HISTORIC

Historic Preservation

DISTRICT 1: NON-MPO PROJECTS

ID #	PROJECT NAME	FED SHARE
1h01	**Morrisonville Depot Restoration Project**	**$ 256,988**
1h02	**Edgerton Depot Restoration**	**$ 230,000**
1h03	**The Milton House Underground Railroad Site**	**$ 489,208**
1h04	**Hyde Historical Territory**	**$ 144,000**
1h05	**Mineral Point Railroad Depot Restoration**	**$ 315,794**
1h06	**Astico Park Pedestrian/Bicycle/Fishing Bridge**	**$ 592,000**
1h07	**Mid-Continent Railway Museum - C&NW 1385 Stream Locomotive**	**$ 320,000**
1h08	**Circus World Museum Train Shed Rehabilitation**	**$ 1,128,560**
1h09	**Rio Depot Restoration and Rehabilitation**	**$ 218,400**

ID#: 1h01
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Morrisonville Depot Restoration Project
PUBLIC SPONSOR: Town of Windsor
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	$4,800	$59,447	$0	$64,247
Federal:	$19,200	$237,788	$0	$256,988
Total:	$24,000	$297,235	$	$321,235

ATTACHMENTS AVAILABLE UPON REQUEST:

2.85 avg

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 4
- MISCELLANEOUS: National Register letter

Strengths	**Weaknesses**
Demolition order current	~~Refers~~ "Potentially eligible as National Register"
	No existing attraction

Comments: RESTORATION PROJECT DIRECT RESPONSE TO DEMOLITION ORDER

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: Morrisonville Depot Restoration Project

2. Project Location: Municipality: Morrisonville County: Dane
   Street Address of Project (if applicable): _____
   Describe location and boundaries of the project: The Morrisonville Depot lies at the southwest intersection of Morrison Street and Willow in Morrisonville. The Depot sits on Lots 1 & 2 of Block 14 in Morrisonville in the township of Windsor.

3. Name of the MPO the project is represented by: (Not applicable)
   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: Windsor
   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: Kelly Frawley Title: Business Manager
   Address: 4084 Mueller Road Phone: (608) 846-3854
   Municipality: Town of Windsor State: WI Zip: DeForest, WI 53532
   FAX: (608) 846-2328 E-mail: kfrawley@centurytel.net

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

   Morrisonville Depot Preservation Society, Inc.
   Name: Mark Quam Title: President
   Address: P.O. Box 158 Phone: (715) 835-4835
   Municipality: Morrisonville State: WI Zip: 53571
   FAX: (____) _____ E-mail: mquam@cvol.Net

7. ***Your project will likely be eligible for funding under both TE and STP-D programs if it is for a bicycle and pedestrian facility. Check the appropriate box (boxes if applying for both) below and complete th following information to indicate which program(s) you are applying for. (See Guidelines for detail 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:

- ☐ Provision of facilities for pedestrians/bicycles
- ☐ Provision of safety and educational activities for pedestrians & bicyclists
- ☐ Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- ☑ * Historic Preservation
- ☐ * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals)
- ☐ Establishment of transportation museums
- ☐ Acquisition of scenic easements and scenic or historic sites
- ☐ Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- ☐ Landscaping and other scenic beautification
- ☐ Control and removal of outdoor advertising
- ☐ Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity
- ☐ 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 Morrisonville Depot Restoration Project was initiated in an effort to save our town's local railroad depot from a demolition order currently in place. The Morrisonville Depot Preservation Society, Inc. would like to restore the depot to its original form so it is representative of an early 20th Century small depot property type. The depot would preserve a part of Morrisonville's early history and would function as a museum, educational center and a potential commuter rail transit stop some day. The depot will also serve as a focal point near the town's post office when relocated by the tracks.

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	$ 24,000	$	$
Real Estate		$ 25,000	$
Construction		$ 272,235	$
System Planning (STP-D Only)		$	$
TOTAL	$ 24,000	$ 297,235	$
Percentage of Public Sponor Funds: 20 %	4,800	$ 59,447	$
Percentage of Federal Funds: 80 %	19,200	$ 237,788	$
TOTAL	$ 24,000	$ 297,235	$

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

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

P.E./Design/Planning Jan 2003

Real Estate Jan 2004

Construction July 2004

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

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

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

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

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

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

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

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

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

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

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

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

13. I have read and understood the above statements.

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

By Kelly P. Frawley
(Name of Person with Fiscal Authority)

Kelly P. Frawley
(Signature of Person)

Business Manager
(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 --

Response to questions 12b-12e on the application:

The Morrisonville Depot offers a unique opportunity to preserve an early 20th century style small depot. The depot has remained structurally unaltered since it was built back in the early 1900's. The depot has original interior window trim, wood ceiling trim and original wainscoating on the interior passenger waiting room walls. The freight room also has original iron casting hardware on its freight doors. There is also an original telegraph operator's desk still in place adjacent to the passenger waiting room.

The Wisconsin State Historical Society's division of Historic Preservation has determined that the Morrisonville railroad depot is potentially eligible for listing on the State and National Register of Historic Places as an example of small depot property type.

The Morrisonville Depot represents a true typical small town depot of the early 1900's era. The village of Morrisonville developed off of the railroad and the depot served as a vital link to the town's early origin and growth. Preserving this historical building offers an insight into Morrisonville's early past as it related to the railroad and the surrounding area.

The restored depot will serve as a museum highlighting the railroad transportation of the Madison to Portage rail line during the 1900's. The museum will also offer glimpses into Morrisonville's early beginnings along with a view of 1900's life in northern Dane county. The museum offers a chance for people to learn about the community's history and will provide local schools with an opportunity to educate young people about the importance of the railroads influence on the village of Morrisonville and the surrounding area.

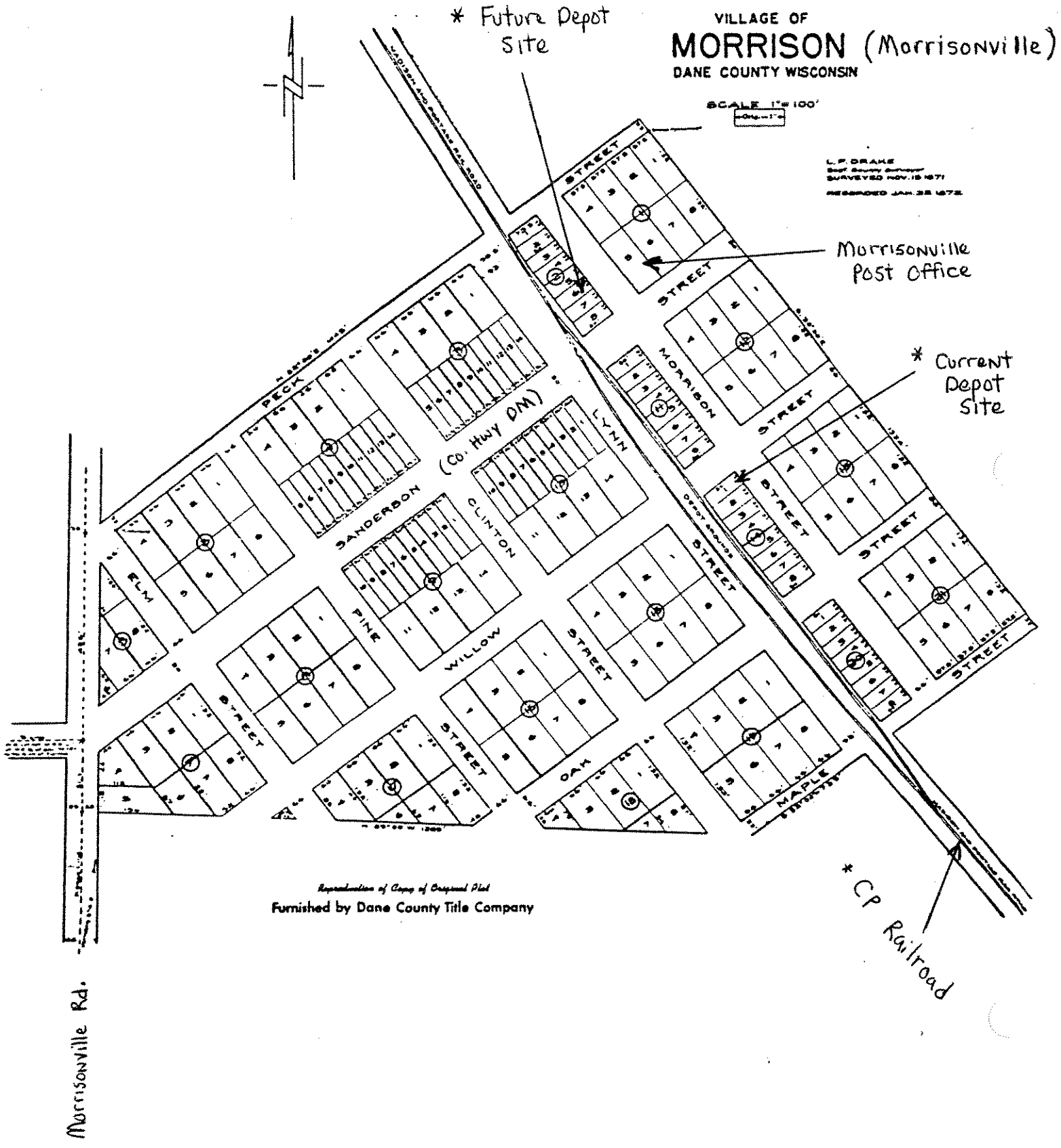
The restored Morrisonville Depot could potentially serve as a future commuter rail transit stop some day if commuter rail becomes a reality between Madison and Portage. The depot could play a potential role in allowing commuters to use the facility to board commuter trains going to Madison to work and return back from work as well.

The depot could also serve as a community focal point if relocated to its desired new location near the Morrisonville Post Office. Having a historical depot facility located near the main highway in town would help to promote awareness and encourage interest to visitors passing through town on the county highway. The new depot site would have a platform near existing railroad tracks and the building would be reoriented so it faces the railroad tracks as it once did before being turned and moved off the original site back in the 1950's.

The restored new depot site could be landscaped in a matter that would allow a reproduction lamp posts to be placed on the grounds to accommodate night lighting near the building and the platform area. There would also be a small parking lot installed at a future date to allow easier access into the depot grounds facility. Trees, bushes and appropriate landscaping materials would be used around the outer grounds area. As the museum expands and develops, one would anticipate several hundreds of visitors to visit the depot annually.

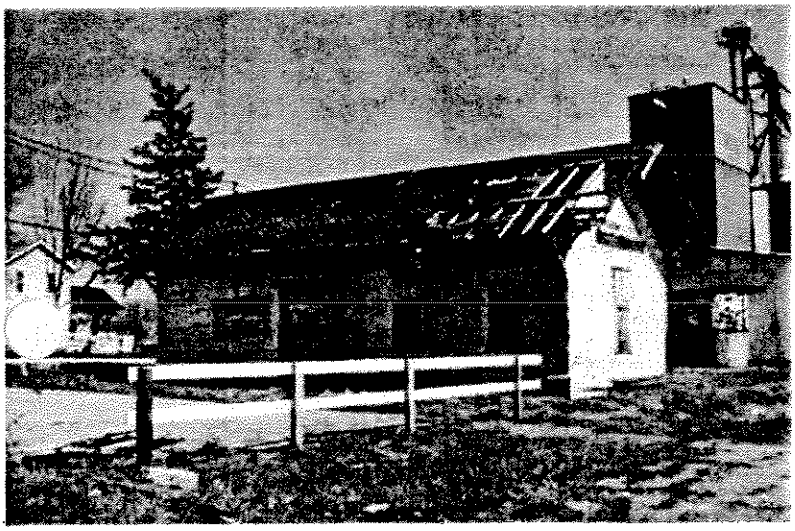
The Morrisonville Depot restoration effort offers a chance to blend the old with the new and link the community together for a common purpose.

THE ORIGINAL PLAT

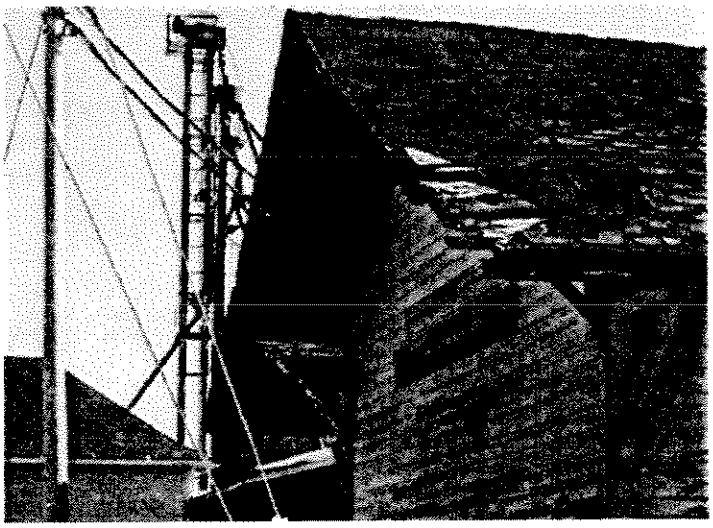


1910?

