

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Vine to Division Street Downtown Multi Modal Trail Connection
PUBLIC SPONSOR: City River Falls
DISTRICT: 6
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$66,362	\$239,260	\$305,623
Federal:	\$0	\$265,450	\$957,041	\$1,222,490
Total:	\$	\$331,812	\$1,196,301	\$1,528,113

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.25 avg

Strengths

Weaknesses

Comments: _____

OVERALL RANKING:

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

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

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

1. Project Name: Vine to Division St. Downtown Multi Modal Trail Connection
2. Project Location: Municipality: River Falls County: Pierce
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Project will run north from
UW-River Falls at Vine Street and South Main Street to Division Street
via a route along the Kinnickinnic River.
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: _____
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: Tony Steiner Title: Planner
Address: 123 E. Elm Street Phone: (715) 425-0900, ext. 111
Municipality: River Falls State: WI Zip: 54022
FAX: (715) 425-0915 E-mail: tsteiner@rfcity.org

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

Name: Reid Wronski Title: City Engineer
Address: 123 E. Elm Street Phone: (715) 425-0900, ext. 150
Municipality: River Falls State: WI Zip: 54022
FAX: (715) 425-0915 E-mail: rwrnski@rfcity.org

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

This project will extend the direct route for pedestrians and bicycle traffic that has been created on the south side of River Falls through previous Istea/TEA21 Multi Modal projects. It is the next logical step in the development of a safe and accessible pedestrian/bicycle transportation network that will eventually like community based facilities on the south side of the City, i.e. high school, Youth Hockey Arena, UW-River Falls, YMCA, to the heart of downtown River Falls, as well as residential areas and commercial and industrial development on the north side of the City.

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	\$	\$299,075	\$
Real Estate (easements)		\$ 32,737	\$
Construction		\$	\$1,196,301
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$	\$
Percentage of Public Sponsor Funds:	%	\$ 66,362	\$ 239,261
Percentage of Federal Funds:	%	\$265,450	\$ 957,040
TOTAL	\$	\$331,812	\$1,196,301

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 July 2003

Construction May 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.

DC Accepted.

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

DC 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.

DC 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.

DC 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.

DC 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.

DC 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.

DC 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 River Falls
(Name of Sponsor)

By Katie Chaffee
(Name of Person with Fiscal Authority)

Mayor
(Title of Person Signing)

Katie Chaffee
(Signature of Person)

4/3/02
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

The project is described as follows:

Vine Street to Spring Street – Bike lanes via South Main Street from Vine Street to Spring Street. Bike lanes would be striped on the existing roadway surface with appropriate signage and pavement markings. Modifications to the existing loop detectors at the Cascade Avenue signal would likely be necessary. Pedestrians would utilize the existing sidewalk system and no modifications to the existing sidewalks are included.

Path from Spring Street to Bridge – A 10 foot wide bituminous path, approximately 1300 feet long, would be installed along the southerly property line of Econo Foods parking lot, then go north to the bridge along the top of bank along the westerly edge of the Econo Foods property. Embankment would be constructed to produce 5% maximum grade down to old railroad grade. Path would be 3"x10' asphalt over 8"x14' crushed rock over 12"x16' granular base. Some retaining wall would be required along the west side of Econo Foods. Railing would be required approaching the bridge to avoid fill in the flood plain.

Bridge – A 14 foot wide bridge would span the Kinnickinnic River utilizing existing river piers. The bridge is approximately 360 feet long with four spans.

Path from Bridge to Maple Street – A 10 foot wide bituminous path, approximately 550 feet long, would be installed through Heritage Park and under Maple Street. Path would be 3"x10' asphalt over 8"x14' crushed rock over 12"x16' granular base. Some retaining wall and railing would be required along approaching Maple Street.

Path from Cedar Street to Division Street – A 10 foot wide bituminous path, approximately 350 feet long, would be installed from Cedar Street to Division Street along the undeveloped River Street right-of-way. Path would be 3"x10' asphalt over 8"x14' crushed rock over 12"x16' granular base. A small trailhead parking lot would be constructed on City owned land at Cedar and River Streets and be access via Cedar Street. A 16' one way drive would lead from the lot and exit on Division Street. Some retaining wall and railing would be required along approaching Division Street.

The City has an adopted Bicycle and Pedestrian Plan funded by the Wisconsin Bicycle and Pedestrian Facility Program. This project is a component of the overall plan.

In the past five years, the City sponsored the University of Wisconsin-River Falls Multi Modal Trail System built in 1998, the Cemetery Road-Wasson Lane Trail System built in 2000, and the Cemetery Road-University Trail Connection Project currently under design and scheduled for construction in 2003. All are interconnected and would connect to the proposed project. The City has also installed bike lanes on either side of Division Street. These lanes will directly access this trail, providing a continuous link for bikers to the east and west side of the City.

The City Police Department has a bicycle patrol with eight trained officers and three bicycles. Bicycle safety classes are conducted each year in the elementary schools. The Police Department has received a grant to increase visibility of the patrol. The City also has installed bike racks in municipal parks and bicycle racks/parking accommodations are part of the City's recently developed Downtown Plan.

The City does not assess for sidewalk improvements.

This trail will integrate parts of the former railroad right-of-way but has no other related historical links.

In urban areas of the project landscaping/street trees, benches and bike racks will be provided. In areas where the project passes through natural areas landscaping will be used to restore areas disturbed by the project. Information kiosks will also be integrated into the project at key locations. Approaches to the bridge will be designed and landscaped to allow for maximum visibility and safe passage. The proposed multi modal trail passes through the heart of River Falls along an underutilized area of the scenic Kinnickinnic River. The trail will provide a pleasant environment conducive to walking and biking for resident and tourist alike and will have a positive economic impact on our downtown as the trail creates a major destination point along our evolving multi modal trail system.

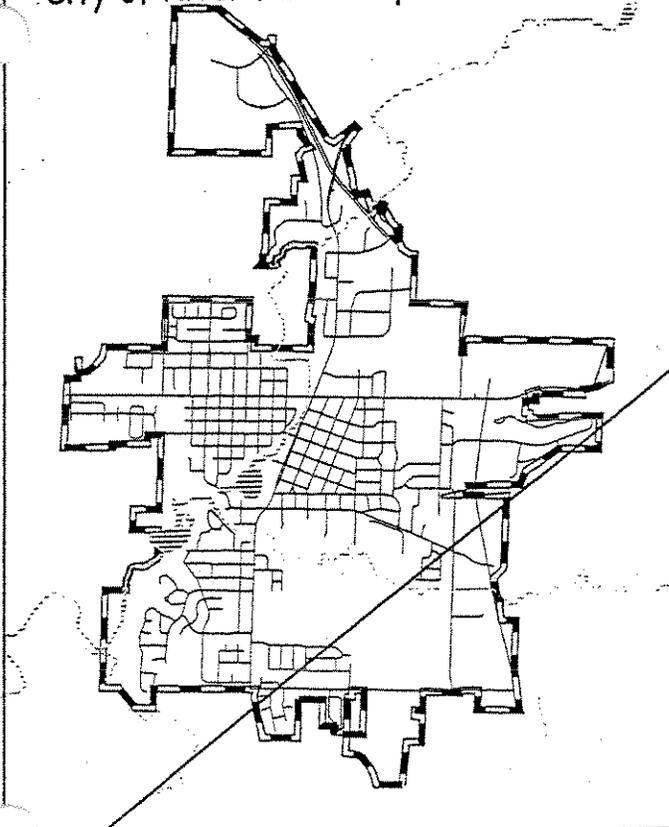
The trail will make a direct link between the University and the downtown area. It is expected that the usage by students for shopping will have a significant impact. Also during the summer a

significant tourism impact from University related activities will take place, i.e. Kansas City Chief's Summer Camp, University seminars, summer school, etc. The trail connection is a direct link to a major grocery store/shopping center in our community and the downtown is a major center of employment. The proposed trail will also link to the existing trail way system and provide access to our high school and a proposed YMCA and Youth Hockey Arena on the south side of River Falls.

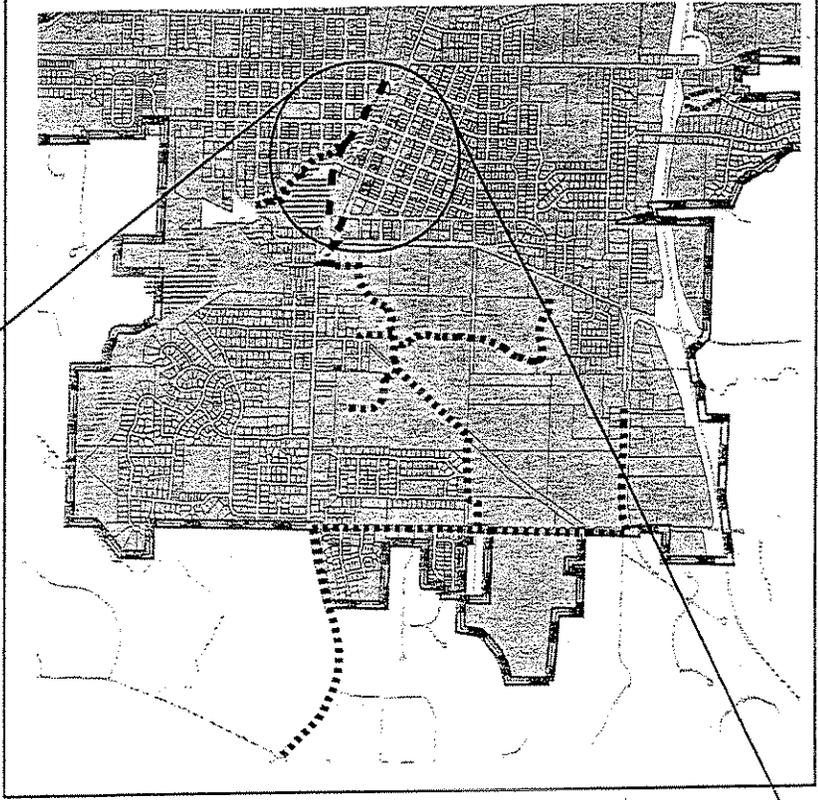
This project is a segment of our Citywide Bike and Pedestrian Plan, which is part of the Wisconsin Multi Modal Trail System and therefore will be an improvement to the State system. It will be particularly effective in promoting a safe alternative route for bicycles to points of destination in the downtown area via connections to the Veterans Park pedestrian bridge, Maple Street and Division Street. The Kinnickinnic River is a major source of tourism and economic development for River Falls. This project represents an integral part of our downtown revitalization effort and will draw favorable attention to our environmental and scenic resources within the region and will contribute to the economic vitality of downtown River Falls.

