LAND / SCENIC

Landscaping and Scenic

DISTRICT 1: MPO RANKINGS

Beloit - State Line Area Trans Study

ID #	PROJECT NAME	FED SHARE	RANK
ls01	**Riverfront Billboard Removal - Phase I**	**$ 240,000**	

ID#: 1s01
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Riverfront Billboard Removal - Phase I
PUBLIC SPONSOR: City of Beloit
DISTRICT: 1
MPO: Beloit - State Line Area Trans Study

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

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.15 avg

Strengths	Weaknesses
along riverwalk	3 of 5 along hwy 51
3 letters of support	

Comments:

OVERALL RANKING: 1____ 2 ~~10~~ 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: Riverfront Billboard Removal - Phase I

2. Project Location: Municipality: Beloit County: Rock
   Street Address of Project (if applicable):
   Describe location and boundaries of the project: Beloit Riverfront - Henry Avenue Bridge south to the Grand Avenue Bridge

3. Name of the MPO the project is represented by: Beloit - State Line Area Trans Study
   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 Beloit
   Indicate Sponsor Type: ☐ State ☐ County ☒ City ☐ Village ☐ Town ☐ Indian Nation

5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
   1 of 2 . This is required for projects in urbanized areas with MPOs, optional for others)

6. Primary Contact Person of Public Sponsor Agency:

   Name: David Botts, P.E. Title: Director of Public Works
   Address: 100 State Street Phone: (608) 364-6696
   Municipality: Beloit State: WI Zip: 53511
   FAX: (608) 634-6609 E-mail:

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

   Name: Beloit 2000 - Gary Grabowski Title: President
   Address: 1003 Pleasant Street Phone: (608) 368-1200
   Municipality: Beloit State: WI Zip: 53511
   FAX: (608) 368-1400 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 Single Occupant Vehicle Traffic. (Describe: _____)

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

Since 1991, Beloit has aggressively pursued the aesthetic enhancement of its riverfront, downtown and adjoining neighborhoods. Blighted property along the edge of the Rock River has been purchased and converted to open space. Adjoining roadways and bridges have been upgraded. Despite these accomplishments, there remains numerous billboards exposed in newly created public spaces. This project proposes the purchase of up to five billboards that mar view of the riverfront and public spaces. The five sites are identified on the attached map.

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

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

		FY 2003	FY 2004	FY 2005
		(If Available)	(Begins 7/1/03)	(Begins 7/1/04)
Preliminary Engineering/Design		$	$	$
Real Estate			$	$300,000
Construction			$	$
System Planning (STP-D Only)			$	$
TOTAL		**$**	**$**	**$300,000**
Percentage of Public Sponor Funds:	20%		$	$60,000
Percentage of Federal Funds:	80%		$	$240,000
TOTAL		**$**	**$**	**$300,000**

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 1/03

Real Estate _____

Construction 6/05

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.
JW Accepted.

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

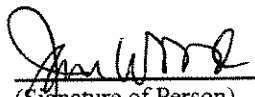
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

By Jane Wood
(Name of Person with Fiscal Authority)


(Signature of Person)

City Manager
(Title of Person Signing)

April 10, 2002
(Date)

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

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

12. Project Justification

The aesthetic enhancement and improvement of public access to Beloit's riverfront have been twin cornerstones of Beloit's City Center redevelopment strategy. Through strategic property acquisition, recreation and trail facility development and property development, the City has accomplished much of its objective. A byproduct of the City's success at open space development has been the exaggerated presence of billboards left along the city arterial streets bordering the riverfront. These billboards are a blight on the motorist, pedestrian and biker view of the riverfront. This project is proposing the acquisition of up to five of the most visible billboards along key arterials.

Map Keys #1 and #2 – Riverside Park

These two billboards are located on lands inside Riverside Park and adjacent to the existing Riverwalk Path System. Both billboards are also highly visible from US Highway 51 (Riverside Drive).

Map Key #3 – Portland Bridge

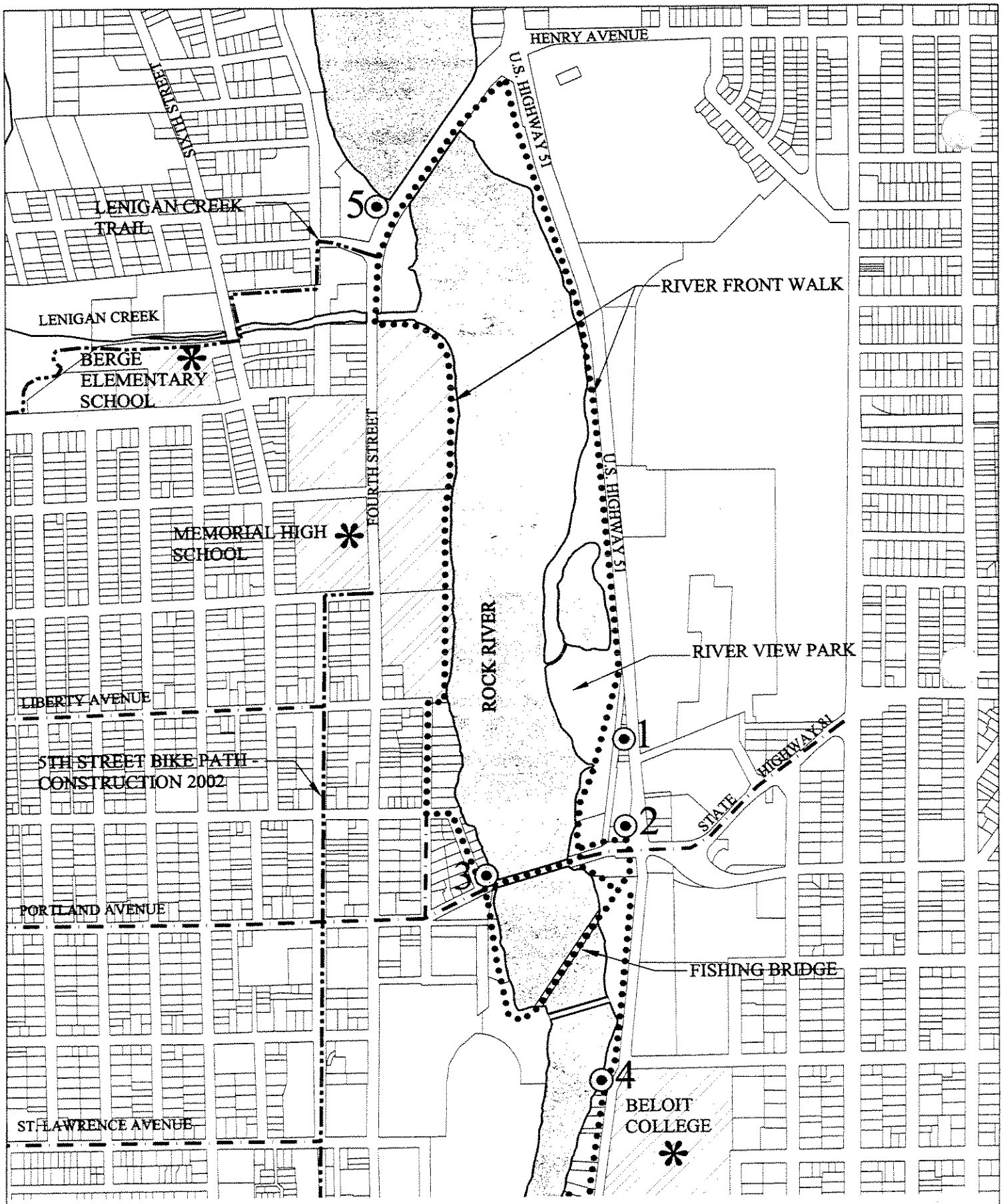
This billboard is located at the northwest corner of the Portland Bridge (STH 81) on the river. The location of the billboard is part of lands that the City if acquiring for completion of the 2nd Avenue segment of the Riverwalk Path system. Several of the homes along the river have already been acquired for completion of this off-road segment of the path.