1966

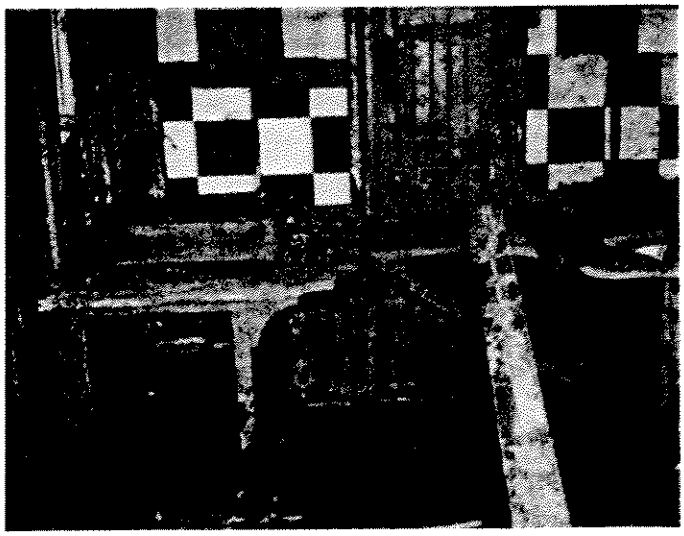


2001



2001

2001



2001

ID#: **1h02**
Program: **TE**

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Edgerton Depot Restoration
PUBLIC SPONSOR: City of Edgerton
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	$7,500	$50,000	$0	$57,500
Federal:	$30,000	$200,000	$0	$230,000
Total:	$37,500	$250,000	$	$287,500

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.25 avg

Strengths

PAST IMPROVEMENTS
NATIONAL REGISTER
WILL USE BLDG FOR CHAMBER, VISITOR INFO, MUSEUM

Weaknesses

Comments:

OVERALL RANKING: 1 X 2 X 3 ____ 4 ____ 5 ____
High Priority Low Priority

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

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: Edgerton Depot Restoration

2. Project Location: Municipality: City Of Edgerton County: Rock
   Street Address of Project (if applicable): 20 South Main Street
   Describe location and boundaries of the project: The depot is adjacent to Highway 51 and the rail line in downtown Edgerton.

3. Name of the MPO the project is represented by: -- Pull Down Here To Select -
   NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.

4. Name and Location of Public Sponsor: City of Edgerton, 12 Albion Street, Edgerton WI 53534
   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: Ramona Flanigan	Title: City Administrator
Address: 12 Albion Street	Phone: (608) 884-3341
Municipality: Edgerton	State: WI Zip: 53534
FAX: (608) 884-8892	E-mail: rflanigan@charter.net

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

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

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

☒ **Local Transportation Enhancements (TE) Program**

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

- ☐ Provision of facilities for pedestrians/bicycles
- ☐ Provision of safety and educational activities for pedestrians & bicyclists
- ☐ Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- ☐ * Historic Preservation
- ☒ * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals)
- ☐ Establishment of transportation museums
- ☐ Acquisition of scenic easements and scenic or historic sites
- ☐ Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- ☐ Landscaping and other scenic beautification
- ☐ Control and removal of outdoor advertising
- ☐ Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity
- ☐ 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 **S**ingle **O**ccupant **V**ehicle Traffic. (Describe: _____)

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

The City of Edgerton proposes to renovate the City's historic railroad depot. The project will entail the following tasks: development of architectural drawings, interior and exterior buiding renovation, construction of a ramp for accessibility, restroom renovation, construction of bicycle parking facilites, and rail platform renovation. Some of the end uses of the renovated facility will include the local Chamber of Commerce offices, services for local and County bicycle/pedestrian trail users; the community's historic museum; and ultimatlely a passenger rail stop when passenger service is reestblished on this rail line between Madison and Chicago.

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

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

		FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design		$37,500	$	$
Real Estate			$	$
Construction			$250,000	$
System Planning (STP-D Only)			$	$
TOTAL		**$37,500**	**$250,000**	**$**
Percentage of Public Sponor Funds:	20%	$7,500	$50,000	$
Percentage of Federal Funds:	80%	$30,000	$200,000	$
TOTAL		**$37,500**	**$250,000**	**$**

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 2003 when available

Real Estate _____

Construction July 2004

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

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

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

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

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

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

_____ 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.

RJF 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 Edgerton
(Name of Sponsor)

By Ramona Flanigan
(Name of Person with Fiscal Authority)

Ramona Flanigan
(Signature of Person)

City Administrator
(Title of Person Signing)

4.11.02
(Date)

Please remember to include the required 8 1/2" x 11" black and white map for you project

Completed applications consist of 1 original and 2 copies of pages 1-5 plus attachments. Applications must be submitted to the appropriate WisDOT District office or postmarked with an official Post Office date stamp (private postage meter stamp will not be acceptable after deadline) *by Friday, April 12, 2002* to be eligible for funding.

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

What is proposed?

With the assistance of a Local Transportation Enhancement Program grant, the City of Edgerton proposes to renovate the historic railroad depot. The City purchased the depot from the Department of Transportation on November 7, 1995. Since that time through the efforts of volunteer labor and the Wisconsin Conservation Corps, the critical improvements, such as roof replacement, furnace installation, and some window replacement have been accomplished. On April 13, 1998, the building was placed on the State and National Registers of Historic Places. The depot is also included in the local historic district. All renovation will meet the U.S. Department of Interior Standards. In 2001, the City hired an architectural firm to do a building analysis and create a marketing piece to assist the community with is rehabilitation efforts. Some of the end users of the renovated facility will include the local Chamber of Commerce, the community's Historic Museum, and ultimately a passenger rail stop when passenger service is reinstated along this rail line between Madison and Chicago.

The project will entail the following tasks: development of architectural drawings, interior and exterior building renovation, construction of a ramp for handicapped accessibility, restroom renovation for accessibility, construction of bicycle parking facilities, and rail platform renovation.

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

Edgerton's depot renovation will greatly enhance alternative transportation opportunities in two significant ways. The depot is located in the City's downtown and along the City's pedestrian/bicycle trail system as well as the Rock County bike trail system. (See the attached map.) When renovated, the depot will provide public restrooms and other services for the users of the trail system. The City has invested a significant amount of funds in bicycle/pedestrian

transportation recently with the construction of the High Street Marsh Trial and the bike/pedestrian trial and bridge in Central Park. Our Police Department has a successful bicycle safety and licensing program. Various merchants donate funds to local organizations who purchase bike helmets and locks to give to children in the community. Our Police Department implemented police bicycle patrol in 2001 that was widely supported by the community.

The depot will also house the community information center which will provide maps and information about the City and regional trail systems, recreation and tourism information, and historical information about the depot and rail service in Edgerton. The depot is adjacent to public parking to allow travelers a convenient place to park and enjoy the trail system.

The second way the depot restoration relates to surface transportation is as a passenger rail stop. Edgerton is located on the rail line between Chicago and Madison. There has been much discussion recently about reinstating passenger rail along this line. In preliminary discussions, Wisconsin Southern Railroad selected Edgerton as a rail stop and requested Edgerton provide space for passenger services. The depot's proximity to Hwy 59, Hwy 51, and public parking provide ideal access for rail users. City of Edgerton decision makers believe passenger rail service will be an important function of the building again in the future and have therefore agreed to retain ownership of the building to ensure its availability to serve as a rail stop.

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

The facility will be used the entire year because it will provide space for the following activities: tourist information; public restrooms for trail users and downtown shoppers; museum displays; chamber of commerce meetings and office; and transit activities associated with passenger rail. Through the planned downtown redevelopment efforts the City will be making public improvements in the parking lot near the depot to encourage downtown shoppers to visit the depot. The diversity of uses in the facility will ensure year around use of the facility.

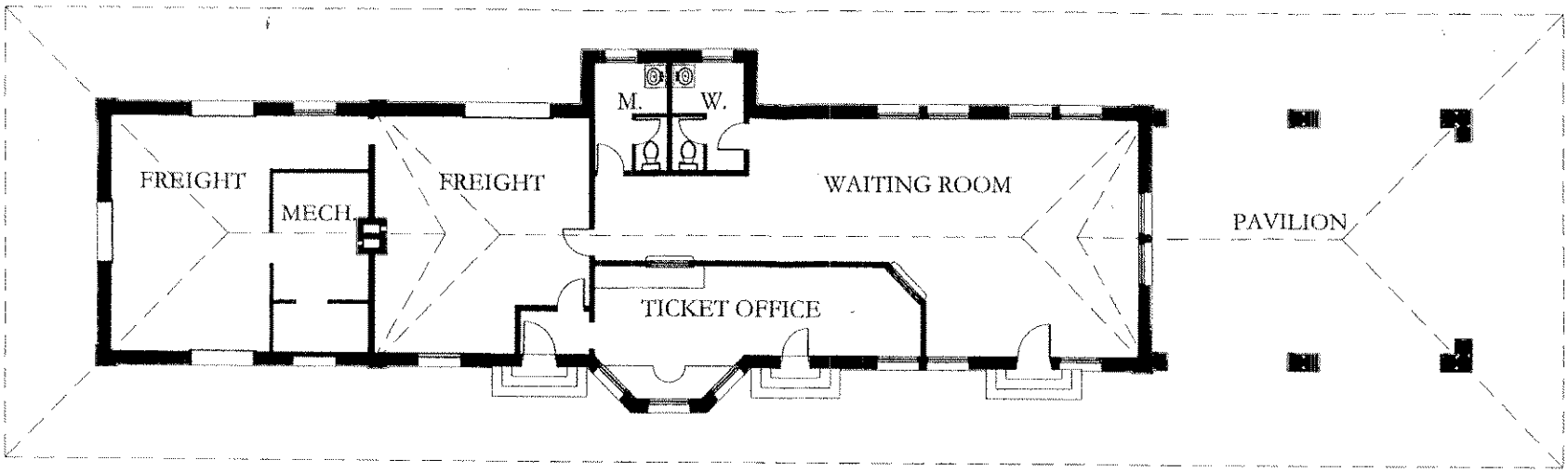
Broadly describe the project benefits related to any of the following – preservation of state historic, environmental and scenic resources, economic development, tourism promotion, safety, etc.

The depot restoration will allow for the preservation of one of the most historically significant structures in the City of Edgerton. The City's recently adopted Downtown Master Plan indicates the importance of the structure to the downtown redevelopment efforts.

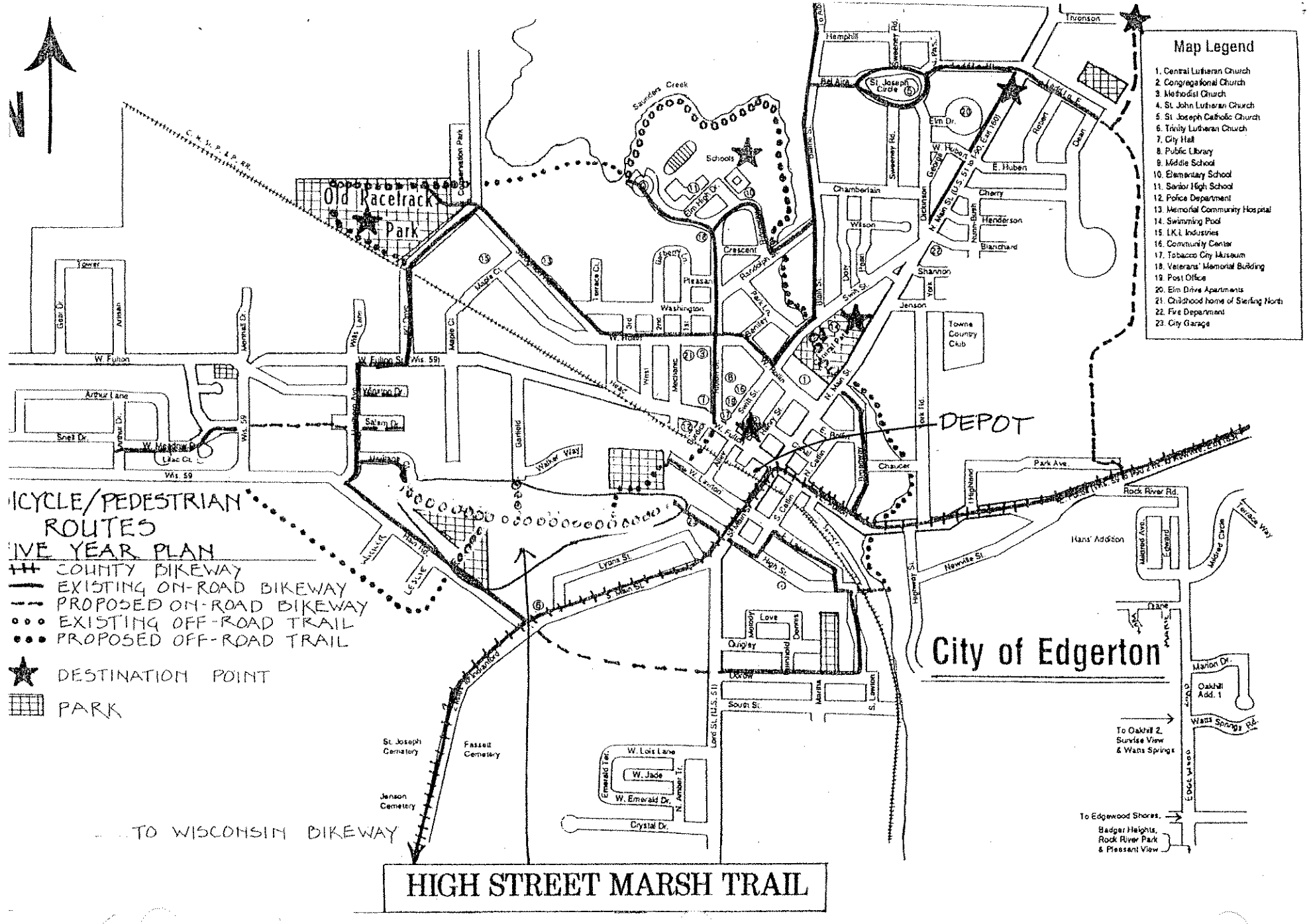
> "Future Rail initiatives for the region as well as population trends will impact the opportunities for growth and redevelopment within the Downtown. New transportation connections should be created including pedestrian connections to... Clay Pit Heritage Park...through the redevelopment area. Historic buildings including the Dickenson Warehouse and the Historic Depot should be renovated..." City of Edgerton Downtown Master Plan.

The objective of the Downtown Master Plan is to improve the economic condition of the downtown. Upon renovation, the building will provide space for passenger rail, bicycle/pedestrian trail, and community information center services. These services are essential to the visitors to the downtown and are essential to the success of the downtown.

