

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Ho-Chunk Nation District 1 Multi-Use Path
PUBLIC SPONSOR: Ho-Chunk Nation, Black River Falls, WI
DISTRICT: 5
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$72,222	\$0	\$72,222
Federal:	\$0	\$288,886	\$0	\$288,886
Total:	\$	\$361,108	\$	\$361,108

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 1
- MISCELLANEOUS: Resolution 4-03-02 A, Memorandum of Agreements

2.75avg

Strengths

Weaknesses

should reduce scope

Comments: _____

OVERALL RANKING:

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

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

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

1. Project Name: Ho-Chunk Nation District I Multi-Use Path

2. Project Location: Municipality: Towns of Komensky and Brockway County: Jackson

Street Address of Project (if applicable): _____

Describe location and boundaries of the project: Section 32, Town of Komensky, Sand Pillow Road (south), East Bottom Road (north), Mission Road (west), easement (east). Section 5, Town of Brockway, from Sand Pillow Road south to Community Center.

3. Name of the MPO the project is represented by: Not Applicable
-- 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: Ho-Chunk Nation, Black River Falls, WI

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: Christopher Straight Title: Director, Planning & Development

Address: W9814 Airport Road - P.O. Box 667 Phone: (715) 284-9343

Municipality: Black River Falls State: wi Zip: 54615

FAX: (715) 284-4291 E-mail: cstraight@ho-chunk.com

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

Name: _____ Title: _____

Address: _____ Phone: (_____) _____

Municipality: _____ State: wi Zip: _____

FAX: (_____) _____ E-mail: _____

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

Indicate which ONE of these categories best identifies your project:

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

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

The proposed Ho-Chunk Nation District I Multi-Use Path is a looped pedestrian and bicycle trail of approximately 16,300 linear feet connecting the Tribal communities of Sand Pillow and Indian Mission east of Black River Falls. The Path will:

a) increase the safety of residents, including many youth, who make trips between the communities for work, education, shopping, recreation, and cultural activities;

b) promote the reduction of the high incidence of diabetes among area Tribal members;

and c) provide the linkage to create a single, unified community.

(86 words)

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 estimates. 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	\$	\$ 78,752	\$
Real Estate		\$ -0-	\$
Construction		\$ 282,356	\$
System Planning (STP-D Only)		\$ N.A.	\$
TOTAL	\$	\$ 361,108	\$
Percentage of Public Sponsor Funds: 20 %		\$ 72,222	\$
Percentage of Federal Funds: 80 %		\$ 288,886	\$
TOTAL	\$	\$ 361,108	\$

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

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

P.E./Design/Planning July 2003

Real Estate N.A.

Construction April 2004

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

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

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

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

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

PS Accepted.

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

PS 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.

PS 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.

PS 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.

PS 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.

PS 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.

PS 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 Ho-Chunk Nation
(Name of Sponsor)

By Troy E. Swallow
(Name of Person with Fiscal Authority)

President
(Title of Person Signing)

Troy E. Swallow
(Signature of Person)

4-10-02
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

Project Need: The proposed Ho-Chunk Nation District I Multi-Use Path is a bicycle and pedestrian shared-use path linking the growing Tribal communities of Sand Pillow and Indian Mission, east of Black River Falls, Wisconsin. Sand Pillow and Indian Mission are essentially one community, but they are physically separated by county and state land situation that has long distressed Tribal residents. Primarily residential in nature, Indian Mission is also home to a church and several Tribal services such as an elder community center, Head Start center, and food distribution program. Sand Pillow, with an expanding residential development, is home to the District I Community Center and has a significant commercial area comprised of Majestic Pines Casino and Bingo, the Whitetail Crossing convenience store, and Hocak Credit Union. The Path would tie into the Community Center which will soon be expanded to include a gym, pool, training center, and day care center. The path will also be the primary pedestrian pathway between Sand Pillow and the newly acquired East Sand Pillow parcel, planned for single-family, multi-family, institutional, and commercial development. Tribal members are constantly traveling between the two communities for work, education, shopping, cultural activities, and recreation on rural roads which are unsafe for bicycle or pedestrian traffic. Compared to most rural communities, the rate of car ownership among adults is significantly low.

The District I Multi-Use Path could also be incorporated into the formal programs of the Nation's Health Division to promote the health of Tribal members who suffer from high rates of diabetes and obesity. Diabetes is the leading cause of death among American Indians, and 47% of Ho-Chunk members over the age of 55 have been diagnosed with Type 2 diabetes. The Nation's Division of Health has estimated that 30% of all Ho-Chunk Tribal members would acquire diabetes in the next seven to ten years, increasing the current rate to 60%. The development of a fitness path to address this problem was unanimously supported by Area I Tribal residents at a community meeting in 1999.

The Path will also increase the safety of residents, especially the employees and youth who would no longer have to walk or bicycle along rural roadways with unimproved shoulders. On Mission Road, the main roadway linking the Tribal communities with the city of Black River Falls, the speed limit is 55 m.p.h.; actual speeds often exceed this limit. Additional housing development is planned for the area, further increasing the number of pedestrians.

Overview: The project is primarily located in Section 32, Town of Komensky, Jackson County, adjacent to East Bottom Road to the north, Mission Road to the west, Sand Pillow Road to the south, and an easement to the east. A spur of the path extends to the south in Section 5 of the Town of Brockway. (Please refer to the attached map.) The total path length is approximately 16,300 linear feet (2,800 linear feet of sidewalk and 13,500 linear feet of path). The sidewalk will

wide, with 4" of sand topped with 4" of formed, poured concrete. The path will be 8' wide, with 6" of crushed, compacted rock base course topped with 2" of poured, compacted hot mix asphalt.

The Ho-Chunk Nation's adopted Land Use Plan provides for the incorporation of appropriate trail linkages and neighborhood park space throughout existing and future residential properties. The Land-Use Plan for this area specifically states that, "*Neighborhood parks should be located about one-half mile from each other and linked by trails and sidewalks.*"

The District I Multi-Use Path will be the first such trail developed by the Nation, a precedent-setting project which the Nation hopes to replicate in its other Tribal communities located throughout west-central Wisconsin. Until now, the Nation has promoted the use of bicycles through the installation of bike racks at Tribal facilities including government offices, community centers, and study centers. Currently, the Nation does not assess for sidewalk improvements; in fact, community needs are so great that very few sidewalks have been constructed within Tribal communities.

Installation of this Path will require memoranda of agreement with the Wazee Wastewater Treatment Commission (a public entity of the Ho-Chunk Nation), Jackson County Forest Service, Wisconsin Department of Natural Resources (DNR), and Town of Komensky. Although the scope of work has changed since the Path was initially proposed in 1999, all of these entities have expressed a desire to work with the Nation to make the Path a reality. The draft memoranda received to date (Jackson County and the DNR) and a letter from the Town of Komensky are provided as attachments.

Annual Usage/Impact: It is realistic that the far majority of trail users will be Ho-Chunk Tribal members and their families. A total of 989 Ho-Chunk Tribal members reside in Jackson County, representing the largest concentration of the Ho-Chunk population. On average, the Jackson County Ho-Chunk population has been growing at a rate of over 4% per year. Usage is expected to be high, given the current lack of sidewalks, 39% of this population is under the age of 20, and current land-use plans which include additional housing.

The U.S. Department of Transportation estimates that 46.6% of American bicycle, walk, skate, or jog for exercise regularly. Based on this, and the importance of the trail as a critical link between residences, employment, and services, we estimate the following annual trips:

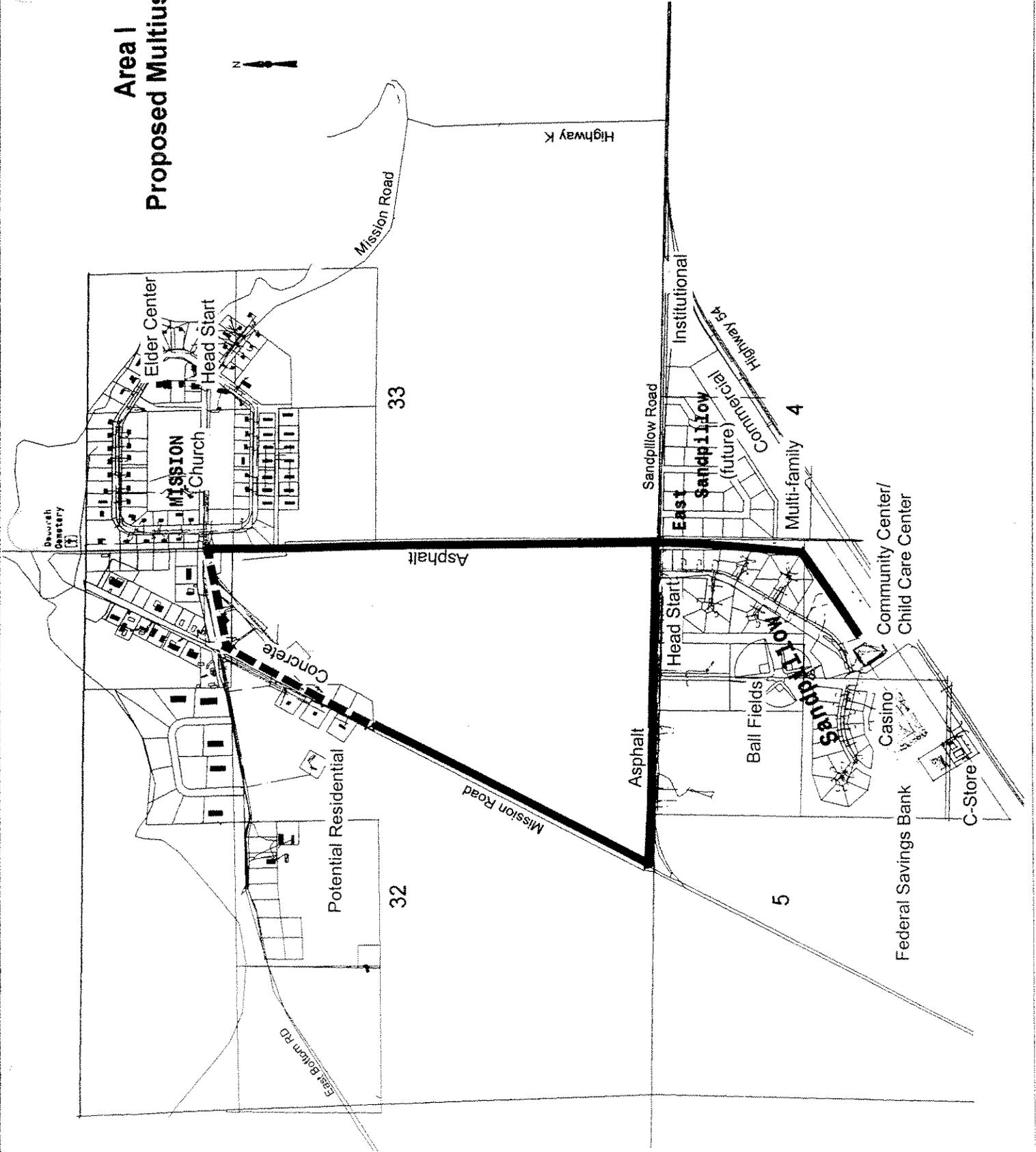
Annual Recreational Trips:	71,916
Annual Other Trips (business, services, etc.):	<u>17,800</u>
Annual Total Trips:	89,716

Other Project Benefits: In addition to addressing the health and safety needs described above, the Path will serve intrinsic social and cultural Tribal needs. For the first time, Indian Mission and Sand Pillow will be linked into a single community. The Path is also a key component in bringing together the existing Sand Pillow Community with the planned East Sand Pillow mixed-use subdivision. Last, but not least, the Path provides a venue for walking and running, activities which have been and continue to be prominent in the Ho-Chunk heritage. As evidence, we point to the Ho-Chunk Youth Marathon Runners Against Drunk Driving who were recently honored with the Wisconsin State Legislature's *Hometown Hero* award. Named in memory of a teammate who was killed by a drunk driver, the Runners are a group of at-risk teens who run over 200 miles a month as part of their training regimen; and their presence on the proposed Path will be a source of inspiration and pride to area residents.