Map Key #4 – Brown Swiss

This billboard is also along US Highway 51 adjacent to the Riverwalk Path in Heritage Park. In addition, Beloit College has recently purchased the Brown Swiss Building, a historic riverfront mill structure, and plans to utilize the building for an Entrepreneurship Center.

Map Key #5 – Henry Avenue Bridge

This billboard is at the west end of the bridge on property recently acquired by the City to remove a car wash from the riverfront.



RIVERFORNT BILLBOARD REMOVAL - PHASE I

City of Beloit, Wisconsin

Prepared by: Schreiber/Anderson Assoc., Landscape Architects

N

0 200 400 800

April 8, 2002 Project 1748

LEGEND

- BILLBOARD
- PROPOSED PATH
- EXISTING BIKE ROUTE
- RIVERWALK PATHWAY

Landscaping and Scenic

DISTRICT 1: NON-MPO PROJECTS

ID #	PROJECT NAME	FED SHARE
1s01	**Mount Horeb Downtown Improvement Plan**	**$ 640,485**
1s02	**Cambridge Downtown Streetscape/Bike Trail**	**$ 364,896**

ID#: 1s02
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Mount Horeb Downtown Improvement Plan
PUBLIC SPONSOR: Village of Mount Horeb
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	$0	$39,481	$120,640	$160,121
Federal:	$0	$157,925	$482,560	$640,485
Total:	$	$197,406	$603,200	$800,606

ATTACHMENTS AVAILABLE UPON REQUEST:

3.05 avg

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: #
- MISCELLANEOUS: Resolution 2002-12

Strengths **Weaknesses**

not just scenic > also ped/bike, curb&gutter

Comments:

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: Mount Horeb Downtown Improvement Plan

2. Project Location: Municipality: Village of Mount Horeb County: Dane

   Street Address of Project (if applicable): _____

   Describe location and boundaries of the project: S First and S Second Street from Main Street to E Lincoln Street, S Third Street from Main Street to E Front Street, E Front Street from S First Street to S Second Street.

3. Name of the MPO the project is represented by: -- Pull Down Here To Select -- NA

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

4. Name and Location of Public Sponsor: Village of Mt Horeb, 138 E Main Street, Mt Horeb, WI

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

5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):

   NA of _____ . This is required for projects in urbanized areas with MPOs, optional for others)

6. Primary Contact Person of Public Sponsor Agency:

   Name: Patrick E Dann Title: Village Administrator

   Address: 138 E Main Street Phone: (608) 437-6884

   Municipality: Village of Mt Horeb State: WI Zip: 53572

   FAX: (608) 437-3190 E-mail: pdann@mhtc.net

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

   Name: Cheryl J Sutter Title: Village Clerk

   Address: 138 E Main Street Phone: (608) 437-6884

   Municipality: Village of Mt Horeb State: WI Zip: 53572

   FAX: (608) 437-3190 E-mail: cherylS@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)
- [ ] * 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)
- [X] 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 Village of Mt Horeb proposes to improve four street corridors in downtown Mt Horeb by providing trees and grates, benches, trash receptacles, improved pedestrian cross-walks, historic pedestrian street lighting, and way finding signs to provide increased safety for bikers and pedestrians. Two parking areas which serve the downtown business district and the Military Ridge State Trail will also be improved with trees and historic pedestrian lighting. This project will complement the Main Street improvements which are proposed for the STH 78 reconstruction project (2004). This project is in accord with the approved Mt Horeb Downtown Improvement Plan.

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

3. Realistically, how much use will this facility or service get? If a bike/ped facility, please identify any nearby bike/ped traffic generators and connections to other facilities.

Mt. Horeb is a nationwide tourism destination point. Thousands of tourists visit Mt. Horeb each year through individual travel and bus tours. The DNR Military Ridge bike/hike trail passes through Mt. Horeb within 11/2 blocks of the project area. The Village of Mt. Horeb, in cooperation with the DNR and other groups, has constructed a $250,000 year-round rest and welcome center between 1st and 2nd Streets in the bike trail.

4. What is the project timeline? How will the District ensure that the project is constructed in the 2004-2006 timeframe?

We envision this project will be completed in 2004 in conjunction with the STH 78 reconstruction project . The Village of Mt. Horeb received a $23,000 grant through Dane County to complete a Downtown Improvement Plan.. This project represents the first phase of implementation for that Plan.

5. What obstacles or problems must be overcome to implement this project?

No obstacles or problems are known at this time.