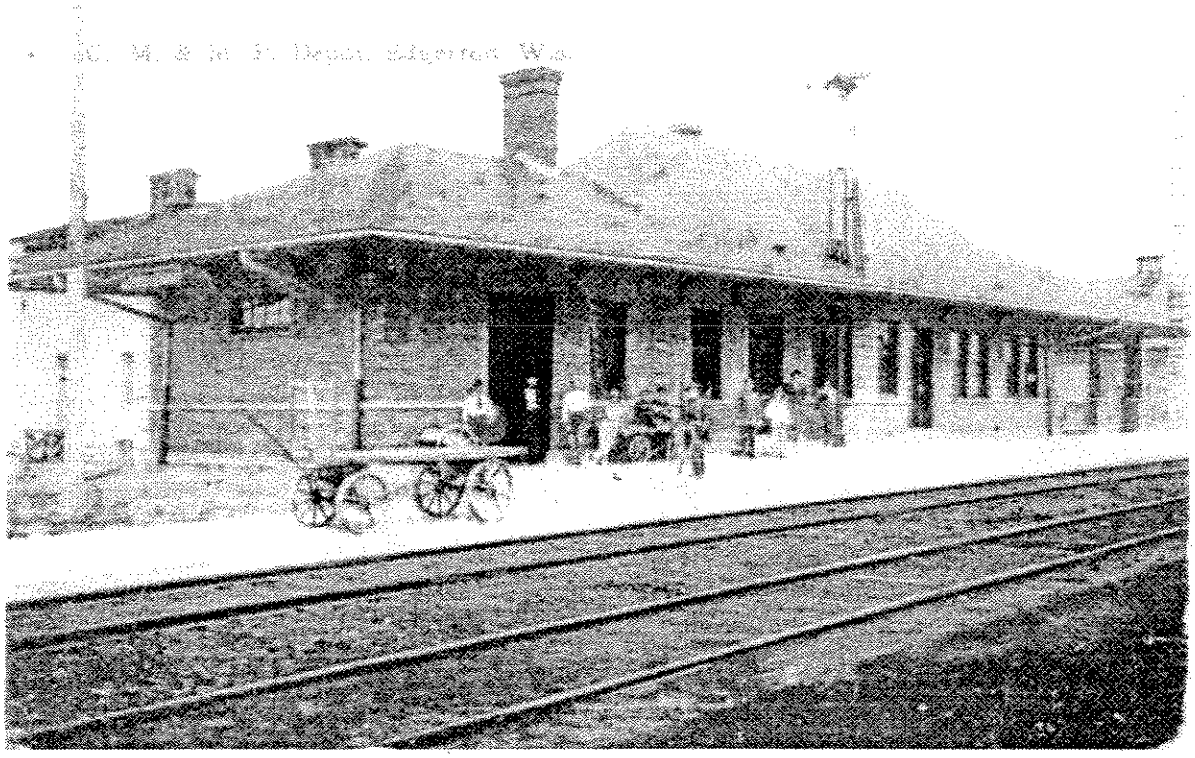
The decision-makers of Edgerton believe enough in the importance of the historic rail depot to have purchased the building using local tax dollars. Volunteer and conservation corps efforts to date have saved the building from weather damage. Volunteers and possibly further Corps involvement will be a part of the project. It will however, be difficult, if not impossible, to justify the cost of the renovation to the taxpayers. With the assistance of a Local Transportation Enhancements Program grant this historic transportation building will not only be preserved but also will again serve diverse transportation and community information functions.



EXISTING DEPOT


Map Legend
1. Central Lutheran Church
2. Congregational Church
3. Methodist Church
4. St. John Lutheran Church
5. St. Joseph Catholic Church
6. Trinity Lutheran Church
7. City Hall
8. Public Library
9. Middle School
10. Elementary School
11. Senior High School
12. Police Department
13. Memorial Community Hospital
14. Swimming Pool
15. I.K.I. Industries
16. Community Center
17. Tobacco City Museum
18. Veterans' Memorial Building
19. Post Office
20. Elm Drive Apartments
21. Childhood home of Sterling North
22. Fire Department
23. City Garage
Old Racetrack Park
Schools
Saunders Creek
C. M. St. P. & P. RR
Conservation Park
Thronson
Hemphill
Sweeney Rd.
Bel Aire
St. Joseph Circle
Elm Dr.
W. Huber
E. Huber
Chamberlain
Wilson
Cherry
Henderson
Blanchard
Shannon
Jenson
Towne Country Club
Crescent
Pleasant
Washington
W. Fulton
Arthur Lane
Sniet Dr.
Wis. 59
Marina Dr.
Salem Dr.
Walker Way
Garfield
Mechanic
Swift St.
N. Main St.
DEPOT
E. Bond
Chaucer
Park Ave
Rock River Rd.
Highland
Highway St.
Hewitt St.
Hans' Addition
Mildred Ave.
Edward
Mildred Circle
Terrace Way
Lane
Marion Dr.
Oakhill Add. 1
Watts Springs Rd.
Edgewood
To Oakhill 2, Sunrise View & Watts Springs
To Edgewood Shores, Badger Heights, Rock River Park & Pleasant View
City of Edgerton
Lyons St.
S. Main St.
High St.
Love
Quigley
Mahlon
Dennis
Barnard
Marina
South St.
St. Lawrence
Lovell St. (U.S. 51)
Indianola
St. Joseph Cemetery
Fassett Cemetery
Jenson Cemetery
W. Lois Lane
W. Jade
W. Emerald Dr.
Crystal Dr.
Emerald Ter.
N. Amber Tr.
TO WISCONSIN BIKEWAY
BICYCLE/PEDESTRIAN ROUTES
FIVE YEAR PLAN
COUNTY BIKEWAY
EXISTING ON-ROAD BIKEWAY
PROPOSED ON-ROAD BIKEWAY
EXISTING OFF-ROAD TRAIL
PROPOSED OFF-ROAD TRAIL
DESTINATION POINT
PARK
HIGH STREET MARSH TRAIL

1.01 Postcard pre 1911.tif



Postcard postmarked March 31, 1911 view of depot from southwest. Published by Pringle Bros. & Keller, photographer unknown.

ID#: 1h03
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: The Milton House Underground Railroad Site
PUBLIC SPONSOR: City of Milton
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	$0	$26,067	$96,235	$122,302
Federal:	$0	$104,270	$384,938	$489,208
Total:	$	$130,337	$481,173	$611,510

ATTACHMENTS AVAILABLE UPON REQUEST:

1.2 avg

- MAPS:
- PICTURES: 1
- LETTERS OF SUPPORT: # 2
- MISCELLANEOUS: Cost Estimate

Strengths

NATIONAL REGISTER
UNIQUE
EXISTING ATTRACTION

Weaknesses

Comments: PRIVATE GRANT - JEFFRIES GRANT

MILTON HOUSE SERVED AS A DEPOT FOR DECADES WHILE DEPOT BEING CONSTRUCTED

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)

1. Project Name: The Milton House Underground Railroad Site

2. Project Location: Municipality: Milton County: Rock
   Street Address of Project (if applicable): 18 South Janesville Street
   Describe location and boundaries of the project: The Milton House Historical Site is located on State Highway 26 on the Northeast city limits of Milton, Wisconsin at the intersection with State Highway 59.

3. Name of the MPO the project is represented by: Janesville MPO
   NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.

4. Name and Location of Public Sponsor: City of Milton, Rock County
   Indicate Sponsor Type: ☐ State ☐ County ☒ City ☐ Village ☐ Town ☐ Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency:

   Name: Larry Delo Title: City Administrator
   Address: 430 E. High Street Phone: (608) 868-6900
   Municipality: Milton State: WI Zip: 53563
   FAX: (608) 868-6927 E-mail: cityofmilton@charter.net

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

   Name: Judy Scheehle Title: Executive Director
   Address: P.O. Box 245 Phone: (608) 868-7772
   Municipality: Milton State: WI Zip: 53563-0245
   FAX: (608) 868-1698 E-mail: miltonhouse@miltonhouse.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 detai 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:

- ☐ Provision of facilities for pedestrians/bicycles
- ☐ Provision of safety and educational activities for pedestrians & bicyclists
- ☐ Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- ☐ * Historic Preservation
- ☒ * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals)
- ☐ Establishment of transportation museums
- ☐ Acquisition of scenic easements and scenic or historic sites
- ☐ Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- ☐ Landscaping and other scenic beautification
- ☐ Control and removal of outdoor advertising
- ☐ Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity
- ☐ 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 Milton House is a National Historic Landmark based on a history involving the Underground Railroad. The subject buildings are part of a property once owned by Joseph Goodrich. The Milton House served as a transfer point for slaves fleeing the South between 1845 and 1865. The project serves the general public and history enthusiasts from all over Wisconsin and attracts visitors from across the nation. The necessary renovation will remedy degradation problems that currently threaten the existing structures. Furthermore, the improvements will increase the museum's ability to serve visitors as they discover the significance of Goodrich's sacrifices to defend freedom and the site's significance within transportation history (e.g., serving as a hotel and stagecoach stop).

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

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		$ 130,337	$ 481,173
System Planning (STP-D Only)		$	$
TOTAL	$	$ 130,337	$ 481,173
Percentage of Public Sponor Funds: 20 %		$ 26,067	$ 96,235
Percentage of Federal Funds: 80 %		$ 104,270	$ 384,938
TOTAL	$	$ 130,337	$ 481,173

* Please see page 9 for budget detail.

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 All preliminary engineering and design will be completed prior to FY 2004 with non-SMIP funds

Real Estate _____

Construction September 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.
MwB Accepted.

b. These are **reimbursement** programs. The sponsor must finance the project until federal reimbursement funds are available.
MwB 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.
MwB 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 spo risks incurring costs that will not be reimbursable.
MwB 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.
MwB 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.

MwB 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.

MwB 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 Milton
(Name of Sponsor)

By Nathan Bruce
(Name of Person with Fiscal Authority)

Nathan W. Bruce
(Signature of Person)

Mayor
(Title of Person Signing)

March 25, 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 --

Addendum to Statewide Multi-Modal Improvement Program (SMIP) Application: Question 12:

A. Proposed project

The project consists of a renovation of the Milton House museum (i.e., the Milton House [Hexagon and Block], the Tunnel, and the Goodrich Cabin). The Milton House was listed in 1998 as a National Historic Landmark based on its association with the Underground Railroad. With that in mind, steps must be taken to place the structures in their most significant point in time (i.e., 1867) and to preserve, restore, rehabilitate and reconstruct various parts of the structures to prevent further deterioration and maintain historical significance. The proposed project includes stabilization (i.e., consolidate and repair existing building materials to halt deterioration, especially on the second and third floors of the Hexagon; remove deteriorated wood structure and flooring at ground floor and remove insect infestation and replace with in-kind materials), preservation and rehabilitation (i.e., repair all deteriorated lime gravel walls, limestone foundations and plaster; repair doors and windows where frames and joinery are loose and consolidate woods where deteriorated; remove Portland cement chinking on Goodrich Cabin and replace with lime and sand mortar), and restoration and reconstruction (i.e., reconstruct Goodrich Block Units 2-5 to replicate the 1867 exterior appearance and upgrade interior function to accommodate museum activities, administration, and ADA access to all floors except third floor of Hexagon).

B. How does the project relate to Wisconsin's past or present surface transportation system and how will it enhance the transportation system?

The Milton House has numerous links to surface transportation, as well as a direct link to the Underground Railroad. The site was in constant use as an inn or stagecoach stopover from the 1840s until 1900 and served the housing needs of various travelers. The Milton House saw a variety of travelers, from tinsmiths, and shoemakers, to professionals in the field of optometry, dentistry, and cancer specialists who would advertise weeks in advance of their arrival and receive patients in the inn's room they rented. The guest book includes a few names of famous visitors such as Grover Cleveland, who stayed at the Milton House while on a hunting trip (prior to his presidency), traveling salesmen and people going further west to settle. As the volume of visitors increased, Goodrich continued to make improvements to the site to serve the traveling public. Besides building the Milton House (and expanding it several times over his lifetime) he built a blacksmith shop and livery stable, and continued to encourage development that would meet the needs of the travelers stopping in Milton. Goodrich was also responsible for

encouraging the railroad to pass through Milton. Even as late as the 1930s, the Milton House Site continued to serve travelers when it operated as a gas station.

Around 1845, Goodrich dug a tunnel from the log cabin to the Hexagon in order to support his activities with the Underground Railroad. Goodrich was a social reformer and Seventh Day Baptist who acted on his personal and religious beliefs by standing up against the practice of slavery and the Fugitive Slave Act of 1850. The Milton House is symbolic of Goodrich's stand and the reputation of Wisconsin as the foremost abolitionist state in the developing western region of the country.

This project can enhance the transportation system goals by filling a historical niche that is currently nonexistent. The Milton House served travelers throughout the years, both outwardly (i.e., stagecoach stop, hotel, gas station) and secretly (i.e., the Underground Railroad). Thus, the site has a varied and comprehensive educational function to play in the analysis of Wisconsin's role in the ever-changing transportation arena. Furthermore, the Milton House was invited by the U.S. Department of Transportation to be included in the 2000 National Millennium Underground Railroad Trail. As part of this honor, the Milton House served as Wisconsin's connection to the "2000 Lights of Freedom Program" that celebrated the anniversary of the Emancipation Proclamation which was signed by Abraham Lincoln on September 22, 1862.

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

The Milton House is currently only open 4 months per year. During that period, the museum serves over 10,000 visitors. More than half the visitors in a given year originate from school groups. In addition, the Milton Historical Society attracts more than 30,000 additional visitors to other activities and functions. This project will make the Milton House accessible year-round for tours and programs that currently are not provided. In addition, the archives of the Historical Society are housed off-site and staff is seldom able to accommodate researchers, as the Museum cannot be left unattended. This project will provide space to move the main museum operation into one building. Having the entire operation in one central location will allow staff to provide better service for all visitors.

