

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

**PROJECT NAME:** Veterans Parkway Trail  
**PUBLIC SPONSOR:** City of Marshfield  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
Public:	\$6,000	\$61,000	\$0	\$67,000
Federal:	\$24,000	\$244,000	\$0	\$268,000
Total:	\$30,000	\$305,000	\$	\$335,000

**ATTACHMENTS AVAILABLE UPON REQUEST:**

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 5
- MISCELLANEOUS: Amended Resolution #2002-16

*3.6 avg*

**Strengths**

**Weaknesses**

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

**OVERALL RANKING:**

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

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

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

1. Project Name: Veterans Parkway Trail
2. Project Location: Municipality: Marshfield County: Wood  
Street Address of Project (if applicable): \_\_\_\_\_  
Describe location and boundaries of the project: City of Marshfield, south side of Veterans Parkway between 8th Street and 29th Street.
3. Name of the MPO the project is represented by: None  
**NOTE:** A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: City of Marshfield, Marshfield, Wisconsin  
Indicate Sponsor Type:  State  County  City  Village  Town  Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):  
1 of 1. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Will Kline Title: Director of Planning & Economic Development  
Address: PO Box 727, 630 S. Central Avenue Phone: ( 715 ) 486-9139  
Municipality: City of Marshfield State: WI Zip: 54449  
FAX: ( 715 ) 384-7631 E-mail: will.kline@ci.marshfield.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.)

The proposed bicycle and pedestrian facilities project will consist of a 10-foot-wide, grade separated, asphalt surface pedestrian/bicycle trail running parallel to the southern edge of Veterans Parkway (State Trunk Highway 13) from 8th Street south to 29th Street. The proposed trail length will be approximately 1.33 miles. Completion of this project will result in a 3.5-mile, grade separated multi-modal trail that will extend from the southeast corner of Marshfield to Lincoln Avenue on the western city limits. The proposed trail will connect to the Veterans Parkway Trail (Oak Avenue – 8th Street), which will connect to the Wildwood Station Trail.

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$ 30,000	\$	\$
Real Estate		\$	\$
Construction		\$ 305,000	\$
System Planning (STP-D Only)		\$	\$
<b>TOTAL</b>	\$	\$	\$
Percentage of Public Sponsor Funds: 20 %	6,000	\$ 61,000	\$
Percentage of Federal Funds: 80 %	24,000	\$ 244,000	\$
<b>TOTAL</b>	\$ 30,000	\$ 305,000	\$

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

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

P.E./Design/Planning January, 2003

Real Estate Not Necessary

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.

M.B. Accepted.

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

M.B. 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.

M.B. 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.

M.B. 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.

M.B. 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.

M.B. 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.

M.B. 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 Marshfield  
(Name of Sponsor)

By Mike Brehm  
(Name of Person with Fiscal Authority)

City Administrator  
(Title of Person Signing)

Michael Brehm  
(Signature of Person)

4/9/02  
(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 --**

## Veterans Parkway Trail Grant Application

12. a) **Indicate the location, length, width and surface materials and any connections to existing or planned facilities.**

The proposed pedestrian/bicycle trail will be located parallel to the southern edge of Veterans Parkway (State Highway 13) from 8th Street south to 29th Street. The trail length will be approximately 1.33 miles. A 10-foot-wide, grade separated asphalt surface trail is being proposed for this project. No property acquisition will be required to construct the proposed trail. Construction of the trail would occur simultaneously with the completion of Veterans Parkway.

The proposed project will result in a 3.5-mile, grade separated multi-modal trail that will extend from the southeast corner of Marshfield to Lincoln Avenue on the western city limits. The 3.5-mile trail will consist of the proposed Veterans Parkway Trail from 29th Street to 8th Street, the Veterans Parkway Trail from 8th Street to Oak Avenue, the Veterans Parkway pedestrian overpass/underpass structures (located adjacent to the Steve J. Miller Recreation Area), and the Wildwood Station Trail from Oak Avenue to Lincoln Avenue.

Multi-modal transportation routes are being strategically placed in Marshfield to give citizens alternative methods of commuting to work, schools, and parks. Many of the 5,700 employees of the Marshfield Clinic and Saint Joseph's Hospital will be able to use the 3.5-mile trail and the Veterans Parkway pedestrian overpass/underpass structures to commute to work. Employees will use the city's existing sidewalk and street network for the five-block commute north of the pedestrian overpass/underpass structures until the proposed McMillan Marsh Trail extension (refer to enclosed map) is constructed.

The proposed pedestrian/bicycle trail will also connect to the East Industrial Park area, which employs approximately 3,000 people, and will terminate near the proposed 175-acre Yellowstone Industrial Park. Employees of Mill Creek Business Park will be able to use the proposed trail to 29th Street, which will serve as a connector to the new Mill Creek Business Park Trail. Wood County has proposed a future pedestrian/bicycle trail along 29th Street that would connect the proposed trail to Yellowstone Industrial

## **Veterans Parkway Trail Grant Application**

Park, Mill Creek Business Park, the proposed Town of Marshfield/Village of Hewitt Trail, Griese Park, and Wildwood Park and Zoo.

The termination of the proposed trail at 29th Street will create a future connection to the proposed Town of Marshfield/Village of Hewitt pedestrian/bicycle trail. The Village of Auburndale has expressed an interest in considering a future connection to the proposed Town of Marshfield/Village of Hewitt pedestrian/bicycle trail.

The proposed Veterans Parkway trail will create multi-modal transportation alternatives for citizens who work and shop in downtown Marshfield, thus serving to strengthen the economic vitality of the downtown. Children and adults will be also be able to use the grade separated trail to attend sporting events at the new Steve J. Miller Recreation Area, which is located two blocks west of the downtown.

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

Yes. City of Marshfield pedestrian/bicycle trails were incorporated into the 1995 Wood County Bicycle and Pedestrian Plan. Wood County is currently updating their Plan to include any additional trails in Marshfield.

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

The City of Marshfield has taken a proactive approach to trail development during the past five years. The following list indicates the community's commitment to multi-modal trail development:

- **Griese Park Trail** – This .75-mile asphalt surface trail was constructed in 1998 in conjunction with the development of a new 20-acre park.
- **Wildwood Park Trail** – This is an ongoing project (two trail segments have been completed to date) that will provide a 2.3-mile asphalt surface trail within a major municipal park.
- **Wildwood Station Trail (Phase 1)** – This is a one-mile, 10-foot-wide asphalt surface trail that is being constructed on a former railroad corridor. This trail is being constructed in 2002 and will link to the

## Veterans Parkway Trail Grant Application

Veterans Parkway Trail (Oak Avenue–8th Street) and the Veterans Parkway pedestrian overpass/underpass structures.

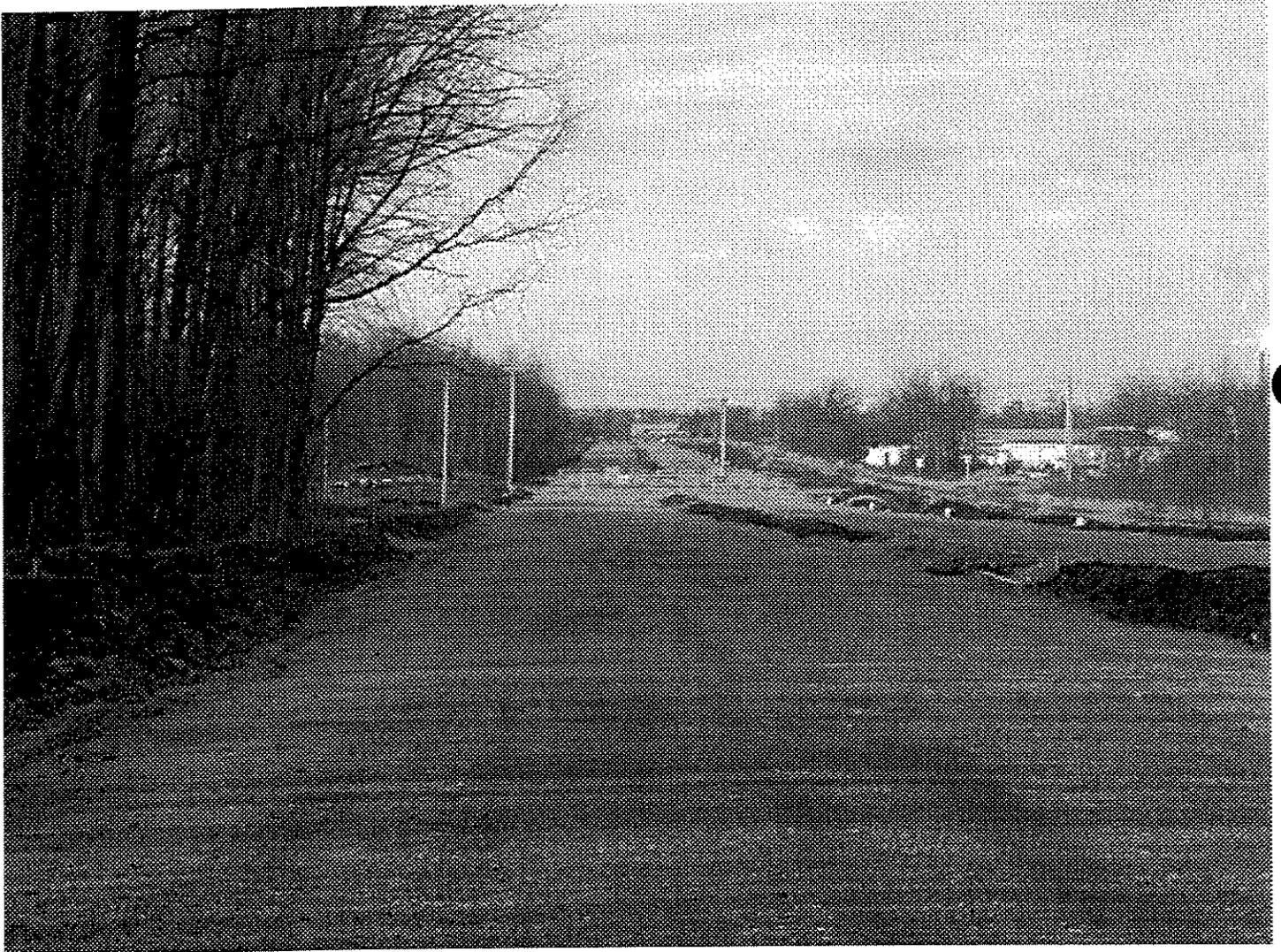
- **Veterans Parkway Pedestrian Overpass/Underpass Structures** – This 2002 project was incorporated into the Veterans Parkway project to provide a safe means for pedestrians and bicyclists to cross the new four-lane highway and the railroad tracks.
- **Veterans Parkway Trail (Oak Avenue – 8th Street)** – This is a 1.5-mile, 10-foot-wide, grade separated, asphalt surface pedestrian/bicycle trail that is being constructed in 2002 and 2003 as part of the Veterans Parkway project.
- **Mill Creek Trail** – This is a 1.7-mile, 10-foot-wide, asphalt surface pedestrian/bicycle trail that will link the urban transportation grid to the Mill Creek Business Park. The first trail segment (approximately one mile) is scheduled for construction this fall. A route within the business park has been identified that will expand the trail length to approximately 3.3 miles.
- **McMillan Marsh Trail** – This 2001 project is a 6.3-mile lime screened surface trail in the McMillan Marsh area north of the Marshfield city limits. This project was constructed through the efforts and cooperation of area residents, Marathon County, Wisconsin Department of Natural Resources, City of Marshfield, and the Marshfield Electric and Water Utility.