6. Please indicate any other information, not already covered above, that will make this project a success for WisDOT's transportation program.

The Village intends to applyfor a TEA 21 enhancement grant to provide streetscape improvements to 1st, 2nd, and 3rd Streets. These improvements will complement the Main Street improvements and provice improved access from the three public parking areas along the bicycle trail to the downtown business district. Two of the three public paring areas were cooperative projects between the Billage, local businesses and the DNR.

Project Cost Estimate & Timetable[1]

Item	2004	~~2005~~	~~2006~~ 2005
Engineering & Design[2]	$ 120,250	$	$
State Design Review[3]	$ 5,000	$	$
Real Estate & Easements	$	$	$
Utility Relocation	$	$	$
Construction	$	$	$ 491,250
Bridges & Buildings	$	$	$
Landscaping	$	$	$ 110,000
Railroad Crossing Costs	$	$	$
Traffic Control	$	$	$
Other:	$	$	$
Other:	$	$	$
Other:	$	$	$
Other:	$	$	$
Other:	$	$	$
Subtotal	$ 125,250	$	$ 601,250
Contingencies & Constr Mgt[4]	$ 0	$	$ 90,188
Total	$ 125,250	$	$ 691,438
Local Share[5]	$ 25,050	$	$ 138,288
State Share[5]	$	$	$
Federal Share[6]	$ 100,200	$	$ 553,150

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.
pd Accepted.

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

NA 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.

pd Accepted.

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

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

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

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

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

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

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

13. I have read and understood the above statements.

Signed on behalf of Village of Mt Horeb
(Name of Sponsor)

By Patrick E Dann
(Name of Person with Fiscal Authority)

(Signature of Person)

Village Administrator
(Title of Person Signing)

April 9, 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 --

MT HOREB DOWNTOWN IMPROVEMENT PLAN

REQUEST FOR LOCAL ENHANCEMENTS FUNDS

The Village of Mt Horeb proposes to continue the improvement of the downtown business district by improving safety for pedestrians and bicyclists, and providing scenic beautification. Proposed improvements would include trees and grates, benches, trash receptacles, improved pedestrian crosswalks, historic pedestrian street lighting, and way finding signs. This proposed project would complement the Main Street reconstruction project scheduled for 2004. The Village has requested a State Enhancement grant to provide similar improvements on Main Street during the State Highway 78 reconstruction project.

This project, located on First Street, Second Street, Third Street, and Front Street would tie together Mt Horeb's Main Street with Mt Horeb's "second" main street, which is the Military Ridge State Trail corridor. This old railroad corridor is a prime area for economic redevelopment and the proposed improvements will help attract potential developers to the area. This area of proposed economic redevelopment is included in Mt Horeb's Downtown Improvement Plan completed in 2001 and adopted by the Village Board.

The Village of Mt Horeb has an approved Sidewalk Circulation Plan. The aim of the plan is to eventually link the entire Village to the downtown commercial district. Our proposed project does include improving sidewalks within the plan area, but only enhancements such as benches, trash receptacles, etc. are included in the project costs. Sidewalk construction is not included.

The Village, through the cooperative efforts of the DNR and community organizations, has provided a $250,000 year around support building for the Military Ridge State Trail. Rest, water, picnic, and parking facilities are provided at this location. This facility is owned, operated, and maintained by the Village. Through grants from the Dane County Highway Department, the Village has provided welcome and directional signs, an information kiosk, and bike racks and picnic tables along the trail to support bicycling.

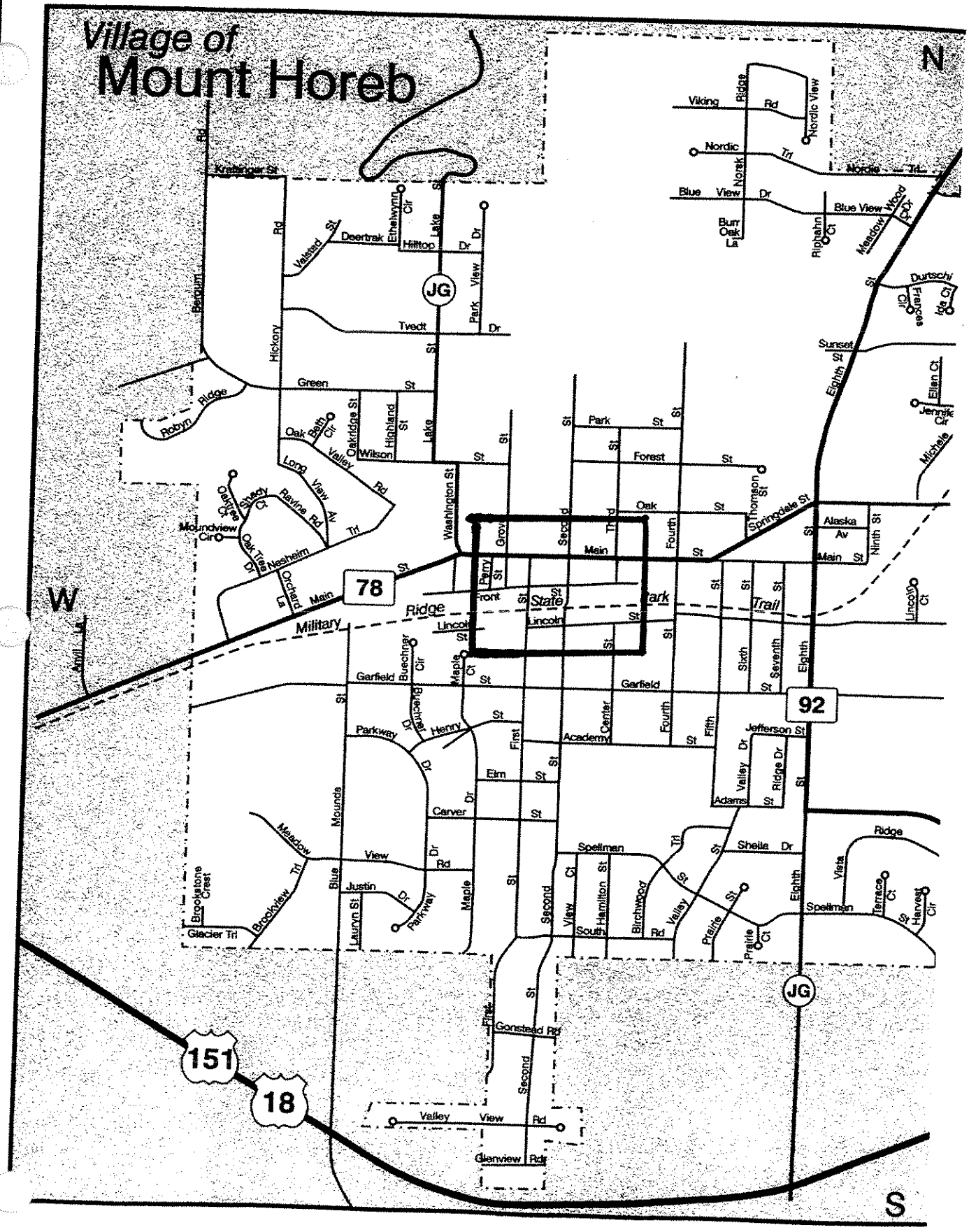
The Village has also provided 10' side connector pathways that allow trail users access to businesses, parks, schools, and our new library on the Village's east side. The Village and the Chamber of Commerce have jointly funded trees, grates, and trash receptacles in the downtown area. Also, two of the three downtown parking lots were jointly funded by the Village, DNR, and local businesses.