Project Budget: The Ho-Chunk Nation commits to provide matching funding of \$72,222 (20%) of the total project cost of \$361,108 via Tribal Resolution #04-03-02-A as attached. The following is a detailed breakdown of the project budget:

	<u>Federal</u>	<u>Ho-Chunk Nation</u>
Preliminary Engineering:	\$0	\$15,266 (in-kind)
survey to be performed the Nation's certified surveying crew		
Design:	\$63,486	\$0
23% of construction costs		
Construction:	\$225,400	\$50,625
<u>Tree removal & grubbing: \$4,250/acre x 4 acres = \$17,000</u>		
20'-wide swath along Sand Pillow Road & from Sand Pillow Road to Mission Road		
<u>Install concrete sidewalks: 2,800' x 6' wide x \$3.75/sf = \$63,000</u>		
balancing, site prep, 4" sand, 4" concrete		
<u>Install asphalt path: 13,500' x 8' wide x \$1.65/sf = \$178,200</u>		
balancing, site prep, 6" crushed rock base, 2" asphalt		
<u>Install concrete benches & slabs = \$15,500</u>		
8' x 10' concrete slab, \$6.25/sf, 10 x \$500/ea (\$5,000)		
concrete benches (see attached picture), 10 x \$1,050/ea (\$10,500)		
<u>Install signs: all signs in .080-gauge aluminum) = \$2,325</u>		
No Snowmobiling/No ATV's, 12" x 18", 10 x \$90/ea (\$900)		
Hiking/Biking, 12" x 18", 10 x \$90/ea (\$900)		
Welcome/Rules, 24" x 36", 5 x \$105/each (\$525)		
<u>Miscellaneous:</u>	\$0	\$6,331 (in-kind)
Grant Administration: 40 hrs x \$19.24/hr + 32% benefits + 15.66% indirect cost = \$1,177		
Construction Administration: 120 hrs x \$28.13 + 32% benefits + 15.66% indirect cost = \$5,154		
Total Cost Distribution:	\$288,886	\$72,222
	(80%)	(20%)

Area I Proposed Multiuse Path



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Wazee Multi-Use Recreational Trail
PUBLIC SPONSOR: Jackson County Forestry & Parks Dept.
DISTRICT: 5
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$132,000	\$122,000	\$254,000
Federal:	\$0	\$528,000	\$488,000	\$1,016,000
Total:	\$	\$660,000	\$610,000	\$1,270,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.45 avg

Strengths

Weaknesses

Comments: *Foundation trail funded through TE*

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: Wazee Multi-Use Recreational Trail
2. Project Location: Municipality: Town of Brockway County: Jackson
Street Address of Project (if applicable): n/a
Describe location and boundaries of the project: The project is a connecting link between the City of Black River Falls and several County and State Parks in the area.
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: Jackson County Forestry and Parks Dept.
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: Jim Zahasky Title: Jackson Co. Forest Admin.
Address: W9790 Airport Rd. Phone: (715) 284-8475
Municipality: -- State: WI Zip: 54615
FAX: (715) 284-8425 E-mail: jeftp@centurytel.net

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

Name: Ronald W. Cork Title: Central Forest Warden Team Leader
Address: 910 Highway 54E Phone: (715) 284-1427
Municipality: -- State: WI Zip: 54615
FAX: (715) 284-1737 E-mail: corkr@dnr.state.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 type="checkbox"/> Provision of facilities for pedestrians/bicycles | <input type="checkbox"/> Acquisition of scenic easements and scenic or historic sites |
| <input type="checkbox"/> Provision of safety and educational activities for pedestrians & bicyclists | <input type="checkbox"/> Scenic or historic highway programs (including the provision of tourist and welcome center facilities) |
| <input checked="" type="checkbox"/> Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) | <input type="checkbox"/> Landscaping and other scenic beautification |
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| <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 |
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* Historic Projects must be on or deemed eligible for the Wisconsin or National Register(s) of Historic Places, or officially designated as a local landmark.

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 Wazee Trail will be a 10-foot wide, asphalt-surfaced, multi-use trail serving Jackson County's alternative transportation needs. The trail will connect Black River Falls (BRF) Industrial Park, Wazee Lake Recreation Area, BRF businesses, Castle Mound Park, town of Brockway, and the Black River Falls Foundation Trail (funded with STEP funds 1998). The Foundation Trail connection will offer alternative transportation for children and parents to BRF High School, Middle School, Lunda Community Park, and more. The trail will likely reduce the number of single occupancy vehicles traveling between these facilities, reducing congestion on local roadways for both recreational and employment purposes.

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$	\$ 50,000	\$
Real Estate	--	\$ --	\$ --
Construction		\$	\$
System Planning (STP-D Only)		\$ 610,000	\$ 610,000
TOTAL	\$	\$ 660,000	\$ 610,000
Percentage of Public Sponsor Funds: 20 %		\$ 132,000	\$ 122,000
Percentage of Federal Funds: 80 %		\$ 528,000	\$ 488,000
TOTAL	\$	\$ 660,000	\$ 610,000

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, 2004

Real Estate None needed

Construction July, 2004

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

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

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

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

 Accepted.

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

 Accepted.

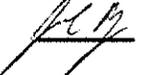
- c. Public sponsor must fund project costs in excess of the amounts indicated in Question 9 (i.e., cost overruns) at no expense to state/federal funding sources.

 Accepted.

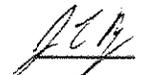
- d. **The sponsor must not incur costs for any phase of the project, until that phase has been authorized for federal charges and the sponsor has been notified by the District that it can begin incurring costs.** Otherwise, the sponsor risks incurring costs that will not be reimbursable.

 Accepted.

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

 Accepted.

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

 Accepted.

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

 Accepted.

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

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

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

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

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

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

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

13. I have read and understood the above statements.

Signed on behalf of Jackson County
(Name of Sponsor)

By James C. Zahasky James C. Zahasky
(Name of Person with Fiscal Authority) (Signature of Person)

Jackson County Forestry & Park Admin April 10 2002
(Title of Person Signing) (Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

