project will connect to Phase I of the West River Bank Trail, which was constructed in 2001 as part of a transportation enhancement grant. The south end of the project will connect to 1<sup>st</sup> Avenue, which connects to the City's existing trail system. The City's trail system extends to the south City limits, which will ultimately extend to the City of Nekoosa approximately 6.5 miles to the south as part of the Wood County Trail System.

The trail is to be graded into the slope extending down to the river wall adjacent to 1<sup>st</sup> Avenue with a 2' or less in height retaining wall where required due to the steep slope. 1<sup>st</sup> Avenue is proposed to be constructed in conjunction with this project. The trail is to be constructed of 2" asphaltic concrete pavement type-0.3 on a 6" crushed aggregate base, 10' in width. The length of the project is 800'. This project will also include lighting for safety and benches located at strategically located rest areas to view the river. This route is identified in the Wood County Bicycle and Pedestrian Plan, which was funded by a 1993 Enhancement grant.

This project is part of the City of Wisconsin Rapids long-range plan to revitalize its downtown area. This trail will provide access to alternative modes of transportation to the downtown area. The City of Wisconsin Rapids is proposing to extend its bike trail system into the downtown area.

This proposed bike trail is an integral part of that plan by providing access of additional modes of transportation to the central business district of the downtown area. It will provide a north/south link along the Wisconsin River to connect to the central business district to the remainder of the City. In addition, this proposed bike trail extension provides a link between the Riverview Expressway Bridge and the Grand Avenue Bridge. These bridges; along with the Jackson Street Bridge which can also

be accessed from this proposed bike trail extension by crossing on the trail by Stora Enso's office building trail; are the only river crossings between approximately 20 miles north to 7 miles south of the City of Wisconsin Rapids.

This trail will become part of bicycle/pedestrian trail system that will provide a connection between the Stora Enso industrial complex and the Domtar paper mills in the Village of Port Edwards and the City of Nekoosa with the residential area of the City of Wisconsin Rapids. The potential commuters to major employers in the area are 4,000 employees at Stora Enso and 1,600 employees at Domtar. Another benefit is that the central business district of the downtown area and the Stora Enso park complex via the Riverview Bridge connects, to the south, to the planned recreation trail around the South Wood County Airport and, to the east, to Wood County's bike trail to the Lake Wazeecha County Park. The City of Wisconsin Rapids has approximately 5,700 people living on the west side of the Wisconsin River with a total population of 18,245 and surrounding area population of approximately 40,000.

The City of Wisconsin Rapids has a city wide bicycle/pedestrian plan called the Ahdawagam Trail System. This city trail system is incorporated in the Wood County Trail system. Past bicycle/pedestrian projects that the City of Wisconsin Rapids has completed are as follows:

West River Bank Trail – new construction – 2070' in length, completed in 2001

Painted bicycle lane on 25<sup>th</sup> Avenue South – West Grand Avenue to Gaynor Avenue in 2000 – 6200'

Painted bicycle lane on 1<sup>st</sup> Street South – East Riverview Expressway to Two Mile Avenue in 1999 – 6200'

Paved bicycle/pedestrian trail – Seneca Road to the City Zoo in 1999 – 1.4 miles

Constructed multi-use trail with relocation of STH 54 – CT "W" to Apricot Street in 1998 – 7000'

Resurfaced bicycle/pedestrian trail – Boles Creek to 1<sup>st</sup> Avenue in 1997 – 4600'

**Non-profit efforts for bicycle/pedestrian trails:**

Compilation of an Ahdawagam Trail system map to be distributed to the public that shows bicycle/pedestrian trails, marked City streets with bicycle/pedestrian lanes and multi-use paths for bicycle/pedestrian use for work or recreational trips.

The City of Wisconsin Rapids charges a special assessment for cost of the installation or repair of sidewalks in residential and commercial zones. Sidewalks which are installed along limited access streets which do not have direct access to adjacent properties do not have special assessments charged.