VINE ST. TO DIVISION STREET DOWNTOWN MULTI-MODAL TRAIL CONNECTION PROJECT

City of River Falls Corporate Limits



City of River Falls Trail System



Existing Trails

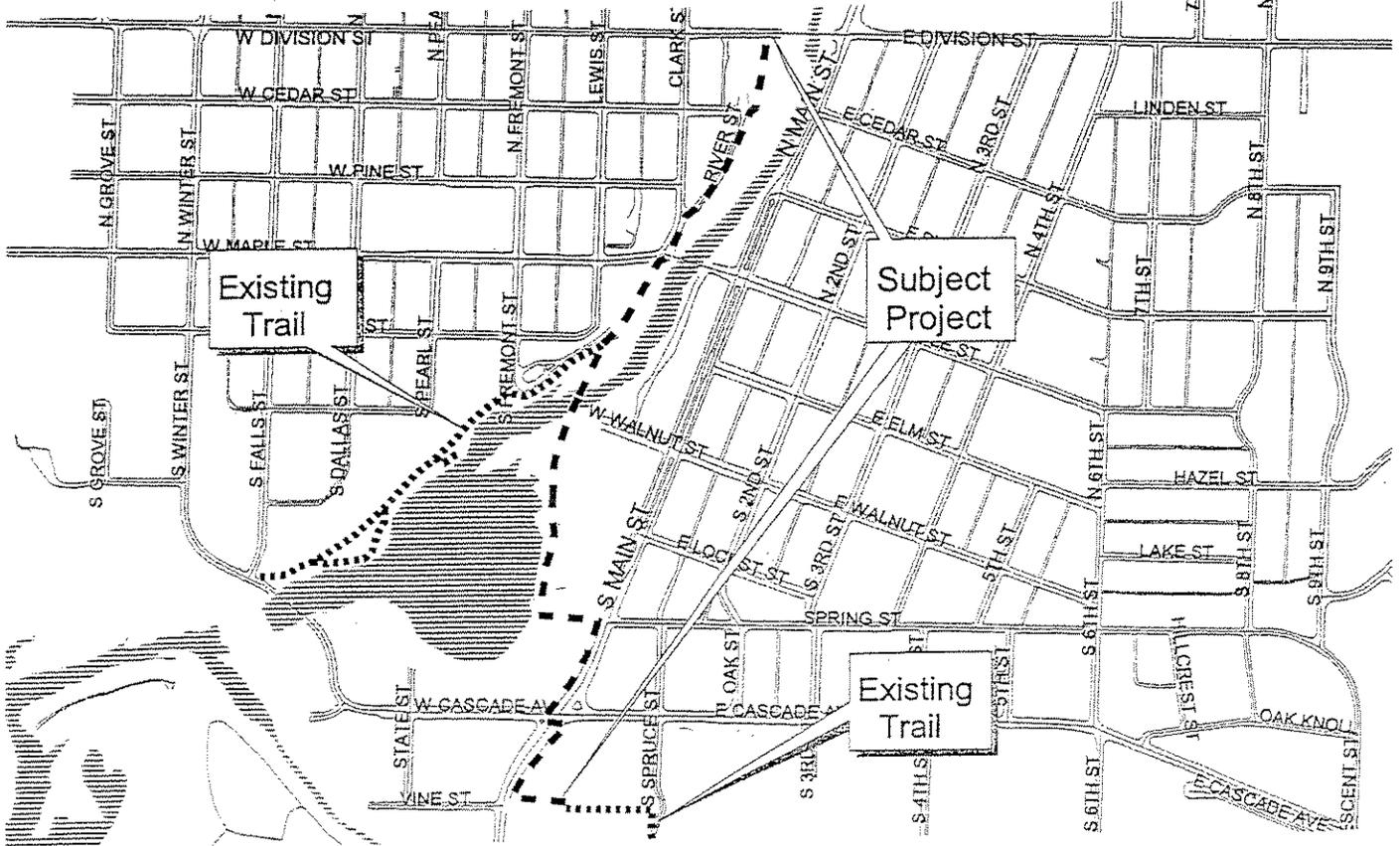


Kinnickinnic River



Proposed Trail

Proposed Trail Project





Proposed Bridge Location Over the Kinnickinnic.

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Pierce/St. Croix Road Woodville Trail Extension
PUBLIC SPONSOR: Tn of Eau Galle St. Croix C. Hwy Dept
DISTRICT: 6
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$55,400	\$0	\$55,400
Federal:	\$0	\$221,600	\$0	\$221,600
Total:	\$	\$277,000	\$	\$277,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

4.1 avg

Strengths

Weaknesses

primarily only locally funded

Comments:

OVERALL RANKING:

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

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

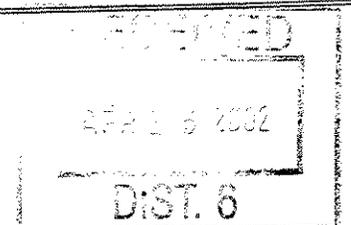
FYs 2004-2005 PROJECT APPLICATION FORM FOR:
Local Transportation Enhancements (TE) Program
Surface Transportation Program-Discretionary (STP-D)
(Form available in electronic format from WisDOT)

1. Project Name: Pierce/St. Croix Road Woodville Trail Extension
2. Project Location: Municipality: Town of Eau Galle County: St. Croix County
Town of Gilman County: Pierce County
Street Address of Project (if applicable): Pierce/St. Croix Road
Describe location and boundaries of the project: From 1/2 mile west of CTH "B" on Pierce/St. Croix Road to 1 mile east of CTH "B" and south on 270th 1/2 mile.
3. Name of the MPO the project is represented by: -- Pull Down Here To Select -- N/A
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: Town of Eau Galle St. Croix County Highway Department
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
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: Daniel J. Fedderly P.E., R.L.S. Title: St. Croix County Highway Commissioner
Address: 1150 Davis St Phone: (715) 796-2227
Municipality: Hammond State: WI Zip: 54015
FAX: (715) 796-2339 E-mail: hwype@scchwy.org

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

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



Postmarked 4/12/02
m H/B

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 |
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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.)

This project will consist of widening Pierce/St. Croix Road and 270th from the existing Woodville Trail to the entrance to the Spring Valley Reservoir. The project will involve widening the existing road 6' - 8' on each side to accommodate a 6' pave shoulder on each side of the road. In addition to the road widening drainage will be addressed as well as misc. culvert replacements or extensions.

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

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$	\$ 30,000	\$
Real Estate		\$	\$
Construction		\$ 247,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$ 277,000	\$
Percentage of Public Sponsor Funds:	%	\$ 55,400	\$
Percentage of Federal Funds:	%	\$ 221,600	\$
TOTAL	\$	\$ 277,000	\$

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 10/02

Real Estate 02/03

Construction 08/03

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).

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

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

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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.

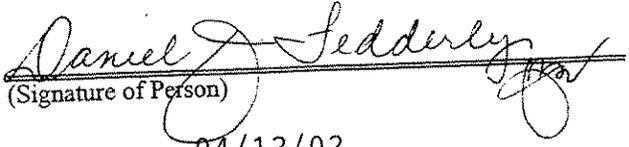
c) For **landscaping/streetscaping** applications, clearly detail the types of amenities and improvements that will be part of the project. Also indicate how the improvements could promote opportunities for walking and biking.

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 Town of Eau Galle/St. Croix County Highway Dept
(Name of Sponsor)

By Daniel J. Fedderly, PE, RLS 
(Name of Person with Fiscal Authority) (Signature of Person)

St. Croix County Highway Commissioner 04/12/02
(Title of Person Signing) (Date)

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

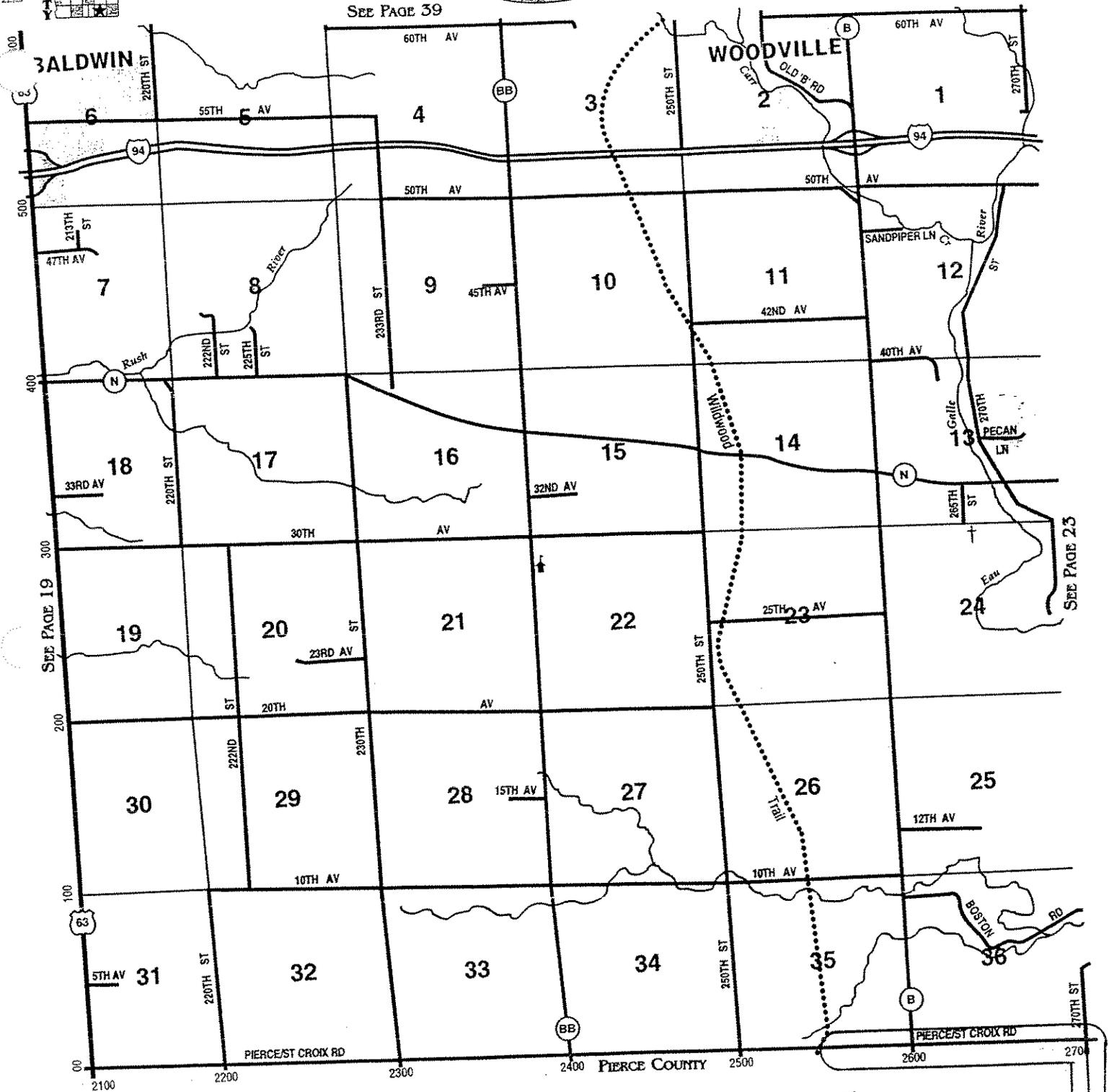
-- NO LATE APPLICATIONS WILL BE ACCEPTED --