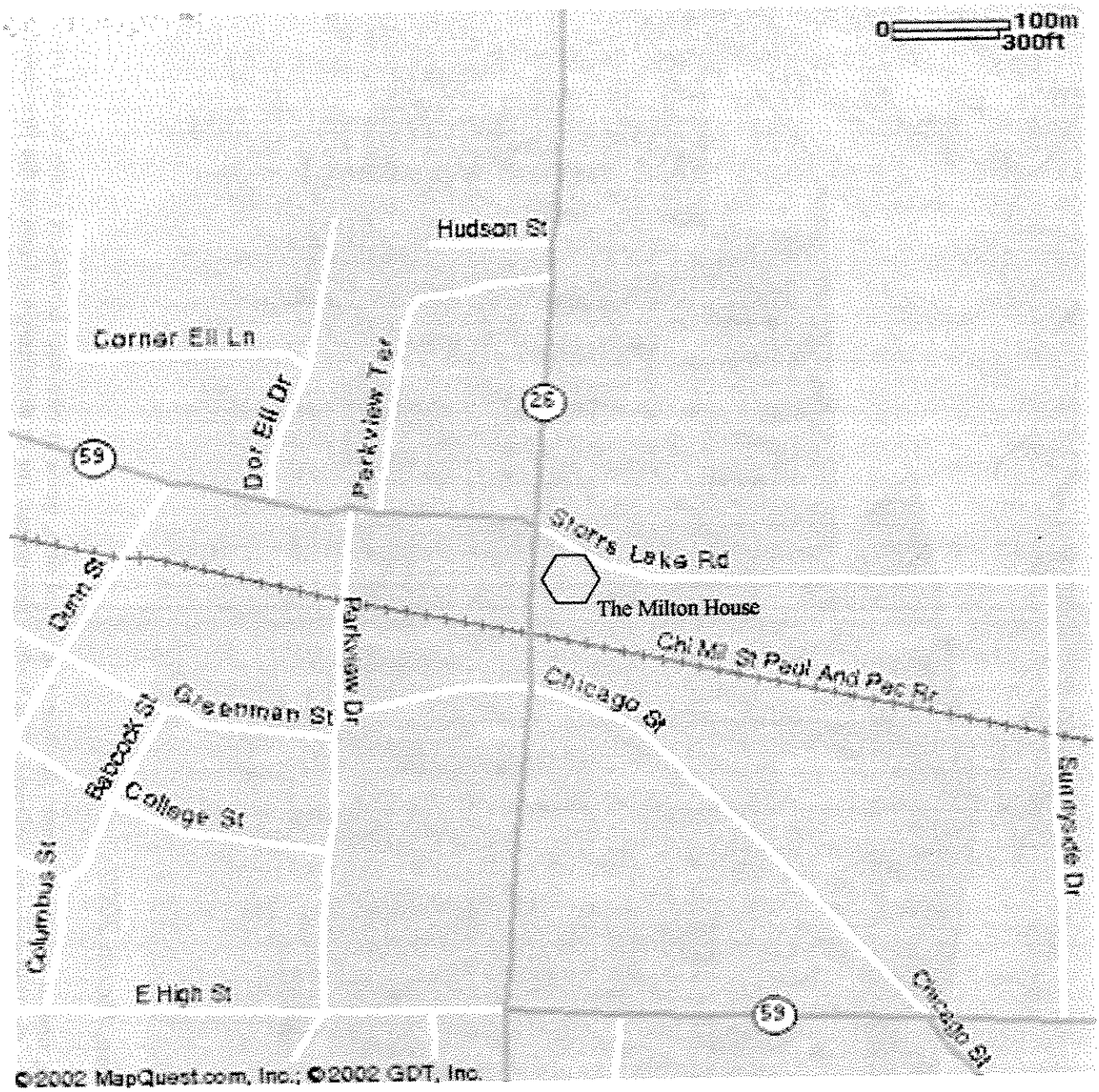
D. Broadly describe other project benefits related to the following – preservation of a state historic site, environmental and scenic resources; promotion of economic development, tourism, safety, etc.

Preservation of Historic Site – This project will preserve the Milton House Site, one of only 30 National Historic Landmarks in the State. Although the reason for this recognition was its link to the Underground Railroad, the Milton House also has the distinction of being the first lime gravel buildings built in the United States. Joseph Goodrich was an originator and proponent of lime gravel construction and his methodologies were explained in agricultural journals of the day. Goodrich's methods ultimately resulted in 36 known structures being constructed in the United States and at least one building in New Zealand.

A main portion of the project includes repairs and renovation that are necessary if the building is to survive. A Historic Structures Report (HSR) identified immediate repairs such as spalling on the foundation wall. Exterior and interior finishes need to be addressed as the surface paint on the lime walls is not allowing them to breathe thus causing the surface to slough off. Early repairs that were made with Portland cement are having a negative effect on the original lime mortar. The resulting interaction has caused fractures in the exterior surfaces. The HSR also discovered that many areas were infested with powder post beetles. The infested wood was treated but some components have lost their structural integrity and need replacement.

"Promotion of economic development, tourism, safety, etc." – The Milton House represents a unique educational asset. Each year, students of all ages visit the site and are introduced to the history surrounding the facilities. They learn firsthand about selflessness and the need to venerate people whose concern for the well-being of others and their convictions outweigh personal concern. Lessons like this are difficult to crystallize, yet the Milton House symbolizes the message in no uncertain terms and offers a tangible reminder of values important to Wisconsin and America.

With the proposed repairs and renovation, the Milton House will continue to be one of Wisconsin's most significant historical sites. Renovations will bring the building into compliance with ADA, building codes and life safety needs. Having a year-round facility will not only increase attendance, but also tourism. The Milton House is Rock County's most significant historical attraction. Through tours of the Milton House and additional programs, the Milton Historical Society attracts over 30,000 visitors to the City every year. The economic impact on the local economy is enormous as tourists also visit local specialty shops, antique shops, restaurants and gas stations.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Babcock St
College St
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E High St
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59
Chicago St
©2002 MapQuest.com, Inc.; ©2002 GDT, Inc.

The Milton House, March 2002

The Milton House, one of Wisconsin's most significant historical sites, gains its National Landmark status based upon its history as a connecting link via the Underground Railroad. It is further recognized for its significance as one of the first buildings in the United States constructed using a mixture of lime, sand, water and gravel in a method that preceded, by several decades, the discovery and use of Portland Cement.

ID#: 1h04
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Hyde Historical Territory
PUBLIC SPONSOR: Town of Ridgeway Town Board
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	$12,000	$12,000	$12,000	$36,000
Federal:	$48,000	$48,000	$48,000	$144,000
Total:	$60,000	$60,000	$60,000	$180,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

4.75 avg

Strengths **Weaknesses**

DOESN'T SEEM TO HAVE COMMUNITY COHESIVENESS

Comments: SHS - THERE DOESN'T SEEM TO BE NEED TO MOVE IT

OVERALL RANKING: 1____ 2____ 3__X__ 4____ 5__X__
High Priority Low Priority

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

FYs 2004-2005 PROJECT APPLICATION FORM FOR:

Local Transportation Enhancements (TE) Program
Surface Transportation Program-Discretionary (STP-D)

(Form available in electronic format from WisDOT)

1. Project Name: HYDE HISTORICAL TERRITORY

2. Project Location: Municipality: TOWN OF RIDGEWAY County: IOWA COUNTY
   Street Address of Project (if applicable): 5364 County Road H
   Describe location and boundaries of the project: Sec 23 Town 7N R 4E
   Town of Ridgeway

3. Name of the MPO the project is represented by: Madison
   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 Board, Town of Ridgeway, Iowa County
   Indicate Sponsor Type: ☐ State ☐ County ☐ City ☐ Village ☒ Town ☐ Indian Nation

5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
   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: Robert Thomas Title: Town Chairman
   Address: 2751 County Road BB Phone: (608) 935-5446
   Municipality: Dodgeville State: WI Zip: 53533
   FAX: ( ) E-mail:

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

   Name: Monica Weier Title: Secretary, Hyde Historical Terri
   Address: 3939 Ridgevue Road Phone: (608-924-3569
   Municipality: Ridgeway State: WI Zip: 53582
   FAX: ( ) E-mail: hiwire@mhtc.net

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

[X] Local Transportation Enhancements (TE) Program

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

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

[ ] Surface Transportation Discretionary Program (STP-D)

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

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

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

The project would consist of moving the structure about 2 miles to the Ruggiesdale Stagecoach Stop. Experts in restoration projects have been contacted. The present owner has agreed the preservation of this blacksmith shop is very important and has agreed to give the structure to the Hyde Historical Territory. The limestone rock stonework will be done by experts specializing in authentic restoration, matching existing masonry resulting in undetectable workmanship. The fireplace and hearth will be rebuilt to match the original. Landscaping will be done in order to create a pleasant area for tourists to picnic and enjoy the memories of our heritage

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 **P**lans, **S**pecifications and **E**stimates (**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		$ 60,000 —	$ 60,000 —	$ 60,000 —
System Planning (STP-D Only)			$	$
TOTAL		$ 60,000 —	$ 60,000 —	$
Percentage of Public Sponor Funds:	20 %	12,000	$	$
Percentage of Federal Funds:	80 %	48,000	$ 48,000	$ 48,000
TOTAL		$ 60,000 —	$ 60,000 —	$ 60,000
		~~60,000~~	6	

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

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

P.E./Design/Planning n/a —

Real Estate n/a —

Construction July 1, 2002 - if possible

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

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

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

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

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

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

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

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

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

N/A 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 Town of Ridgeway
(Name of Sponsor)

By Robert D Thomas
(Name of Person with Fiscal Authority)

ROBERT D THOMAS
(Signature of Person)

Town Chairman
(Title of Person Signing)

4-10-02
(Date)

Please remember to include the required 8 1/2" x 11" black and white map for you project

Completed applications consist of 1 original and 2 copies of pages 1-5 plus attachments. Applications must be submitted to the appropriate WisDOT District office or postmarked with an official Post Office date stamp (private postage meter stamp will not be acceptable after deadline) *by Friday, April 12, 2002* to be eligible for funding.

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

HYDE HISTORICAL TERRITORY

3939 RIDGEVUE ROAD, RIDGEWAY, WI.

APRIL 4, 2002

The old stone blacksmith shop, approximately 30' x 20', built in 1883 stands on the northern edge of a small community known as "Hyde" located on County Highway H in the Town of Ridgeway, Iowa County, Wisconsin. Hyde Community consists of farms, a country store, a grist mill and dam, a famous stagecoach stop known as Rugglesdale, and another historical landmark - Hyde Chapel - built in 1862.

In the late 1880's and early 1890's this was a busy community. The stagecoaches passed here on regular three day and two night trips from Arena to the land offices in Mineral Point. The blacksmith shop served as a repair shop for wagon wheels, horse shoeing and wagon repairs, welding and forming iron and to sharpen and make plow shares. The Hyde's Mill is located only 1/4 mile down the road where farmers came to get their food and flour ground. The cheese factory was across the road from the Blacksmith Shop.

The old stone blacksmith shop in a very important piece of local history. This is the only blacksmith shop in Iowa County. Restoring this structure will help maintain our heritage and understanding of the life of the early settlers in this area.

The project would consist of moving the structure up the road about one and 1/2 miles to the Rugglesdale Stagecoach Stop. Experts in restoration projects have been contacted. The present owner has agreed that the preservation of this blacksmith shop is very

important and has agreed to give the structure to the Hyde Historical Society. The limestone rock stonework will be done by experts specializing in authentic restoration, matching existing masonry resulting in undetectable workmanship. The fireplace and hearth will be rebuilt to match the original work area. Landscaping will be done in order to create a pleasant area for tourists to picnic and enjoy the memories of our heritage.

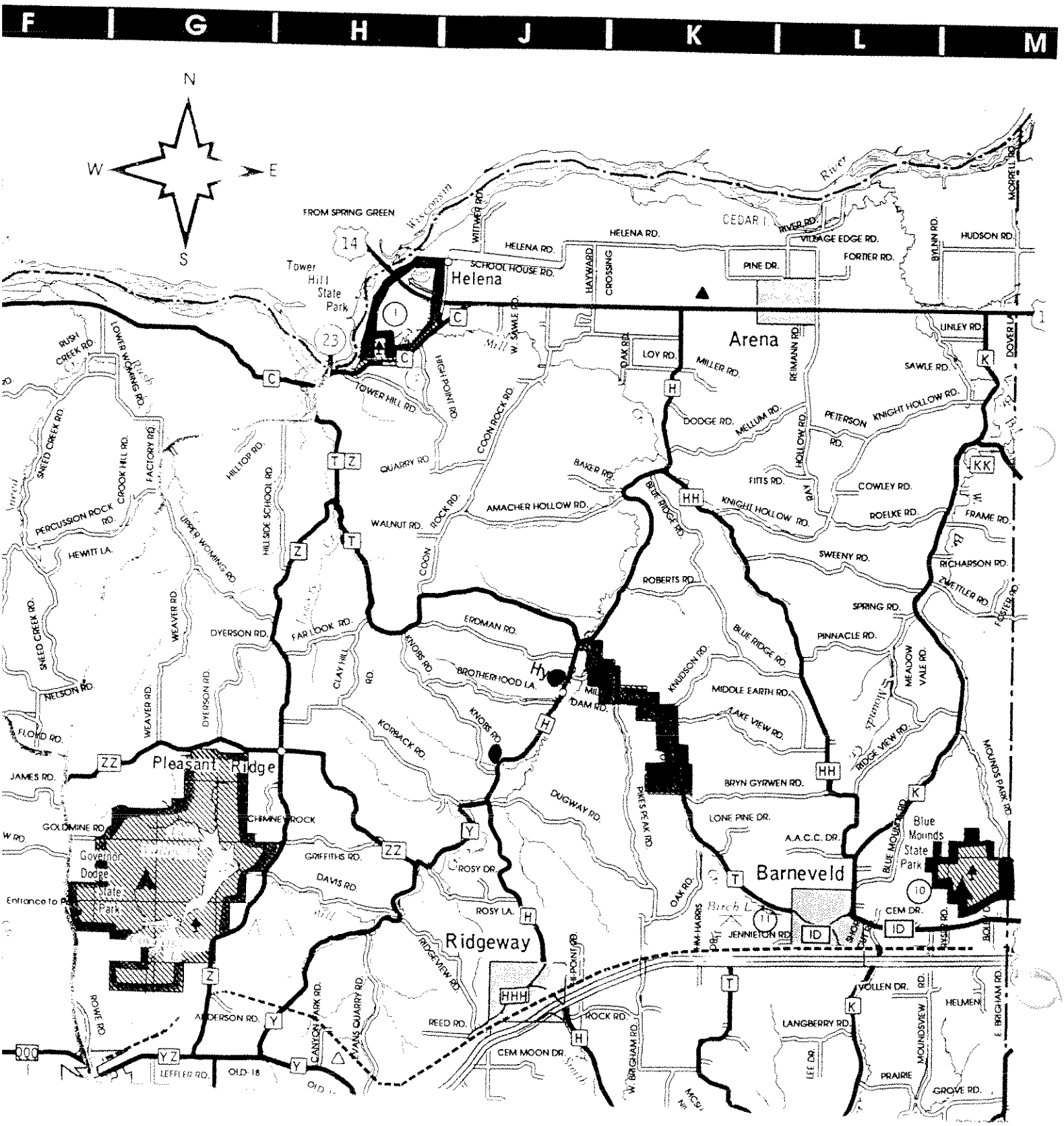
.Hyde is a community centrally located approximately five miles from Arena, Barneveld, Ridgeway and a drive of only 20 minutes from Spring Green where Frank Lloyd Wright's famous Taliesin - A National Historic Landmark - is located and draws tourists worldwide.