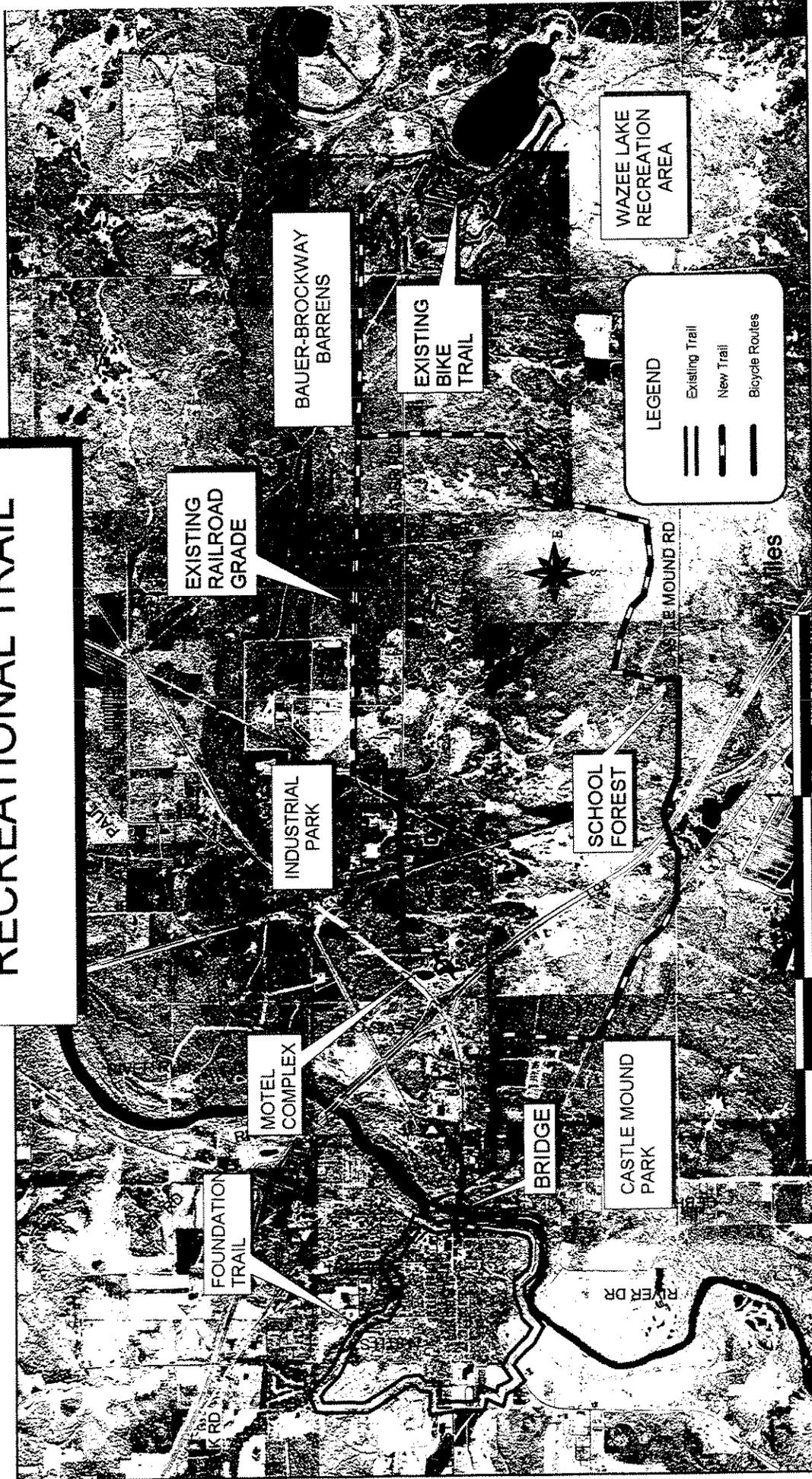
Wazee Trail

The Wazee Trail is a multi use trail, which will serve alternative transportation needs in Jackson County. The trail is designed to be 10 feet in width with an asphalt surface, and will utilize mostly undeveloped forested lands to connect several popular destinations in and around Black River Falls. Approximately four miles of the proposed trail will be located on an abandoned railroad grade formerly used by the Jackson County Iron Company. The railroad grade will connect the Black River Falls Industrial Park, three major hotels, one gas station and two restaurants with the Wazee Lake Recreation Area. The industrial park includes many small to medium size businesses including the Black River Correctional Center and the Ho-Chunk Nation headquarters. The trail will pass through approximately one-half mile of the Bauer-Brockway Barrens Natural Area and provide educational opportunities for trail users via signs and other visual aids. A second element of the trail will provide additional access to Castle Mound Park, the City of Black River Falls, Town of Brockway, with a connection linking the Black River Foundation Trail (funded with STEP funds in 1998). The connection with the Foundation Trail will also provide alternative transportation to the Black River Falls High School, middle school and Lunda Community Park, Lunda Recreational Center and many other public use facilities. Included in this connector is a bridge across the Black River linking the Black River Foundation Trail with the Wazee Trail. The trail is expected to reduce the amount of single occupant vehicles (SOV's) traveling between the industrial park, food, fuel and lodging facilities, Wazee Lake Recreation Area, Castle Mound Park and the Foundation Trail. The trail has the potential to reduce the congestion on state highways 54 and 12 by providing an alternative means to access areas for recreational and employment purposes. Approximately 2,400 residents are employed at the Black River Falls industrial park. Many of the regular visitors at the Wazee Lake Recreation Area will also use the trail to access amenities in Black River Falls during their visits to the park. The development of the trail is covered in the document entitled "Jackson County Comprehensive Outdoor Recreation Plan 2001-2006," and is also included in the City of Black River Falls Comprehensive Plan. The

project has strong community backing and is supported by a planning committee comprised of local enthusiasts and representatives from Jackson County, Wisconsin Department of Natural Resources (DNR), the Ho-Chunk Nation and the Black River Falls Chamber of Commerce. This project is expected to serve over 10,000 visitors per year. These figures are derived from motel registrations, day use registration at local parks, industrial park employment figures and Department of Tourism visitor estimates. The Black River Falls community is rapidly expanding, and the trail is expected to grow in popularity as the community grows. The trail will be constructed to provide a variety of uses, and will meet SOBA and ADA requirements for accessibility. Several partnerships have been formed by local agencies in planning and implementing the development of the trail. These agencies include the Ho-Chunk Nation, Wisconsin DNR, Jackson County and the Black River Foundation. Other bicycle and pedestrian projects have been implemented by these partners prior to the submission of this application. The Ho-Chunk Nation is in the process of developing a fitness trail near the Sand Pillow settlement entitled the Mary Littlegeorge Fitness Trail. This trail will be paved and will provide opportunities for tribal members to exercise in a safe environment. The Ho-Chunk Nation also has implemented a fitness program for its employees of the Nation Headquarters. This program allows for specific times for the employees to walk, run or bicycle in the industrial park. Currently, the employees must do this on the roadways within the industrial park, creating a potentially dangerous situation. The Wazee Trail would provide a safe means for the implementation of the Ho-Chunk fitness program. Jackson County has also developed facilities at the Wazee Lake Recreation Area for bicyclists and pedestrians. Approximately three miles of surfaced bicycle trails are located at the park and nine miles of hiking/mountain bike trails have been constructed. The Wazee Trail will provide a crucial link to the Foundation Trail in Black River Falls as well as to the amenities listed earlier in the application, and would expand the opportunities available to the general public. The Wisconsin Department of Natural Resources also provides facilities for bicycles and pedestrians at Castle Mound Park. A four mile mountain

bike trail currently connects Castle Mound Park and Perry Creek Park. The construction of the Wazee Trail would provide an excellent opportunity to expand upon the existing trails within Jackson County and will provide much needed alternative transportation to a rapidly expanding community.

WAZEE MULTI-USE RECREATIONAL TRAIL



RE: Wazee Multi-Use Recreational Trail

I am submitting this application to the Wisconsin Department of Transportation Statewide Multi-Modal Improvement Program for funding for the Wazee Multi-Use Recreational Trail. The planned trail will connect numerous features of the Black River Falls community, including public lands, existing trails, and many businesses and industrial areas, and is expected to serve as many as 10,000 people annually.

The community of Black River Falls supports the construction of this trail, as it will provide an alternative transportation route and a recreational route for locals and visitors alike. Members of the committee include:

- ☞ Mike Anderson – Jackson Electric Cooperative (local energy provider)
- ☞ Tracy Bailey – Arrowhead Lodge (local hotel and campground)
- ☞ Terry Boone – Black River State Forest
- ☞ Ron Cork – Wisconsin Department of Natural Resources
- ☞ Jerry Kitowski – Krohn Clinic/Foundation Trail
- ☞ Monica Lobenstein – Black-Buffalo-Trempealeau Basin Partnership Team
- ☞ Jon Schweitzer – Jackson County Forestry & Parks
- ☞ Norman Stoker – Town of Brockway
- ☞ Jim Zahasky – Jackson County Forestry & Parks
- ☞ Scott McManners - City of Black River Falls
- ☞ Tina Gilbertson - Black River Falls School District

I have enclosed the application for funding, including a narrative and a map of the proposed trail.

Jim Zahasky

Facilities for Bicycles & Pedestrians

DISTRICT 6: MPO RANKINGS

Chippewa - Eau Claire Panning Commision

ID #	PROJECT NAME	FED SHARE	RANK
6b01	The Wissota Trail	\$ 180,000	1 of 2
6b02	800' Bridge across the Chippewa River - Old Abe Trail	\$ 706,240	2 of 2

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: The Wissota Trail
PUBLIC SPONSOR: Chippewa County
DISTRICT: 6
MPO: Chippewa - Eau Claire MPO

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$5,000	\$40,000	\$45,000
Federal:	\$0	\$20,000	\$160,000	\$180,000
Total:	\$	\$25,000	\$200,000	\$225,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.85 avg

Strengths

Weaknesses

connects to future expansions

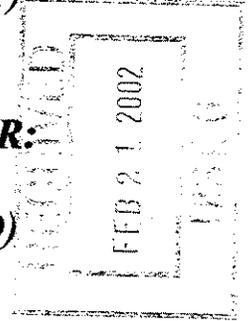
Comments:

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: The Wisconsin Trail

2. Project Location: Municipality: City of Chippewa Falls County: Chippewa

Street Address of Project (if applicable): CTH 'I' to CTH 'S'. T.29N.-R.8W.

Describe location and boundaries of the project: _____

3. Name of the MPO the project is represented by: CHIPPEWA & FAUCONIER - MPO

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: Chippewa County

Indicate Sponsor Type: State County City Village Town Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency:

Name: Richard Kern Title: Project Manager

Address: 801 E Grand Ave Phone: (715) 738-2610

Municipality: Chippewa Falls State: WI Zip: 54729

FAX: (715) 726-7918 E-mail: rkern@co.chippewa.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.)**

A bicycle/pedestrian path will be built in a 100' wide greenspace running parallel to Seymour Cray Sr. Blvd. from CTH 'I' to CTH 'S'. The pathway will be the link between the city trails and the Old Abe Trail and create an attractive transportation alternative to commuters in the residential, medical and industrial areas in the northern part of the city. The pathway will be built to AASHTO standards. The city will see positive impacts by creating viable options for modal choice to commuters traveling to, from and within northern Chippewa Falls and reducing traffic on area roads.

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

		FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design		\$	\$ 25,000	\$ 0
Real Estate			\$ 0	\$ 0
Construction			\$ 0	\$ 200,000
System Planning (STP-D Only)			\$ 0	\$
TOTAL		\$	\$ 25,000	\$ 200,000
Percentage of Public Sponsor Funds:	20 %		\$ 5,000	\$ 40,000
Percentage of Federal Funds:	80 %		\$ 20,000	\$ 160,000
TOTAL		\$	\$ 25,000	\$ 200,000

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

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

P.E./Design/Planning May 2004

Real Estate N/A

Construction June 2005

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

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

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

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

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

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.

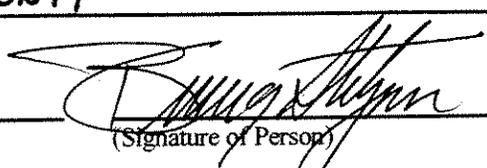
c) For **landscaping/streetscaping** applications, clearly detail the types of amenities and improvements that will be part of the project. Also indicate how the improvements could promote opportunities for walking and biking.

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 CHIPPewa COUNTY
(Name of Sponsor)

By BRUCE G. STELZNER 
(Name of Person with Fiscal Authority) (Signature of Person)

HIGHWAY COMMISSIONER 2/20/2002
(Title of Person Signing) (Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

12.0) A. Project Description

The proposed pathway will be a vital link in the area trail system, connecting the trails in the City of Chippewa Falls to the Old Abe Trail. The pathway is 1.3 miles, starting at Seymour Cray Sr. Blvd and CTH I intersection. Seymour Cray Sr. Blvd has a separate 10' wide pedestrian/bike trail, which will link the proposed trail to south Chippewa Falls. The northern end of the proposed path will be at CTH S, 0.5mi east of STH 178. The trail will connect to an existing WIDNR trail at CTH S. The WIDNR trail at CTH S extends north to Lake Wissota, across from the start of the Old Abe Trail. The WIDNR is planning to extend the Old Abe Trail south across Lake Wissota on their existing trail. The proposed trail will match the WIDNR Old Abe Trail extension thus connecting the trails in the City of Chippewa Falls to the regional trail system. The proposed pathway will be off-road in a 100' wide greenspace corridor planned as part of the Chippewa County Farm Development. The green corridor will run parallel to Seymour Cray Sr. Blvd providing a separation between the Lake Wissota Business Park on the West side of the trail and residential areas to the east. All real estate for the trail corridor is currently in Chippewa County ownership so no real estate costs will be incurred and no potential delays due to real estate acquisition will arise. The land the trail will be constructed on is flat and well drained so construction should be simple and straight forward with no adverse impacts. In addition historical and archeological studies have been completed for the area with findings of no significant impact. The proposed path will be designed to meet AASHTO and the WIDOT-FDM standards. The trail will have a 10' wide asphalt surface with 2' gravel shoulders. The project will be designed in 2004 and constructed in 2005. The land uses surrounding the trail contain: Northeast Industrial Park, Lake Wissota Business Park, Hospital, Medical Offices, CVTC and several residential areas. The trail will create a viable and attractive off-road transportation alternative for people commuting within the city by connecting the existing city trail

system to the quickly expanding industrial and residential areas in the northern portion of the city and the Lake Wissota area.