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

- The Marshfield Police Auxiliary offers bicycle safety inspections.
- The Security Health Insurance Company holds an annual bike rodeo where they provide bicycle inspections, safety instruction, and bicycle helmets.
- The Marshfield Police Department has officers on patrol on bicycle at various times of the year. The Police Auxiliary members also use bicycles to assist officers.
- The Coalition for a Walkable Marshfield is a citizen group that was created in 2000 to promote pedestrian safety throughout the community.



City of Marshfield  
Proposed Veterans Parkway Trail  
(8<sup>th</sup> Street - 29<sup>th</sup> Street)



View North from Veterans Parkway Southbound Lanes

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

**PROJECT NAME:** Hewitt-Marshfield Trail  
**PUBLIC SPONSOR:** Wood County  
**DISTRICT:** 4  
**MPO:**

<b>FFY</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>TOTAL</b>
<b>Public:</b>	\$4,250	\$52,275	\$52,275	\$108,800
<b>Federal:</b>	\$17,000	\$209,100	\$209,100	\$435,200
<b>Total:</b>	\$21,250	\$261,375	\$261,375	\$544,000

**ATTACHMENTS AVAILABLE UPON REQUEST:**

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: #
- MISCELLANEOUS: Resolution #02-3-11, Town Board & Industrial Park Minutes

*B.K. 3.9*

**Strengths**

**Weaknesses**

*DOT constructing trail*

**Comments:**

**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: Hewitt-Marshfield Trail
2. Project Location: Municipality: V. Hewitt, T. & C. Marshfield County: Wood  
Street Address of Project (if applicable): \_\_\_\_\_  
Describe location and boundaries of the project: From Co. Road T & south Village limits,  
west to W. 7<sup>th</sup> St., south to the center of Sec 23, T25N, R3E, west to  
the SW, NE, Sec 22, north to Yellowstone Drive
3. Name of the MPO the project is represented by: NONE  
**NOTE:** A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: 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):  
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: Gary Popelka, AICP Title: Planning & Zoning Director  
Address: P.O. Box 8095 Phone: (715) 421-8568  
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: Mike Draxler Title: Local Project Coordinator  
Address: 7862 Evergreen Phone: (715) 384-8507  
Municipality: Hewitt State: WI Zip: 54441  
FAX: (715) 389-2006 E-mail: draxsbc@wctc.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.)

This combination on- and off-road trail will provide a safe, alternate commuting route between the Village of Hewitt and the City of Marsh field. The proposal is a 1.8-mile facility that will provide a link between a new bike lane on County Road T and the Veteran's Parkway (STH 13), which is now being constructed by the WisDOT. County plans recommend extending this facility to the Village of Aburndale to the east, then connecting to an off-road facility that will parallel the new U.S. Hwy 10 to Stevens Point. The trail will be paved to make maximum use year-round.

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	\$21,250	\$21,250	\$21,250
Real Estate		\$	\$
Construction		\$240,125	\$240,125
System Planning (STP-D Only)		\$	\$
<b>TOTAL</b>	<b>\$21,250</b>	<b>\$261,375</b>	<b>\$261,375</b>
Percentage of Public Sponsor Funds: 20%		\$52,275	\$52,275
Percentage of Federal Funds: 80%		\$209,100	\$209,100
<b>TOTAL</b>	<b>\$21,250</b>	<b>\$261,375</b>	<b>\$261,375</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 May 1, 2003

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

Construction May 15, 2004

Note: Total project cost is \$261,375. The county will except funding in any one of the 3 years in which dollars are available.

County could begin design in 2003 at a cost of \$21,250 if funds are available for that phase and construct in 2004 or 2005 at a cost of \$240,125.

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.

MM Accepted.

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

MM 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.

MM 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.

MM 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.

MM 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.

MM 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.

MM 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 --**

## **Village of Hewitt – Town of Marshfield Bicycle/Pedestrian Trail**

The bicycle/pedestrian trail proposed in this application is located in northwest Wood County between the County Road T, in the Village of Hewitt, and Yellowstone Drive on the southeast corner of the City of Marshfield. It will be an asphalt trail, meeting AASHTO standards for 10-foot pavement width and two-foot shoulders for clearance on each side. The trail is approximately 1.8 miles in length. It begins at County Road T and the south limits of the Village, then travels west approximately 2,630 feet to West 7<sup>th</sup> Street, then south about 1,215 feet to the center of Sec. 23, T25N, R3E, then west approximately 4,155 feet following the alignment of a treatment lagoon service road and old town landfill access road, then north, paralleling a wetland to Yellowstone Drive in the City of Marshfield.

This trail is an integral part of a much larger system in the Marshfield urban area and, ultimately, countywide. The east end of the trail will link to a new wide shoulder that will be installed on County Road T from U.S. Highway 10 to County Road H during the summer of 2002. The west terminus will link to a planned trail in the proposed Marshfield industrial park, providing commuter access to both the village and to the city for workers in that industrial park. The City's trail will then link to a proposed off-road trail that will be built in 2003 as part of the reconstruction/relocation of State Highway 13 into and through Marshfield. The Hewitt-Marshfield trail will become part of the backbone of the area's bicycle/pedestrian system, eventually traveling east to the Village of Auburndale and beyond. This project has been coordinated between the Village of Hewitt, the Town of Marshfield and the City of Marshfield. Documentation of support and financial commitment is attached.

In a recent community survey, Hewitt residents rated biking/walking trails higher than any other recreational use that they would most like to see developed in the Village. Residents are interested in having safe routes for children and commuters to travel to and from Marshfield and throughout the Village. According to the 1990 census, 2.8 percent of Hewitt residents, age 16 and over, walked to work. This figure is likely to increase and bicycling will be a more attractive means of commuting when the proposed trail is completed. Realistically, one can anticipate 20 or more bicycles and 10 or more pedestrians per day to use the trail for commuting purposes, both to school and to work. That equates to

about 10,000 trip ends annually from April through October. While this may not seem like a large number compared to similar facilities in metropolitan areas, it is very significant for a community the size of Hewitt. This trail also lies in the historic Yellowstone Trail corridor. The Hewitt-Marshfield Bicycle-Pedestrian Trail will provide an alternate mode of transportation to persons traveling the historic trail. This will enhance the area's economy when Yellowstone Trail riders patronize stores, restaurants and hotels in both Hewitt and Marshfield.

The Wood County Bicycle and Pedestrian Plan was adopted in 1995 and is being updated at this time by the Wood County Planning & Zoning Office. That plan recommends development of a network of roadways and trails that would link communities and major traffic generators throughout the County. A budget has been established for development of the trail system and policies and procedures have been established for the use of those funds. During the past five years, Wood County has successfully coordinated project partnerships between the County and municipalities and private companies, 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 of old railroad bed in Wisconsin Rapids. Using funding from Superior Cranberry Creek Landfill, Wisconsin Rapids city crews and trucks and County paving equipment and materials, nearly two miles of an old railroad bed was paved in 1997.
- Extension of Wisconsin Rapids trail through Village of Port Edwards. The trail mentioned above was extended by more than 1.5 miles through the Village of Port Edwards.
- State Highway 73 Bridge Separate 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.
- Nekoosa-Wisconsin River Trail. This approved WisDOT project will travel from the State Highway 73 bridge, north along the Wisconsin River to the City's north limits. It will eventually be linked to the Port Edwards-Wisconsin Rapids trail when State Highway 54 is reconstructed in Port Edwards (2004) with an off-road trail.