**SMIP REVIEW COMMITTEE:**  
**PROJECT APPLICATION SUMMARY**

**PROJECT NAME:** Pittsville Bicycle and Pedestrian Trail  
**PUBLIC SPONSOR:** Wood County  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$60,000	\$0	\$60,000
Federal:	\$0	\$240,000	\$0	\$240,000
Total:	\$	\$300,000	\$	\$300,000

**ATTACHMENTS AVAILABLE UPON REQUEST:**

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: #
- MISCELLANEOUS: Resolution #02-3-11

*3.15 avg*

**Strengths**

**Weaknesses**

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**Comments:** \_\_\_\_\_

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**OVERALL RANKING:**

1 \_\_\_\_\_ 2 AK 3 V 4 \_\_\_\_\_ 5 \_\_\_\_\_  
High Priority  Low Priority

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

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

1. Project Name: Pittsville Bicycle and Pedestrian Trail
2. Project Location: Municipality: City of Pittsville County: Wood  
Street Address of Project (if applicable): \_\_\_\_\_  
Describe location and boundaries of the project: From Pittsville's S.E. city limits to Highway 13/73 at city's north boundary.
3. Name of the MPO the project is represented by: NONE  
**NOTE:** A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: County of Wood  
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: Gary Popelka Title: Planning & Zoning Director  
Address: P.O. Box 8095 Phone: (715) 421-8466  
Municipality: Wisconsin Rapids State: WI Zip: 54495-8095  
FAX: (715) 421-8599 E-mail: gpopelka@co.wood.wi.us

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

Name: David Lyons Title: Mayor  
Address: P.O. Box 126 Phone: (715) 884-2095  
Municipality: Pittsville State: WI Zip: 54466  
FAX: (715) 884-2195 E-mail: lyons@wi.tds.net

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 is a 2.9-mile combination of on- and off-street bicycle and pedestrian trails/routes from Pittsville's SE city limits to Highways 13 & 73 at the City's north boundary. The trail will provide a safe alternative for biking/walking along State Highway 80, which travels north-to-south through Pittsville. The proposal will link residential areas to the high school, downtown and Riverside Park. Those portions that will be off-road will be paved to meet AASHTO standards. The trail will link Pittsville to a planned route to Lake Dexter County Park to the south. That link will provide access to the City's stores and restaurants to the many campers and other park users.

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	\$	\$37,500	\$37,500
Real Estate		\$50,000	\$50,000
Construction		\$212,500	\$212,500
System Planning (STP-D Only)		\$	\$
<b>TOTAL</b>	<b>\$</b>	<b>\$300,000</b>	<b>\$300,000</b>
Percentage of Public Sponsor Funds: 20%		\$60,000	\$60,000
Percentage of Federal Funds: 80%		\$240,000	\$240,000
<b>TOTAL</b>	<b>\$</b>	<b>\$300,000</b>	<b>\$300,000</b>

**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 Jan, 2003

Real Estate Jan, 2003

Construction May, 2004

NOTE: Total project cost is \$300,000. The county will except funding in 2004 or 2005 as funding is made available.

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](mailto: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.

MEM Accepted.

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

MEM 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.

MEM 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.

MEM 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.

MEM 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.

MEM 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.

MEM 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.

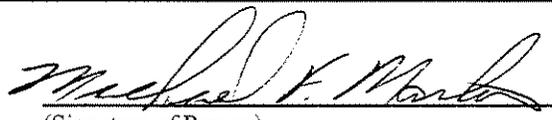
e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development,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

13. I have read and understood the above statements.

Signed on behalf of County of Wood  
(Name of Sponsor)

By Michael F. Martin  
(Name of Person with Fiscal Authority)

Wood County Finance Director  
(Title of Person Signing)

  
(Signature of Person)

4/5/02  
(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 --

### **City of Pittsville Bicycle-Pedestrian Path**

The proposed bicycle/pedestrian path in Pittsville will extend from the City's far southeast corner to its north-central city limit at the junction of State Highways 80 and 13/73. The 2.9-mile path will be a combination of on- and off-street segments. All segments will be built to AASHTO standards, with 10-foot widths and two-foot shoulder clearance areas. Initially, however, some portions of the route may be slightly narrower until some streets and bridges are reconstructed, as explained below. The off-street segments of the trail will be surfaced with asphalt for year-round use.

The Pittsville path is part of the Wood County plan, which was adopted in 1996 and is currently being updated by the Wood County Planning & Zoning Office. Wood County has adopted policies and procedures to: (a) encourage public-private partnerships, (b) require other units of government to match county funds and (c) focus on creating a "system" of trails. That plan is being implemented, with existing facilities linking Biron, Wisconsin Rapids, Grand Rapids, Port Edwards and Nekoosa, in the southeast corner of Wood County. Another link is currently being developed and planned from the City of Marshfield to the Village of Hewitt to the Village of Auburndale, in the County's northern tier. The Pittsville Bicycle-Pedestrian Path will provide an important link between Pittsville and Dexter Lake County Park, in the center of Wood County. It will also provide the first link to North Wood County Park and the City of Marshfield.