B. Project Need

Currently the community has a variety of large traffic generators with no designated bicycle routes to enhance the safety of bicyclists and pedestrians or promote biking/walking as a viable alternate transportation mode. The proposed project will provide a needed link in the cities trail system providing a path from the northern limits of the city to the existing trail system. It will also connect the city trails to the Old Abe Trail providing opportunity for safe and convenient access to the city trail system for people commuting from the rapidly expanding residential areas north of the city. By connecting the Old Abe Trail to the city trails, both trail systems will benefit and use will increase. As the Industrial and Business base of north Chippewa Falls continues to expand this link between north and south Chippewa Falls will become even more vital to the safe use of alternate transportation modes. Currently people using alternate transportation must follow either STH 178, CTH I or CTH S, all of which are dangerous for bicycles and pedestrians due to high traffic volume, speed and frequent truck travel. This off-road alternative will be a very attractive route option for people choosing alternate modes of travel. As the City continues to expand north along the Lake Wissota corridor the use and importance of the proposed corridor will increase.

C. Improvement of the Transportation System The population of Chippewa Falls is 13,000, and according to Wisconsin Job Service data the City's employment equals about 12,000. About 3,000 jobs are located in the existing Northeast Industrial Park and employment in the Lake Wissota Business Park is expected to be more than 5,000 by 2010. 1,000 jobs are located at the hospital and medical offices, in addition several residential areas exist along Lake Wissota and a large residential development is planned on the former Chippewa County Farm Land adjacent to proposed path.

Lakeland College, CVTC and the Chippewa Jobs Center are also adjacent to the trail land. The *Bicycle and Pedestrian Plan for the City of Chippewa Falls* states the highest level of bicycle and pedestrian commuting is from the northeast quadrant of the City. This is where the traffic generators listed (i.e. residential areas, hospital, colleges, industry) are located. The proposed pathway will link these areas to the north and serve commuters moving through or within the high trip generation northeast area of the City. As the City continues to expand north, along Lake Wissota, area roads will see significant increase in traffic volumes and the safety of commuters choosing alternate modes of travel will be greatly enhanced by providing an off-road transportation option. Improved safety and convenience of bicycle and pedestrian travel will mean more path use and a reduction of trips on the area road system. By reducing trips on State, County and Local roads and improving safety to pedestrians, bicyclists and motorists the project will serve to improve the area transportation system

D. Additional Benefits

The proposed pathway will link the cities trail system to the Old Abe Trail and the Lake Wissota Area. By linking these trail systems the pathway will create increased access and promote recreational use of the Old Abe Trail. Other areas in the Chippewa Valley (Eau Claire and Dunn County) have generated significant tourism based on linking their city and rural trail systems to create attractive biking/hiking routes for recreational users. Similar tourism generation in the Chippewa Falls area should be realized when the proposed trail and the extension of the Old Abe Trail are complete. The proposed pathway will also have a regional significance as outlined in the *Bicycle and Pedestrian Plan for the City of Chippewa Falls*, the proposed Chippewa Valley Trail will link up several of the regional trails including: Old Abe Trail, Chippewa River Trail and the Red Cedar Trail, creating a trail from Menomonie to Cornell. The proposed pathway is one of the last key linkages that will connect the regional trail system.

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: 800' Bridge across the Chippewa River - Old Abe Trail
PUBLIC SPONSOR: Wisconsin DNR, West Central Region
DISTRICT: 6
MPO: Chippewa - Eau Claire MPO

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$176,560	\$0	\$176,560
Federal:	\$0	\$706,240	\$0	\$706,240
Total:	\$	\$882,800	\$	\$882,800

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 21
- MISCELLANEOUS:

1.7 avg

Strengths

Weaknesses

DNR
high ADOT

Comments: DOI BELIEVES THAT SNOWMOBILES ACCESS THIS TRAIL

DNR > XING. THE RIVER HAS BEEN A CONSISTENT PROBLEM FOR A COUPLE OF YEARS

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: 800' Bridge across the Chippewa River--Old Abe Trail
2. Project Location: Municipality: Town of Anson County: Chippewa
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Sw 1/4 & Nw, Sec. 22, T.29.-R.8w
3. Name of the MPO the project is represented by Chippewa- Eau Claire-MPO
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: Wisconsin DNR, West Central Region
Indicate Sponsor Type: X 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: Jean A. Rygiel Title: Park & Recreation Specialist
Address: 1300 W. Clairemont Ave. Phone: (715) 839-1607
Municipality: Eau Claire State: WI Zip: 54701
FAX: (715) 839-6076 E-mail: rygiej@dnr.state.wi.us

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

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

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

X 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 800' bridge across the Chippewa River on the Old Abe Trail north of Chippewa Falls (see map) when built will provide a continuous separated trail for bicycle commuters, pedestrians, in-line skaters, recreational bicyclists and snowmobilers. Completion of this bridge will provide a separated path for alternate modes of transportation as it connects the communities of Cornell, Jim Falls, Chippewa Falls, Eau Claire and Menomonie. An added asset is the opportunity to provide commuters and visitors access to the State Parks in the area. The alternate route across the County Trunk Highway "S" bridge is less desirable because the ADT count exceeds 5,000 cars per day. Residential development is rapidly increasing in the area and the bridge will provide a connection to the new Lake Wissota Business Park. The Wisconsin DNR as a partner with Chippewa County is committed to the replacement of this bridge.

9. **PROJECT COSTS:** An accurate cost estimate is critical because the local sponsor will be responsible for any costs that exceed the project award amount. List the broad categories of expenses in the following table. To ensure the reasonableness of estimates a more detailed budget should be included in your answer to Question 12, particularly for projects with many Construction components such as streetscaping and landscaping projects. **Construction projects must be \$100,000 and over.** This is the total size of the project including design, real estate acquisition, and construction. Purchase of materials should be listed under Construction as the costs can only be reimbursed after the materials are installed. **All other projects must be \$25,000 and over.** This applies to all non-construction projects including system-wide planning and preliminary engineering work such as developing project specific design work, environmental documents and 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	\$	\$ 81,000	\$
Real Estate		\$complete	\$
Construction		\$688,800	\$
System Planning (STP-D Only)		\$ 68,000	\$
Abutment & Pier Work		\$ 45,000	
TOTAL	\$	\$882,800	\$
Percentage of Public Sponsor Funds:	%	\$176,560	\$
Percentage of Federal Funds:	%	\$706,240	\$
TOTAL	\$	\$882,800	\$

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

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

P.E./Design/Planning July, 2003

Real Estate Complete

Construction 2003 or 2004

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

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

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

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

- a. Matching dollar funding of at least 20% of project costs must be provided by the sponsor.
DB Accepted.
4/10/02
- b. These are **reimbursement** programs. The sponsor must finance the project until federal reimbursement funds are available.
DB Accepted.
4/10/02
- c. Public sponsor must fund project costs in excess of the amounts indicated in Question 9 (i.e., cost overruns) at no expense to state/federal funding sources.
DB Accepted.
4/10/02
- 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.
DB Accepted.
4/10/02
- e. The sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include but are not limited to the following: a Qualifications Based Selection process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & AASHTO design standards for bicycle facilities; U.S. Department of the Interior standards for historic buildings, etc. Each District can provide copies of the current Local Sponsors Guide, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. Applicants need to become familiar with the requirements in these documents as necessary to complete their projects.
DB Accepted.
- f. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed, snowmobile use is only allowable by local ordinance and trail fees may not be charged to use a federal highway funded facility.
DB Accepted.
- g. The sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds.
DB Accepted.

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

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

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

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

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

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

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

13. I have read and understood the above statements.

Signed on behalf of Wisconsin Department of Natural Resources

(Name of Sponsor)

By Darrell Bazzell
(Name of Person with Fiscal Authority)

Darrell Bazzell
(Signature of Person)

Secretary
(Title of Person Signing)

4/10/02
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

OLD ABE STATE TRAIL

800' BRIDGE PROJECT REQUEST

The Wisconsin Department of Natural Resources (DNR) proposes to replace the 800' bridge across the Chippewá River on the Old Abe State Trail (OAT) to create a continuous trail tread separated from vehicular traffic for bicycle commuters, in-line skaters, pedestrians, and recreational bikers. This project will result in a safe bicycle and pedestrian commuter route and recreation trail to and from the Cities of Chippewa Falls and Eau Claire, as well as other surrounding communities.

The Old Abe Trail Bridge Connection project is an essential part of existing plans for the trail and the areas that it serves. When the State of Wisconsin acquired the abandoned railroad corridor from the Chicago Northwestern Railroad Company in 1990, the Railroad Company retained the ownership of the 800' bridge. An exception clause in the deed stated after ten years, if the railroad determined the bridge was surplus for railroad purposes; it would then belong to the DNR. In 1994, the steel beams from the bridge were removed and placed on a bridge that was vandalized by fire near the Industrial Park on the south side of Chippewa Falls. DNR staff successfully negotiated with the Railroad Company the ownership of the concrete piers and abutments that remain. (See attached photo). The first step in this bridge replacement project will be to thoroughly inspect the concrete piers and abutments for structural integrity. The bridge will be designed for a load of 30 PSF over the entire deck with a concentrated load of 6 tons. The wood decking will be 12' wide to allow clearance for trail maintenance vehicles.

This project is a component of the partnership agreement between the Wisconsin DNR and Chippewa County. In 1996, the Wisconsin DNR (owner of the real estate) and Chippewa County (cooperative partner) entered into a Memorandum of Agreement (MOA) for the development and operation of the Old Abe Trail. A condition of the MOA states that the Wisconsin DNR is responsible for the development of the bridge, while the local unit of government, Chippewa County, is responsible for public participation in plans for trail development and the subsequent trail development and operation. To date, Chippewa County developed and is operating 15.7 miles of the Old Abe State Trail.