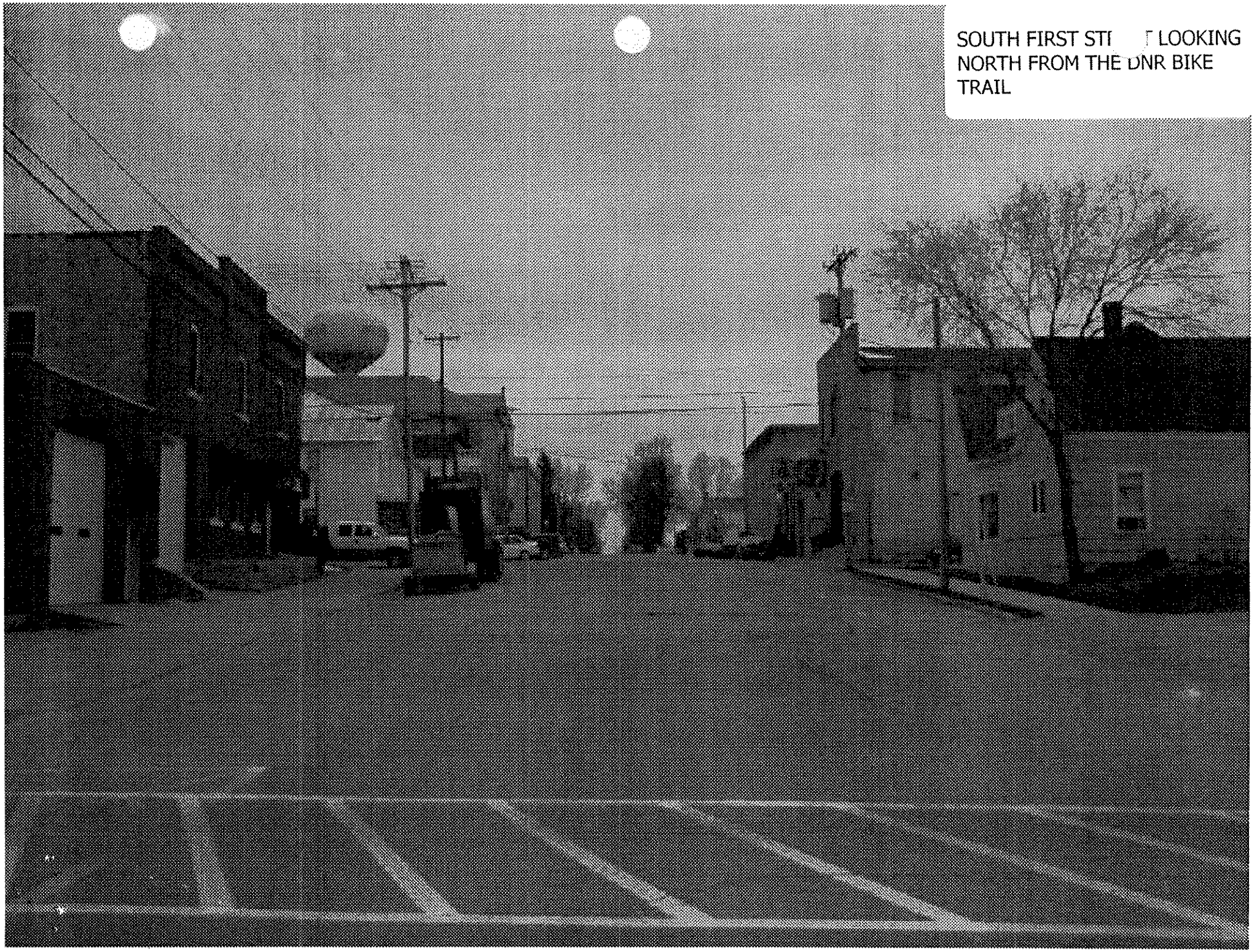
The Mt Horeb Police Department provides a bi-annual bicycle program for youths and does safety patrols on bicycles. The Village has heavily marked downtown crosswalks and provided upright pedestrian warning signs in the downtown area. We have seen an improvement in pedestrian safety in our crosswalks.

Mt Horeb is a nationally acclaimed tourism destination point. Thousands of tourists visit our area through individual travel or by bus. The Military Ridge State Trail receives over 100,000 visitors annually. The proposed improvements will make it easier to park and walk to our many tourist attractions. Improved pedestrian crosswalks will make it easier and safer for our residents and many visitors to enjoy our historic downtown business district. The Military Ridge State Trail provides a multi-purpose linear pathway for Mt Horeb's 6,000 residents. Aside from the recreational use, Village residents use the trail to gain access to businesses, churches, and schools.

The Village of Mt Horeb has been a Tree City USA award winner for the past five years. The Village has a full time Urban Forester who maintains our urban forest throughout the Village.