This much needed project will be the culmination of many years of work, planning, improvements and expenditures on the part of multiple municipalities within and including St. Croix County. The effort began with a comprehensive plan for bike/pedestrian facilities countywide and identification of the "Woodville Trail" as a key component of the off-road portion of the plan. Then each of the past six years local funds have been prioritized in a systematic and planned approach to improve the trail from the minimum requirements of signage and brush removal to significant expenditures in the new surface and structures ranging from the miscellaneous culverts to a new timber bridge. All these improvements have been recognized and committed to by the locals with no state or federal assistance. Now the completion of a true multi-modal facility that offers recreation as well as commuter opportunities is nearing completion and assistance in funding is critical to completion of this vital link. This project will link the Village of Spring Valley to the Village of Woodville, the Spring Valley Reservoir to St. Croix County, thus providing a wide range of opportunities to the citizens of the area.

Eau Galle



SEE PAGE 39



PROJECT LOCATION

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 Links" Inter-Jurisdictional Multi Purpose Trail

2. Project Location: Municipality: New Richmond, Staton, & Richmond County: St. Croix

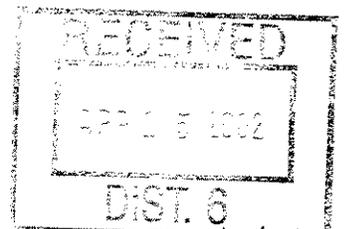
Street Address of Project (if applicable): _____

Describe location and boundaries of the project: "The Links", connects the town of Stanton, and Town of Richmond with the City of New Richmond's Paperjack Creek Trail, an east/west scenic Multi-Purpose Trail connecting schools, shopping, and industry. The inter-jurisdictional project will establish a safe alternate for pedestrians and bicyclist by creating two north-south routes, one located east of New Richmond and one located west of New Richmond. "The Links" will connect eight neighborhoods with hundreds of homes and thousands of residents to points connected, including the industrial park, technical college, two elementary schools, high school, two prime commercial areas, and a new recreation complex being developed to serve an array of little league uses, i.e. baseball and soccer. In addition, "The Links" will access the new high school site being considered. The link on the east side is to be a separated pathway mainly along 140th between Stanton on the north and Richmond on the east/south with the city directly west. The link on the west is a shared pavement along 125th Street connecting the town of Richmond on the west and the city on the south to the Paperjack Creek Trail. The improvements will establish a inter-jurisdictional system for multi-modal non-motorized transportation system between two area towns and city residents.

3. Name of the MPO the project is represented by: NON
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 New Richmond
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)



postmarked 4/12/02 J. H. Z

6. Primary Contact Person of Public Sponsor Agency:

Name: Robert Barbian Title: Dir of Planning & Development
Address: 156 E. First Street Phone: (715) 246-4718
Municipality: City of New Richmond State: WI Zip: 54017
FAX: (715) 246-7129 E-mail: bbarbian@wppisys.org

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

Name: Dennis Horner Title: City Administrator
Address: 156 E. First Street Phone: (715) 246-3628
Municipality: City of New Richmond State: WI Zip: 54017
FAX: (715) 246-7129 E-mail: dhorner@wppisys.org

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 links will establish a system for multi-modal transportation for residents and businesses in two area towns and the city. The routes being established connect 8 residential developments in both the city and two towns to a network allowing for a renaissance of pedestrians and bikers as a means of safe transportation. The two north south routes address three of the most dangerous areas for auto, bike and pedestrian traffic as identified in the New Richmond Area trail Plan. The most dangerous areas, utilized on a regular basis by pedestrians have also become arterial collector streets. Currently, the areas planned for improvements have asphalt widths of 18' and gravel shoulders of 1'. Pedestrians and automobiles both are required to share the same surface. The corridors of 140th and 125th Street are expected to generate higher usage and conflict as growth continues. "The Links" will establish an AASHTO consistent interjurisdictional network in, St. Croix County one of Wisconsin's fastest growing areas.

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	\$	\$ 39,500.	\$
Real Estate		\$ 15,000.	\$
Construction		\$542,590.	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$597,090.	\$
Percentage of Public Sponsor Funds:	%	\$119,418.	\$
Percentage of Federal Funds:	%	\$477,672.	\$
TOTAL	\$	\$597,090.	\$

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

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

P.E./Design/Planning FY 2004

Real Estate FY 2004

Construction FY 2004

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

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

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

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

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

x Accepted.

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

x Accepted.

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

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

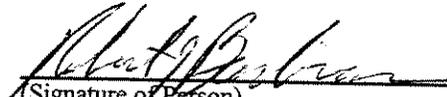
- a) For **bicycle and/or pedestrian facilities**, clearly indicate the location, length, width and surface materials and any connections to existing or planned facilities. Also answer the following as applicable to your bicycle or pedestrian project:
- Does your community have a bicycle or pedestrian plan?
 - Summarize the bicycle and pedestrian projects that you have developed over the past 5 years being sure to include any bicycle and pedestrian projects that have been incorporated into larger street or highway projects (such as paved shoulders and bike lanes). A one-sentence description including the project length is sufficient.
 - Summarize any other non-project bicycle and pedestrian efforts put into action by your community (participation in Bike-to-Work Week, bike rack installation, bike safety courses or rodeos, pedestrian road-shows, police on bikes, etc.).
 - Does your community assess for sidewalk improvements?
- b) For **historic related projects**, how does the project relate to Wisconsin's past or present surface transportation system? Document that the project is on or eligible for the National and/or State Register of Historic Places or a local landmark designated under a locally adopted landmarks ordinance. If not already on a register, provide documentation from the Wisconsin State Historical Society that the project meets eligibility standards for the register. Provide detail on the historic, architectural and other significance of the project. Including a picture with the application is particularly helpful for evaluating historic projects.

- c) For **landscaping/streetscaping** applications, clearly detail the types of amenities and improvements that will be part of the project. Also indicate how the improvements could promote opportunities for walking and biking.
- d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as for shopping, work, school trips, etc.
- e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin’s multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development, tourism, safety, etc.

13. I have read and understood the above statements.

Signed on behalf of City of New Richmond
(Name of Sponsor)

By Robert J. Barbian
(Name of Person with Fiscal Authority)


(Signature of Person)

Dir. of Planning & Development
(Title of Person Signing)

April 10, 2002
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

12. a) What is proposed: Two north-south routes are being planned to intersect with the existing Paperjack Creek Multi-Purpose Trail. *Component 1* is a north-south route in Richmond and Stanton Township connecting in the middle with the east end of the Paperjack Creek Trail and a quarter mile north East Elementary. In total component 1 stretches 10,770' or 2.04 miles. It is primarily a separated pathway, 3" thick bituminous surface, 10' wide, with 2' clear zones. The Town of Richmond is planning to extend the separate pathway trail corridor in the future for an additional two miles, reaching into developing subdivisions. The City of New Richmond and the Town of Stanton are considering ways to extend the AASHTO compliant corridor east over a bridge to the subdivisions of Fox Run and Oak Ridge

The main element of Component 1 is the north south separated pathway 6,600' or 1 ¼ miles long. Connected to the schools by a pathway link of 1,710' or 1/3 mile. Component 1 will also address safety deficiencies along County Road K (First Street) by continuing the 140th separated pathway west to an already existing AASHTO compliant 200' RR crossing pathway currently connected to the deficient 20' wide County Road K road surface. The separated pathway will be further expanded a marked crossing at the corner of Grand Ave. This section of separated pathway is 1,135' or .22 of a mile.

From the Grand Avenue crossing bikers and pedestrians will access a shared pavement along County Road K to be widened until reaching the existing city network of sidewalks and roads. The shared asphalt pavement shall be 5' wide on each side of County Road K, properly marked and 1,325' or ¼ mile long. This link addresses another safety deficiency were a single sided 5' shoulder along a two block part of the inter-jurisdictional roadway attracts two way bike and pedestrian traffic on the south side of the street.

Component 2 is a north-south route which connects to the west end of Paperjack Creek Trail. The shared bituminous pavement link will be 5' wide on each side of Dry Run Road, properly marked, and be 2,650' or ½ mile long. The shared pavement link includes widening a bridge that will be replaced. The current creek crossing is 20' wide including a failing shoulder. The new Crossing is proposed to be 34' wide; two 10' lanes for autos, and 5' on each side for bicycles/pedestrians allowing 4' for rails and markings. Approximately 30% of the bridge cost is included in this project. The link reaches into the Business and Technical Park. The link is proposed to be extended into the Municipally owned Industrial area along the Paperjack Creek and a future development adjoining County Road A, currently a county bike route.