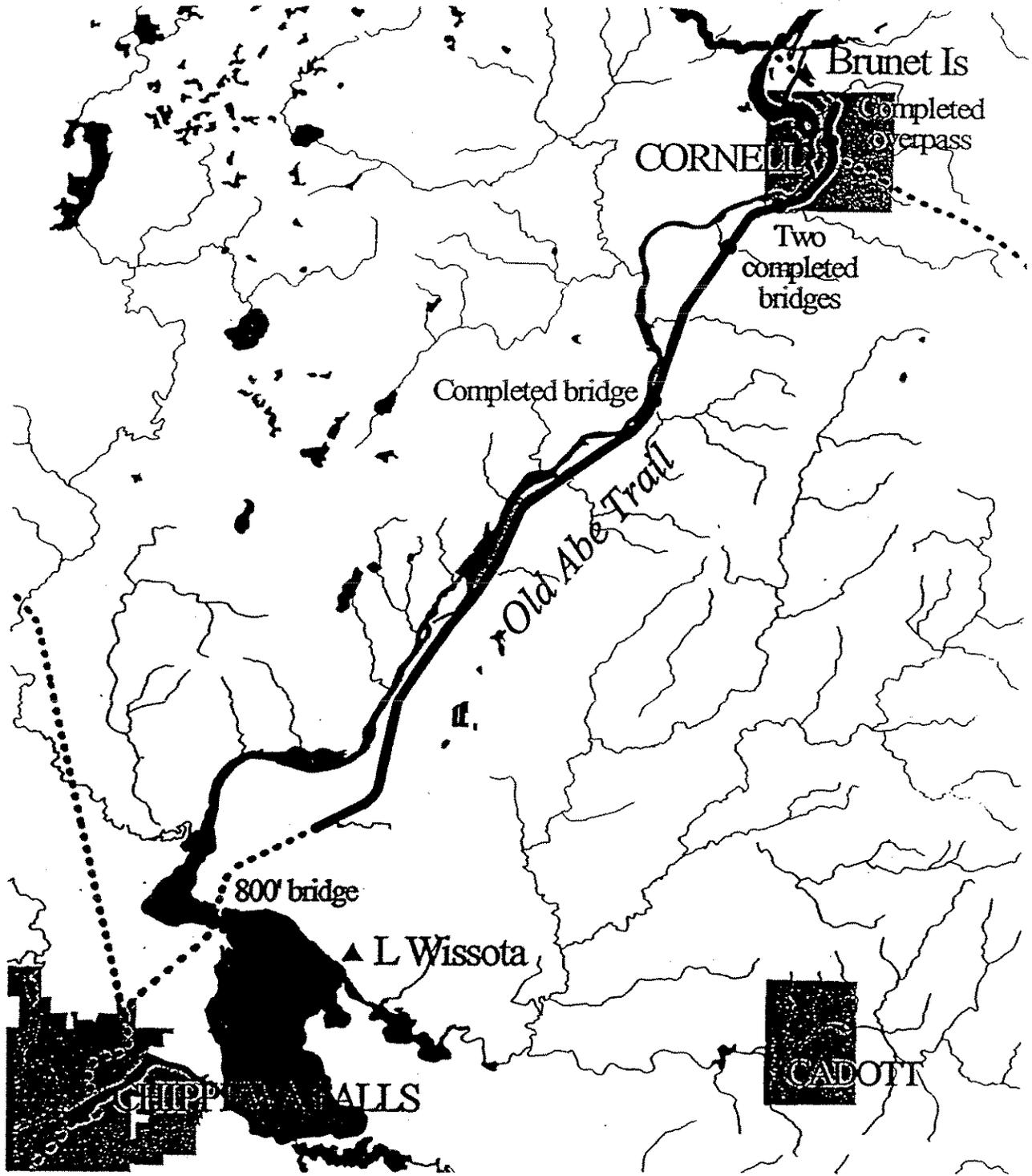
This bridge project is also identified in the 70-mile Chippewa Valley Regional Trail Master Plan and is supported by the Bicycle and Pedestrian Plans for the City of Eau Claire and Chippewa Falls. It is recognized as a urban link in the Urban Area's planned bikeway system, as presented in the Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area, 1995-2020. Extensive commitment from the urban municipalities is already underway with the development of the trail within their perspective boundaries. On the East Side of Chippewa Falls, a separate trail was developed in conjunction with the Seymour Cray Sr. Boulevard (East Bridge) project. The Chippewa Valley Regional Trail has the following components: Red Cedar & Chippewa River State Trails (state operated), City of Eau Claire Trail System, Urban State Trail (partially developed, county operated), City of Chippewa Falls system (partially developed) and the Old Abe State Trail. Portions of the Chippewa Valley Trail System have been in operation for more than twenty years and do require the State Trail Pass for access.

In reference to the recent legal opinion from WISDOT and the FHWA, fees will not be charged for access to the following seventeen miles of trail. These areas are: the proposed bridge area, Lake Wissota Business Park, City of Chippewa Falls, Town of Hallie, and the City of Eau Claire. This project will result in a usable, fee-free component of the OAT while addressing issues of pedestrian and bicycle safety and preserving an abandoned railway corridor. With the completion of the bridge, the Old Abe Trail will be the main artery to and from a fast growing urban area north of Chippewa Falls. Chippewa County and Chippewa Falls are cooperatively working to develop a 600-acre business park that includes provisions for light industry and manufacturing, office and institutional, residential, a bike path and greenspace. This bridge connection will encourage walking and bicycling and has the potential to significantly decrease the number of vehicles with a single occupant. Also, it provides a safe and efficient route for thousands of commuters and the projected 60,000 recreational users per year. Without this bridge connection, commuters and all trail users will be forced to use the County "S" Highway Bridge and compete with the ever-increasing number of motor vehicles. (Daily traffic counts average 5,000).

This Old Abe Trail Bridge Connection will provide a safe crossing of the Chippewa River while enhancing the commuting and recreational experience for all users to the Old Abe State Trail. Local officials and Wisconsin DNR staff estimate these users to number more than 60,000 annually and to have a direct economic impact of \$1,050,000. The nearby Red Cedar State Trail (part of the Chippewa Valley Regional Trail System), has 44,000 visitors annually and a direct economic impact of over \$2 million per year.

The bridge connection will add to the desirability of the trail for families (due to the increased safety factor), create a major tourism draw, and enhance the economy of Chippewa County as well as the surrounding municipalities. The Cities of Chippewa Falls, Eau Claire and Menomonie, under the direction of the Chippewa Valley Visitors and Convention Bureau, market the historical and cultural sites of the region. Thousands of commuters will have safe access to and from the small communities to the many workplaces, shops, grocery stores, schools in Chippewa Falls and further to the Town of Hallie, Cities of Eau Claire and Menomonie. This project will also connect two of Wisconsin's state parks to the other sections of the trail system. Brunet Island State Park, near the City of Cornell, has 200,000 visitors per year. Lake Wissota State Park, located 5 miles northeast of Chippewa Falls, averages 105,000 visitors per year. Based upon the attendance of the existing area parks and trails, the rapid residential growth in the rural area, the continued increase in population, and the growing popularity of the trails, the DNR and local government staff estimate that 60,000 people will use the bridge annually. In a 1996 study by the University of Wisconsin Extension of Chippewa County, it was projected (based on other trails in the area) that the Old Abe Trail will generate \$2,800,000 of annual direct economic benefits after five years of operation. More and more people are in pursuit of that quiet relaxing interaction with the outdoors and its populations. This project gives us an opportunity to provide safe outdoor recreation and non-motorized commuting options to residents and visitors while carrying out existing state and local bike and pedestrian plans, and master plans, for both the trail and its surrounding communities.

Old Abe State Trail



- Bridge
- ▲ State park
- State trail
- Approved
- Open
- River
- Lake or river
- City or village



Map produced by Wisconsin Department of Natural Resources
 Bureau of Parks and Recreation
 May 8, 1998

Bridge Location



Looking ^{from} south to north
across the Chippewa River

Facilities for Bicycles & Pedestrians

DISTRICT 6: NON-MPO PROJECTS

ID #	PROJECT NAME	FED SHARE
6b03	Historic Third Street Corridor	\$ 364,824
6b04	City of Neillsville Sidewalk Enhancement, USH 10/Division Street	\$ 160,000
6b05	Pierce County CTH C Bicycle/Pedestrian/Motor Vehicle Way	\$ 230,472
6b06	Vine to Division Street Downtown Multi Modal Trail Connection	\$ 1,222,490
6b07	Pierce/St. Croix Road Woodville Trail Extension	\$ 221,600
6b08	"The Links" Inter-Jurisdictional Multi Purpose Trail	\$ 477,672

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Historic Third Street Corridor
PUBLIC SPONSOR: City of Menomonie
DISTRICT: 6
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$91,206	\$0	\$91,206
Federal:	\$0	\$364,824	\$0	\$364,824
Total:	\$	\$456,030	\$	\$456,030

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.1 avg

Strengths

multi modal access

Weaknesses

confusion w/ historic appl

Comments:

OVERALL RANKING:

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

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

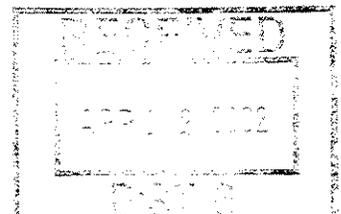
FYs 2004-2005 PROJECT APPLICATION FORM FOR:
Local Transportation Enhancements (TE) Program
Surface Transportation Program-Discretionary (STP-D)
(Form available in electronic format from WisDOT)

1. Project Name: Historic Third Street Corridor
2. Project Location: Municipality: City of Menomonie County: Dunn
Street Address of Project (if applicable): 3rd Street East
Describe location and boundaries of the project: 13th Avenue from 2nd Street East to 3rd Street East; south on 3rd Street East to 21st Avenue
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 Menomonie
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: Lowell Prange Title: Administrator
Address: 800 Wilson Avenue Phone: (715) 232-2187
Municipality: Menomonie State: WI Zip: 54751
FAX: (715) 235-0888 E-mail: menomoni@wwt.net

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

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



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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

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

The project is a continuation of the Historic Second Street Corridor
and meanders through the historic UW-Stout campus. The improvements
provide a link to the historic past, while solving traffic conflicts
that have troubled the City. Students, residents, and visitors
traveling along this route will now have a scenic, yet safe corridor
to walk or bike from the north side of the community to the
residential southside. Completion of this corridor will provide
access to, and a connection through, UW-Stout campus, historic
buildings, and downtown Menomonie.

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	\$	\$	\$
Real Estate		\$	\$
Construction		\$456,030.00	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$	\$
Percentage of Public Sponsor Funds: 20%		\$91,206.00	\$
Percentage of Federal Funds: 80%		\$364,824.00	\$
TOTAL	\$	\$456,030.00	\$

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

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

P.E./Design/Planning N/A

Real Estate N/A

Construction July 2003

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

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

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

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

D.K. Accepted.

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

D.K. 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.

D.K. 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.

D.K. Accepted.

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- 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 Menomonie
(Name of Sponsor)

By Dennis Kropp
(Name of Person with Fiscal Authority)

Mayor
(Title of Person Signing)

Dennis Kropp
(Signature of Person)

4-11-02
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

12A. What is proposed for the bicycle/pedestrian facility?

The proposed bicycle/pedestrian corridor begins at the intersection of 2nd Street East and 13th Avenue. The route continues east to 3rd Street East, and then continues south to 21st Avenue.

The northern portion of the project (from 13th Avenue to 16th Avenue) is a closed city street with random parking, a 5-foot sidewalk, and no green space. The area from 16th Avenue to 18th Avenue has no street and is only served by an existing sidewalk too narrow for multi-purpose use. The southern area from 18th Avenue to 21st Avenue is a narrow city street with no sidewalk. Presently, the existing transportation corridor is heavily used by pedestrians, bicyclists, and in-line skaters, which travel from the south residential areas of the City, through UW-Stout, to the downtown retail area. Pedestrian, bicycle, and vehicle conflicts occur regularly along the entire corridor.

The proposed corridor is 2970 feet in length. The northern portion of the project from 13th Avenue to 16th Avenue is proposed to be a 20-foot wide corridor. The remaining area will be 10-feet wide.