The attached map shows the Pittsville project by each segment. The path begins at Pittsville's southwest corporate limits as an off-road paved path within the Park Road right-of-way, heading north for a distance of ½ mile (the Wood County plan recommends extending the trail to the south, along Park Road to Lake Dexter County Park). From this point, the path will go east on an easement across private property for ¼ mile, then north on an easement to the existing access road for the Pittsville wastewater treatment lagoon. This paved segment will travel about 2,000 feet north along the access road, jogging around private lands to where the access road connects to County Road E ("Veendum Street"). Appropriate fencing will be installed as a buffer between the bicycle-pedestrian path and private property.

The route will then follow Veedum Street 1,500 feet west to 1<sup>st</sup> Avenue as a bike lane, identified with a painted line and signage. It will utilize the existing bridge over the Yellow River until some future date when the pathway can be isolated during a bridge reconstruction. The path will turn north for 400 feet along 1<sup>st</sup> Avenue as a bike lane, separated from the roadway with a paint marking. It will then turn into Pittsville's Riverside Park near the tennis/basketball courts. A paved, off-street path will wander northerly about 4,500 feet along the Yellow River, through the park, two private parcels and the Pittsville School District property on easements until it joins Strawberry Lane and Jonathan Street on the City's north side. From this point, a bicycle lane will be marked on Strawberry Lane and Jonathan Street for 1,600 feet, to STH 80 ("1<sup>st</sup> Avenue"). It will then be off-street, paralleling 1<sup>st</sup> Avenue, traveling north to the City limit. This location connects with CTH A, which leads to North Wood County Park about 4 miles to the north.

Wood County has successfully coordinated trail projects over the past five years, including:

- Widened shoulders on County Road Z to accommodate bicyclists commuting between Nekoosa and Wisconsin Rapids. This was a cooperative venture with Saratoga Cranberry Company.
- Upgrading and paving of nearly two miles of railroad bed in Wisconsin Rapids. This was a joint venture between the Superior Cranberry Creek Landfill (funding), Wisconsin Rapids (city crews and trucks) and Wood County (paving equipment and materials). This trail provides commuting options between Port Edwards and Wisconsin Rapids.
- Village of Port Edwards Multi-Use Trail. The trail mentioned above was extended by 1.5 miles as a joint venture between Wood County and the Village of Port Edwards, furthering commuting options to shopping, schools and paper mills.
- State Highway 73 Bridge Bicycle-Pedestrian Lane. A cooperative effort between WisDOT, Wood County, the City of Nekoosa and the Town of Saratoga resulted in a separate bicycle-pedestrian lane being added to the State Highway 73 bridge. This project greatly enhances safety for users.
- Nekoosa-Wisconsin River Trail. To be built in 2002, this approved WisDOT project will parallel the Wisconsin River and Highway 73 from the State Highway 73 bridge to the City's north limits. An

off-street connection to the Port Edwards-Wisconsin Rapids trail will be completed in 2004 as part of the planned State Highway 54 reconstruction.

- Wood County Contributed \$58,000 toward construction of three bridges along the trail around the South Wood County Airport, which connects the Wisconsin Rapids trail system to the County's.
- An off-road trail was built in conjunction with the relocation of County Road Z from Wisconsin Rapids into residential areas of the Town of Grand Rapids. One end of the trail is at Lincoln High School and the other is at Children's Choice Elementary School.
- An off-road trail was constructed in conjunction with the relocation of State Highway 54 in Wisconsin Rapids, Biron and Grand Rapids. This trail connects to the County Road Z trail, which, in turn, connects to the Wisconsin Rapids trail network.