MT HOREB STREETSCAPE ENHANCEMENTS	
PROJECT SUMMARY ESTIMATES	
FOR FIRST, SECOND, THIRD, AND FRONT STREETS	
March 28, 2002	
1) FIFTY-ONE TREES @2,500/EA WITH GRATE	127,500
2) EIGHTEEN BENCHES @1,000/EA	18,000
3) EIGHTEEN TRASH RECEPTACLES @1,000/EA	18,000
4) SIX BICYCLE PARKING FACILITIES @2,000/EA	12,000
5) SIGNAGE	14,000
6) CROSSWALKS AT 20 STREETS	37,500
7) PEDESTRIAN STREET LIGHTING	310,000
62 LIGHTS @ 4,000/EA 248,000	
ELECTRIC INSTALLATION 62,000	
8) REMOVE CURB/GUTTER AND NEW GUTTER	60,200
10) REMOVAL/REPLACEMENT OF POWER POLES	1,000
SUBTOTAL	**598,200**
ENGINEERING AND CONTINGENCIES	197,406
LEGAL FEES	5,000
TOTAL	**800,606**


Village of
Mount Horeb
N
W
S
78
92
151
18
JG
Main St
Lincoln St
Garfield St
Military Ridge State Park Trail
Viking Rd
Nordic Trl
Blue View Dr
Deertrak
Hilltop Dr
Tvedt Dr
Green St
Oak St
Park St
Forest St
Springdale St
Alaska Av
Eighth St
Sunset St
Durtschi St
Jefferson St
Academy St
Elm St
Carver St
Parkway Dr
Henry St
Spellman
Sheila Dr
Meadow View Rd
Justin Dr
Gonstead Rd
Valley View Rd
Glenview Rd
Hickory Rd
Washington St
Lake St
Wilson St
Highland St
Oakridge St
Long View Av
Ravine Rd
Moundview Cir
Oak Tree Dr
Nesheim Trl
Orchard La
Robyn Ridge
Krattinger St
Valstad St
Ethelwynn Cir
Berquam Rd
Nordic Ridge Rd
Nordic View
Norsk Trl
Blue View Wood Dr
Burr Oak La
Riphahn Ct
Meadow Wood Dr
Frances Cir
Ida Ct
Ellen Ct
Jennifer Cir
Michele
Lincoln Ct
Ninth St
Seventh St
Sixth St
Fifth St
Fourth St
Third St
Second St
First St
Center St
Grove St
Perry St
Front St
Maple Ct
Buechner Cir
Adams St
Valley Dr
Ridge Dr
Prairie St
Prairie Ct
Birchwood Rd
Hamilton St
South View Ct
Second St
Maple St
Blue Mounds St
Lauryn St
Parkway Dr
Brookstone Crest
Brookview Trl
Glacier Trl
Meadow View Trl
Terrace Ct
Harvest Cir
Vista Ridge
Spellman St
Eighth St
Amil La



SOUTH FIRST STI [illegible] LOOKING NORTH FROM THE DNR BIKE TRAIL

ID#: 1s03
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Cambridge Downtown Streetscape/Bike Trail
PUBLIC SPONSOR: Village of Cambridge
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	$15,204	$76,020	$0	$91,224
Federal:	$60,816	$304,080	$0	$364,896
Total:	$76,020	$380,100	$	$456,120

ATTACHMENTS AVAILABLE UPON REQUEST:

3.0 avg

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

Strengths **Weaknesses**

dont seem sure what they want

Comments:

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

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

FYs 2004-2005 PROJECT APPLICATION FORM FOR:

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

(Form available in electronic format from WisDOT)

1. Project Name: Cambridge Downtown Streetscape/Bike Trail

2. Project Location: Municipality: Village of Cambridge County: Dane
   Street Address of Project (if applicable): _____
   Describe location and boundaries of the project: Project traverses Main Street from Pleasant Street to Simonson Street and Spring Street South to Cam-Rock Park

3. Name of the MPO the project is represented by: Madison 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: Village of Cambridge
   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: John Schrader	Title: Village President
Address: 200 Spring St., PO Box 99	Phone: (608) 423-3712
Municipality: Village of Cambridge	State: WI Zip: 53523
FAX: (608) 423-3916	E-mail: johns@ci.cambridge.wi.us

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

Name: Mary Edwards	Title: Project Manager
Address: 1435 E. Main St.	Phone: (608) 255-0800
Municipality: Schreiber/Anderson Assoc.	State: WI Zip: 53703
FAX: (608) 255-7750	E-mail: medwards@saa-madison.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.)

Wisconsin DOT will begin reconstruction of USH 12 through the Village of Cambridge in 2004. This grant application requests funds for the beautification of USH 12 through the Village or along Main Street from Pleasant Street to Simonson Street. It also requests funds for improvements to the existing bike trail linking Downtown Cambridge to Cam-Rock Park and improvements to Water Street to enhance the trail connection.

Streetscape items include: historic period lighting, historic period benches, trash receptacles, hanging floral baskets and special brick pavers. Bike facility improvements include improvements to a segment of the existing trail, a curb cut, sidewalk improvements and signage.

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

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	$76020	$	$
Real Estate		$	$
Construction		$ 380,100	$
System Planning (STP-D Only)		$	$
TOTAL	$76020	$ 380,100	$
Percentage of Public Sponor Funds: %	15,204	$ 76,020	$
Percentage of Federal Funds: %	60,816	$ 304,080	$
TOTAL	$76,020	$ 380,100	$

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

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

P.E./Design/Planning FY 2003

Real Estate NA

Construction FY 2004

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13. I have read and understood the above statements.

Signed on behalf of Village of Cambridge
(Name of Sponsor)

By John Schrader
(Name of Person with Fiscal Authority)

(Signature of Person)

Village President
(Title of Person Signing)

April 11, 2002
(Date)

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

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

Question 12

a) The proposed bicycle/pedestrian project is located on Water Street between Main Street and the start of the Cam-Rock Park Bike Trail. The proposal includes an eight foot asphalt trail of approximately 1,000 feet to improve the existing dirt path from Water Street to the beginning of the Cam-Rock Park Bike Trail. Other improvements to link the existing trail to Main Street along Water Street include: a curb cut onto Water Street for bicyclists and pavement striping of approximately 780 feet along both sides of Water Street. Wayfinding and directional signage to direct bicyclists from the trail to the downtown and from the downtown to the trail are also included.