Bicycle Plan: The City of New Richmond has identified deficiencies, destinations, and priorities for safe pedestrian and bicycle traffic. In addition the City Planning Department is coordinating

the development of The New Richmond Area Multi-Purpose Pathway Plan, currently being completed. The Inter-jurisdictional Committee has met several times and includes the town of Stanton, Richmond, Star Prairie, and Erin Prairie. The items covered in this application have also been identified as key elements to the backbone of interconnectivity.

Bicycle & Pedestrian projects:

- The City of New Richmond is building 1 ¾ miles along the Paperjack Creek.
- The City built a pedestrian route along Highway 64 in 2001. This project included rebuilding sidewalks and establishing a separated pathway for a distance of 2 miles.
- The City has included with the DOT rebuilding of highway 65, a pedestrian walkway from the downtown to the southern edge of town.
- The City Plan Commission & Recreation Committee review each plat and consider land dedication or right of way clear zones to develop an AASHTO system for the area.
- The City replaced or installed sidewalk within the City on County Trunk K (First Street) when the road was rebuilt three years ago utilizing Federal Urban Highway Funding

Other Bicycle & Pedestrian efforts:

- The New Richmond Police Department has organized Bike Rodeos two of the last three years. Another Bike Rodeo is being planned for this year.
- A Multi-Purpose Bike Committee has been formed and been meeting monthly for over 2 ½ years, the City is a regular participant of this active group.
- To tie in with "The Year of the Trail" A first annual bike Tour is being held by the New Richmond Multi-Purpose Bike Committee. This event includes a trade show featuring bike tune-ups, bike safety, free helmets, a 15 mile bike ride, and a family 2 mile bike ride.
- When Highway 64 is relocated a pathway is being planned to serve the northern part of the New Richmond Area including the surrounding town.

Assessments for sidewalks:

- The City has a sidewalk replacement program and does assess for sidewalk improvements. Discussion has begun to develop a policy for the maintenance of AASHTO paths bordering private property. The City does not assess for separate paths.

12. d.) Project Impact: "The Links" are along a number of neighborhoods fully developed in the 70's and 80's and adjacent to new areas being developed. The result of development, both housing and schools is the change of quiet county roads into congested arterial corridors unsafe for bike and pedestrian use. The impact of constructing the proposed project "The Links" will be the creation of a bike and pedestrian friendly corridor that will be utilized to reduce congestion.

This project will establish a strategic alliance between the Town of Richmond, Town of Stanton, and the City to accomplish "The Links" a project which makes the area a better place to live. In addition the towns will see the value of implementing the expansion of the system and integrate the reservation of corridors into the plat review process.

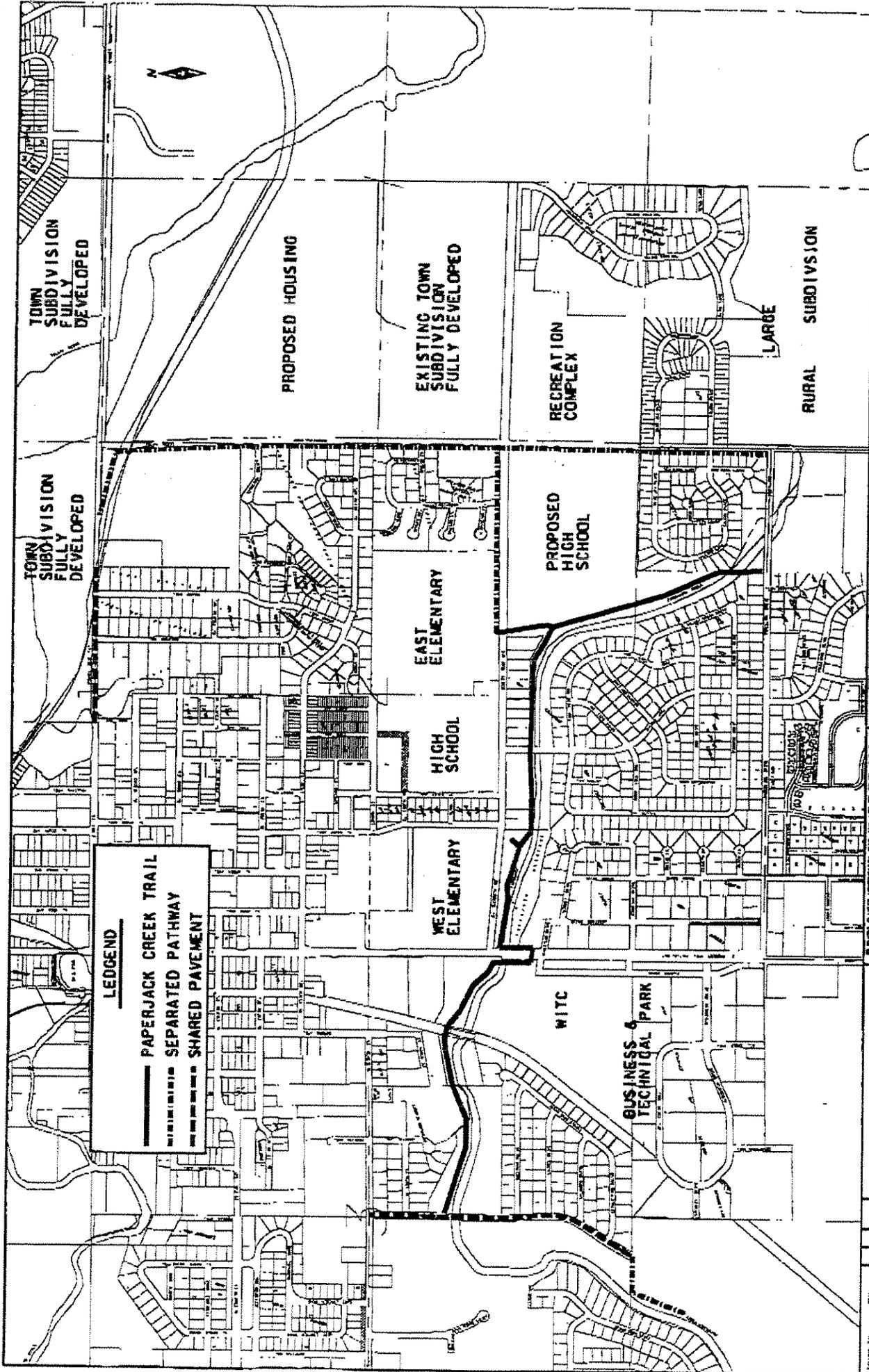
The east side link is located in one of the fastest growing Average Daily Traffic (ADT) count areas with the schools located along County Road GG and numerous subdivisions being built all driving the numbers higher each year. The section planned on GG had an ADT of 2000 vehicles in the year 2000 traveling on surface of 20' with a limited shoulder. This is expected to reach an ADT of 3,000 in 2010. Please see the attached article regarding neighborhood access for those walking to and from school. This route, the east end of "The Links" will become especially important as the New Richmond School District continues discussing budget tightening measures being discussed which include trimming bus routes.

The traffic counts on 140th Street are estimated at 1,600 vehicles traveling on 18' to 20' of surface at average speeds of 45 mph. This number is expected to increase to 2,000 ADT by 2010. County Road K has a year 2000 ADT count of 2,000 vehicles, expected to grow to 3,500 by 2010 due to a large residential development in the east. Traffic on K travels on 18' to 20' asphalt surface at average speeds of 40 mph.

The west end link along 125th Street or Dry Run Road has an ADT of 2700 vehicles. This road surface is approximately 18' with no shoulder and steep banks along much of the area. This project will spur the rebuilding of the road with an AASHTO compliant bike lane on each side of the road to accommodate all modes of traffic.

12. e.) Other Project Benefits: This project will demonstrate to New Richmond and surrounding Townships that bicycling can be a viable and safe mode of transportation and will encourage the use of bicycles throughout the area. It will also serve as a catalyst to begin "institutionalizing bikeways as part of the development review process for area towns. The corridor system being developed in the New Richmond area will aid students, workers, families and visitors to access and live in a safe place reducing their dependency on an automobile.

The trail system enables children to learn independence, achieve self-confidence, and boost their level of physical fitness. We believe these goals are consistent with the goals of the TEA-21 legislation and with the statewide goals outlined in Wisconsin's Bicycle Plan.



LEGEND

- PAPERJACK CREEK TRAIL
- - - SEPARATED PATHWAY
- · · SHARED PAVEMENT

THE QUALITY OF THE INFORMATION AND THE ACCURACY OF THE DATA IS NOT GUARANTEED. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE INFORMATION AND DATA FOR THEIR INTENDED USE.



NEW RICHMOND, WISCONSIN

(THE LKGS) INTER-JURISDICTIONAL MULTI-PURPOSE TRAIL

FILE NO.	DATE	REVISIONS

DATE	BY	REVISIONS

Facilities for Bicycles & Pedestrians

DISTRICT 7: NON-MPO PROJECTS

ID #	PROJECT NAME	FED SHARE
7b01	Plum Lake Bicycle Trail	\$ 224,000
7b02	Southwest Antigo Walkway	\$ 173,600

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Plum Lake Bicycle Trail
PUBLIC SPONSOR: Town of Plum Lake, Sayner, WI
DISTRICT: 7
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$2,000	\$54,000	\$0	\$56,000
Federal:	\$8,000	\$216,000	\$0	\$224,000
Total:	\$10,000	\$270,000	\$	\$280,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.05 avg

Strengths

Weaknesses

Comments: _____

OVERALL RANKING:

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

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

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

1. Project Name: PLUM LAKE BICYCLE TRAIL
2. Project Location: Municipality: Plum Lake County: Vilas
Street Address of Project (if applicable): N/A
Describe location and boundaries of the project: Crystal Lake to Sayner, Town of Plum Lake
3. Name of the MPO the project is represented by: _____
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: The Town of Plum Lake, Sayner, 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: Vernon DeWitt Jr. Title: Town Chairman
Address: 8641 Golf Course Rd. Phone: (715) 542 3366
Municipality: Sayner State: WI Zip: 54560
FAX: () E-mail: _____

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

Name: James A Thomas Title: President: Sayner-Star Lake Lions
Address: 3114 Warwick Rd Phone: (715) 542 3182
Municipality: Sayner State: WI Zip: 54560
FAX: () E-mail: jatco@newnorth.net

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

- | | |
|--|---|
| <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: Communities must have a population of 5,000 or more to be eligible for STP-D funds.