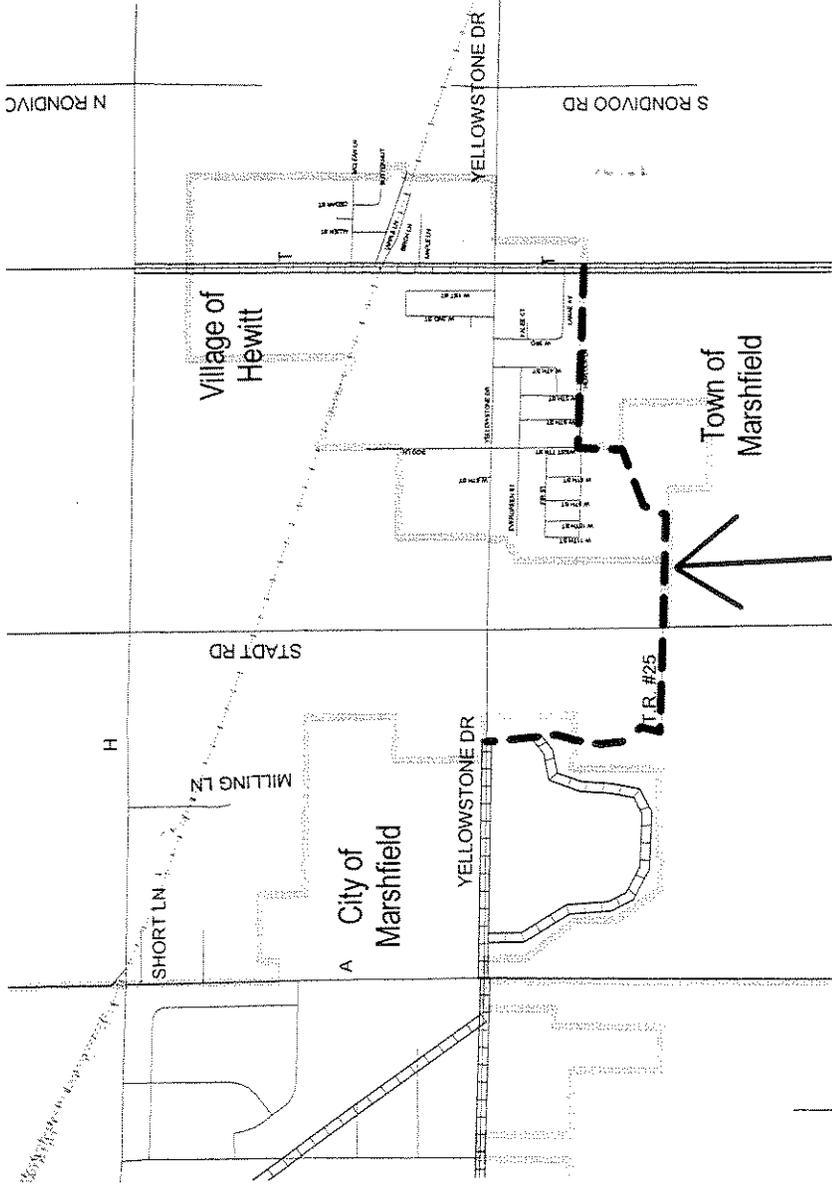
- Wood County Contributed \$58,000 toward construction of three bridges as part of a trail project around the South Wood County Airport, which is connected to the Wisconsin Rapids trail system.
- An off-road trail was built in conjunction with the relocation of County Road Z from Wisconsin Rapids into residential areas of the Town of Grand Rapids. This trail terminates at Lincoln High School, on one end, and Children's Choice Elementary School, on the other end.
- 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.

Wood County has been active in bicycle safety for many years. A bicycle safety rodeo ("Bike Safety Day") has been an annual event for several years. Bicycle helmets are available through the Emergency Management Agency for both children and adults and the Wood County Health Department has encouraged participation in Bike-to-Work Week.

Two bicycle/pedestrian-related programs are held in Hewitt each year. The annual *Children's Miracle Network* "Wheels" program is held each Spring and is conducted in collaboration with the Saint Joseph's Hospital nurses and the Wood County Sheriff's Department. The Wheels program targets children and adults and includes bicycle maintenance education and inspection, safety tips, rules of the road and a bicycle rodeo that includes an obstacle course and ½ mile bike ride to practice and reinforce lessons learned. The Wheels program will utilize the proposed trail and promote use of area trails for safe commuting and recreation.

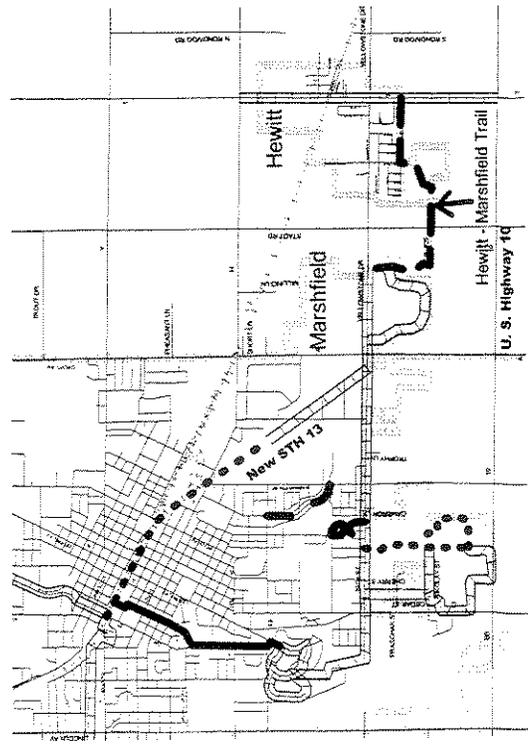
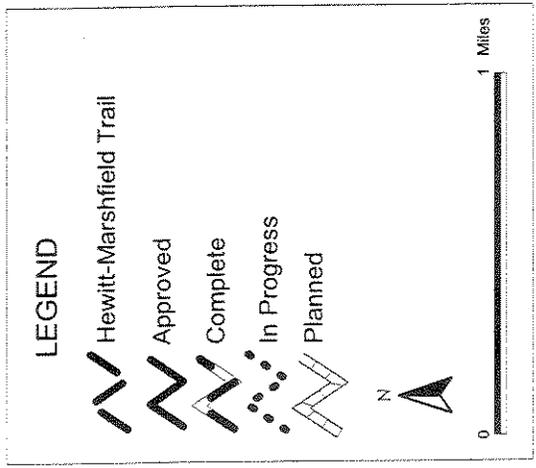
Hewitt's "5-K Pumpkin Run/Walk" is held each Fall. This program promotes health and fitness for the community and encourages outdoor activity. The Pumpkin Run requires one lane of traffic to be closed to accommodate the participants. Utilizing the proposed off-road trail will eliminate traffic disruption, increase safety and, potentially, increase participation.

The City of Marshfield has three bicycle-related programs. The Police Auxiliary conducts annual safety inspections and Security Health Insurance sponsors a bicycle rodeo, including safety inspections and instructions and helmet sales. The Marshfield Police Department, assisted by the Police Auxiliary, has police officers on bicycles during warm-weather months.



Village of Hewitt - Town of Marshfield  
Proposed Bicycle Trail

# HEWITT - TOWN OF MARSHFIELD BICYCLE/PEDESTRIAN TRAIL



Relationship of Hewitt-Marshfield Trail to  
the City of Marshfield Bicycle Trail Plan

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

**PROJECT NAME:** Waupaca Riverview Park Improvements - Phase II  
**PUBLIC SPONSOR:** City of Waupaca  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$46,800	\$0	\$46,800
Federal:	\$0	\$187,200	\$0	\$187,200
Total:	\$	\$234,000	\$	\$234,000

**ATTACHMENTS AVAILABLE UPON REQUEST:**

- MAPS:
- PICTURES: 1
- LETTERS OF SUPPORT: # 4
- MISCELLANEOUS: Detailed project budget

*2.65 avg*

**Strengths**

**Weaknesses**

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

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**OVERALL RANKING:**

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

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

**FYs 2004-2005 PROJECT APPLICATION FORM FOR:**

Local Transportation Enhancements (TE) Program  
Surface Transportation Program-Discretionary (STP-D)  
(Form available in electronic format from WisDOT)

1. Project Name: Waupaca Riverview Park Improvements- Phase II
2. Project Location: Municipality: City of Waupaca County: Waupaca  
Street Address of Project (if applicable): N/A  
Describe location and boundaries of the project: Riverview Park – located on the Waupaca River in downtown Waupaca adjacent to the 100 Block of North Main Street.

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: City of Waupaca  
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: Henry Veleker Title: City Administrator  
Address: 111 S. Main Street Phone: (715)-258-4411  
Municipality: Waupaca State: WI Zip: 54981  
FAX: (715)-258-4426 E-mail: hveleker@cityofwaupaca.org

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

Name: N/A Title: \_\_\_\_\_  
Address: \_\_\_\_\_ Phone: \_\_\_\_\_  
Municipality: \_\_\_\_\_ State: WI Zip: \_\_\_\_\_  
FAX: \_\_\_\_\_ E-mail: \_\_\_\_\_

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

**Local Transportation Enhancements (FE) 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.)  
Riverview Park Improvements – Phase II project priority #1 consists of the construction of a 80' long pedestrian/bicycle bridge connecting the east side neighborhoods of Waupaca to the central business district. Improvement of E. Sessions Street corridor with landscaping and fencing to buffer the access for adjacent property owners to improve the aesthetics of the area. Period lighting is also proposed as well as engineering fees and a 10% contingency. The proposed project is the second phase of a multiphase project. The community has undergone an extensive master planning process for the property completed in August 2000. Schreiber/Anderson Associates, Madison, consulted on the Master Plan. Phase I of the project is designed and is slated for a May 2002 construction start.

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$ N/A	\$ 36,000	\$ N/A
Real Estate		\$ -0-	\$
Construction		\$180,000	\$
System Planning (STP-D Only)		\$	\$
10% Contingency		\$ 18,000	
<b>TOTAL</b>	\$	\$234,000	\$
Percentage of Public Sponsor funds:20%		\$ 46,800	\$
Percentage of Federal Funds: 80%		\$187,200	\$
<b>TOTAL</b>	\$	\$234,000	\$

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

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

P.E./Design/Planning \_\_\_\_\_ September 2003 \_\_\_\_\_

Real Estate \_\_\_\_\_ N/A \_\_\_\_\_

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

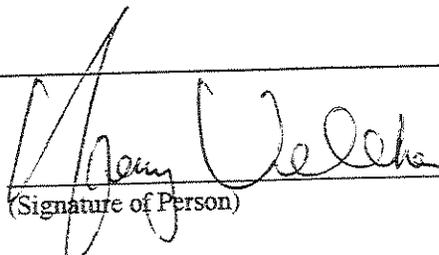
d) Realistically, how much usage or impact will the proposed facility have on an annual basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as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

By Henry Veleker  
(Name of Person with Fiscal Authority)



(Signature of Person)

City Administrator  
(Title of Person Signing)

April 11, 2002  
(Date)

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

**-- NO LATE APPLICATIONS WILL BE ACCEPTED --**

# **WAUPACA RIVERVIEW PARK IMPROVEMENTS - Phase II WDOT TEA 21 Enhancement Grant Application**

## Question #12.

The city of Waupaca, through the efforts of many volunteers is developing a pedestrian/bicycle trail encircling the Waupaca area. It is known as the River Ridge Trail. There is a master plan for the trail. The trail is nearly 75% complete. In the last five years there have been a number of pedestrian/bicycle trails developed under the plan. Many of these trails were developed through residential development agreements and gifts to the city. The specific projects include:

1. Shambeau Quarry Loop Trail - .8 miles. Interpretative trail highlighting quarry and railroad activities at the turn of the century. The land was a gift to the city.
2. Residential Developer Agreements: Woodland Park, Swan Ridge, Buffalo Ridge, Angelus Residential Care Facility and Foxfire.
3. Industrial/Commercial Development Agreements – Foxfire Golf and Banquet Facility.