Cambridge does not currently have a bicycle or pedestrian plan, although the community is committed to maintaining its pedestrian friendly community. Comprehensive planning for bicyclists and pedestrians has been under discussion amongst Village Board members. The Village has been involved in discussions regarding the connection of Cam-Rock 1 & 2 with the Glacial Drumlin Trail. This project will enhance the connection from Cam-Rock Park to Downtown Cambridge and facilitate the eventual connection of the Cam-Rock Trail to the Glacial Drumlin Trail. It will also provide a safer connection to and from the Park to Main Street and from Main Street and the Park to key Village destinations (Village Hall, Library). Cambridge does provide bike safety education, and police officers are on bikes throughout the summer. Cambridge does have a program to assess for sidewalks.

b) NA

c) Specific streetscape improvements include: special brick pavers, historic period street lights, historic period benches, trash receptacles, hanging floral baskets, informational kiosks or community directories and street trees. Downtown Cambridge prides itself on its Main Street. It's Police Department, Fire Station, Post Office, Newspaper, Community Center, Youth

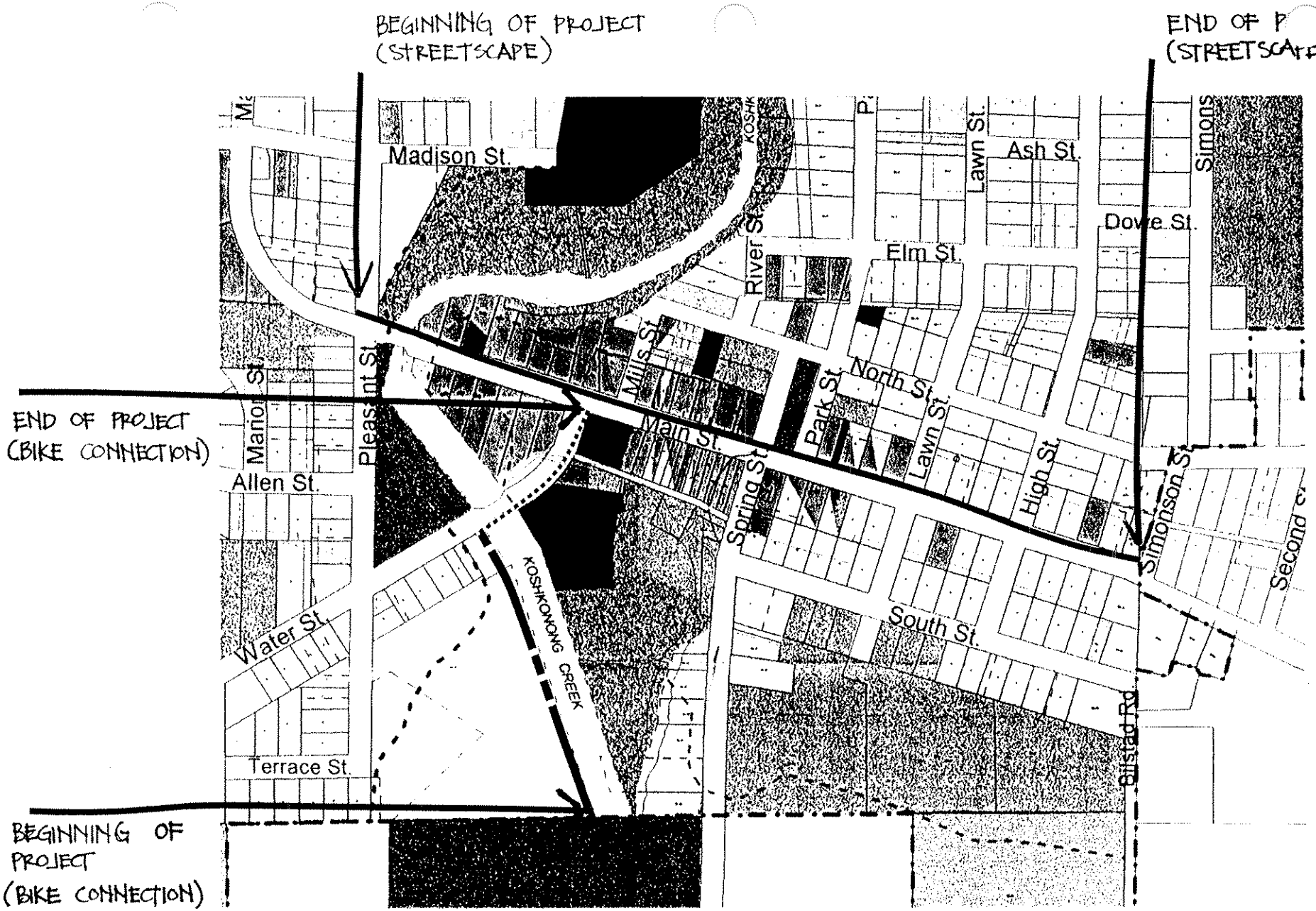
Center, Municipal Building, Library and Village Garage are all within a block of Main Street, creating a pedestrian friendly civic and commercial core for both residents and tourists. Downtown Cambridge is surrounded by neighborhoods. The Village symbolizes the principles of Smart Growth in terms of a compact, walkable and efficient community. An enhanced streetscape will draw more activity to the downtown and provide a more inviting atmosphere to encourage pedestrians to come from surrounding neighborhoods and to come from out of town to visit one of the top destinations in Dane County.

d) Downtown Cambridge is a community destination and home to a strong artistic community with a diverse collection of businesses and recreational opportunities. Cam-Rock Park-a 300-acre park located in eastern Dane County along the Koshkonong Creek between Cambridge and Rockdale, includes many trails suitable for hiking and cross-country skiing and seasonal mountain biking. It draws many visitors each year. Although there are no hard statistics on visitors at this point, streetscape enhancements and a safer and enhanced bike and pedestrian connection to both the Park and other Village destinations, such as the Library and Village Hall, can only increase the usage of the downtown and the trail.