Indicate which ONE of these categories identifies your project best:

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

8: In 100 words or less, describe the project (See Question 13 for detailed description instructions.)

This bicycle trail will connect the town of Sayner and its parks and businesses with the Crystal Lake and Muskellunge Lake campgrounds and the Boulder Junction bike trails. It will follow old Hwy. N to McKay's Corner store and the Razorback Ridges ski and bicycle trails and then follow the State Hwy. N right-of-way to Sayner and the St. Germain town boundary. This will move many bicycles and pedestrians off Hwy. N, especially during the busy tourist season.

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$ 10,000	\$	\$
Real Estate		\$	\$
Construction		\$ 270,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$ 10,000	\$ 270,000	\$
Percentage of Public Sponsor Funds: 20%	2,000	\$ 54,000	\$
Percentage of Federal Funds: 80%	8,000	\$ 216,000	\$
TOTAL	\$ 10,000	\$ 270,000	\$

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

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

P.E./Design/Planning September 2003 or when funds available.

Real Estate _____

Construction August, 2004 or as soon as funds are available.

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

Federal TEA-21 guidelines encourage the use of Youth Conservation or Service Corps workers to perform appropriate TE activities. We encourage you to consider the use of such services on your projects for bicycle trails, landscaping and other similar work. For information on Corps activities, please contact Laura Degolier, Executive Director of the Wisconsin Conservation Corps, at 608/266-7730 (e-mail: DEGOLL@DWD.STATE.WI.US). (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.
LRD Accepted.
- b. These are reimbursement programs. The sponsor must finance the project until federal reimbursement funds are available.
VAD 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.
LRD 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.
VAD 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.
VAD 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.
VAD 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.
VAD 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.

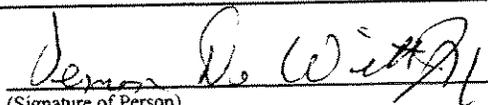
e) Broadly describe other project benefits (not already covered above) related to any of the following -- improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development,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

13. I have read and understood the above statements.

Signed on behalf of The Town of Plum Lake
(Name of Sponsor)

By Vernon DeWitt Jr.
(Name of Person with Fiscal Authority)

Town Chairman
(Title of Person Signing)


(Signature of Person)

March 18, 2002
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

This project is located in Vilas County in the town of Plum Lake. It will be 4 miles in length and 8 to 10 feet wide depending on engineering studies. This will be an asphalt trail except in areas near Plum Lake and Plum Creek where it may have to be a gravel or natural base. The project will be put out for bids and follow AASHTO standards for asphalt trails.

Existing facilities: This project will link together the following facilities; either municipally owned or state DNR facilities, which furnish water, restrooms and one of the finest beaches in Wisconsin at Crystal Lake.

1.TOWN OF SAYNER TENNIS COURTS, COMMUNITY CENTER AND BALL PARK.

2.PLUM LAKE LIBRARY.

3.VILAS COUNTY HISTORICAL MUSEUM.

PLUM LAKE GOLF COURSE.

5.PLUM LAKE CAMPGROUND AND FISHING PIER.

8.MEL AND EMMA LONG MEMORIAL PARK.

9.RAZORBACK RIDGES SKI AND BIKE TRAILS.

10.CRYSTAL, MUSKY AND FIREFLY CAMPGROUNDS.

11.FALLISON LAKE NATURE TRAIL.

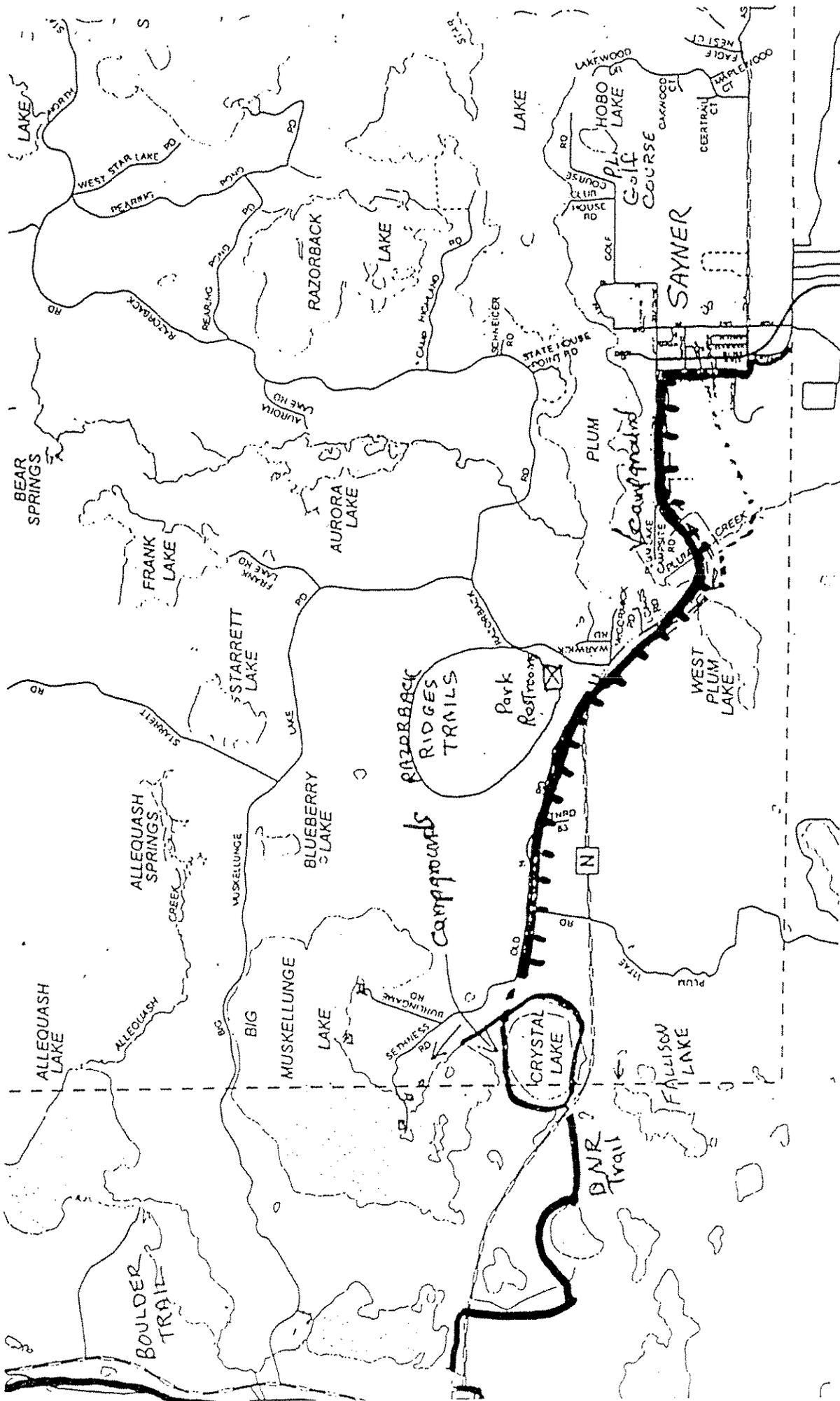
12.BOULDER JUNCTION AND TROUT LAKE BICYCLE TRAIL.

This project will benefit thousands of people that live in and visit our area. It will provide a safe alternate means of transportation and also benefit the economy of the area. There is the Corner Store that has families lined up for ice cream during the summer. Many of these families will be able to ride their bicycles to this store from both Crystal Lake and

Sayner. Bicycle traffic has increased because of the popular Boulder trail and DNR facilities. Linking with the listed facilities is a natural extension and is much needed. This will provide a **safe and very separate** corridor for non-motorized use.

The cost estimate for the project is estimated in reference to other local trails that have been built in the area. There is no land acquisition required, as the trail will follow road right-of-ways. There will be minimum tree removal. Some of the trail will be located on old roadbed, which should reduce some of the cost. Part of the trail will follow an old logging railroad grade to Plum Creek with a bicycle bridge across the creek. This could be a picnic spot and a rest area as well as a part of north woods history.

More and more people will be traveling the Boulder trails to Sayner each year. There are several thousand campers in this area and more and more of them are arriving with bicycles. This project is a natural extension that will tie these facilities together with a paved trail. **It will improve safety dramatically.**



See Inset Map A

Oneida Ci

LEGEN

-  State/Federa
-  County High
-  Town Roads
-  Private Road

Plum Lake Township

Vilas County, Wisconsin

Road Map

 PROPOSED TRAIL

 EXISTING ASPHALT TRAILS

Information obtained from...

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Southwest Antigo Walkway
PUBLIC SPONSOR: City of Antigo
DISTRICT: 7
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$4,340	\$39,060	\$0	\$43,400
Federal:	\$17,360	\$156,240	\$0	\$173,600
Total:	\$21,700	\$195,300	\$	\$217,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.35 avg

Strengths

Weaknesses

Comments: SIDEWALKS
~~_____~~

OVERALL RANKING:

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

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

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

COPY

1. Project Name: Southwest Antigo Walkway
2. Project Location: Municipality: Antigo County: Langlade
Street Address of Project (if applicable): Tenth and Western Avenues
Describe location and boundaries of the project: Tenth Avenue (both sides), Clermont Street west to Western Avenue and Western Avenue, Tenth Avenue north to Fifth Avenue.
3. Name of the MPO the project is represented by: NA
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 Antigo
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: Terry Hubatch Title: Interim Public Works Director
Address: 700 Edison Street Phone: (715) 623-3633 X 130
Municipality: Antigo State: WI Zip: 54409-1955
FAX: (715) 627-7099 E-mail: tthubatch@antigo-city.org

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

Name: Gary Rogers Title: City Administrator
Address: 700 Edison Street Phone: (715) 623-3633 X 150
Municipality: Antigo State: WI Zip: 54409-1955
FAX: (715) 623-7323 E-mail: grogers@antigo-city.org

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 City proposes the installation of facilities for the safety of
pedestrians and bicyclists. The proposed project is consistent with
the adopted Sidewalk Policy (adopted by Council Resolution No. 106-
01, October 2001). The proposed project is also consistent with
concerns expressed by the Antigo Unified School District for the
safe travel of pedestrians and bicyclists to/from the Senior High
School.