The River Ridge trail when fully developed will encompass nearly 7- 10 miles of off road and 12-15 miles of on street trails. The trail is part of and connects to a larger trail system developed at the Waupaca County level, including connections to the Waupaca High School on Hwy 22, the Chain O' Lakes area, Wisconsin Veterans Home in King, Hartmann Creek State Park and ultimately the Ice Age Trail.

The project being proposed for DOT funding will serve as a vital link in the system, connecting residents of neighborhoods east of the Waupaca River to Riverview Park and the Central Business District (CBD). THE CBD and Riverview Park are seen as the hub of the River Ridge Trail System. The proposed bridge will replace an old, failing, non-compliant ADA accessible footbridge. At present there are very few locations in the city that a pedestrian/bicyclist can cross the Waupaca River. The proposed project would add a much needed river crossing point.

Pedestrian/bicycle safety awareness is important to the city of Waupaca. To that end, the city is sponsoring a DOT Pedestrian Road Show on May 1, 2002.

The city of Waupaca typically assesses for sidewalk improvements at 100%. However, for this project, there are no sidewalks contemplated.

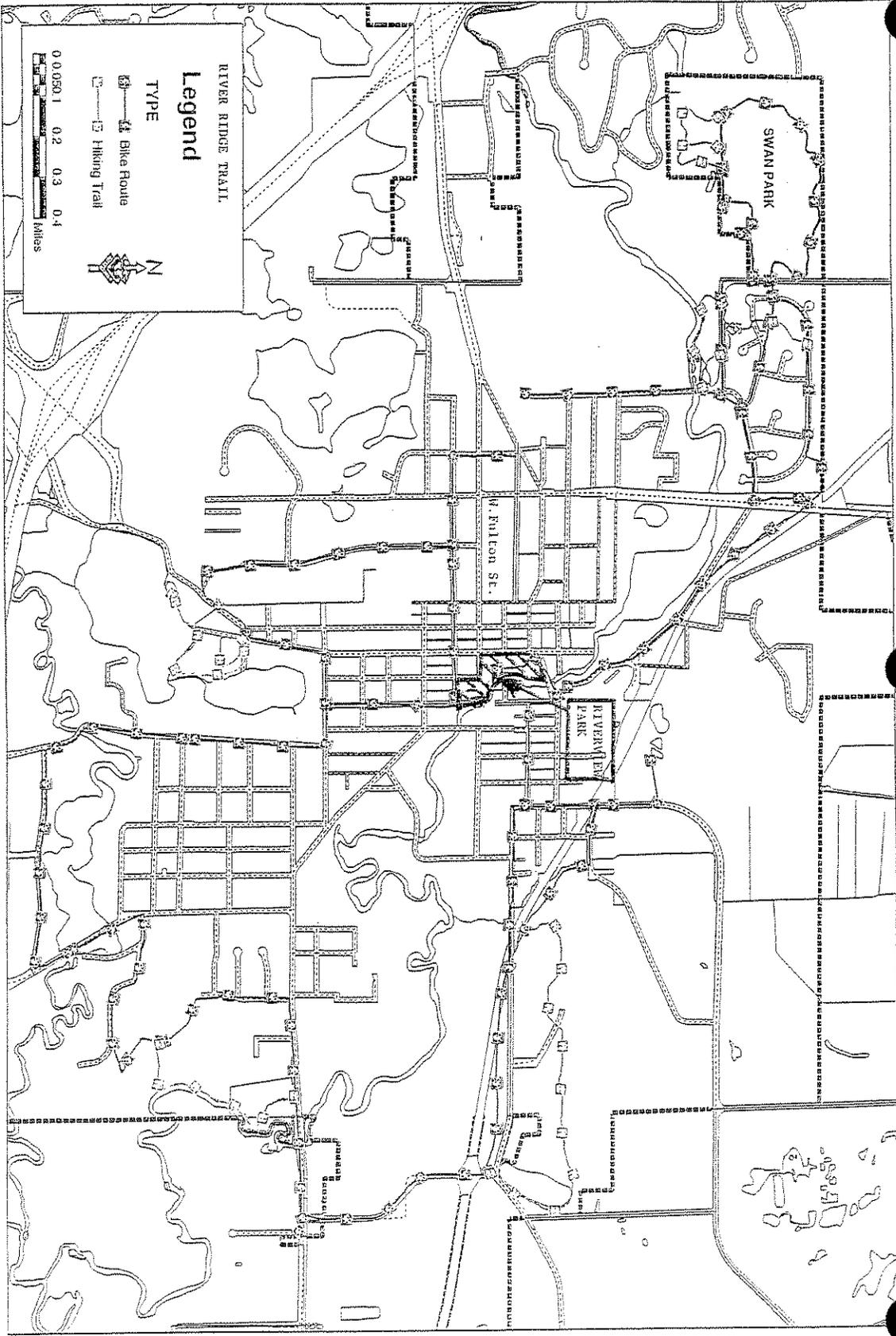
The anticipated annual impact from the facilities proposed in this grant application is hard to measure. However, it is anticipated that usage will be greater in the April – October timeframe than other times of the year. During the April – October period it is projected that hundreds of pedestrian/bicyclists will utilize the new facilities on a daily basis. Use the other times of the year is expected to be somewhat less.

While greater pedestrian/bicycle access is the predominant purpose of the project there are a number of side benefits that will be realized from the proposed project. First is the economic impact a fully developed Riverview Park will bring. There is approximately 30,000 square feet of vacant and/or underutilized space on the bottom floors of the Main Street buildings adjacent to the park. Waupaca's downtown is thriving. At this time just two storefronts are empty. There is no place to "grow" the downtown land area that makes more sense than the available building space adjacent to Riverview Park. It is proven that private investment follows significant public investment. At build out, it is anticipated that all Riverview Park improvements will cost nearly \$1.0M.

Also, with an improved park, there will be more park usage for community events such as Thursdays in the Park, Farmers Market and youth concerts. Events like these raise awareness of the area to residents and visitors alike and increase commerce for our community. Expanded foot and biking opportunities also increase the overall health of our community's residents.

From a safety/ADA accessibility standpoint, the reliance on the existing, old and non-compliant footbridge is not acceptable. The abutments and piers are failing and the fact that the structure is nearly 20 feet above the river, with non-compliant railings causes concern for safety of young people particularly. Also, DNR has stated that the bridge piers have a negative impact on the trout habitat. The Waupaca River is a Class 2 trout stream that supports over-summering of trout. Fishing opportunities will also be provided by the pedestrian/bicycle bridge.

A detailed project budget is attached.



### Legend

- TYPE
- Bike Route
  - Hiking Trail



0.0 0.1 0.2 0.3 0.4  
Miles

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

**PROJECT NAME:** Waupaca Riverview Park Improvements - Phase II  
**PUBLIC SPONSOR:** City of Waupaca  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$63,440	\$0	\$63,440
Federal:	\$0	\$253,760	\$0	\$253,760
Total:	\$	\$317,200	\$	\$317,200

**ATTACHMENTS AVAILABLE UPON REQUEST:**

- MAPS:
- PICTURES: 1
- LETTERS OF SUPPORT: # 4
- MISCELLANEOUS: Detailed project budget

*3.55 avg*

**Strengths**

**Weaknesses**

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

**OVERALL RANKING:**

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

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

**FYs 2004-2005 PROJECT APPLICATION FORM FOR:**

Local Transportation Enhancements (TE) Program  
Surface Transportation Program-Discretionary (STP-D)  
(Form available in electronic format from WisDOT)

1. Project Name: Waupaca Riverview Park Improvements- Phase II
2. Project Location: Municipality: City of Waupaca County: Waupaca  
Street Address of Project (if applicable): N/A  
Describe location and boundaries of the project: Riverview Park – located on the Waupaca River in downtown Waupaca adjacent to the 100 Block of North Main Street.

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: City of Waupaca  
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: Henry Veleker Title: City Administrator  
Address: 111 S. Main Street Phone: (715)-258-4411  
Municipality: Waupaca State: WI Zip: 54981  
FAX: (715)-258-4426 E-mail: hveleker@cityofwaupaca.org

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

Name: N/A Title: \_\_\_\_\_  
Address: \_\_\_\_\_ Phone: \_\_\_\_\_  
Municipality: \_\_\_\_\_ State: WI Zip: \_\_\_\_\_  
FAX: \_\_\_\_\_ E-mail: \_\_\_\_\_

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

**Local Transportation Enhancements (FE) Program**  
Indicate which ONE of these twelve categories best identifies your project:

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Provision of facilities for pedestrians/bicycles</li> <li><input type="checkbox"/> Provision of safety and educational activities for pedestrians &amp; bicyclists</li> <li><input type="checkbox"/> Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)</li> <li><input type="checkbox"/> *Historic Preservation</li> <li><input type="checkbox"/> *Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals)</li> <li><input type="checkbox"/> Establishment of transportation museums</li> </ul> | <ul style="list-style-type: none"> <li><input type="checkbox"/> Acquisition of scenic easements and scenic or historic sites</li> <li><input type="checkbox"/> Scenic or historic highway programs (including the provision of tourist and welcome center facilities)</li> <li><input type="checkbox"/> Landscaping and other scenic beautification</li> <li><input type="checkbox"/> Control and removal of outdoor advertising</li> <li><input type="checkbox"/> Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity</li> <li><input type="checkbox"/> Archeological planning and research</li> </ul> |
|--|--|

\* 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.)

Riverview Park Improvements – Phase II project priority #2 consists of the construction of a handicap assessable boardwalk/walkway along the Waupaca River, sidewalks along the interior park, road lighting, engineering services and a 10% project contingency. The proposed project is the second phase of a multiphase project. The community has undergone an extensive master planning process for the property completed in August 2000. Schreiber/Anderson Associates, Madison, consulted on the Master Plan. Phase I of the project is designed and is slated for a May 2002 construction start.