Water Street is already well-used by students going from School to the library and to the downtown, and by neighborhood residents going to and from Main Street and the trail. The area lacks a sidewalk and striping, so students and residents and tourists must use the street, which creates an unsafe environment for them. This project will enhance both pedestrian and bicycle safety for residents, students and visitors.

e) The maintenance and enhancement of downtown Cambridge as a tourist destination is critical to the economic viability of the Village. Main Street provides Cambridge with approximately 80 percent of the available jobs and provides a substantial portion of the commercial tax base of the Village. The Village relies on a strong tourist base to thrive. It is home to a unique

combination of specialty shops, fine dining and seasonal events (including a Spring Pottery Festival and County Christmas Celebration), which make it an extremely popular destination for tourists from Wisconsin, Illinois and Minnesota. Both streetscaping and enhanced pedestrian and bicycle connections are critical to maintaining Cambridge as a vibrant destination and an economically healthy community.



Cambridge Downtown Improvements

Village of Cambridge: Main Street

Village of Cambridge: Main Street

Landscaping and Scenic

DISTRICT 2: MPO RANKINGS

Southeastern Wisconsin Regional Planning Commission

ID #	PROJECT NAME	FED SHARE	RANK
2s01	**N. Teutonia Bridge over W. Silver Spring Enhancement**	**$ 273,600**	**6 of 9**
2s02	**Catalytic Project Area Streetscape Improvements**	**$ 688,000**	**8 of 9**
2s03	**South 70th Street Gateway to West Allis**	**$ 552,000**	**8 of 9**
2s04	**West Greenfield Avenue City Center**	**$ 1,134,710**	**8 of 9**
2s05	**Landscaping at Racine Multimodal Transportation Center**	**$ 334,400**	**8 of 9**
2s06	**Washington Avenue / Seventh Street, STH 20 & 32**	**$ 800,000**	**8 of 9**
2s07	**Watertown Plank Road Landscape / Streetscape**	**$ 162,400**	**8 of 9**
2s08	**Capitol Drive Landscaping and Scenic Beautification**	**$ 160,000**	**8 of 9**
2s09	**Grafton Downtown Plaza**	**$ 366,400**	**8 of 9**
2s10	**Control and Removal of Outdoor Advertising**	**$ 92,560**	**8 of 9**

ID#: 2s01
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: N. Teutonia Bridge over W. Silver Spring Enhancement
PUBLIC SPONSOR: Dept. of City Development-City of Milwaukee
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	$0	$68,400	$0	$68,400
Federal:	$0	$273,600	$0	$273,600
Total:	$	$342,000	$	$342,000

ATTACHMENTS AVAILABLE UPON REQUEST:

3.15 avg

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

Strengths **Weaknesses**

no #s on pedestrian traffic

Comments:

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

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

FYs 2004-2005 PROJECT APPLICATION FORM FOR:

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

(Form available in electronic format from WisDOT)

1. Project Name: N. Teutonia Bridge over W. Silver Spring Enhancement

2. Project Location: Municipality: Milwaukee County: Milwaukee

   Street Address of Project (if applicable): N. Teutonia Ave./W. Silver Spring Dr.

   Describe location and boundaries of the project: The N. Teutonia Avenue Bridge at W. Silver Spring Dr. from the north abutment of the bridge to the south abutment of the bridge.

3. Name of the MPO the project is represented by: Southeastern Wisconsin RPC (SEWRPC)
   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: Department of City Development-City of Milwaukee
   Indicate Sponsor Type: ☐ State ☐ County ☒ City ☐ Village ☐ Town ☐ Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency:

   Name: Julie A. Penman Title: Commissioner
   Address: 809 N. Broadway Phone: (414) 286-5900
   Municipality: Milwaukee State: WI Zip: 53202
   FAX: (414) 286-5467 E-mail: jpenm@mkedcd.org

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

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

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.)

In conjunction with repairs to the bridge's concrete rigid frame and the installation of a cathodic protection system to take place in FY 2004, the enhancement will add pedestrian level harp-style lamps to the length of the bridge. These improvements will help promote safety by clearly defining the pedestrian areas from the vehicular realm, and the improved aesthetics will increase pedestrian traffic to commercial businesses in the area.

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	$	$	$
Real Estate		$	$
Construction		$342,000	$
System Planning (STP-D Only)		$	$
TOTAL	**$**	**$342,000**	**$**
Percentage of Public Sponor Funds: 20 %		68,400 ~~$ 69,500~~	$
Percentage of Federal Funds: 80 %	273,600	~~$272,500~~	$
TOTAL	**$**	**$342,000**	**$**

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 5/04

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.
MAD Accepted.

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

MAD 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.

MAD Accepted.

Question 12

The proposed streetscape enhancement would take place concurrently with a bridge rehabilitation project scheduled for FY 2004. The bridge rehabilitation will consist of repair to the rigid frame and the installation of a cathodic protection system that will extend the overall life of the structure.

The addition of pedestrian level harp-style lamps will improve the overall aesthetic of the bridge and create better definition between the pedestrian and street areas of the bridge. This will help promote pedestrian traffic and increase the ease of access to local commercial businesses in the area. The project would be monitored and undertaken by both the Milwaukee Department of City Development and the Milwaukee Department of Public Works.

The project area is subject to high volumes of traffic on the bridge itself (22800 vehicles/24-hour period) and on W. Silver Spring Dr. (29800 vehicles/24-hour period). The area is also surrounded by densely populated residential neighborhoods (approx. 5000 people/sq.mi.). While many of the residents near this location own vehicles, a significant number rely on other forms of transportation, including walking and biking. As such, the City of Milwaukee believes it is important to create a physical environment that improves mobility for all individuals and one that encourages others to use walking and biking as an alternate mode of transportation. The bridge's close proximity to a public park increases the probability of pedestrian or bicycle traffic in the area. Furthermore, the City of Milwaukee's Free Bike Rack Program, which is available to business and property owners, will complement the enhancement project by encouraging bicyclists to shop in the nearby commercial district.

The bridge enhancement will promote pedestrian safety by more clearly defining the pedestrian realm and separating it from the physical space of the roadways. Also, the enhanced aesthetics will increase the desirability of the area, which will increase pedestrian traffic to the commercial businesses, and create activity on the streets. All of these factors contribute to improved quality of life, a sense of place, and ultimately economic development.

The proposed enhancement is expected to pose minimal implementation obstacles. It will effect only the area from between the bridge abutments. The proposal is in keeping with the City's strategic plan to upgrade local business districts through the overall enhancement of the physical appearance of commercial districts.