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$ 21,700	\$	\$
Real Estate	0	\$	\$
Construction		\$ 195,300	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$ 21,700	\$ 195,300	\$
Percentage of Public Sponsor Funds: 20 %	4,340	\$ 39,060	\$
Percentage of Federal Funds: 80 %	17,360	\$ 156,240	\$
TOTAL	\$ 21,700	\$ 195,300	\$

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

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

P.E./Design/Planning September 2002

Real Estate NA

Construction May 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.

SD Accepted.

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

SD 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.

SD 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.

SD 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.

SD 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.

SD 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.

SD 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.

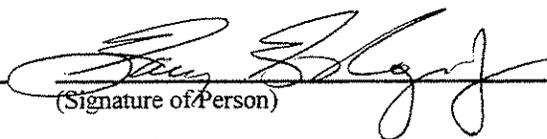
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

By Gary G. Rogers
(Name of Person with Fiscal Authority)


(Signature of Person)

City Administrator
(Title of Person Signing)

4-12-02
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

Southwest Antigo Walkway

The City of Antigo Common Council adopted Resolution No. 106-01 on October 10, 2001, approving a comprehensive sidewalk policy. Wisconsin Department of Transportation Bicycle and Pedestrian Planning Guidelines provided valuable policy parameters for the development of the local policy. The City also utilized a series of community and Council committee meetings to gain input during the formulation of the policy. In addition to our sidewalk replacement program, which also addresses our pedestrian safety concerns, the City has initiated action for other non-motorized walkways.

The City incorporated a series of walking/bicycle trails that are utilized by area residents and visitors in the closure plans of the Deeglise Landfill site. The City with a substantial land gift from the Kretz family created a series of trails in woods, meadows, and wetlands for public use. The City in conjunction with Langlade County Forestry utilized the Wisconsin Conservation Corps to complete this project, which is one part of a long-range comprehensive walkway system.

The increase of walkers for recreation, social, and health has prompted the City of Antigo to become more aware of the transportation alternatives and leisure activity. The proximity of walking/bicycle trails to area motels makes the trail systems a real asset to the community.

The City does have an assessment policy for replacement of existing walks and drive approaches. This policy varies according to the age and condition of the material. Generally, the City provides 25% and adjoining properties are responsible for the remaining portion.

Other programs sponsored or supported by the City include: the Optimist's bike rodeo, Springbrook Waterway Plan, "Police on Bikes", and American Cancer Society's Wheels-on-Wheels.

The City of Antigo is experienced with managing grants and working with Wisconsin Department of Transportation. If approved, this project would take place entirely within fiscal year 2003.

The proposed project consists of the following area: Western Avenue (Tenth Avenue to Fifth Avenue—East Side Only) and Tenth Avenue (Western Avenue east to Dorr Street excepting the existing sidewalks & Lincoln Street from Tenth Avenue 150 feet north to the beginning of existing sidewalk). Total footage is approximately 5,200 linear feet of 5 foot wide sidewalks (26,000 sq. ft.). The proposed project location is in the vicinity of the Antigo High School and will provide students and teachers with safe access to and from the school.

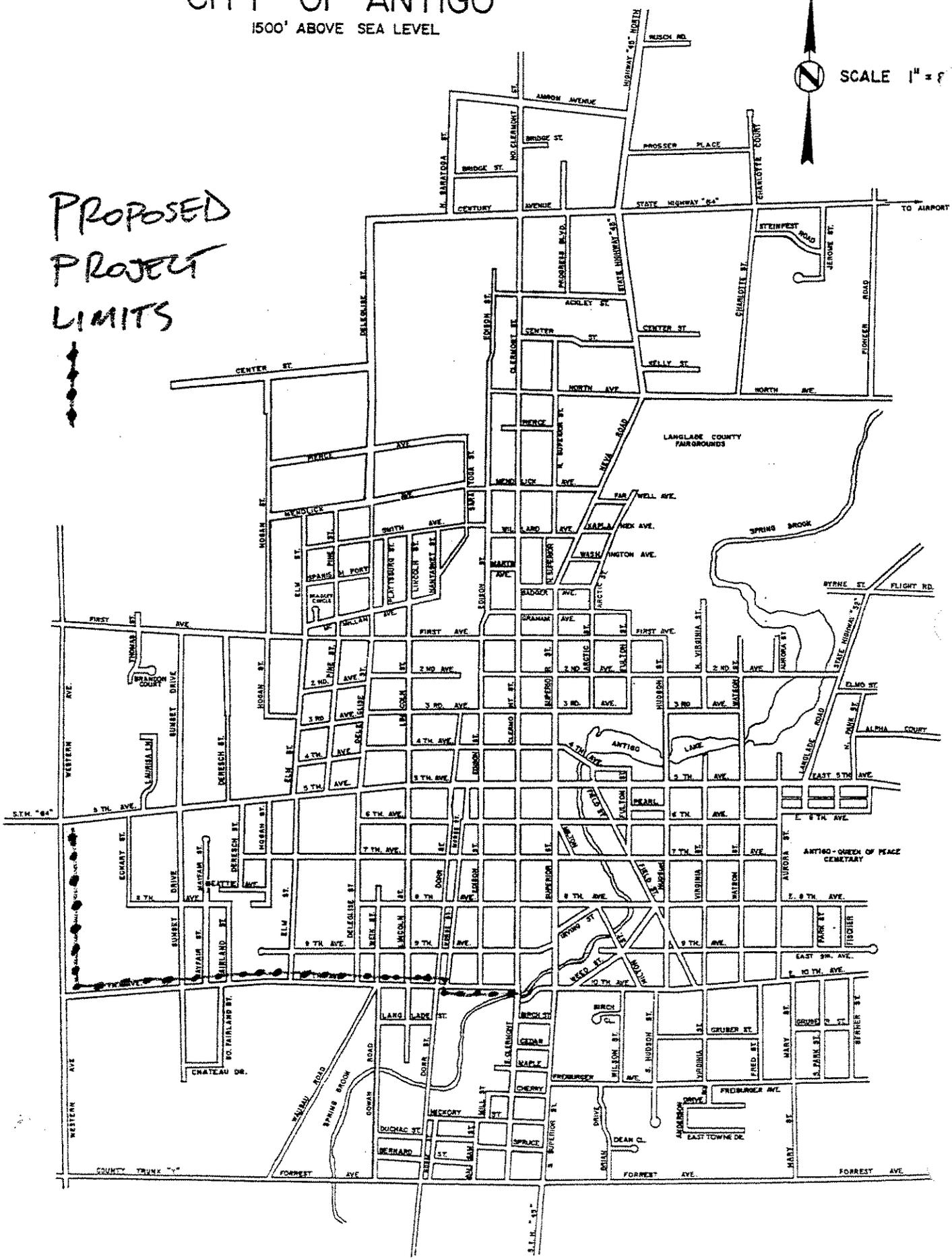
CITY OF ANTIGO

1500' ABOVE SEA LEVEL



SCALE 1" = 8'

PROPOSED
PROJECT
LIMITS



Facilities for Bicycles & Pedestrians

DISTRICT 8: MPO RANKINGS

Metropolitan Interstate Committee

ID #	PROJECT NAME	FED SHARE	RANK
8b01	Nemadji Multi-use Trail	\$ 592,000	1 OF 2

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Nemadji Multi-use Trail
PUBLIC SPONSOR: City of Superior
DISTRICT: 8
MPO: Metropolitan Interstate Committee

FFY	2003	2004	2005	TOTAL
Public:	\$6,000	\$12,000	\$130,000	\$148,000
Federal:	\$24,000	\$48,000	\$520,000	\$592,000
Total:	\$30,000	\$60,000	\$650,000	\$740,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.30 avg

Strengths

Weaknesses

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: Nemadji Multi-use Trail
2. Project Location: Municipality: Superior County: Douglas
Street Address of Project (if applicable): N/A
Describe location and boundaries of the project: N 58th St. North and East Along perimeter of the Nemadji Municipal Golf Course to Bardon Avenue
3. Name of the MPO the project is represented by: Metropolitan Interstate Committee
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 Superior, Superior, 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):
1 of 2. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Paul H. King Title: City Engineer
Address: 1407 Hammond Avenue Phone: (175) 394-0691
Municipality: Superior State: WI Zip: 54880
FAX: (715) 394-0364 E-mail: Kingp@CI.Superior,WI.US

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

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

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

The City of Superior is continuing the development of its multi-use trail system. The proposed segment will be located west and north of the Nemačič Municipal Golf Course. This segment is part of the comprehensive multi-use trail system planned within Superior. The system includes the Waterfront Trail (Osaugie Trail), a 5 mile segment along Superior's Waterfront. The millennium Trail, a 2.9 mile segment through the municipal forest and along Billings Drive is scheduled for construction in 2002. Along with this proposed segment, these trails constitute portions of comprehensive trail plan. Public use of and support for the trail system has been overwhelming. City is committed to completing and expanding the Multi-use Trail System.

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$ 30,000	\$ 60,000	\$
Real Estate		\$	\$
Construction		\$	\$ 650,000
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$	\$ 650,000
Percentage of Public Sponsor Funds: 20 %	6,000	\$ 12,000	\$ 130,000
Percentage of Federal Funds: 80 %	24,000	\$ 48,000	\$ 520,000
TOTAL	\$ 30,000	\$ 60,000	\$ 650,000

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 2003-2004

Real Estate N/A

Construction 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.

QSU Accepted.

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

QSU 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.

QSU 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.

QSU 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.

QSU 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.

QSU 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.

QSU 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 Superior
(Name of Sponsor)

By Jeff Vito
(Name of Person with Fiscal Authority)


(Signature of Person)

Director of Public Works
(Title of Person Signing)

3-26-02
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

City of Superior
Local Transportation Enhancements (TE) and
Surface Transportation Program-Discretionary
Fys 2004 - 2005
Nemadji Multi-use Trail
N 58th St.-Bardon Ave.