The historic stone blacksmith shop is rapidly deteriorating and if something is not done soon to restore it, the costs will become prohibitive and this landmark will be gone. The reason for moving the structure is that it is presently located on a farm close to a driveway and close to County Highway H. The Iowa County Highway Commissioner has recommended that it should be located away from County Highway H far enough back to allow for parking facilities and landscaping. The Town Board of the Town of Ridgeway has designated the Hyde community as a historical area in their Land Use Plan and believe that restoring this historic structure will enhance the areas for tourism and help maintain this natural area in its picturesque state for generations to come. The area residents have voiced their approval of this project and agree with the Town Board and the Iowa County Historical Society that now is the time to prepare and plan in order to preserve a very important part of our life as it was in pioneer days. Once restored, it will

create an educational opportunity for local school children to visit and learn otherwise forgotten skills of our forefathers.

County H connects the town of Arena on State Highway 14, with the town of Ridgeway, at State Highway 18/151. This road was one of the first roads to be built in Iowa County and was used by the stagecoaches
traveling between Sauk City and Galena, Illinois.

The restoration of this historic landmark will enhance the scenic beauty of this heavily traveled road.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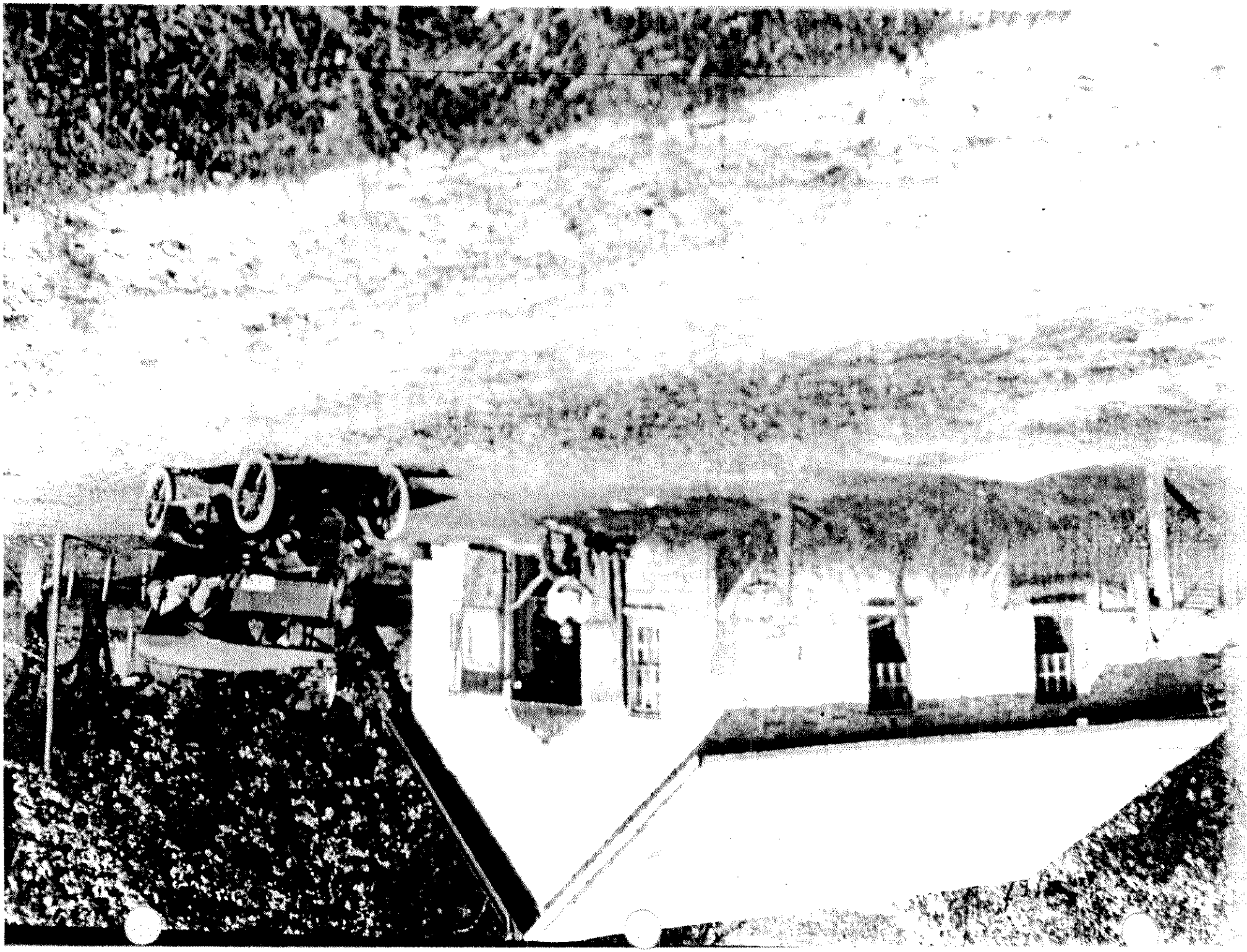
FROM SPRING GREEN
14
Tower Hill State Park
Helena
SCHOOL HOUSE RD.
HELENA RD.
WITHEE RD.
HAYWARD CROSSING
CEDAR I
RIVER RD.
VILLAGE EDGE RD.
PINE DR.
FORTIER RD.
HUDSON RD.
MORRELL RD.
Arena
LOY RD.
OAK RD.
MILLER RD.
REIMANN RD.
LINLEY RD.
SAWLE RD.
DOVER LA.
DODGE RD.
MELLUM RD.
HOLLOW RD.
PETERSON RD.
KNIGHT HOLLOW RD.
TOWER HILL RD.
HIGH POINT RD.
COON ROCK RD.
QUARRY RD.
BAKER RD.
FITTS RD.
COWLEY RD.
ROELKE RD.
FRAME RD.
AMACHER HOLLOW RD.
WALNUT RD.
BLUE RIDGE RD.
KNIGHT HOLLOW RD.
SWEENY RD.
RICHARSON RD.
ZWETTLER RD.
ROBERTS RD.
SPRING RD.
PINNACLE RD.
ERDMAN RD.
FAR LOOK RD.
KNOBS RD.
BROTHERHOOD LA.
DAM RD.
KNUDSON RD.
MIDDLE EARTH RD.
LAKE VIEW RD.
RIDGE VIEW RD.
MEADOW VALE RD.
KORBACK RD.
DUGWAY RD.
PIKES PEAK RD.
BRYN GYRWEN RD.
LONE PINE DR.
A.A.C.C. DR.
Blue Mounds State Park
Barneveld
CEM DR.
JENNIETON RD.
BLUE MOUND RD.
MOUNDS PARK RD.
Pleasant Ridge
CHIMNEY ROCK
GOLDMINE RD.
Governor Dodge State Park
Entrance to P
GRIFFITHS RD.
DAVIS RD.
ROSY DR.
ROSY LA.
Ridgeway
RIDGEVIEW RD.
HM-HARRIS Park
OAK RD.
ANDERSON RD.
REED RD.
CANYON PARK RD.
EVANS QUARRY RD.
ROCK RD.
CEM MOON DR.
W. BRIGHAM RD.
E. BRIGHAM RD.
VOLLEN DR.
LANGBERRY RD.
HELMEN
MOUNDSVIEW RD.
LEE DR.
PRAIRIE
GROVE RD.
LEFFLER RD.
OLD 18
ROWE RD.
JAMES RD.
FLOYD RD.
NELSON RD.
SNEED CREEK RD.
WEAVER RD.
DYERSON RD.
CLAY HILL RD.
HEWITT LA.
PERCUSSION ROCK RD.
CROOK HILL RD.
FACTORY RD.
HILLTOP RD.
HILLSIDE SCHOOL RD.
UPPER WOMING RD.
LOWER WOMING RD.
RUSH CREEK RD.
MILL
W. SAWLE RD.
Wisconsin River
WITHEE RD.



ID#: 1h05
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Mineral Point Railroad Depot Restoration
PUBLIC SPONSOR: City of Mineral Point
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	$9,600	$69,349	$0	$78,949
Federal:	$38,400	$277,394	$0	$315,794
Total:	$48,000	$346,743	$	$394,743

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: # 12
- MISCELLANEOUS: Cost Estimate, floor plans

2.4 avg

Strengths **Weaknesses**

EXISTING PROJECT

Comments: NEED TO GET THIS OPEN TO THE PUBLIC

OVERALL RANKING: 1 X 2 X 3 ____ 4 ____ 5 ____
High Priority Low Priority

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

FYs 2004-2005 PROJECT APPLICATION FORM FOR:

Local Transportation Enhancements (TE) Program
Surface Transportation Program-Discretionary (STP-D)

(Form available in electronic format from WisDOT)

1. Project Name: Mineral Point Railroad Depot Restoration

2. Project Location: Municipality: Mineral Point County: Iowa
   Street Address of Project (if applicable): 13 Commerce Street, Mineral Point
   Describe location and boundaries of the project: The Mineral Point Railroad Depot is located on the corner of Commerce Street and Old Darlington Road.

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: Mineral Point
   Indicate Sponsor Type: ☐ State ☐ County ☒ City ☐ Village ☐ Town ☐ Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency:

   Name: Greggory B. Bennett Title: Mayor
   Address: 137 High Street Phone: (608) 987-2697
   Municipality: Mineral Point State: WI Zip: 53565
   FAX: (_____) _____ E-mail: _____

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

   Name: Robert F. Grishaber Title: President of the M.P.R.S.
   Address: 213 Commerce St. Phone: (608) 987-3115
   Municipality: Mineral Point State: WI Zip: 53565
   FAX: (608) 987-4026 E-mail: pointerind@aol.com

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:

- ☐ Provision of facilities for pedestrians/bicycles
- ☐ Provision of safety and educational activities for pedestrians & bicyclists
- ☐ Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- ☒ * Historic Preservation
- ☐ * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals)
- ☐ Establishment of transportation museums
- ☐ Acquisition of scenic easements and scenic or historic sites
- ☐ Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- ☐ Landscaping and other scenic beautification
- ☐ Control and removal of outdoor advertising
- ☐ Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity
- ☐ 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 Mineral Point Depot project was awarded a TEA-21 grant in August 1998 and in October 2000 established a contract with the Wisconsin DOT (revised May 2001). The Mineral Point Railroad Society (MPRS), a not-for-profit corporation established to manage the project, has now bought the building and land, hired an architect and completed the necessary engineering studies. Being ready to finish the project and offset the ongoing deterioration of the building, MPRS requests additional funds to lift the building from its foundation and stabilize the structure. MPRS will then complete the exterior restoration and rehabilitate the interior for contemporary use.

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 **P**lans, **S**pecifications and **E**stimates (**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		$48,000	$	$
Real Estate			$	$
Construction			$346,743	$
System Planning (STP-D Only)			$	$
TOTAL		**$**	**$346,743**	**$**
Percentage of Public Sponsor	20%	$9,600	$69,349	$
Percentage of Federal Funds:	80%	$38,400	$277,394	$
TOTAL		**$48,000**	**$346,743**	**$**

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 Ongoing

Real Estate Acquired July 2001

Construction July 2002

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.
GB Accepted.

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

GB 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.

GB 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.

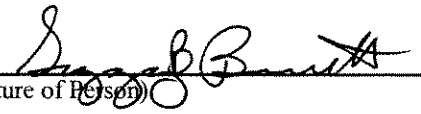
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

By Greggory B. Bennett
(Name of Person with Fiscal Authority)


(Signature of Person)

Mayor
(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 --

Mineral Point Depot Project
Response to Question #12

The goal of the Mineral Point Depot Project is to complete the restoration and rehabilitation of the city's historic stone railroad depot. Acquired in July 2001 by the Mineral Point Railroad Society (MPRS), preliminary planning has been completed and the MPRS is looking forward to resuming work. The request for additional monies is intended to cover unexpected costs that had not been included in the earlier proposal. The fees associated with professional architectural and engineering services will be significantly more than anticipated and the cost of lifting the building, as recommended by the engineering study, represents an additional expense. The depot will require stabilization to a greater degree than earlier expected. This is due partly to the ongoing deterioration of the building resulting from the lapse in time.