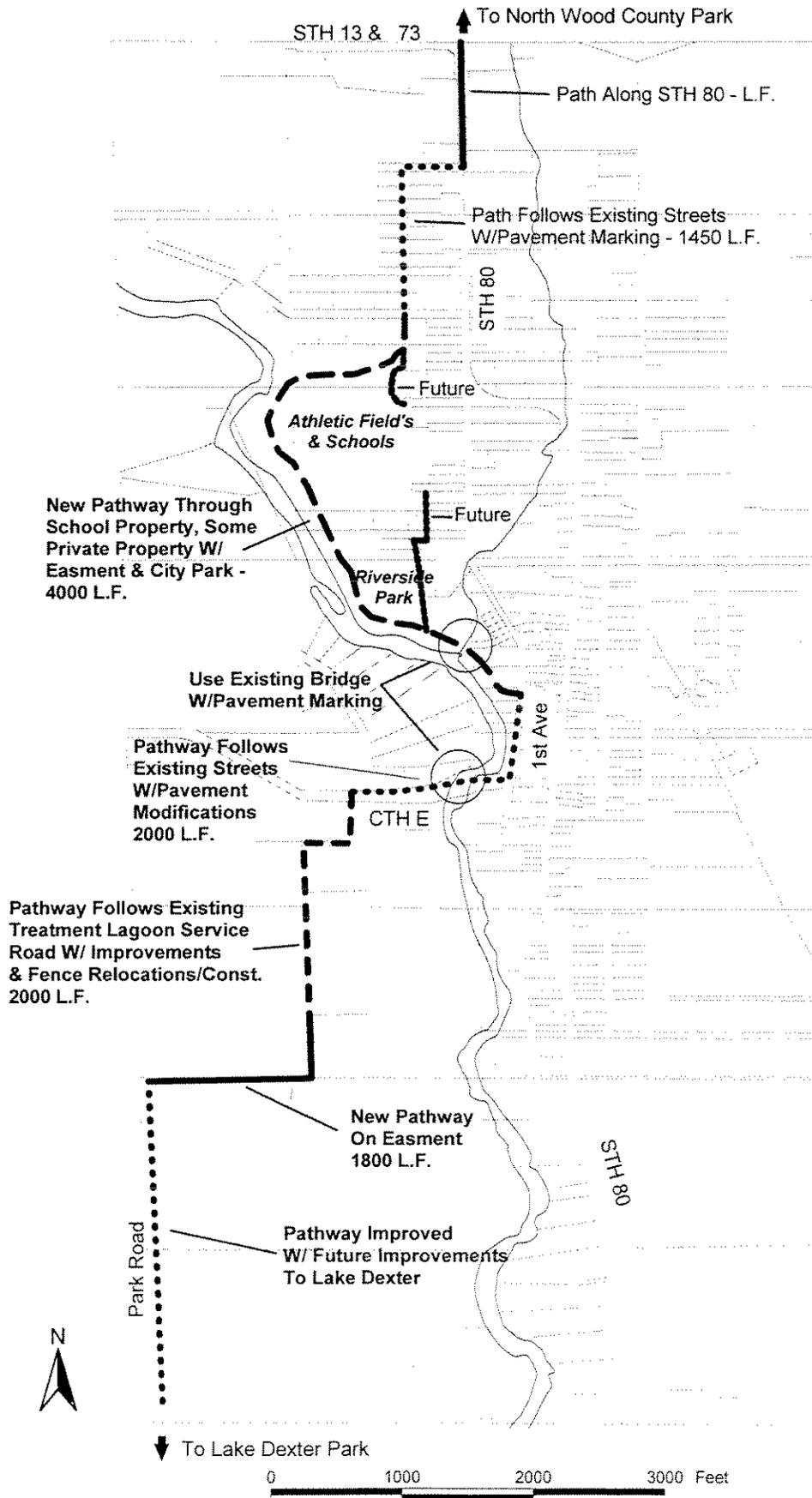
Wood County has been active in bicycle safety for many years, cooperating with local law enforcement agencies on bicycle safety rodeos ("Bike Safety Day"). Bicycle helmets are available through the County Emergency Management Agency for children and adults and the Wood County Health Department promotes participation in Bike-to-Work Week.

Because no bicycle-pedestrian facilities exist at this time, it is hard to project how many users there will be on an annual basis. The City's population is 866. The school district extends beyond the city limits and will likely encourage nearby rural residents to commute by bicycle or walking to work and school in the city. Also, campers in Dexter County Park are likely to travel by bicycle to Pittsville for groceries, supplies and to patronize restaurants. That campground was used by 6,578 campers in 2001.

Pittsville has a proactive economic development program. Recent improvements to State Highway 80, through the center of the city, are related to expansion of Pittsville Homes, Inc. Bicycle trails improve the quality of life of a community, which can result in business expansion and retention. The trail that is proposed herein will give Pittsville an asset for promotion of the community's economic development in that the trail will be easily available to all residents, the school students and staff, and business employees for commuting purposes.

# City of Pittsville

## Proposed Bicycle - Pedestrian Path



Prepared By: The Wood County Planning and Zoning Office in cooperation with MSA Professional Services, Baraboo, Wisconsin . April 12, 2002