The City of Superior is continuing the development of its multi-use trail system. The proposed segment will be located west and north of the Nemadji Municipal Golf Course. The Multi use trail will follow an abandoned railroad bed which borders the western boundary of the course. The City has acquired this property from CP Rail. It will then follow the northern boundary of the City's golf course along an existing unimproved trail to Bardon Ave. The total length of this segment is approximately 2.5 miles. Consistent with the City's standard for multi-use trails the trail cross-section will consist of a 10 foot wide 3 inch thick bituminous surface, 8 inch crushed aggregate base, and 2 foot aggregate shoulders.

This segment is part of the comprehensive multi-use trail system planned within Superior. The system includes the Waterfront Trail (Osaugie Trail), this 5 mile section was constructed in three phases over the last eight years. The Millennium Trail, a 2.9 mile segment through the municipal forest and along Billings Drive is scheduled for construction in 2002. Along with this proposed segment, these trails constitute portions of the comprehensive trail plan which will create a "loop" from the Waterfront Trail through the Superior Municipal Forest and back to the Waterfront Trail. A North route is also planned to connect the Osaugie trail to the Bridge Walk over the Bong bridge which will connect to Duluth and Minnesota's system of Multi-Use Trails. (See attached Superior Comprehensive Multi-Use Trail System Map)

The Metropolitan Interstate Committee, Duluth-Superior's Metropolitan Planning Organization, after extensive public input, adopted a Regional Bikeways Plan in 1998 that incorporates the City's Comprehensive Multi-use Trail Plan. In addition, The Superior City Council adopted the Master Park Plan in 1992 with broad-based public support. This plan strongly supports the creation of a multi-use trail system and established a series of goals and objectives. These include:

- 1. Improve the local and regional trails system.**
- 2. Expand the system of off road paved trails.**
- 3. Improve and lengthen the Multi-Use Trail System in the Municipal Forest.**
- 4. Link the Eastern and Western waterfront to the urbanized portions of Superior via public trail corridors.**

Public use of and support for the trail system has been overwhelming. The City Council adopted the Master Park Plan Update in 2001 which further supports the Multi-Use trail system. The City is committed to completing and expanding the Multi-Use Trail System.

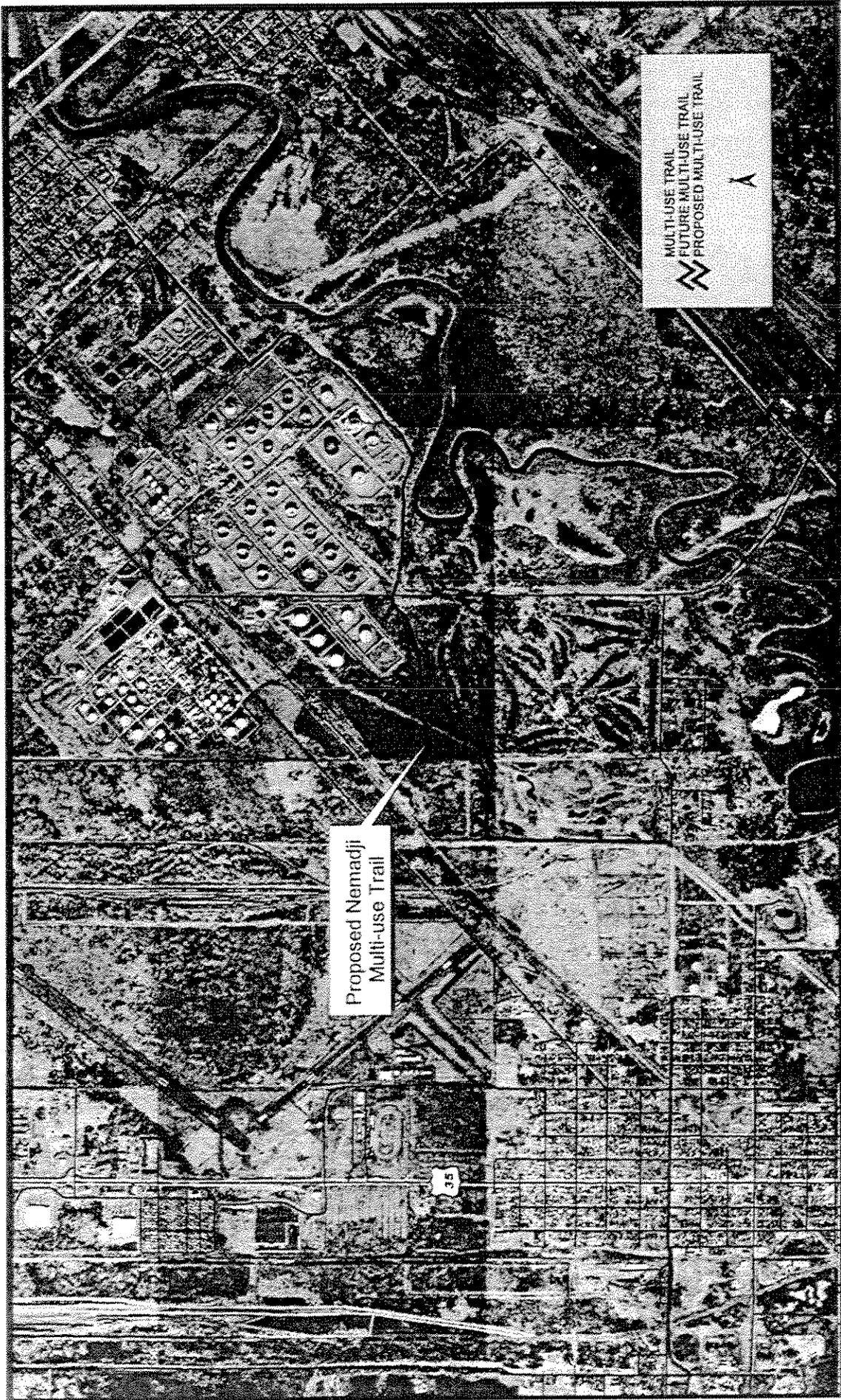
In the last five years the City has: Completed the 5.0 mile Waterfront Trail; Renovated 13 City Parks which included the upgrading and construction of over 2.0 miles of bike and pedestrian facilities within these parks; Facilitated the construction of a 4.0 mile mountain bike trail within the Municipal Forest; Completed preliminary engineering on the 2.9 mile Millennium Trail in the Municipal Forest, construction will be completed in 2002.

Non-project bicycle and pedestrian efforts are conducted primarily through the City's Police Department. Bike and pedestrian safety courses are provided by the City's Police Department at local schools. The Police Department conducts bike patrols throughout the City but concentrates

those efforts on Multi-use trails and in recreational areas.

Prior to 1998 the City assessed for sidewalk improvements. Since then sidewalk improvements have been funded by the City's Capital Improvement Program, \$150,000 per year. The city has installed or replaced approximately 2 miles of sidewalk each year since 1998.

Comp.Multi-Use Trail



Proposed Nemadji
Multi-use Trail

MULTI-USE TRAIL
FUTURE MULTI-USE TRAIL
PROPOSED MULTI-USE TRAIL

▲

35

Facilities for Bicycles & Pedestrians

DISTRICT 8: NON-MPO PROJECTS

ID #	PROJECT NAME	FED SHARE
8b02	Rice Lake Cedar Side Trail	\$ 200,000
8b03	Shell Lake Bicycle / Pedestrian Trail	\$ 118,400
8b04	Pedestrian Enhancement Partnership	\$ 506,016
8b05	Washburn Walking Trail Phase II	\$ 134,085
8b06	Amery to Dresser Railroad Corridor Acquisition	\$ 408,000

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Rice Lake Cedar Side Trail
PUBLIC SPONSOR: City of Rice Lake
DISTRICT: 8
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$50,000	\$0	\$50,000
Federal:	\$0	\$200,000	\$0	\$200,000
Total:	\$	\$250,000	\$	\$250,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.0 avg

Strengths

Weaknesses

Comments: _____

OVERALL RANKING:

1 5 2 11 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: Rice Lake Cedar Side Trail
2. Project Location: Municipality: Rice Lake County: Barron
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: _____

3. Name of the MPO the project is represented by: Superior
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: Rice Lake, 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):
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: Ronn Kopp Title: PRC Director
Address: 11 E. Marshall Street Phone: (715) 234-9235
Municipality: Rice Lake State: WI Zip: 54868
FAX: (715) 234-1224 E-mail: rkopp@ci.rice-lake.wi.us

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

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

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

8. In 100 words or less, describe the project (See Question 12 for detailed description instructions.)
This project involves construction of 1.5 miles of the Rice Lake Cedar Side Trail. The Cedar Side Trail is intended to facilitate bicycle and pedestrian transport between neighborhoods and the City's main commercial centers, post-secondary education centers (University of Wisconsin Center and Wisconsin Indianhead Technical College), and recreational areas. The limits of this project are indicated on the attached map as Section 2 and 3 (north and south ends of the trail). The entire trail will cover 3.6 miles, including the first section of 1.25 miles that was constructed in 1999 entirely with privated donations.

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		\$ 250,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$ 250,000	\$
Percentage of Public Sponsor Funds:	%	\$ 50,000	\$
Percentage of Federal Funds:	%	\$ 200,000	\$
TOTAL	\$	\$ 250,000	\$

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 Done

Real Estate None

Construction June, 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.

LR Accepted.

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

LR 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.

LR 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.

LR 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.

LR 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.

LR 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.

LR 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.).
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- c) For **landscaping/streetscaping applications**, clearly detail the types of amenities and improvements that will be part of the project. Also indicate how the improvements could promote opportunities for walking and biking.
- d) Realistically, how much usage or impact will the proposed facility have on an **annual basis**? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as for shopping, work, school trips, etc.
- e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development, tourism, safety, etc.

13. I have read and understood the above statements.

Signed on behalf of City of Rice Lake
(Name of Sponsor)

By Maureen Robert C. Rowe [Signature]
(Name of Person with Fiscal Authority) (Signature of Person)

Mayor 4-4-02
(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 --

ISTEA Program Criteria

A. What Is The Project all About?

The program involves construction of the 1.5 miles in accordance with the Rice Lake Cedar Side Trail (see attached figures). This portion of the trail covers the southern (#2) segment indicated on the attached figure as "Future Trail Sections."