The cultural and historical significance of the Mineral Point Depot is unquestioned. Constructed in 1856, it represents an important and unique example of the early building tradition for which the community is known. Historically, it served a vital economic function in southwestern Wisconsin as a principal transportation connection for the movement of minerals, agricultural products and thousands of passengers. One of few pre-Civil War passenger depots that survive nationally, it was listed on the National Register of Historic Places in 1971 and is the oldest railroad depot and the only existing depot constructed of stone in the state. In March 1998 it was added to the list of the "Ten Most Endangered Buildings" in Wisconsin by the state Trust for Historic Preservation Board and was placed on a similar roster in 1999 by the Great American Station Foundation, operating in conjunction with the National Trust for Historic Preservation.

The restoration of the Mineral Point Depot will enhance the appeal of Mineral Point as an important historic site and will aid in the promotion of tourism in the area. Mineral Point, the third oldest city in Wisconsin, is known principally for its mid-nineteenth century architecture, which was constructed by the Welsh and Cornish immigrants who settled the area. The early settlers were lured to the region by the abundance of lead and zinc. The skill of the stonemasons among them is apparent in the distinctive

masonry construction of the buildings they erected. The state of Wisconsin honored this tradition by establishing "Pendarvis," a group of early stone residential buildings, operated by the Wisconsin Historical Society. Pendarvis draws thousands of visitors to Mineral Point each year.

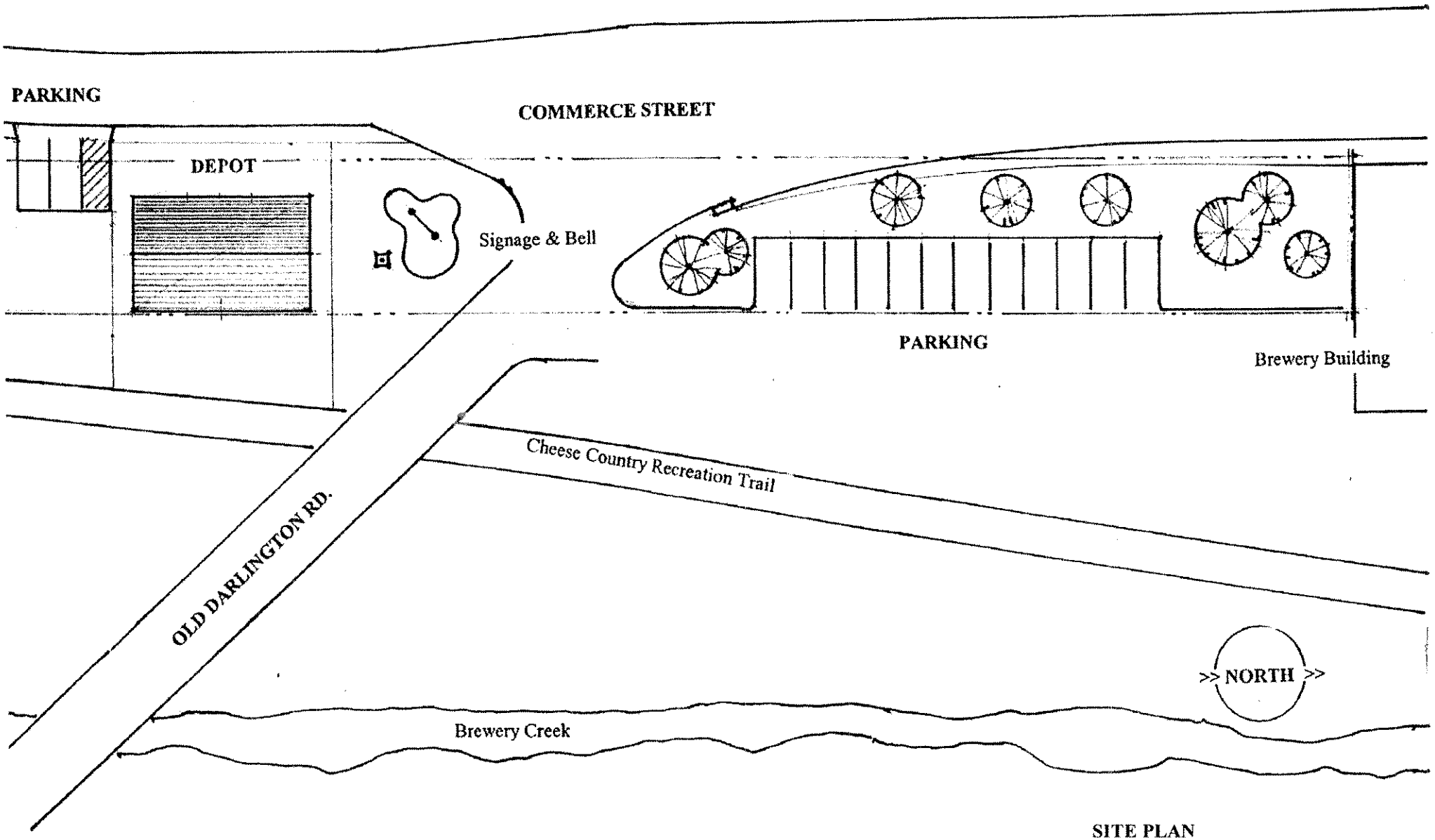
The Depot remains situated on its original site, at the end of an old railroad line that originally terminated in Chicago. A forty-seven mile section of the roadbed between Monroe, Wisconsin and Mineral Point has been converted into a recreation trail, which enhances the Depot's potential as a facility to be enjoyed by both visitors and area residents. In fact, a principal goal of the project is to create a tourist destination that provides hospitality to travelers. The top three priorities established by the MPRS and its consultants include saving the structure from collapse, providing facilities to the public and leasing to tenants any portion of the building not dedicated to public use.

The architects and engineers (A/E) have divided project construction into three phases. Phase one will consist of stabilizing the structure, phase two will upgrade and modernize building systems and phase three will involve the rehabilitation of the interior. The A/E recommends structural stabilization by temporarily shoring and bracing the interior, raising the building approximately twelve to eighteen inches and completely rehabilitating the exterior; preliminary site and utility work will also be completed. The second phase will involve inserting the new mechanical, electrical and plumbing systems to support the proposed new uses for the Depot. To accomplish the interior rehabilitation, the sub-floor at ground level will be rebuilt, interior partitions will be placed and interior finishes will be installed. Site work will be completed during this final phase.

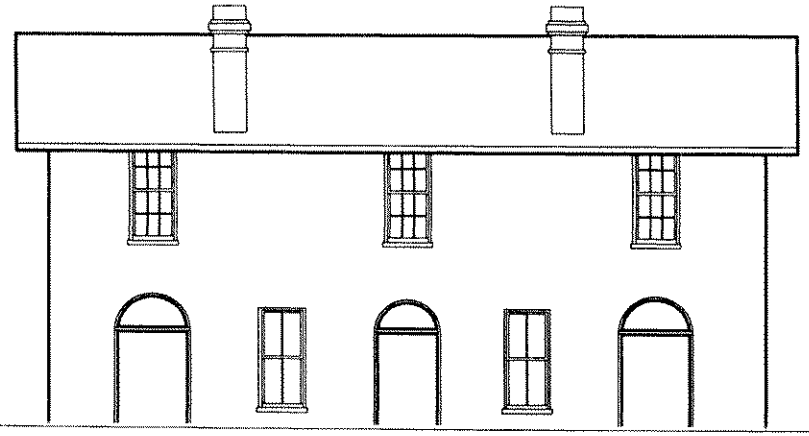
As part of the current application, MPRS is requesting $394,743. Of this amount, $48,000 will be required for engineering fees (in 2003) and the balance of $346,743 for construction costs. Total costs associated with stabilizing the structure are estimated at $320,037. The installation of new mechanical, electrical, plumbing, security and fire detection systems is anticipated to cost $69,857 and the interior renovation and site work is estimated to be $156,781. Flood way, wetland and hazardous materials mitigation is expected to cost $64,050. This totals $610,725 as compared to the 2001 allocation of $263,982. The request being made in this grant application, therefore, represents the difference of

$346,743. Based upon the schedule established with the A/E, MPRS anticipates that compliance issues will be resolved with the Wisconsin Department of Natural Resources, Corps of Engineers and Wisconsin Historical Society in spring of 2002. Plans will be submitted for code approval to the Wisconsin Department of Commerce in June 2002 and the project put out to bid by 1 September 2002. MPRS anticipates a construction start date for phase one in September 2002. Design work for phases two and three will be completed in the fall of 2002 and the construction work put to bid in July of 2003. Project completion is expected in the winter of 2003-2004.

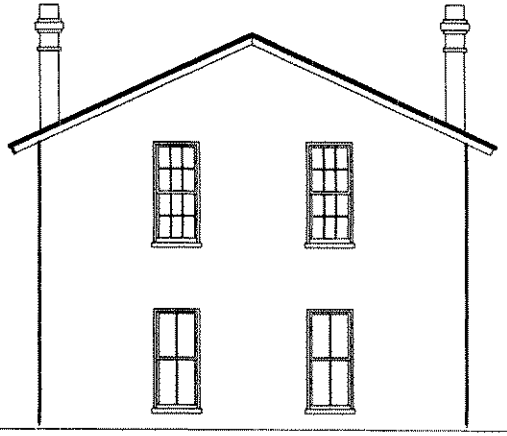
The MPRS, a not-for-profit charitable organization, was formed to acquire, rehabilitate, manage and maintain the Depot. The Society is working with the city of Mineral Point as the public sponsor. The MPRS will comply with specifications to be approved by the city of Mineral Point, the Wisconsin Department of Transportation, the Federal Highway Administration, the National Park Service and the Wisconsin Historical Society. The restoration will follow detailed engineering and architectural plans and will preserve as much of the historic integrity of the building as possible while complying with building codes as applicable. The Depot Project is supported by the Wisconsin Trust for Historic Preservation, the Wisconsin Historical Society, the Southwestern Wisconsin Regional Planning Commission, the Mineral Point Chamber of Commerce/Main Street Program and the Mineral Point Historical Society. Additionally, the project is endorsed by Senators Herb Kohl and Russ Feingold, by Representative Stephen Freese and by Circuit Court Judge William Dyke.



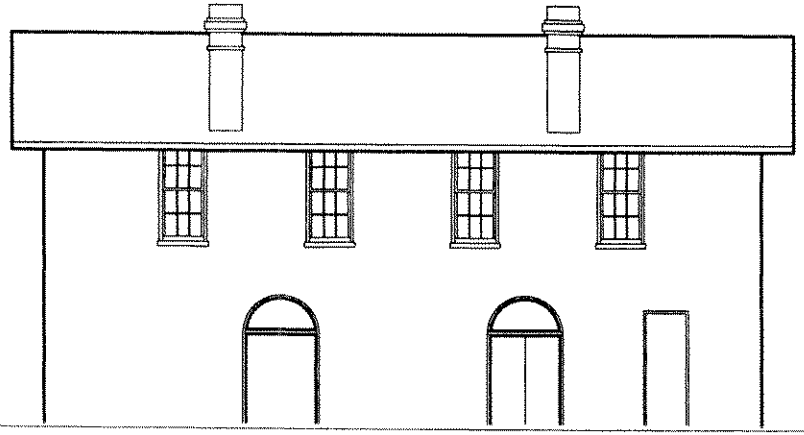
SITE PLAN
MINERAL POINT RAILROAD DEPOT
13 Commerce Street
Mineral Point, Wisconsin 06-13-01



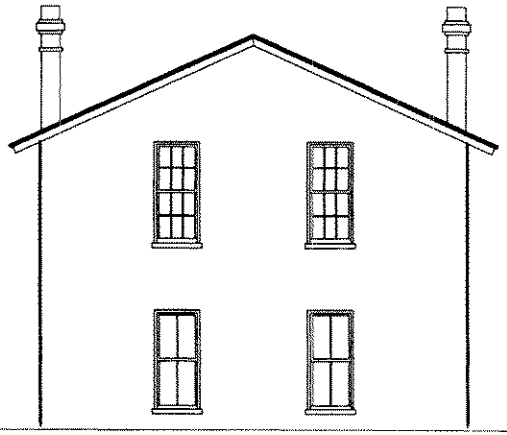
1 EAST ELEVATION



3 NORTH ELEVATION



2 WEST ELEVATION



4 SOUTH ELEVATION

ISTHMUS
ARCHITECTURE, INC.

613 Williamson Street
Suite 203
Madison, WI 53703
Phone: 608.294.0206
Fax: 608.294.0207

MINERAL POINT
TRAIN DEPOT

Mineral Point, WI

Project

Proj. No.: 00000

ELEVATIONS

Sheet Title

Scale:	
Drawn By:	me
Date:	8/31/01
Rev. Date:	
Rev. Date:	
Rev. Date:	
Rev. Date:	
Rev. Date:	

Sheet No:

A2.0

Sheet - of -

ID#: **1h06**
Program: **TE**

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Astico Park Pedestrian/Bicycle/Fishing Bridge
PUBLIC SPONSOR: Dodge County
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	$8,000	$140,000	$0	$148,000
Federal:	$32,000	$560,000	$0	$592,000
Total:	$40,000	$700,000	$	$740,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS: 1
- PICTURES: 1
- LETTERS OF SUPPORT: # 2
- MISCELLANEOUS:

1.6 avg

Strengths **Weaknesses**

Comments: WHY SO MUCH?

OVERALL RANKING: 1 X 2 X 3 ___ 4 ___ 5 ___
High Priority Low Priority

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

FYs 2004-2005 PROJECT APPLICATION FORM FOR:

Local Transportation Enhancements (TE) Program
Surface Transportation Program-Discretionary (STP-D)

1. Project Name: Astico Park Pedestrian/Bicycle/Fishing Bridge

2. Project Location: Municipality: Town of Elba County: Dodge
   Street Address of Project (if applicable): Northwest from N3610 CTH "T", Columbus,
   Describe location and boundaries of the project: Across the Crawfish River, south of STH 16/60, west of CTH "T", 1/2 mile north of the Danville Dam.