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

	FY 2003	FY 2004	FY 2005
	(If Available)	(Begins 7/1/03)	(Begins 7/1/04)
Preliminary Engineering/Design	\$ N/A	\$ 48,800	\$ N/A
Real Estate		\$ -0-	\$
Construction		\$244,000	\$
System Planning (STP-D Only)		\$	\$
10% Contingency		\$ 24,400	
<b>TOTAL</b>	\$	\$317,200	\$
Percentage of Public Sponsor funds:20%		\$ 63,440	\$
Percentage of Federal Funds: 80%		\$253,760	\$
<b>TOTAL</b>	\$	\$317,200	\$

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

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

P.E./Design/Planning September 2003

Real Estate N/A

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

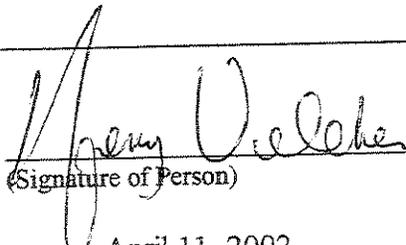
d) Realistically, how much usage or impact will the proposed facility have on an annual basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as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

By Henry Veleker  
(Name of Person with Fiscal Authority)

  
(Signature of Person)

City Administrator  
(Title of Person Signing)

April 11, 2002  
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

# **WAUPACA RIVERVIEW PARK IMPROVEMENTS - Phase II WDOT TEA 21 Enhancement Grant Application**

Question #12.

The city of Waupaca, through the efforts of many volunteers is developing a pedestrian/bicycle trail encircling the Waupaca area. It is known as the River Ridge Trail. There is a master plan for the trail. The trail is nearly 75% complete. In the last five years there have been a number of pedestrian/bicycle trails developed under the plan. Many of these trails were developed through residential development agreements and gifts to the city. The specific projects include:

1. Shambeau Quarry Loop Trail - .8 miles. Interpretative trail highlighting quarry and railroad activities at the turn of the century. The land was a gift to the city.
2. Residential Developer Agreements: Woodland Park, Swan Ridge, Buffalo Ridge, Angelus Residential Care Facility and Foxfire.
3. Industrial/Commercial Development Agreements – Foxfire Golf and Banquet Facility.

The River Ridge trail when fully developed will encompass nearly 7- 10 miles of off road and 12-15 miles of on street trails. The trail is part of and connects to a larger trail system developed at the Waupaca County level, including connections to the Waupaca High School on Hwy 22, the Chain O' Lakes area, Wisconsin Veterans Home in King, Hartmann Creek State Park and ultimately the Ice Age Trail.

The project being proposed for DOT funding will serve as a vital link in the system, connecting residents of neighborhoods east of the Waupaca River via a pedestrian/bicycle bridge to Riverview Park and the Central Business District (CBD). THE CBD and Riverview Park are seen as the hub of the River Ridge Trail System. The proposed boardwalk along the Waupaca River and the interior sidewalks will enhance mobility within and through Riverview Park.

Pedestrian/bicycle safety awareness is important to the city of Waupaca. To that end, the city is sponsoring a DOT Pedestrian Road Show on May 1, 2002.

The city of Waupaca typically assesses for sidewalk improvements at 100%. However, for this project, because the sidewalks are located in the interior of Riverview Park there are no special assessments contemplated.

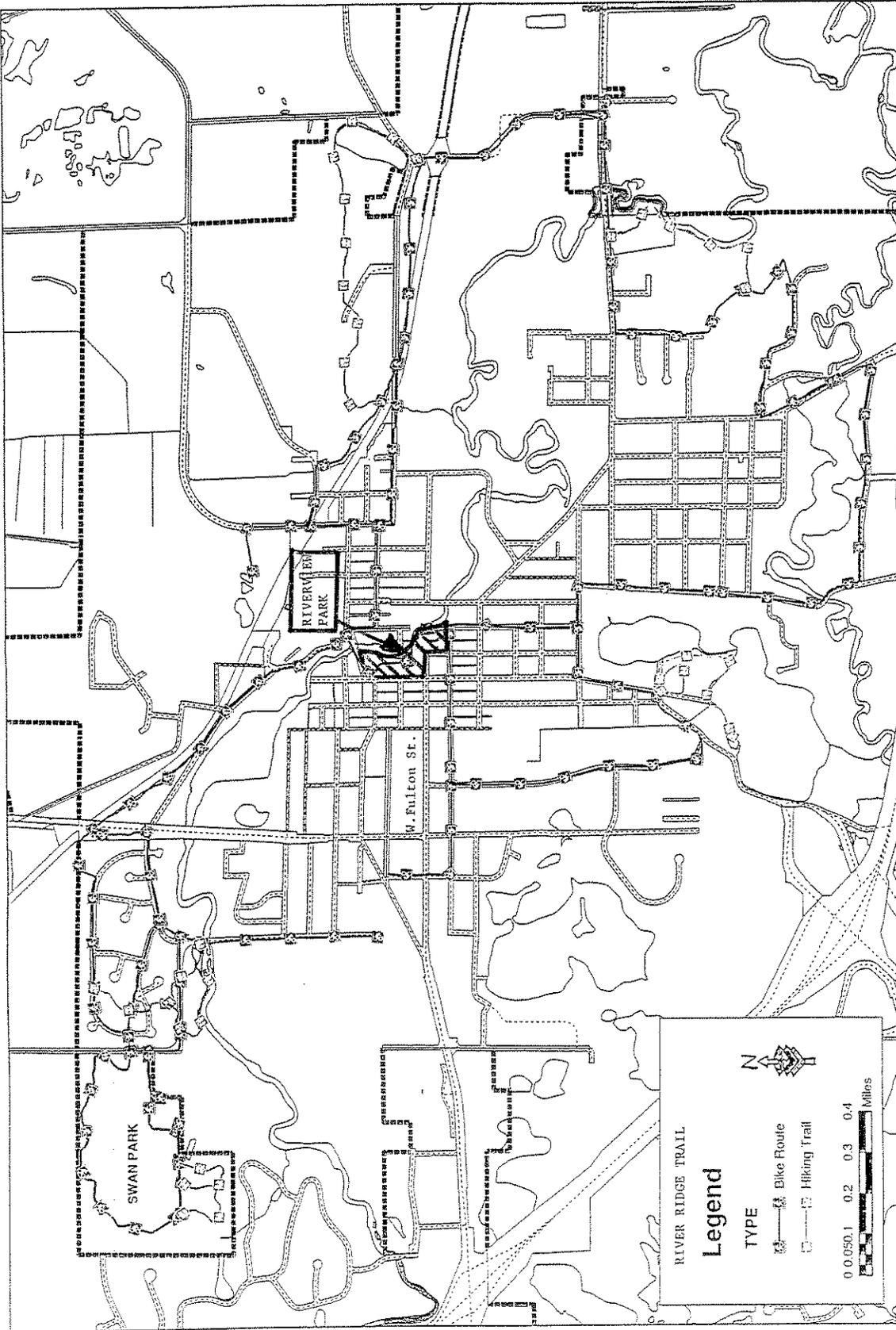
The anticipated annual impact from the facilities proposed in this grant application is hard to measure. However, it is anticipated that usage will be greater in the April – October timeframe than other times of the year. During the April – October period it is projected that hundreds of pedestrian/bicyclists will utilize the new facilities on a daily basis. Use the other times of the year is expected to be somewhat less.

While greater pedestrian/bicycle access and mobility is the predominant purpose of the project there are a number of side benefits that will be realized from the proposed project. First is the economic impact a fully developed Riverview Park will bring. There is approximately 30,000 square feet of vacant and/or underutilized space on the bottom floors of the Main Street buildings adjacent to the park. Waupaca's downtown is thriving. At this time just two storefronts are empty. There is no place to "grow" the downtown land area that makes more sense than the available building space adjacent to Riverview Park. It is proven that private investment follows significant public investment. At build out, it is anticipated that all Riverview Park improvements will cost nearly \$1.0M.

Also, with an improved access, there will be more park usage for community events such as Thursdays in the Park, Farmers Market and youth concerts. Events like these raise awareness of the area to residents and visitors alike and increase commerce for our community. Expanded foot and biking opportunities also increase the overall health of our community's residents.

From a safety/ADA accessibility standpoint, compliant and safe sidewalks and boardwalk are essential to insuring the safety of park users. Fishing opportunities from the boardwalk along the river are greatly enhanced.

A detailed project budget is attached.



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

**PROJECT NAME:** Highway 22 Trail System  
**PUBLIC SPONSOR:** Waupaca County Parks  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
Public:	\$14,000	\$40,000	\$0	\$54,000
Federal:	\$56,000	\$160,000	\$0	\$216,000
Total:	\$70,000	\$200,000	\$	\$270,000

**ATTACHMENTS AVAILABLE UPON REQUEST:**

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 4
- MISCELLANEOUS:

*2.55 avg*

**Strengths**

**Weaknesses**

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

**OVERALL RANKING:**

1 \_\_\_\_\_ *2.5* \_\_\_\_\_ 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: Highway 22 Trail System
2. Project Location: Municipality: Town of Dayton County: Waupaca  
Street Address of Project (if applicable): \_\_\_\_\_  
Describe location and boundaries of the project: From the west end of the Waupaca High School property along State Hwy. 22 to County Hwy. QQ
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: Waupaca County Parks  
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: Roger G. Holman Title: Director  
Address: Courthouse - 811 Harding St Phone: ( 715 ) 258-6243  
Municipality: Waupaca State: WI Zip: 54981  
FAX: ( 715 ) 258-6239 E-mail: rholma@co.waupaca.wi.us

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

Name: Dean Steingraber Title: Hwy. Commissioner  
Address: 515 E. Fulton PO Box 229 Phone: ( 715 ) 258-7152  
Municipality: Waupaca State: WI Zip: 54981  
FAX: ( 715 ) 258-9750 E-mail: dstein@co.waupaca.wi.us

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.)

Waupaca County proposes to construct 1.5 miles of bicycle/pedestrian trail along State Hwy. 22 from the completed trail on the west end of the Waupaca High School to County Hwy. QQ. With the completion of the initial phase of the trail from State Hwy. 10 through the school property, the goal is to continue the trail along State Hwy 22 connecting the system to the Chain O'Lakes area, King, Wisconsin Veterans' Home, Hartman Creek State Park and numerous businesses, public institutions, and recreational areas. This project will combine the partnership between the Parks Department, County Highway Department, Waupaca School District, Towns of Farmington, Dayton and Waupaca, City of Waupaca, and the DOT.