The path will be concrete with an 8-inch strip of decorative brick pavers enhancing and separating the walkway from the bicycle path. The brick will have a similar appearance to what existed in the early 1900's and will continue the theme used on the Historic Second Street corridor (previous STP-D funding). To further promote the historic streetscape and to enhance the visual appearance of the corridor, eight ornamental cast iron and wood benches, and eight traditional trash receptacles will be placed along the route. Six bicycle racks will also be included. Plantings and site furniture will enhance the corridor and be used to separate pedestrian and bicycle traffic. Pavement texture will be used at crossings to warn commuters of potential crossing conflicts. All texture treatments will meet ADA and AASHTO standards.

Bicycle Plan

The City of Menomonie adopted a bicycle plan in 1993 (updated in 1998), establishing corridors and routes throughout the City. The City is in the process of signing these routes using a historic-style sign that will carry the same theme as the Historic Second Street Corridor. The proposed corridor is the *last crucial link* in the City's north-south pedestrian/bicycle plan. The Historic Second Street Corridor

and the Historic Lake Bank Corridor have been completed and the City (previous STP-D funds) is in the process of acquiring abandoned railroad right-of-way to continue the corridor from the downtown area to I-94 in North Menomonie.

The complete corridor will connect residents and visitors to UW-Stout, its new recreational complex and Main Street Menomonie. The corridor intercepts existing bike/pedestrian routes connecting directly to the High School and Phelan Park (the City's second largest park). Upon completion of this leg of the corridor, residents will have a safe, off-road corridor from South Menomonie to North Menomonie.

Bicycle/Pedestrian Projects Over Past Five Years

The following are the major multi-modal projects completed by the City in the past five years:

- Historic Second Street Corridor is a 20' wide bike/pedestrian corridor through UW-Stout; 1480 feet long; STP-D funds.
- Historic Lake Bank Corridor Revitalization is a 15-foot wide bike/pedestrian corridor along STH 25/USH 12/STH 29; 3950 feet long; STP-D funds.
- Stokke Trail is a 10-foot wide asphalt path along the Red Cedar River connecting the WisDNR Red Cedar Trail to downtown and North Menomonie; 4000 feet long.
- Stout Foundation Trail expansion is a 10-foot wide asphalt path in the Stout Technology Park; 2500 feet long.
- Industrial Park Trail is an 8-foot wide asphalt trail along Stokke Parkway; 4200 feet long.

Non-Project Bicycle/Pedestrian Efforts

Bike racks have been installed on the Historic Second Street Corridor, Historic Lake Bank Corridor, Wakanda Park, and Phelan Park. Flashing signals were installed at pedestrian/bicycle crossings on Crescent Street (USH 12) and Main Street (STH 29) to improve safety.

Assessments

The City has a policy to assess 0% to 50% of the cost of sidewalk, depending on overall community need and benefit.

12B. *Historic related projects*

Not Applicable

12C. *What is proposed for Landscaping/Streetscaping?*

The bicycle/pedestrian corridor project will be enhanced with historic brick pavers, eight ornamental benches, eight traditional trash receptacles, landscaping (trees and shrubs) and pedestrian lighting. These amenities will encourage walkers, bicyclists, and in-line skaters by creating a safe and pleasant environment.

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

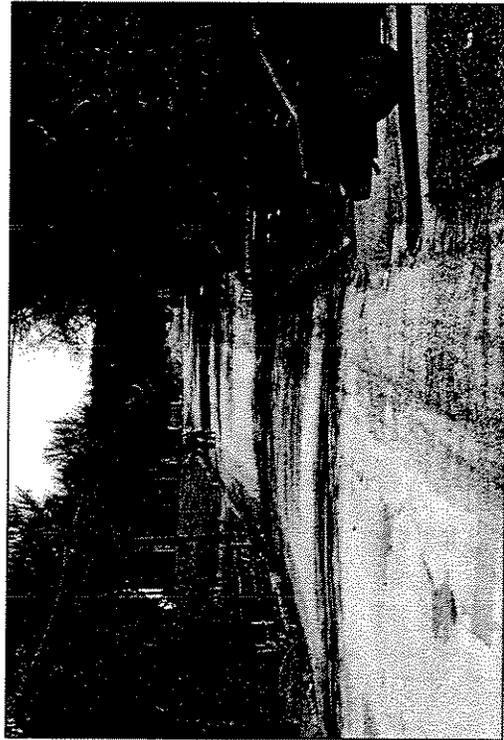
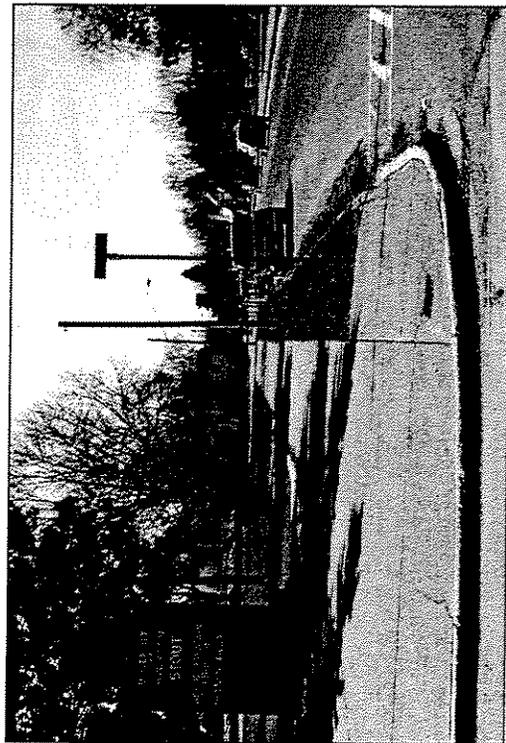
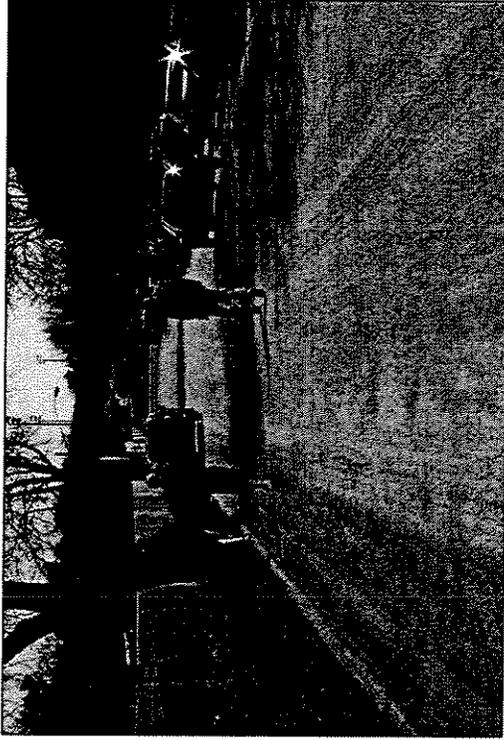
The proposed Historic Third Street Corridor will benefit residents, students, businesses, and tourists. UW-Stout has approximately 1000 staff members and 7700 students. A majority will use this corridor daily; 1750 students use the recreational complex weekly. In addition, over 280 events occur yearly in the recreational complex, drawing thousands from the City and surrounding areas. The corridor will be used directly by the majority of these people. All 4500 residents living south of 18th Street will benefit from this enhancement project.

12E. *Broadly describe other projects benefits (not already covered above) related to any of the following – preservation of State historic, environmental and scenic resources, economic development, tourism, promotion, safety, etc.*

The proposed Historic Third Street Corridor is the only safe connection for pedestrians and bicycles between north and south Menomonie. The transportation improvement will provide defined crosswalks, safe designated walkways and bike paths, benches for rest and enjoyment, lighting for safety, and landscaping for all to enjoy the area. The new corridor will encourage alternative modes of transportation and relieve vehicle congestion in the City.

Tourism is a large part of the City's economy. Over 40,000 bicyclists a year use the WisDNR Red Cedar Trail. Providing additional corridors will encourage these tourists to visit the downtown retail stores and historic buildings such as the Mabel Tainter Theater.

HISTORIC THIRD STREET CORRIDOR MENOMONIE, WISCONSIN



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: City of Neillsville Sidewalk Enhancement, USH 10/Division Street
PUBLIC SPONSOR: City of Neillsville
DISTRICT: 6
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$40,000	\$0	\$40,000
Federal:	\$0	\$160,000	\$0	\$160,000
Total:	\$	\$200,000	\$	\$200,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.8avg

Strengths

Weaknesses

Comments: _____

OVERALL RANKING:

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

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

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

1. Project Name: City of Neillsville Sidewalk Enhancement, USH 10/Division St
2. Project Location: Municipality: City of Neillsville County: Clark
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Concrete sidewalk/Along the south side of USH 10/Division St, Between Fairground Rd and Willow St, Neillsville, Wisconsin
3. Name of the MPO the project is represented by: NONE
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: City of Neillsville
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: Dave Flynn Title: Director of Public Works
Address: 118 West Fifth St. Phone: (715) 743-5678
Municipality: City of Neillsville State: WI Zip: 54456
FAX: (715) 743-2727 E-mail: DIRPW@TDS.NET

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

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



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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

The proposed project is for the construction of a 5 foot wide
concrete sidewalk along the south side of USH 10 / Division St in
the City of Neillsville, Wisconsin. The sidewalk would connect
the Clark County Fairgrounds with the rest of the City of Neillsville.
The Clark County Fairgrounds hosts events nearly every Weekend from
Memorial Day thru Labor Day and this proposed sidewalk would provide
pedestrians and bicyclists safe access to these events and keep
pedestrians off the busy highway. This proposed sidewalk would also
connect the fairgrounds to the City's existing sidewalk system, which
extends to downtown Neillsville.

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	\$	\$18,000	\$
Real Estate		\$	\$
Construction		\$180,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$200,000	\$
Percentage of Public Sponsor Funds: 20%		\$40,000	\$
Percentage of Federal Funds: 80%		\$160,000	\$
TOTAL	\$	\$200,000	\$

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

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

P.E./Design/Planning July 2003

Real Estate _____

Construction May 2004

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

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

WDM Accepted.

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

WDM 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.

WDM 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.

WDM 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.

WDM 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.

WDM 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.

WDM 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 Neillsville
(Name of Sponsor)

By William L. Meier William L. Meier
(Name of Person with Fiscal Authority) (Signature of Person)

Mayer 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 --

12.a) The Proposed project is for the construction of a concrete sidewalk along the south side of USH 10 between Fairground Rd and Willow St in the City of Neillsville located in Clark County, Wisconsin (see attached map for illustration). This work will include approximately 3,000 lineal feet of sidewalk. Storm sewer and curb & gutter will also be incorporated into this project.

The City of Neillsville does not currently have a bicycle or pedestrian plan.

This particular sidewalk enhancement project would be the first bicycle and pedestrian project within the City of Neillsville. In the past, sidewalks have been included with the development of City streets.

The City of Neillsville Police Department offers an extensive bicycle safety program available through area schools.