3. Name of the MPO the project is represented by: -- Pull Down Here To Select --
   NOTE: A Wisconsin map with areas covered by MPOs is located on page xiii of the Guidelines section.

4. Name and Location of Public Sponsor: Dodge County
   Indicate Sponsor Type: ☐ State ☒ County ☐ City ☐ Village ☐ Town ☐ Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency: Dodge County Highway Commission
   Name: Robert A. Sindelar, P.E. Title: Highway Commissioner
   Address: 211 E. Center Street Phone: (920) 386-3650
   Municipality: Juneau State: WI Zip: 53039-1309
   FAX: (920) 386-3525 E-mail: rsindelar@co.dodge.wi.us

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

   Name: Bruce M. Zellner, P.E., L.S. Title: Highway Engineer
   Address: 211 E. Center Street Phone: (920) 386-3655
   Municipality: Juneau State: WI Zip: 53039-1309
   FAX: (920) 386-3525 E-mail: bzellner@co.dodge.wi.us

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

[X] Local Transportation Enhancements (TE) Program

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

- [ ] Provision of facilities for pedestrians/bicycles
- [ ] Provision of safety and educational activities for pedestrians & bicyclists
- [ ] Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- [ ] * Historic Preservation
- [X] * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals)
- [ ] Establishment of transportation museums
- [ ] Acquisition of scenic easements and scenic or historic sites
- [ ] Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- [ ] Landscaping and other scenic beautification
- [ ] Control and removal of outdoor advertising
- [ ] Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity
- [ ] 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. The bridges were determined to be eligible prior to moving - will formally apply for designation after placement.

[ ] 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.)

The project specifics consist of the preservation, revitalization, and joining of two historic, out of service bridges for the purpose of providing one crossing over the Crawfish River that divides Dodge County's Astico Park. The river crossing would extend ADA accessibility and bike traffic to the Park's trail. Adjacent county trunk highways have been identified as "Best Conditions for Bicycling" with connections to urban areas and the Wild Goose State Recreational Trail. The bridges have been moved to the site as part of highway replacement projects, in anticipation of obtaining a grant for their rehabilitation and final placement.

9. PROJECT COSTS: An accurate cost estimate is critical because the local sponsor will be responsible for any costs that exceed the project award amount. List the broad categories of expenses in the following table. (To ensure the reasonableness of estimates, an example of a more detailed budget with cost items you should consider in developing your total project costs are available from the Districts.) **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 **P**lans, **S**pecifications and **E**stimates (**PS&Es**). Please note that you should submit a separate application and budget for each project or stand alone project segment (e.g., Preliminary Engineering) you are willing to accept funding for. We will not split or partially fund project requests. Note that due to previous year project commitments, new funds are available only starting with state Fiscal Year 2004. It is possible that Districts may be able to meet requests for Design work in early 2003 in 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 July 1, 2003.

		FY 2003 **(If Available)**	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design		$40,000	$ 30,000	$ 0
Real Estate		0	0	$ 0
Construction		0	$670,000	$ 0
System Planning (STP-D Only)		0	0	$ 0
TOTAL		$40,000	$700,000	$ 0
Percentage of Public Sponor Funds:	20 %	$ 8,000	$140,000	$ 0
Percentage of Federal Funds:	80 %	$32,000	$560,000	$ 0
TOTAL		$40,000	$700,000	$ 0

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 November, 2002

Real Estate N/A (within an existing county park)

Construction May, 2004

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

Federal TEA-21 guidelines encourage the use of **Youth Conservation or Service Corps** workers to perform appropriate enhancement activities. We encourage you to consider the use of such services on your projects for bicycle trails, landscaping

and other similar work. For information on Corps activities, please contact Laura Degolier Executive Director of the Wisconsin Conservation Corps at (608) 266-7730 (e-mail: DEGOLL@DWD.STATE.WI.US) For work performed by industry contractors, please contact the TRANS Program at (414) 445-6955.

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

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

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

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

e. The local 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.
RAS Accepted.

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

RAS Accepted.

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

Signed on behalf of Dodge County Highway Commission
(Name of Sponsor)

By Robert A. Sindelar, P.E.
(Name of Person with Fiscal Authority)

Robert A. Sindelar
(Signature of Person)

Highway Commissioner
(Title of Person Signing)

4/1/02
(Date)

13. In **NO MORE THAN THREE, 8 1/2" x 11", DOUBLE SPACED, SINGLE-SIDED PAGES,** 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:

- 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 roadshows, 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.

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 may 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 some potential 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.

Please remember to include the required map for you project

Completed applications (1 original and 2 copies) of pages 1-5 plus attachments 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 --

13. Dodge County, Astico Park, historic bridge placement project. Detailed Project Information for the State Fiscal Year 2004-2005 PROJECT APPLICATION FORM.

Dodge County has worked diligently with the Wisconsin Department of Transportation, the State Historical Society of Wisconsin and the National Guard to preserve these two structures. As these bridges were replaced, the stakeholders came together in an attempt to save the historical structures from being sold as scrap iron. The bridges were transported to and stored on County park land in anticipation of receiving a grant to help put them back in service, although in a recreational setting. They are among the last examples of highway transportation facilities, engineered to connect rural Wisconsin communities and commerce prior to the dominance of the automobile. The mission to save these historically significant bridges for future generations cannot be understated.

Astico County Park is a unique 70-acre geological feature that provides open space and seasonal camping. The incorporation of the "historic bridges" into the trail system, to connect the east and west portions of the park, is an integral element of the park's master plan. The bridge will provide ADA compliant accessibility to the Crawfish River, walking paths and downstream view of the historic Danville mill, dam and pond.

The park is adjacent to State Trunk Highways 16 and 60 along its northern boundary. This highway connection links to US Highway 151 and is less than an hour driving time from Madison to the Upper Fox River Valley. Comparable drive times can be experienced along State Trunk Highway 16 to Waukesha and I-94, along State Trunk Highway 60 to Hartford and US Highway 41.

The County Trunk Highways (T and TT) immediately adjacent to the park have been mapped by Wisconsin Department of Transportation to feature "best conditions for biking". The park is situated a mile south of a "local bicycle route connection" between Columbus and Beaver

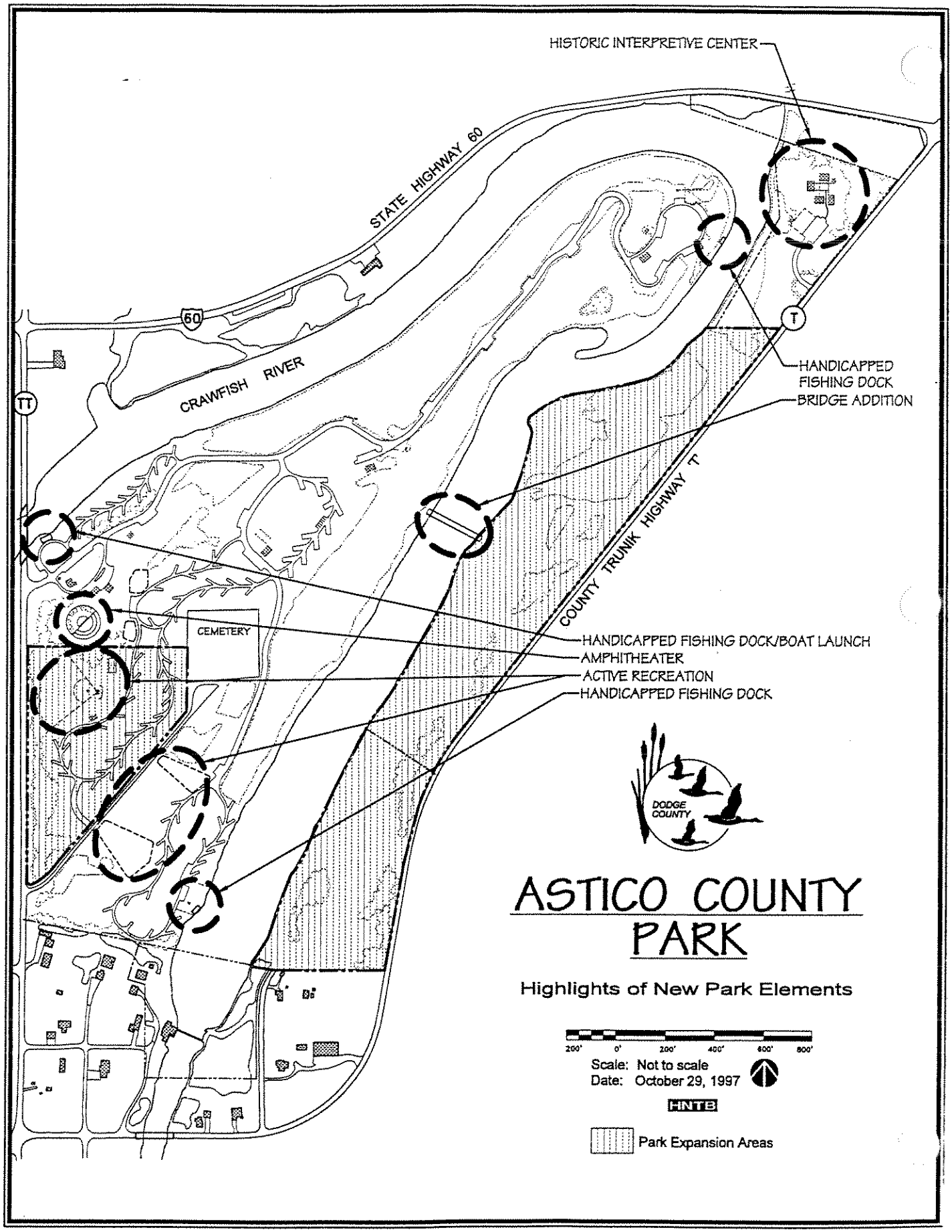
Dam. These conditions potentially connect the park and Danville to a county wide bike path system.

The engineering phase of the project consists of the design for the bridge piers, abutments and approaches. A rehabilitation plan needs to be developed to include structural repair, cleaning, paint system and a pedestrian friendly timber deck with several fishing balconies that will also accommodate bicycle traffic.

Construction will include but is not limited to the following functions:

- Structural repairs to the historical bridges.
- Removal of the original traffic deck.
- Paint removal and re-coating, on land, prior to moving and placing over the water.
- Build a temporary access road to the crossing site.
- Construction of the abutments and piers.
- Moving of the rehabilitated historic bridges from the staging area to the crossing site.
- Timber deck installation.
- Removal of the temporary access road and restoration of all disturbed areas.

Upon completion of this project it is the intent to apply for Federal Historical Registration for the site.


HISTORIC INTERPRETIVE CENTER
STATE HIGHWAY 60
60
CRAWFISH RIVER
TT
T
HANDICAPPED FISHING DOCK
BRIDGE ADDITION
COUNTY TRUNK HIGHWAY T
CEMETERY
HANDICAPPED FISHING DOCK/BOAT LAUNCH
AMPHITHEATER
ACTIVE RECREATION
HANDICAPPED FISHING DOCK
DODGE COUNTY
ASTICO COUNTY PARK
Highlights of New Park Elements
200' 0' 200' 400' 600' 800'
Scale: Not to scale
Date: October 29, 1997
HNTB
Park Expansion Areas

ID#: 1h07
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Mid-Continent Railway Museum - C&NW 1385 Stream Locomotive
PUBLIC SPONSOR: Town of Freedom
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	$0	$80,000	$0	$80,000
Federal:	$0	$320,000	$0	$320,000
Total:	$	$400,000	$	$400,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.7 avg

Strengths **Weaknesses**

NATIONAL REGISTER

Comments: DID RECEIVE PREVIOUS FUNDING

OVERALL RANKING: 1___ 2___ 3 5 4___ 5___
High Priority Low Priority

Orig

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)

1. Project Name: **Mid-Continent Railway Museum - C&NW 1385 Steam Locomotive**

2. Project Location: Municipality: **Town of Freedom** County: **Sauk**
   Street Address of Project (if applicable): **E8948 Museum Road, North Freedom**
   Describe location and boundaries of the project: **Mid-Continent Railway Museum North Freedom, WI**

3. Name of the MPO the project is represented by: -- Pull Down Here To Select --
   NOTE: A Wisconsin map with areas covered by MPOs is located on page xiii of the Guidelines section.

4. Name and Location of Public Sponsor: **Town of Freedom**
   Indicate Sponsor Type: ☐ State ☐ County ☐ City ☐ Village ☒ Town ☐ Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency:

Name:	**Harold Dallman**	Title:	**Chairman**
Address:	**E-8273 Dallman Road**	Phone:	(**608**) **522-4907**
Municipality:	**North Freedom**	State: **WI** Zip:	**53951**
FAX:	(_____)	E-mail:	

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

Name:	**Forrest R. Van Schwartz**	Title:	**Executive Director**
Address:	**PO Box 358**	Phone:	(**608**) **522-4261**
Municipality:	**North Freedom**	State: **WI** Zip:	**53951**
FAX:	(**608**) **522-4490**	E-mail:	**forrestvs@midcontinent.org**

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**:

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

Continuation of restoration work on Mid-Continent Railway Museum's historic steam locomotive Chicago & North Western No. 1385. Initial work on project began in 1999 under Grant STP 2000-244-5. This application seeks funding for boiler-firebox repairs and replacement, major work components in the restoration process.

Repairs and restoration work will meet, or exceed, current regulations of the Federal Railroad Administration under 49 CFR 230 and regulations of the Wisconsin Department of Labor boiler inspection code, whichever is *stricter.*

Chicago & North Western 1385 operated at Mid-Continent from 1963 until 1998 and is listed on the National Register of Historic Places.