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	\$ 40,000	\$	\$
Real Estate	30,000	\$	\$
Construction		\$ 200,000	\$
System Planning (STP-D Only)		\$	\$
<b>TOTAL</b>	<b>\$ 70,000</b>	<b>\$ 200,000</b>	<b>\$</b>
Percentage of Public Sponsor Funds: 20 %	14,000	\$ 40,000	\$
Percentage of Federal Funds: 80 %	56,000	\$ 160,000	\$
<b>TOTAL</b>	<b>\$ 70,000</b>	<b>\$ 200,000</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 October 2003

Real Estate November 2003

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.

RDH Accepted.

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

RDH 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.

RDH 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.

RDH 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.

RDH 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.

RDH 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.

RDH 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 Waupaca County Parks  
(Name of Sponsor)

By Roger G. Holman Roger G. Holman  
(Name of Person with Fiscal Authority) (Signature of Person)

Parks Director 4-9-02  
(Title of Person Signing) (Date)

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

**-- NO LATE APPLICATIONS WILL BE ACCEPTED --**

## STATE HIGHWAY 22 TRAIL PROJECT WAUPACA COUNTY

### 13A What is proposed?

In 1996, the Towns of Dayton and Farmington, City of Waupaca, Waupaca School District, Hartman Creek State Park, Waupaca County, and various local organizations recognized the need to provide for a safe and convenient bicycle and pedestrian transportation route following the State Highway 22 right-of-way. Identified as a priority in the local planning efforts known as "Vision 2020" and "Waupaca Area Storm Water Management and Land Use Development Plan", the development of this transportation network is moving forward throughout the Waupaca, Dayton, and Farmington areas. The Highway 22 Project is an integral part of this system.

The main goal of this project is to connect the City of Waupaca with various residential areas, institutions, businesses, communities, and natural areas. The transportation route would provide connections to school property, Wisconsin Veterans' Home, Hartman Creek State Park, and a wide variety of businesses throughout the Chain O'Lakes area. The route will also hook up with other similar projects which are in the planning or development stage, including the River Ridge Trail and County Trunks QQ and Q upgrades.

The project will start at the end of the west Waupaca Area High School property, where the current trail ends. From the school property, the route will follow State Highway 22 south to County Highway QQ. From QQ, the route will continue along County Highway Q through the Chain O'Lakes area to Hartman Creek Road, ending at Hartman Creek State Park, and down County Highway QQ to the Wisconsin Veterans' Home and King area. Total distance of this project along State Highway 22 is 1.5 miles.

### 13B How will the project preserve or improve Wisconsin's transportation system?

This project will improve the Wisconsin transportation system by providing a safe route for bicyclists and walkers and, therefore, lowering the level of user conflicts between bicyclists/walkers and motorized vehicles. This project also furthers the Wisconsin Department of Transportation's identified role to support all transportation choices and helps to preserve these transportation options for future generations.

### 13C Impact

With the completion of this trail segment, users will be able to travel safely from the Waupaca and Chain O'Lakes areas to a variety of destinations. These destinations include businesses, schools, public institutions, recreational areas, and residential neighborhoods. The estimated number of users will be in the thousands, with the peak time between April and October.

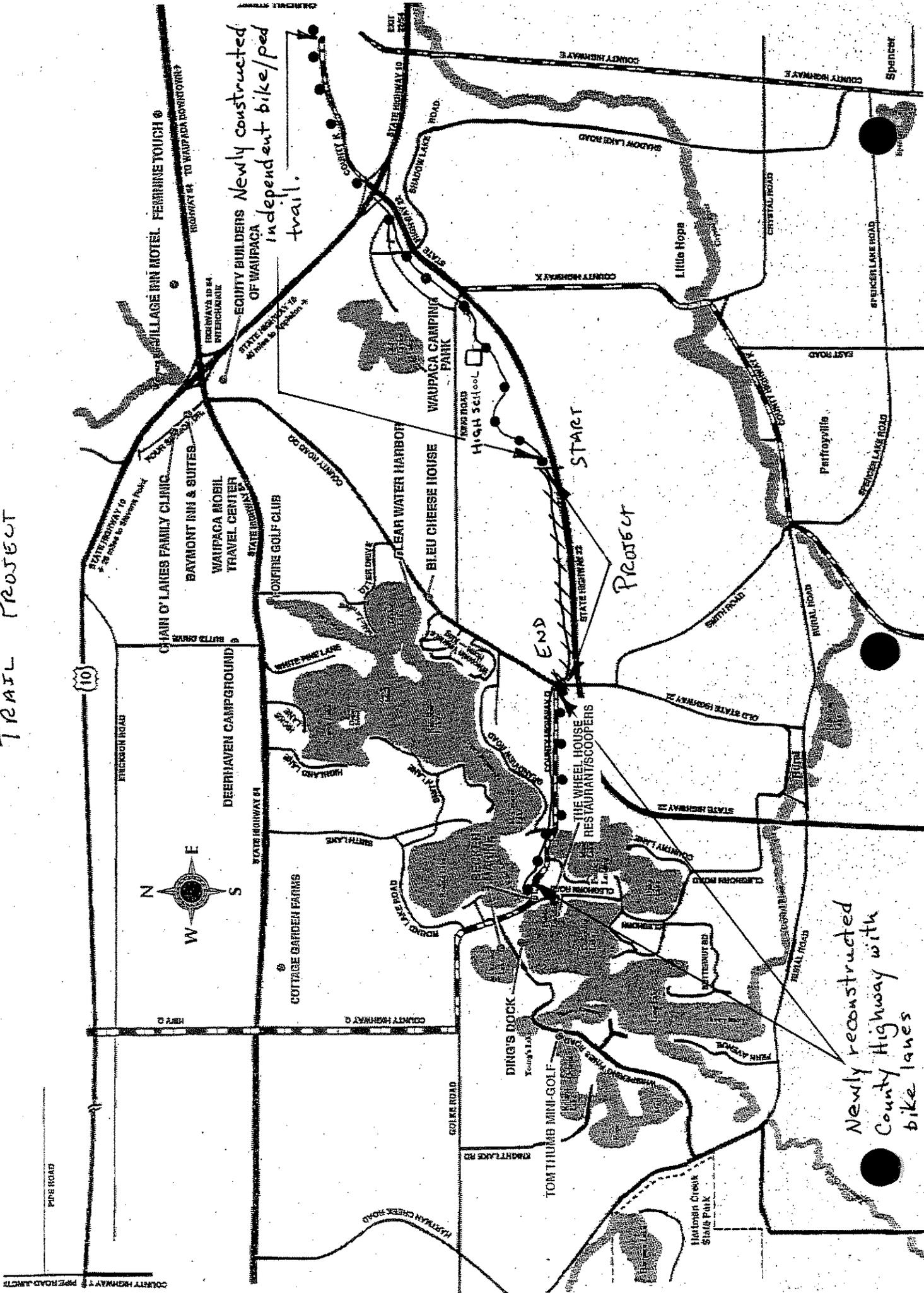
### 13D Project Benefits

With increased population and tourism growth throughout the Waupaca area, there has been an established need to provide a safe, efficient, and seamless transportation system that will encourage the use of biking and walking as alternative forms of transportation. With the upswing of residential and commercial development occurring along the State Highway 22 corridor, it is imperative that this transportation route be planned for and developed while the opportunity still exists.

In 2001, Waupaca County completed the first phase of this project by constructing a trail from State Highway 10, along State Highway 22 through the Waupaca High School. Even before this project was completed the system received a high level of use.

Support for this project has been given based on the need to preserve the high quality of life in the area, protect the environment, discourage development in unsuitable areas, encourage positive commercial and residential growth, and provide for safe alternate transportation choices. This support has been given by the Towns of Dayton and Farmington, City of Waupaca, Waupaca School District, Wisconsin Veterans' Home, Waupaca Highway Committee, Waupaca County Board, and various organizations, businesses, and individuals throughout the Waupaca area.

# WAUPACA COUNTY STATE HIGHWAY 22 TRAIL PROJECT



Project

Newly reconstructed County Highway with bike lanes

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

**PROJECT NAME:** CTH Q (Indian Crossing) Bridge Replacement  
**PUBLIC SPONSOR:** Waupaca County  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
Public:	\$67,800	\$0	\$0	\$67,800
Federal:	\$271,200	\$0	\$0	\$271,200
Total:	\$339,000	\$	\$	\$339,000

**ATTACHMENTS AVAILABLE UPON REQUEST:**

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

*1.95 avg*

**Strengths**

*RELATIVE COST*  
*AFFECTS VARIETY*

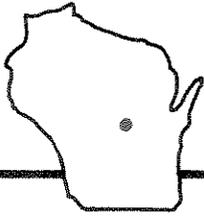
*DOT > 4.5*  
*Tourism 1*  
*Jeepelators 1*

**Weaknesses**

**Comments:** *I believe the push for this is due to slowing boat traffic*

**OVERALL RANKING:**

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



## WAUPACA COUNTY HIGHWAY COMMISSION

DEAN E. STEINGRABER, P.E. Highway Commissioner

515 E. Fulton Street, P.O. Box 229, Waupaca, WI 54981-0229  
Office: (715) 258-7152 Shop: (715) 258-7050

July 22, 2002

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

SUBJECT: STATEWIDE MULTI-MODAL IMPROVEMENT PROGRAM (SMIP)  
CTH "Q" - - INDIAN CROSSING BRIDGE  
TOWN OF FARMINGTON  
WAUPACA COUNTY, WISCONSIN

Dear Senator Breske:

Waupaca County has applied for funding through the Local Transportation Enhancements (TE) Program and Surface Transportation Program – Discretionary (STP-D) for the above referenced project using a FY 2002-2003 project application form supplied by the Wisconsin Department of Transportation District 4 office.

I want to clarify that our application is for FY 2004 and 2005 not FY 2002 and 2003 as stated on the application.

Thank you for your consideration with our application. If you have any questions or comments, please contact me.

Sincerely,

WAUPACA COUNTY HIGHWAY COMMISSION

Dean E. Steingraber  
Highway Commissioner

pc: Mr. Joe Leean  
Senator Robert Welch  
Representative Jean Hundertmark

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

**FYs 2002-2003 PROJECT APPLICATION FORM FOR:  
Local Transportation Enhancements (TE) Program  
Surface Transportation Program-Discretionary (STP-D)**

1. Project Name: CTH "Q" (Indian Crossing) Bridge Replacement

2. Project Location: Municipality: Town of Farmington County: Waupaca

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

Describe location and boundaries of the project: Chain O' Lakes Channel Crossing

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 X.