The City of Neillsville does assess for sidewalk improvements. Maintenance of sidewalks is done throughout the year.

12.b) NA.

12.c) NA.

12.d) There are currently no estimates available as to the number of people who would use the proposed facility. However, it is known that the Clark County Fairgrounds, which this facility will access, is subject to heavy traffic most every weekend from mid-March to mid-October. Events planned for 2002 include:

March 23	4-H Small Animal Swap
April 6	Pet Vaccination
April 11-20	Central Wisconsin Horse Sale
May 25	Single Day Horse Sale
May 31-June 1	American Cancer Society "Relay for Life"
June 8	"Make a Wish" Truck Convoy
June 13-16	Neillsville Heritage Days
June 14-15	Clark County Humane Society Rummage Sale
June 21-23	ABATE Motorcycle Rally
June 29	Single Day Horse Sale
July 4	Fireworks
July 20	T and T Motorcycle Races
July 27	Single Day Horse Sale
August 7-11	Clark County Fair
August 31- September 1	Men's Club Mud Bog
September 18-21	Central Wisconsin Horse Sale
October 5	Single Day Horse Sale
October 12	4-H Small Animal Swap

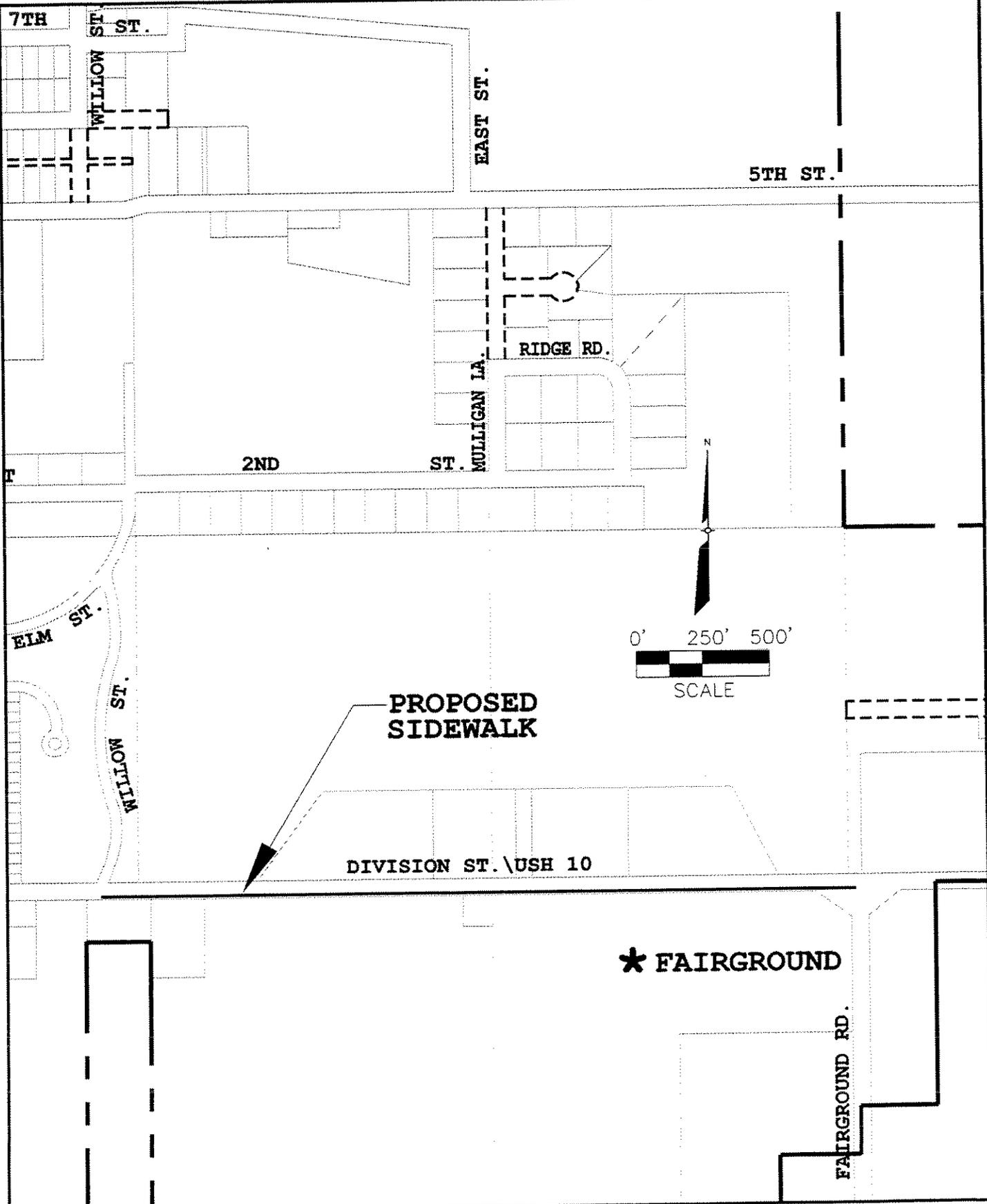
12.e) The installation of a hard surfaced concrete sidewalk on the south side of USH 10 to serve the Clark County Fairgrounds is essential in providing safe access for the large number of pedestrians visiting the fairgrounds each year. In addition, this concrete sidewalk will connect to the existing sidewalk system, which extends to downtown Neillsville.

This facility will also be used on a daily basis by pedestrians and bicyclists as it provides safe access to the southeast portion of the City by means other than a motor vehicle.

\$\$\$USER\$\$\$
\$\$\$PEN\$\$\$
\$\$\$PR\$\$\$
\$\$\$DATE\$\$\$
\$\$\$DWG\$\$\$

\$\$\$REF03\$\$\$
\$\$\$REF04\$\$\$

\$\$\$REF01\$\$\$
\$\$\$REF02\$\$\$



EARTH  TECH

FIGURE 1
SITE LOCATION MAP

NEILLSVILLE, WISCONSIN

MARCH 2002

41360

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Pierce County CTH C Bicycle/Pedestrian/Motor Vehicle Way
PUBLIC SPONSOR: Pierce County
DISTRICT: 6
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$57,618	\$0	\$57,618
Federal:	\$0	\$230,472	\$0	\$230,472
Total:	\$	\$288,090	\$	\$288,090

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS: 1
- PICTURES:
- LETTERS OF SUPPORT: # 3
- MISCELLANEOUS:

3.85 avg

Strengths

Weaknesses

Comments: _____

OVERALL RANKING:

1 _____ 2 _____ 3 ~~X~~ 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: Pierce County CTH C Bicycle/Pedestrian/Motor Vehicle Way
2. Project Location: Municipality: N/A County: Pierce County
Street Address of Project (if applicable): N/A
Describe location and boundaries of the project: CTH C from the Village of Ellsworth south to CTH V
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: Pierce County, 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: Ross Christopherson Title: Highway Commissioner
Address: P.O. Box 780 Phone: (715) 273-5096
Municipality: Ellsworth State: WI Zip: 54011
FAX: (715) 273-6156 E-mail: _____

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

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



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	\$	\$	\$
Real Estate		\$	\$
Construction		\$288,090.00	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$288,090.00	\$
Percentage of Public Sponsor Funds: 20%		^{67,618} \$57,690.00	\$
Percentage of Federal Funds: 80%		\$230,472.00	\$
TOTAL	\$	\$288,090.00	\$

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

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

P.E./Design/Planning N/A

Real Estate N/A

Construction July 2003

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

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

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

- a. Matching dollar funding of at least 20% of project costs must be provided by the sponsor.
PL Accepted.
- b. These are **reimbursement** programs. The sponsor must finance the project until federal reimbursement funds are available.
PL 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.
PL 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.
PL 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.
PL 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.
PL 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.
PL 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 Pierce County
(Name of Sponsor)

By Ross Christopherson
(Name of Person with Fiscal Authority)

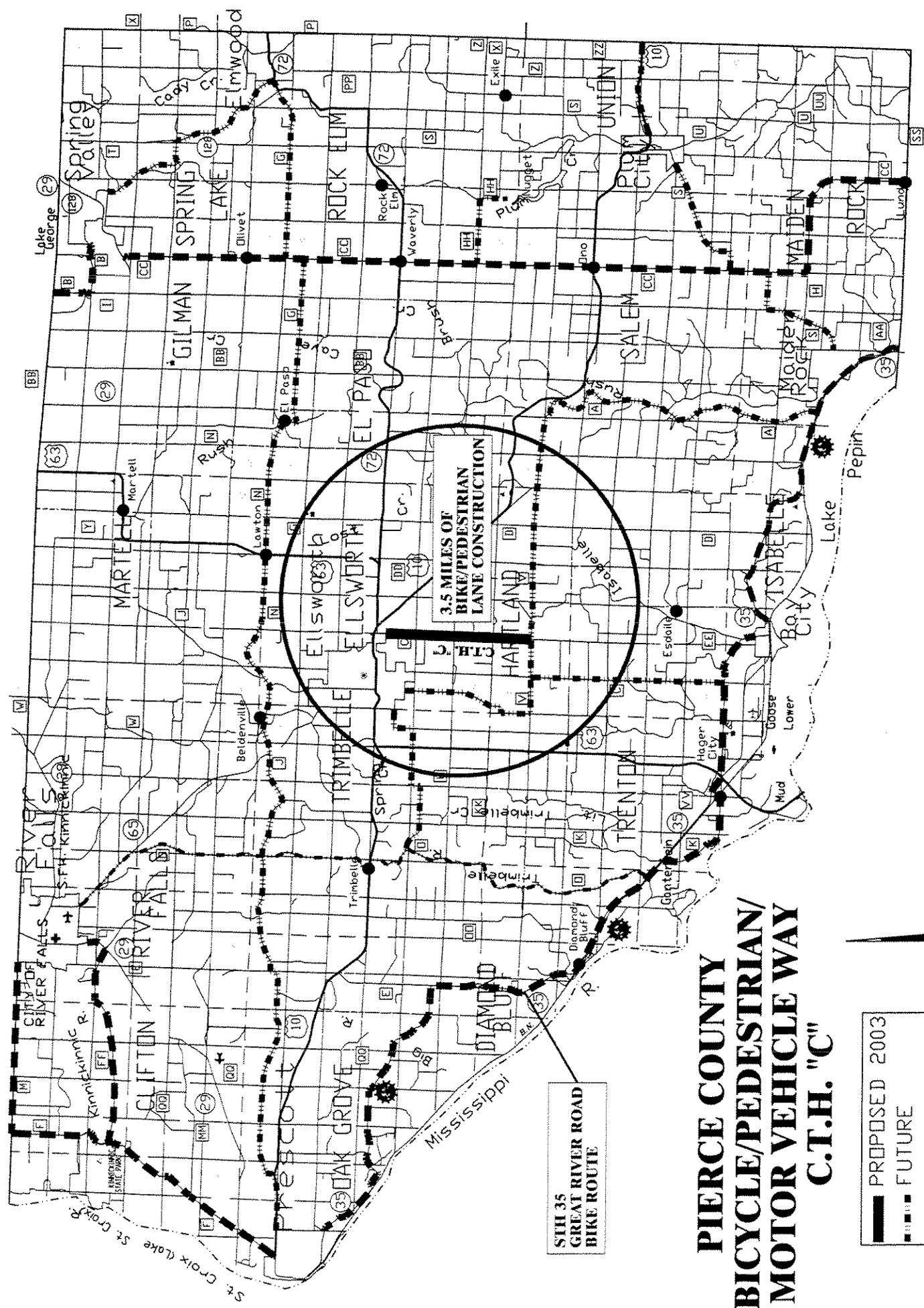
Highway Commissioner
(Title of Person Signing)