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	$	$	$
Real Estate		$	$
Construction**(CapitalCosts-Restoration)**		$**400,000**	$
System Planning (STP-D Only)		$	$
TOTAL	**$**	**$400,000**	**$**
Percentage of Public Sponor Funds: **20%**		**$ 80,000**	$
Percentage of Federal Funds: **80%**		**$320,000**	$
TOTAL	**$**	**$400,000**	**$**

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 _____

Real Estate _____

Construction **Underway since 1999: requested funds are for continuation of restoration project.**

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

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

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

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

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

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

e. The local 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.
LLP Accepted.

f. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed, snowmobile use is at local discretion and trail fees may not be charged to access a federal highway funded facility.
LLP Accepted.

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

orig

Signed on behalf of TOWN OF FREEDOM
(Name of Sponsor)

By **Harold Dallman**
(Name of Person with Fiscal Authority)

Harold Dallman
(Signature of Person)

Chairman
(Title of Person Signing)

4 April, 2002
(Date)

13. In **NO MORE THAN THREE, 8 1/2" x 11", DOUBLE SPACED, SINGLE-SIDED PAGES,** 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:

- 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 roadshows, 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.

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 may 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 some potential 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.

Please remember to include the required map for you project

Completed applications (1 original and 2 copies) of pages 1-5 plus attachments 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 --

TOWN of FREEDOM - C&NW Steam Locomotive 1385

Chicago & North Western Railroad steam locomotive 1385 is truly a unique piece of Wisconsin's transportation heritage. Built by the American Locomotive Company at Schenectady, New York in 1907, this locomotive and hundreds of her sisters of "Class R-1" with wheel arrangement of 4-6-0, or Ten-Wheeler, served for decades hauling both passenger and freight trains throughout Wisconsin. Certainly 1385 during its long service career passed through every Wisconsin village and town on the North Western's hundreds of miles of track in the State.

Prior to the development of paved roads following World War II the essentials of life and the products of Wisconsin's forests and mines moved by steam powered trains. Families in every Wisconsin town were brought together by steam powered passenger trains or young Wisconsinites went off to serve their country on passenger or troop trains pulled by steam locomotives such as Chicago & North Western 1385.

Mid-Continent Railway Museum's Chicago & North Western 1385 is one of only eight North Western steam locomotives to survive into the 21st Century and is the only one capable of restoration to operating condition.

Describing the Chicago & North Western Class R-1 locomotives, renowned rail historian and *TRAINS MAGAZINE* [Kalmbach Publishing Co.; Waukesha] Editor David P. Morgan said:

"...the quintessential system engines, dual service [freight and passenger] machines which held the old granger together through flood and drought, depression and war."

Chicago & North Western 1385 is the only Wisconsin locomotive to attain National Historic Landmark designation. It has pulled Circus World Museum's "Great Circus Train" from Baraboo to Milwaukee and appeared in numerous films and documentaries produced for Steamtown National Historic Site [National Park Service], Public Broadcasting System

and the History Channel, among others. Thousands of photographs of the locomotives have appeared in various railroad and historical publications.

Mid-Continent Railway Museum purchased Chicago & North Western 1385 from the Railroad for scrap value of $2,800.00 in 1962. Since 1963 the locomotive has hauled tens of thousands of passengers, not only on Mid-Continent's own line of railroad, but also throughout Wisconsin and the Midwest, sponsored by the Chicago & North Western itself.

Chicago & North Western 1385 last operated at Mid-Continent Railway Museum in June, 1998. The venerable locomotive required extensive repair and rebuild work to return it to safe operation under new locomotive rules of the Federal Railroad Administration [FRA]. This restoration effort started in 1999 under an ISTEA-STP grant referred to in Item 8. While work has been done, the stringent and extensive new FRA rules greatly increased the scope of work - and the cost.

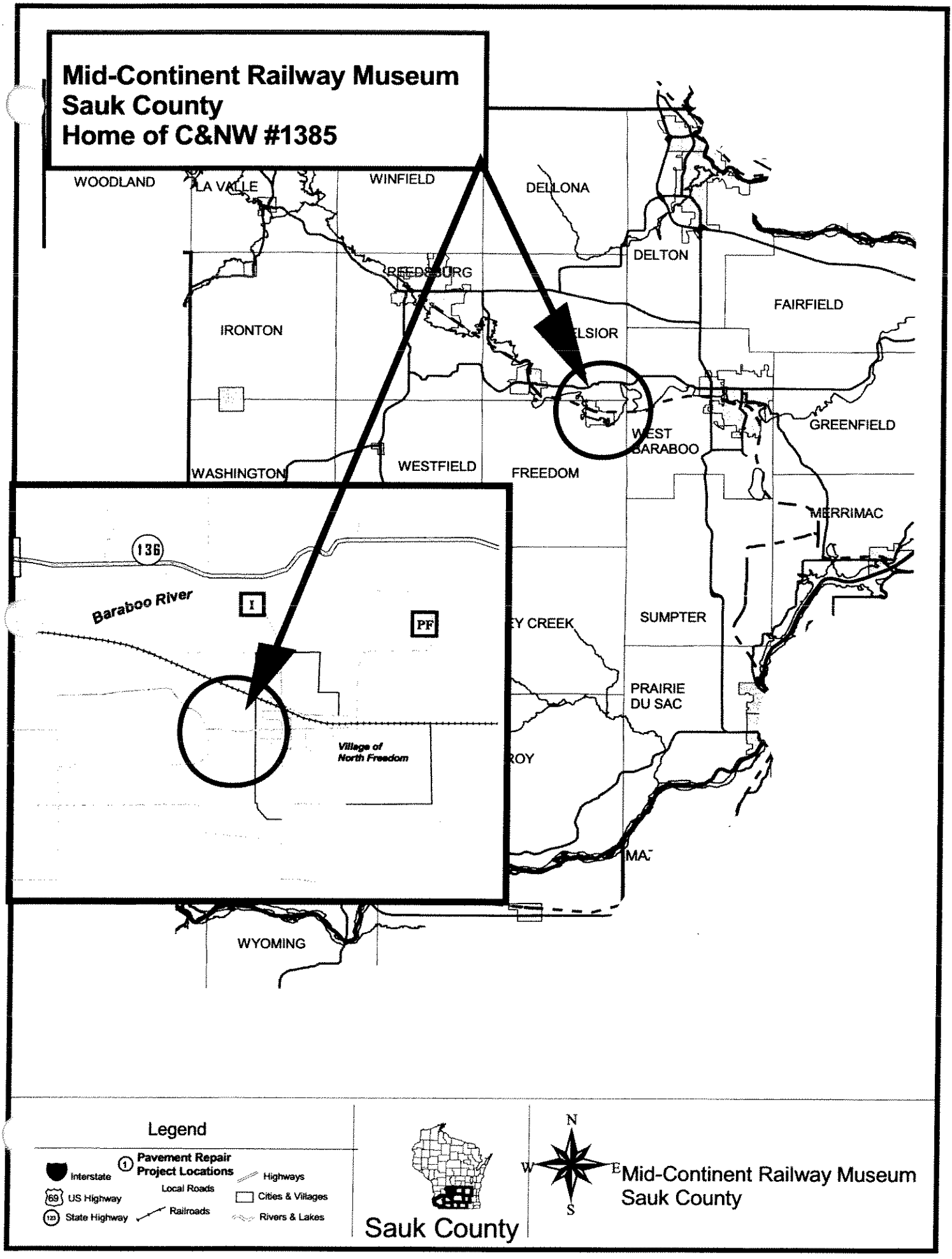
In 2001, Mid-Continent Railway Museum commissioned a complete inspection and analysis of C&NW 1385 to determine and quantify the repairs and replacement work needed. Boiler and firebox work will be performed in a new, state-of-the-art locomotive shop under the personal direction of a world-recognized steam locomotive restoration expert.

In addition to the funding requested by this application, Mid-Continent Railway Museum has sought, and continues to seek, other funding sources for this project. A recent grant by the Union Pacific Railroad Foundation will fund a portion of the restoration cost of the locomotive's coal and water tender.

Since C&NW 1385 last operated in 1998 Mid-Continent Railway Museum has received thousands of letters, phone calls and e-mails inquiring when the locomotive will be restored to service. Many of these inquiries included donations to assist funding the work. In this same period Mid-Continent Railway Museum has suffered a substantial reduction in visitation and ridership of its interpretive passenger trains, which are now of necessity

powered by diesel locomotives. This reduction in Mid-Continent's revenue not only reduces the Museum's ability to fund ongoing restoration and interpretive projects but dominos through the Baraboo - Wisconsin Dells area economy. Recent marketing studies indicate the return of C&NW 1385 to service will result in substantial increases in Museum visitation and ridership, conservatively estimated at 12,000 visitors per year. The direct revenue increase to Mid-Continent Railway Museum is in 6-figures per years, plus resultant revenue increases to gift shop sales and ad hoc donations.

Chicago & North Western 1385 is clearly identified as a Wisconsin treasure world-wide. Mid-Continent Railway Museum's extensive Internet site continues dramatic growth with many site visitors from Europe and Australasia. As a well known museum with steam locomotive operation Mid-Continent Railway Museum can become a destination location for travelers from near and far. Possible operation of C&NW 1385 on other railroad lines in Wisconsin will bring the history and heritage of railroading to tens of thousands of residents throughout the State.


Mid-Continent Railway Museum
Sauk County
Home of C&NW #1385
WOODLAND
LA VALLE
WINFIELD
DELLONA
DELTON
REEDSBURG
IRONTON
FAIRFIELD
GREENFIELD
WEST BARABOO
WASHINGTON
WESTFIELD
FREEDOM
MERRIMAC
SUMPTER
PRAIRIE DU SAC
WYOMING
136
Baraboo River
I
PF
Village of North Freedom
Legend
Interstate
Pavement Repair Project Locations
Highways
Local Roads
US Highway
Cities & Villages
State Highway
Railroads
Rivers & Lakes
Sauk County
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W
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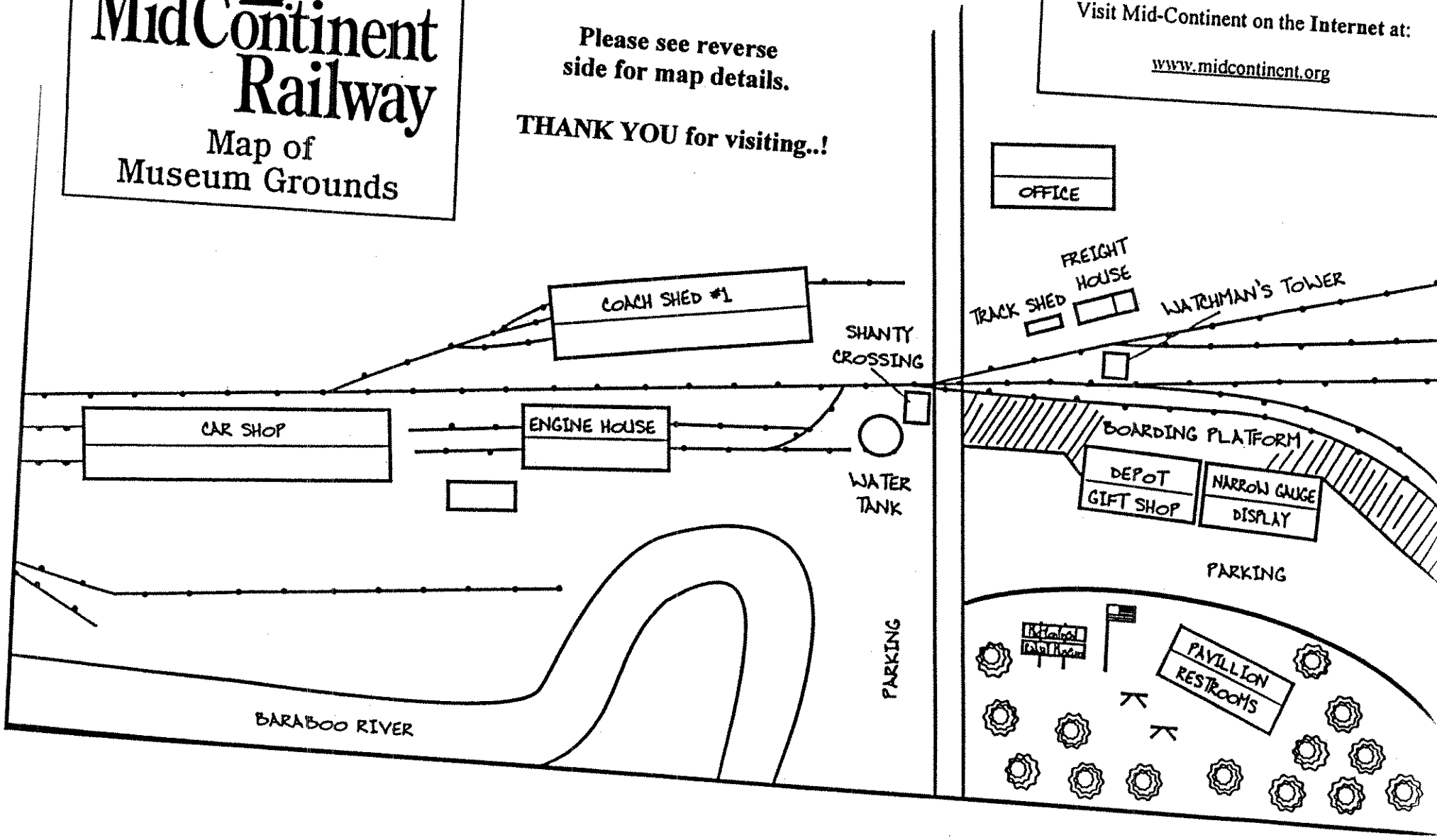
Mid-Continent Railway Museum
Sauk County

Mid Continent Railway

Map of Museum Grounds

Please see reverse side for map details.

THANK YOU for visiting..!

Visit Mid-Continent on the **Internet** at:

www.midcontinent.org