4. Name and Location of Public Sponsor: Waupaca  
Circle location as --> State (County) City Village Town Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency:

Name: Dean E. Steingraber Title: Highway Commissioner  
Address: 515 E. Fulton Street Phone: (715 ) 258-7152  
Municipality: Waupaca County Highway State: WI Zip: 54981  
FAX# (715) 258-9750 e-mail address dstein@co.waupaca.wi.us

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

Name: Roger Holman Title: Parks Director  
Address: 811 Harding Street Phone: (715 ) 258-6241  
Municipality: Waupaca County Parks State: WI Zip: 54981  
FAX# (715) 258-6239 e-mail address rholma@co.waupaca.wi.us

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

- |  |   |
|--|---|
| <input type="checkbox"/> Provision of facilities for pedestrians/bicycles  | <input type="checkbox"/> Acquisition of scenic easements and scenic or historic sites   |
| <input checked="" type="checkbox"/> Provision of safety and educational activities for pedestrians & bicyclists                                  | <input checked="" 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: Communities must have a population of 5,000 or more to be eligible for STP-D funds.

Indicate which ONE of these categories identifies your project best:

- 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 Public WisDOT Transit Section in the Bureau of Transit and Local Roads
- Other Eligible Project to Reduce Single Occupant Vehicle Traffic. (Describe: \_\_\_\_\_)

8: In 100 words or less, describe the project (See Question 13 for detailed description instructions.)  
Waupaca County proposes to replace the existing culvert on CTH "Q" over the channel between Lime Kiln Lake and Columbia Lake. The culvert creates a bottleneck for vehicular, pedestrian, bicycle and boat traffic in this area of high summer tourism traffic. The culvert has a narrow roadway width and a deteriorated sidewalk on one side, causing safety concerns for pedestrians and bicyclists. The culvert opening is small, restricting boat traffic between the lakes. The proposed structure is a single span bridge with adequate width and length to safely accomodate vehicular, pedestrian, and bicycle traffic above and two-way boat traffic below.

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, an example of a more detailed budget with cost items you should consider in developing your total project cost are available from the Districts.) **Construction projects must be \$50,000 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 \$20,000 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 (e.g., Preliminary Engineering) you are willing to accept funding for. We will not split or partially fund project requests. Note that due to previous year project commitments, new funds are available only starting with state Fiscal Year 2002. It is possible that Districts may be able to meet requests for Design work in early 2001 in cases where Design work is needed prior to letting a project for Construction by July of 2001. 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 2001 Districts will be able to determine whether you can proceed with Design work prior to FY 2002 which begins July 1, 2001.

	FY 2001 (If Available)	FY 2002 (Begins 7/01/01)	FY 2003 (Begins 7/01/02)
Preliminary Engineering/Design	\$ _____	\$ _____	\$ 40,000
Real Estate		\$ _____	\$ - 0 -
Construction		\$ _____	\$ 299,000
System Planning (STP-D eligible only)		\$ _____	\$ - 0 -
<b>TOTAL</b>	<b>\$ _____</b>	<b>\$ _____</b>	<b>\$ 339,000</b>
Percentage of Public Sponsor Funds:	<u>20</u> % \$ _____	\$ _____	\$ 67,800
Percentage of Federal Funds:	<u>80</u> % \$ _____	\$ _____	\$ 271,200
(Up to 80% Federal Funds)			
<b>TOTAL</b>	<b>\$ _____</b>	<b>\$ _____</b>	<b>\$ 339,000</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 Summer 2002

Real Estate None Required

Construction Fall, 2003

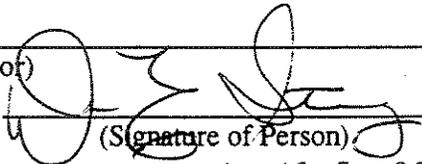
Please note that each project will be reviewed by the WisDOT Disadvantaged Business Enterprise (DBE) office for an assessment of the potential for the project to be assigned a **DBE goal** as a percentage of the award amount. Only WisDOT certified firms may be used to meet DBE goals.

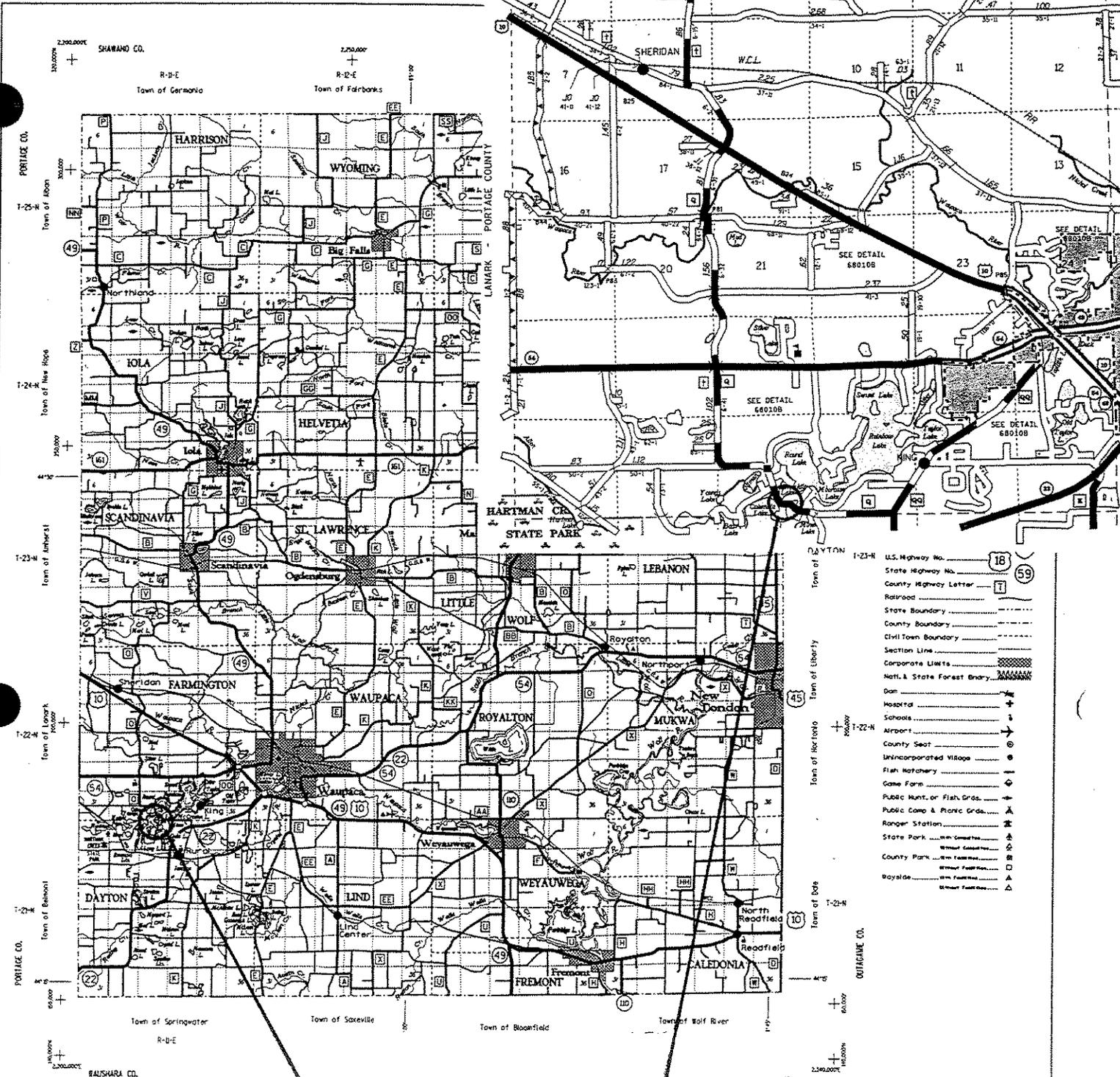
Federal TEA-21 guidelines encourage the use of **Youth Conservation or Service Corps** workers to perform appropriate enhancement activities. We encourage you to consider the use of such services on your projects for bicycle trails, landscaping and other similar work. For information on Corps activities,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

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

- a. Matching dollar funding of at least 20% of project costs must be provided by the sponsor.  
  X   Accepted.
- b. These are **reimbursement** programs. The public sponsor must finance the project until federal reimbursement funds are available.  
  X   Accepted.
- c. Public sponsor must fund project costs in excess of the amounts indicated in Question 9 (i.e., cost overruns) at no expense to state/federal funding sources.  
  X   Accepted.
- d. **The sponsor must not incur any costs until the project phase has been authorized for federal charges and the sponsor notified by the District that it can begin incurring costs.** Otherwise, the local sponsor risks incurring costs that will not be reimbursable.  
  X   Accepted.
- e. The local sponsor will follow the applicable federal and state regulations required for each phase of the project including but not limited to the following: a qualifications based hiring 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.)  
  X   Accepted.

The above statements are true and complete to the best of my knowledge and understanding.