(Signature of Person)

4-12-02
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --



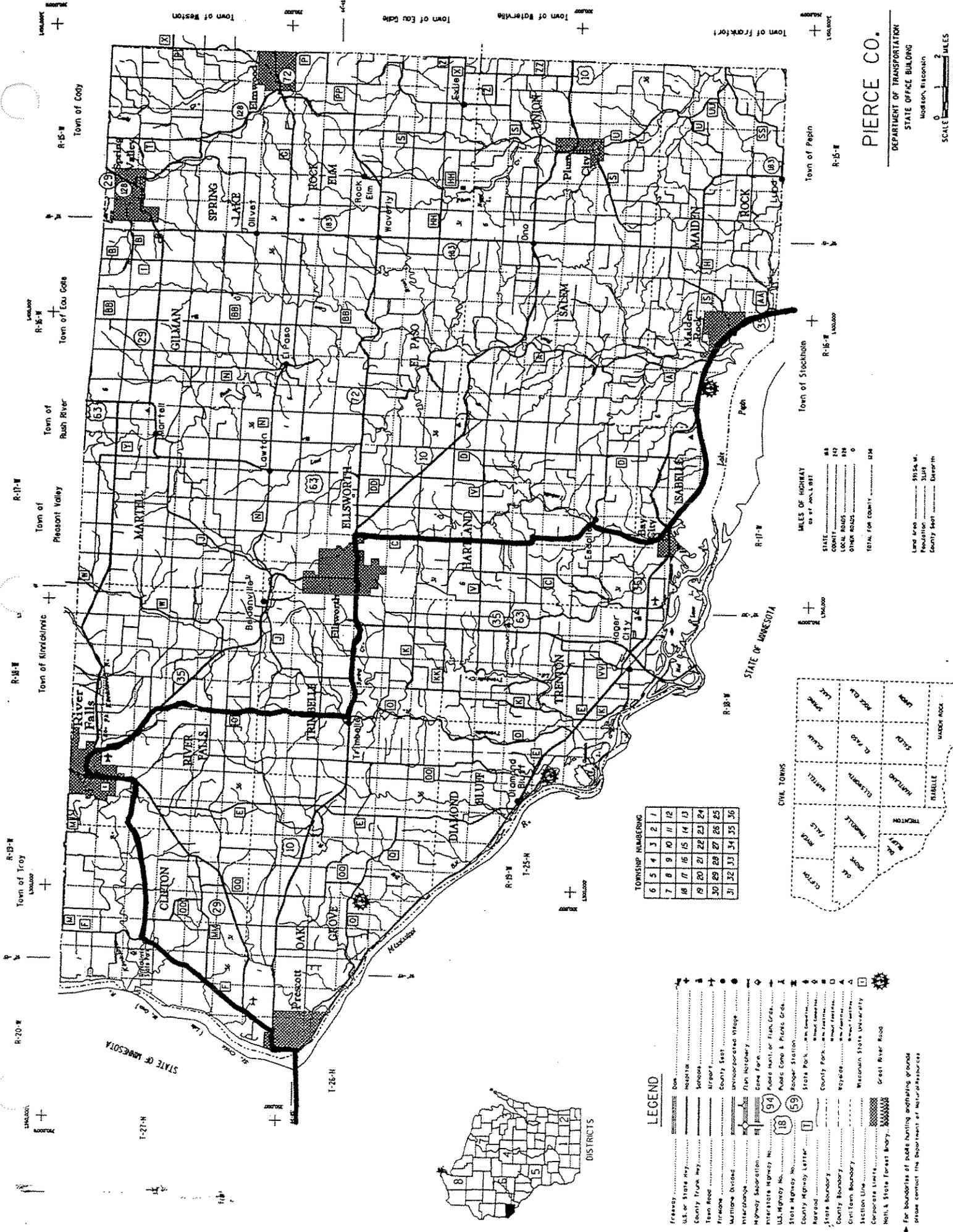
3.5 MILES OF
 BICYCLE/PEDESTRIAN
 LANE CONSTRUCTION

SR 35
 GREAT RIVER ROAD
 BIKE ROUTE

**PIERCE COUNTY
 BICYCLE/PEDESTRIAN/
 MOTOR VEHICLE WAY
 C.T.H. "C"**

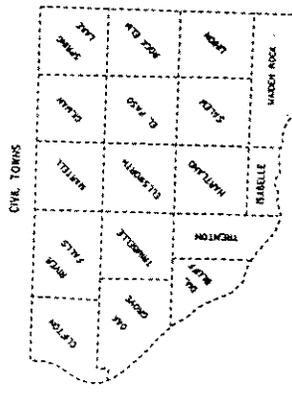
-  PROPOSED 2003
-  FUTURE
-  EXISTING





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, 1971

STATE	88
COUNTY	142
LOCAL ROADS	128
OTHER ROADS	0
TOTAL FOR COUNTY	358

Land Area 51524.4
Population 3197
County Seat Deerath

LEGEND

- Frontiers
- U.S. or State Hwy.
- County Trunk Hwy.
- Town Road
- Piercing
- Multiple Bridge
- Interchange
- Highway Bridge
- Interstate Highway No. (94)
- U.S. Highway No. (18) (59)
- State Agency No.
- County Agency Letter (1)
- Barred
- State Boundary
- County Boundary
- Civil Town Boundary
- Section Line
- Corporate Limits
- Nat'l. & State Forest Boundary
- Don
- Hospital
- School
- Airport
- County Seat
- Unincorporated Village
- Fish Hatchery
- Come Farm
- Public Hunt or Fish Area
- Public Camp & Picnic Area
- Ranger Station
- State Park
- Wild Game Area
- County Park
- Water Treatment
- Water Tower
- Wisconsin State University
- Great River Road

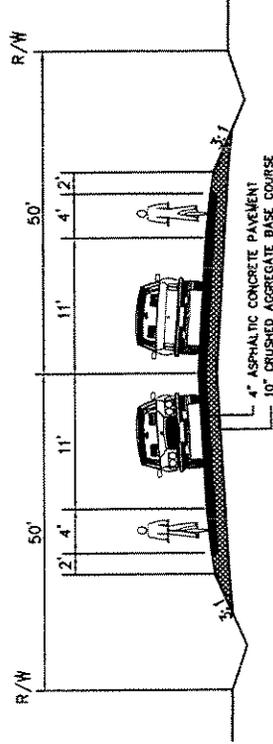
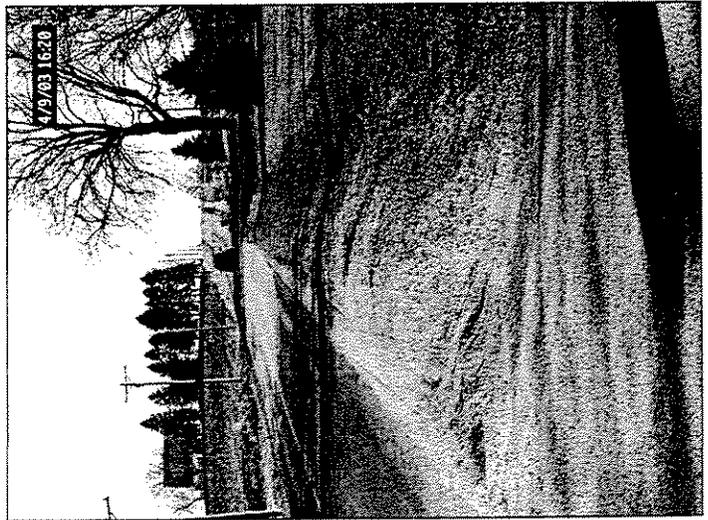
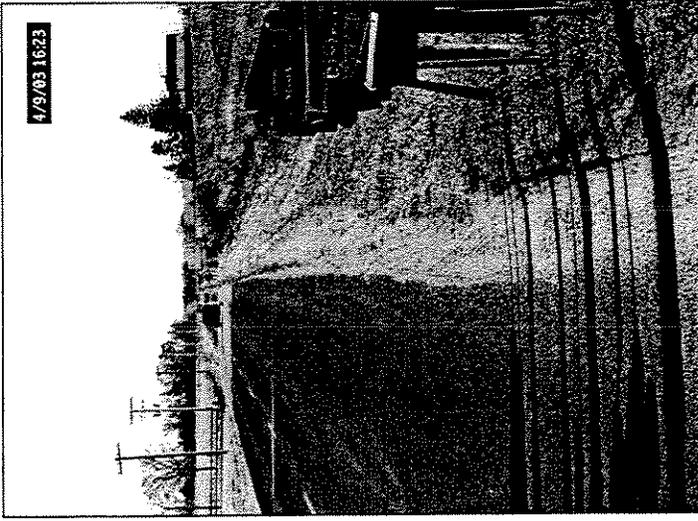
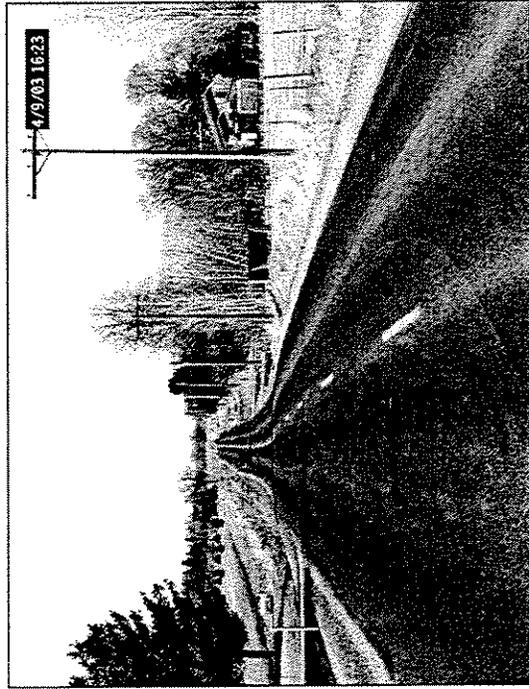
For boundaries of public hunting and fishing grounds please contact the Department of Natural Resources

PIERCE CO.

DEPARTMENT OF TRANSPORTATION
STATE OFFICE BUILDING
MADISON, WISCONSIN



PIERCE COUNTY C.T.H. "C"



PROPOSED TYPICAL RURAL SECTION