When completed with the (#3) segment, the Cedar Side Trail will connect the City of Rice Lake's downtown commercial center, and adjacent neighborhoods, with the University of Wisconsin Barron County, Wisconsin Indianhead Technical College, recreational ball fields, and the south side commercial center, (WalMart, Shopko, K-Mart, Red Cedar Mall, County Market, etc.). The trail will follow the Red Cedar River for much of its course, providing a scenic alternate transportation route.

A riverfront bicycle trail was first included as a goal in 1994 as part of Rice Lake's Outdoor Recreation Plan. More recently, planning studies regarding the downtown and former airport/Moon Lake area have urged development of recreational/transportation trails in the City designed to support foot traffic, bicycles, and roller blades.

A citizen group, the Rice Lake Trail Foundation, Inc. has been meeting since December, 1995 to gather research, lay groundwork, and assist the City in getting such a trail along the river built. The first trail segment was built in 1999 for Section #1 of the Cedar Side Trail – picturesque 1.25 mile section of the trail running along the east side of the Red Cedar River (indicated on the attached figure as #1, the middle portion of the trail). This completed trail will not only preserve the Red Cedar River area but will also promote future trail connection with planned trails in the Moon Lake Recreation Area and the Wisconsin State Wild Rivers Trail.

The Rice Lake Rotary spearheaded the cost of materials and construction of this first phase of the trail funded through private donations. Affected riparian property owners have agreed to long-term easements to benefit the Rice Lake Cedar Side Trail effort. Rice Lake High School and University of Wisconsin students did volunteer their help during a Community Service/Environmental Day with the erection of silt fences and signs, construction of rest areas and a canoe landing, and as brushing and garbage cleanup crews for the trail area before construction. All of the Right of Way is acquired and the construction plans and specifications will be completed by the summer of 2002. The cost of this was funded in part by a grant of \$30,000 in 1999.

B. Why Is The Project Needed?

In Rice Lake, though a need for an independent trail separate from motorized vehicles has been officially recognized, economic and demographic expansion utilizing automobile access has been the primary focus in recent years. This focus, although beneficial in creating a prosperous city, has caused the displacement of those individuals who at one time could choose freely to walk, bike, or run along the increasingly congested city streets. Rice Lake's major expansive growth has been to the south, in a heavily occupied industrial park, an active commercial area along County "O" and County "SS", and an education complex consisting of UW-Barron County and Wisconsin Indianhead Technical College along the Red Cedar River. In this southern portion of the city, literally thousands of people work, shop, and attend classes on a daily basis. Most, of course, use cars to go about their business in this area, as sidewalks, crosswalks, or even safe strips for pedestrians and bikers are nonexistent in this area. Now, after years of growth it is time to address Rice Lake's alternate transportation needs. This need for alternative transportation routes within the city became evident after a University of Wisconsin – Barron county intern examined the last two years of accident reports and found that accidents involving pedestrians (mostly bicyclists) and motor vehicles within city limits had increased 233% between 1996-1997.** The Rice Lake Cedar Side Trail Project will provide transportation by which pedestrians and bicyclists will be able to move from one end of the city to another. The Rice Lake Cedar Side Trail will also reduce the need for automobile trips from residential areas to locations such as: soccer and Little League baseball fields, secondary and post-secondary schools, and shopping areas. While providing an area where motorized vehicles are not permitted, we can assure a safer and healthier environment for both pedestrians and motorized vehicles.

The Rice Lake community strongly supports this project and has demonstrated this support by sponsoring, not only the grant application in 1999, but also committing to future costs attached to bicycle trails beginning in 2004. They understand that procurer of the Cedar Side Trail will bestow upon both them and their children a pedestrian and bicycle trail where vehicle hazards will be minimized or eliminated.

**Four accidents in 1996, 14 accidents in 1997.

C. How Will The Project Preserve or Improve Wisconsin's Transportation System?

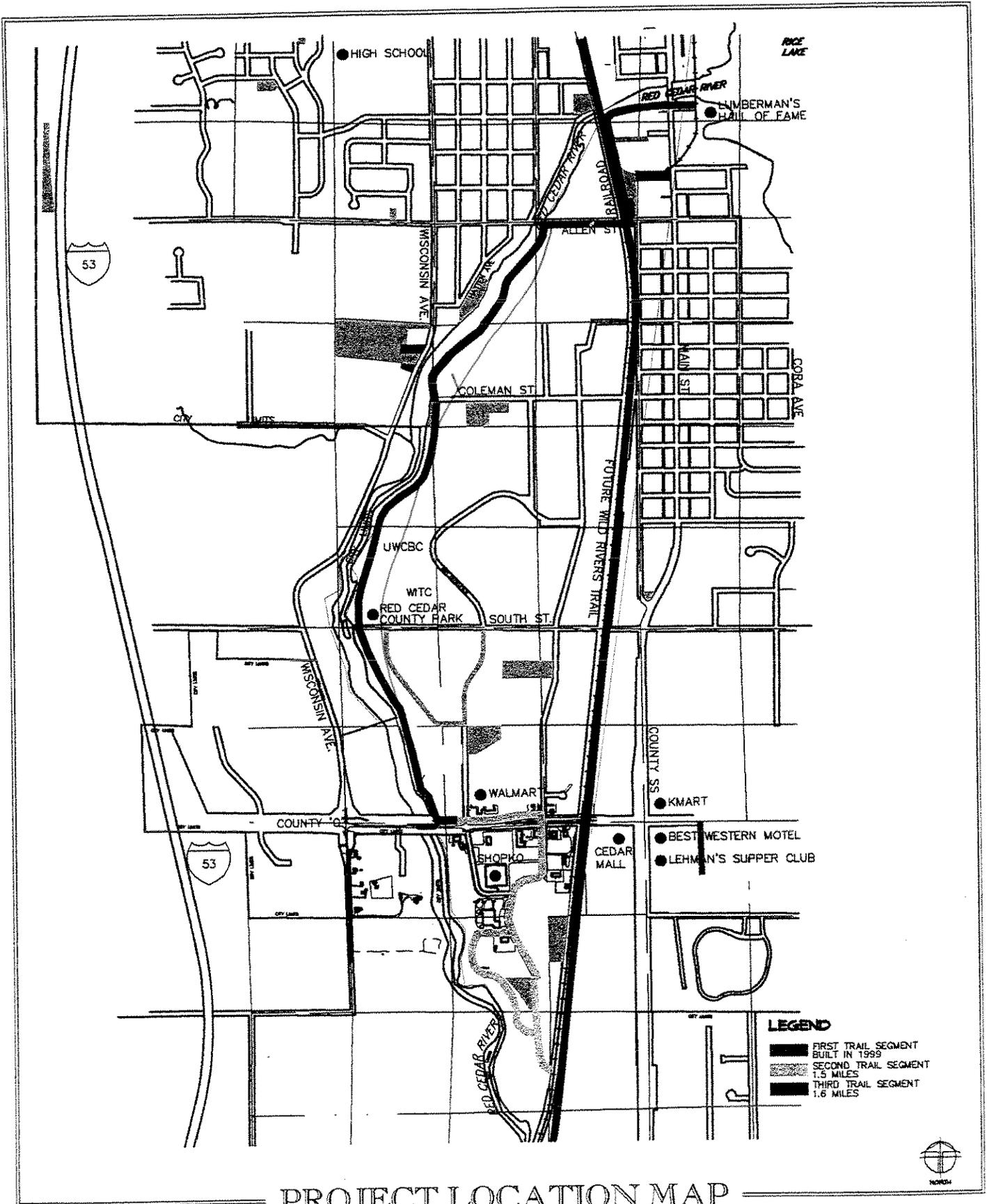
The City of Rice Lake's configuration is long north and south, and relatively narrow east and west. Bounded by Rice Lake, the Red Cedar River, and existing highways, the City developed in a long north-south line. This has resulted in a narrow north-south traffic artery, causing congestion and hazardous situations involving pedestrians and single-occupant vehicles. The Rice Lake Cedar Side Trail will improve Wisconsin's transportation system by making available alternatives to single-occupant motor vehicle use to and from recreational, commercial and educational areas.

The Barron county master plan for the Cedar Side Trail includes a possible future trail system as a "Natural Tie-In" within the Rice Lake area that would connect with the Wild Rivers Trail. "This trail is composed of two transportation sections or loops, providing three intersections with the Wild Rivers Trail. The Cedar Side Trail is planned to be a ten foot wide paved trail to accommodate a variety of non-motorized users. This trail connection with the Wild Rivers Trail will make a proposed paving of the Wild Rivers Trail in the City of Rice Lake a more viable option, and provide a safe recreation corridor through the City".

The Cedar Side Trail Project not only addresses the need for alternative transportation within the city interior, but also creates a transportation loop mentioned in the Barron county master plan designed to connect with the Wild Rivers Trail. The development of the Cedar Side Trail would provide health conscious patrons of adjacent neighborhoods, shopping centers, and educational institutions who are walking jogging, running, and cycling on a daily basis with a simple, scenic, and safe solutions to such a complex problem.

The Wisconsin Department of Transportation's draft version of the Wisconsin State Bicycle Plan called the Wild Rivers Trail from Rice Lake south to Cameron a high-priority corridor. The Cedar Side Trail sections requested in this application would provide two important local connections to that Rice Lake to Cameron corridor, and most likely hasten the construction of that high-priority bicycle trail.

The proposed trail would provide an attractive route through which pedestrians could move safely and effectively. Automobile accidents involving pedestrians and bicycles would surely decrease, as pedestrians and bicyclists would use the trail to commute to educational, residential, and commercial districts.



PROJECT LOCATION MAP

CITY OF RICE LAKE

LEGEND

- FIRST TRAIL SEGMENT
BUILT IN 1999
- SECOND TRAIL SEGMENT
1.5 MILES
- THIRD TRAIL SEGMENT
1.6 MILES



LANDERS
PLANNERS
ARCHITECTS
INC.
1000 W. WISCONSIN AVE.
RICE LAKE, WI 53086