Signed on behalf of Waupaca County  
(Name of Sponsor)  
By Dean E. Steingraber, P.E.  
(Name of Person with Fiscal Authority)   
Highway Commissioner (Title of Person Signing) April 5, 2002 (Date)



- 1-23-N U.S. Highway No. 18
- State Highway No. 59
- County Highway Letter T
- Railroad
- State Boundary
- County Boundary
- Civil Town Boundary
- Section Line
- Corporate Limits
- Natl. & State Forest Boundary
- Dam
- Hospital
- Schools
- Airport
- County Seat
- Unincorporated Village
- Fish Hatchery
- Game Farm
- Public Hunt. or Fish Grds.
- Public Camp & Picnic Grds.
- Ranger Station
- State Park
- County Park
- Boys' Life
- Boys' Life

DISTRICTS

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36

TOWNSHIP NUMBERING

6	5	4	3	2	1
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36



MILES OF HIGHWAY  
as of Jan. 1, 1992

STATE \_\_\_\_\_ MI  
COUNTY \_\_\_\_\_ MI  
LOCAL ROADS \_\_\_\_\_ MI  
OTHER ROADS \_\_\_\_\_ MI  
TOTAL FOR COUNTY \_\_\_\_\_ MI

**WAUPACA CO.**  
DEPARTMENT OF TRANSPORTATION  
STATE OFFICE BUILDING  
Waupaca, Wisconsin

SCALE \_\_\_\_\_ MILES  
Checked by \_\_\_\_\_  
JAN. 1994  
Not Rescaled From U.S.G.S. Quadsheet  
166000 Series

For boundaries of public hunting and fishing grounds please contact the Department of Natural Resources

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

**PROJECT NAME:** Tomorrow River State Trail - Scandinavia Segment  
**PUBLIC SPONSOR:** Waupaca County Park & Recreation Dept.  
**DISTRICT:** 4  
**MPO:**

FFY	2003	2004	2005	TOTAL
Public:	\$2,000	\$25,000	\$0	\$27,000
Federal:	\$8,000	\$100,000	\$0	\$108,000
Total:	\$10,000	\$125,000	\$	\$135,000

**ATTACHMENTS AVAILABLE UPON REQUEST:**

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

*2.20 avg*

**Strengths**

*high potential  
cost*

**Weaknesses**

*need*

**Comments:**

**OVERALL RANKING:**

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

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

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

1. Project Name: Tomorrow River State Trail - Scandinavia Segment
2. Project Location: Municipality: Town of Scandinavia County: Waupaca  
Street Address of Project (if applicable): \_\_\_\_\_  
Describe location and boundaries of the project: Village of Scandinavia to Portage County line  
\_\_\_\_\_  
\_\_\_\_\_
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: Waupaca County Park & Recreation Department  
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: Roger G. Holman Title: Director  
Address: 811 Harding St. Phone: (715) 258-6243  
Municipality: Waupaca State: WI Zip: 54981  
FAX: (715) 258-6239 E-mail: rholma@co.waupaca.wi.us

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

Name: Dusty Huntington Title: Park Supervisor  
Address: 811 Harding St. Phone: (715) 258-6243  
Municipality: Waupaca State: WI Zip: 54981  
FAX: (715) 258-6239 E-mail: dhunti@co.waupaca.wi.us

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.)**

Waupaca County, working with the Wisconsin Department of Resources, \_\_\_\_\_  
 has agreed to develop the Tomorrow River Trail from the Village of \_\_\_\_\_  
 Scandinavia Hwy. 49 Bike/Pedestrian bridge to the Portage County line. \_\_\_\_\_  
 The proposed development will connect with the completed trail in \_\_\_\_\_  
 Portage County, running west to the Village of Plover and in the \_\_\_\_\_  
 future, east to the City of Manawa. The trail will connect to the \_\_\_\_\_  
 Ice Age Trail, Amherst and Amherst Junction, Ice Age Trail Bike Route,  
 Stevens Point, and the Green Circle State Trail. The trail will \_\_\_\_\_  
 provide a safe mode of transportation for travel to work, shopping,  
 and recreation. \_\_\_\_\_

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

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$ 10,000	\$	\$
Real Estate		\$	\$
Construction		\$ 125,000	\$
System Planning (STP-D Only)		\$	\$
<b>TOTAL</b>	<b>\$ 10,000</b>	<b>\$ 125,000</b>	<b>\$</b>
Percentage of Public Sponsor Funds: 20 %	2,000	\$ 25,000	\$
Percentage of Federal Funds: 80 %	8,000	\$ 100,000	\$
<b>TOTAL</b>	<b>\$ 10,000</b>	<b>\$ 125,000</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 December 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.  
RDH Accepted.
- b. These are reimbursement programs. The sponsor must finance the project until federal reimbursement funds are available.  
RDH 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.  
RDH 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.  
RDH 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.  
RDH 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.  
RDH 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.  
RDH 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 Waupaca County Parks  
(Name of Sponsor)

By Roger G. Holman  
(Name of Person with Fiscal Authority)

Roger G. Holman  
(Signature of Person)

Park Director  
(Title of Person Signing)

4-9-02  
(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 --**

## **TOMORROW RIVER STATE TRAIL PORTAGE COUNTY LINE – VILLAGE OF SCANDINAVIA**

### **13A What is proposed?**

Waupaca County proposes to develop 4.5 miles of former railroad to continue the Tomorrow River State Trail from Portage County to the Village of Scandinavia. The trail will connect to the new pedestrian bridge slated to be installed this fall over State Highway 49 in the Village. The project will involve removal of the railroad ballast, placement of a limestone base and a top cover of limestone fines to provide a smooth surface for biking and hiking. The trail bed will be constructed similar to the work completed in Portage County.

### **13B How will the project preserve or improve Wisconsin's transportation system?**

This project will improve the Wisconsin transportation system by providing a safe route for bicyclists and walkers and, therefore, lowering the level of user conflicts between bicyclists/walkers and motorized vehicles. This project also furthers the Wisconsin Department of Transportation's identified role to support all transportation choices and helps to preserve these transportation options for future generations.

### **13C Impact**

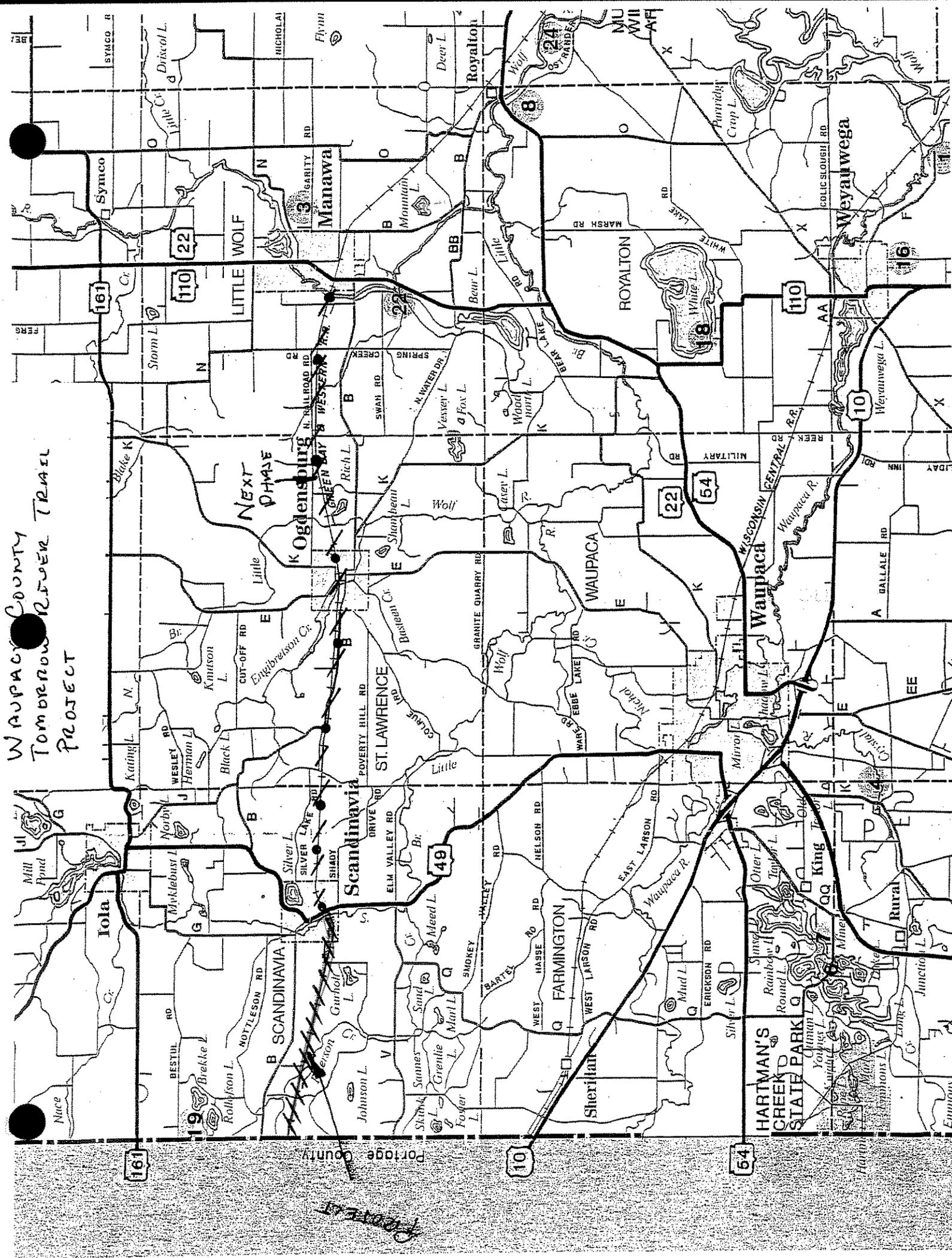
The Waupaca County Parks and Recreation Department is creating a multi-use trail on the abandoned railroad corridor as part of the DNR's Rails-to-Trails program. This trail will be an extension of the segment in Portage County, the Tomorrow River Trail, already in use east of Scandinavia. (see attached map of Portage and Waupaca Counties). Plus, the Ice Age Trail crosses the route several miles west of Scandinavia. Future plans in Waupaca County include linking the communities of Manawa and New London (WIOUWASH Trail) and ultimately reaching Green Bay and Fox Valley. Portage County and the DNR estimated use of Portage County's segment of 44,000 users per year. Portage County's system includes a link from the Tomorrow River Trail to Stevens Point's Green Circle Trail, which has an estimated 125,000 users per year. Thus, the potential for use is very high, especially with the trail crossing county boundaries.

### **13D Project Benefits**

*no necessary*  
There is very strong support for this project from the Village of Scandinavia, Parks Department, DNR, and DOT. The project will provide for the continuation of the Tomorrow River State Trail into Waupaca County and eventually to the Green Bay and Fox Valley areas.

The project will enhance a partnership between local communities and counties, and the DNR. The project will provide a key link to the proposed Tomorrow River Trail. Upon completion of the trail, which this project is an integral part of, the trail and its users will provide a year-round economic boost for the communities involved, as well as adjacent communities nearby.

WAUPACA COUNTY  
TOMBROW RIVER TRAIL  
PROJECT



PORTAGE COUNTY

WAUPACA COUNTY  
TOMORROW RIVER  
TRAIL PROJECT  
CONNECTION