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 Milwaukee Department of City Development
(Name of Sponsor)

By Mike Dawson
(Name of Person with Fiscal Authority)

Michael Dawson
(Signature of Person)

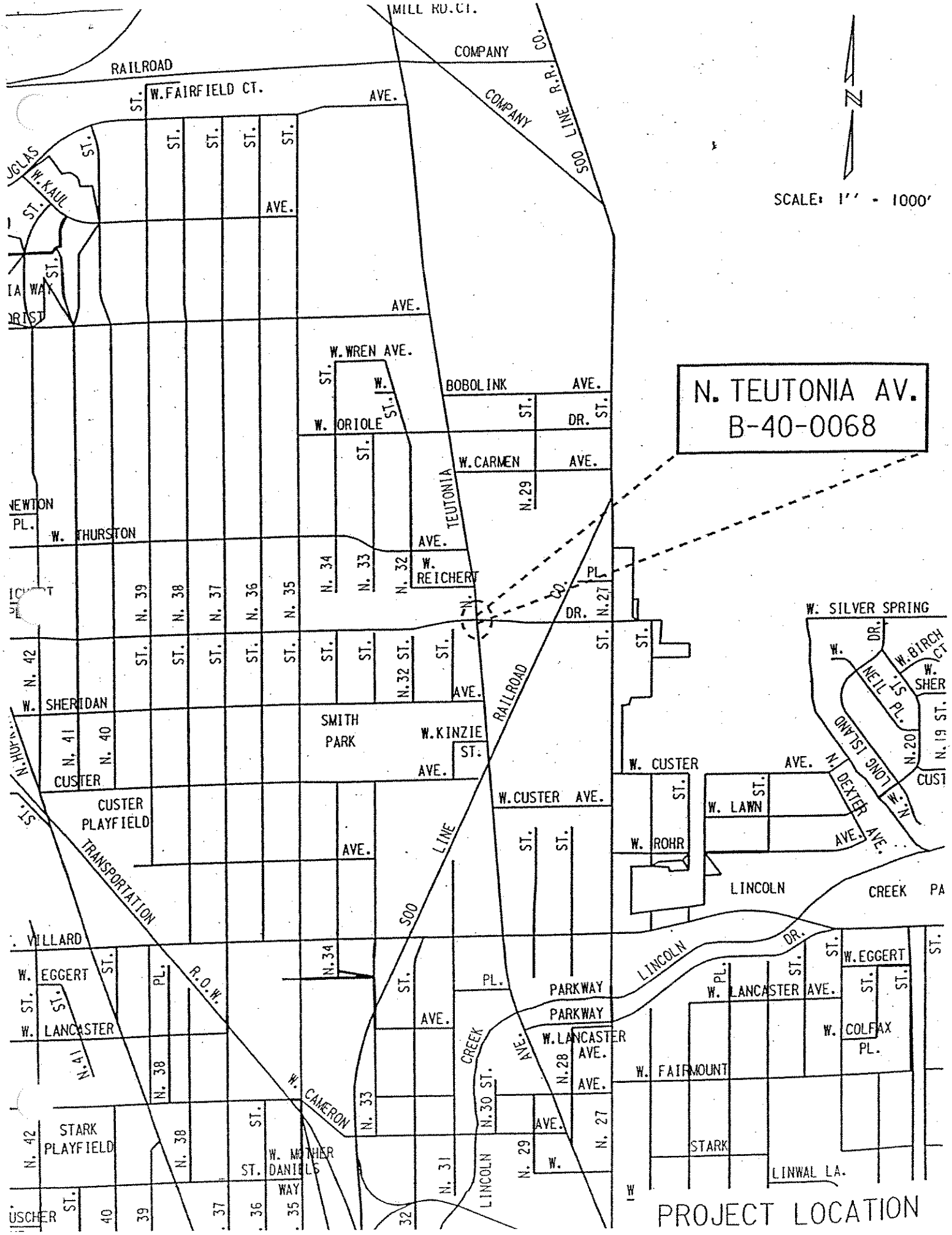
Deputy Commissioner
(Title of Person Signing)

April 12, 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 --


N. TEUTONIA AV.
B-40-0068
N
SCALE: 1" = 1000'
PROJECT LOCATION
MILL RD. CT.
RAILROAD COMPANY
SOO LINE R.R. COMPANY
W. FAIRFIELD CT.
W. KAUL
W. WREN AVE.
BOBOLINK
W. ORIOLE
W. CARMEN AVE.
TEUTONIA
NEWTON PL.
W. THURSTON
W. REICHERT
W. SILVER SPRING
W. BIRCH CT.
NEIL ST.
LONG ISLAND
W. CUSTER AVE.
W. LAWN
W. ROHR
DEXTER AVE.
LINCOLN CREEK PA
SMITH PARK
W. KINZIE
CUSTER
CUSTER PLAYFIELD
W. SHERIDAN
RAILROAD
SOO LINE
TRANSPORTATION
R.O.W.
W. VILLARD
W. EGGERT
W. LANCASTER
W. CAMERON
STARK PLAYFIELD
W. MOTHER DANIELS WAY
CREEK
PARKWAY
LINCOLN DR.
W. LANCASTER AVE.
W. COLFAX PL.
W. FAIRMOUNT
STARK
LINWAL LA.

ID#: 2s02
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Catalytic Project Area Streetscape Improvements
PUBLIC SPONSOR: City of Milwaukee
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	$13,000	$159,000	$0	$172,000
Federal:	$52,000	$636,000	$0	$688,000
Total:	$65,000	$795,000	$	$860,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.9 avg

Strengths	Weaknesses
INCL 6 AREAS	~~[illegible]~~

Comments: FOND DU LAC & LINCOLN CORRIDORS ARE PART OF MAIN STREET BUT DON'T HAVE DIRECTOR YET

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

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

FYs 2004-2005 PROJECT APPLICATION FORM FOR:

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

(Form available in electronic format from WisDOT)

1. Project Name: Catalytic Project Area Streetscape Improvements

2. Project Location: Municipality: Milwaukee County: Milwaukee
   Street Address of Project (if applicable): _____
   Describe location and boundaries of the project: The catalytic project areas have been identified for several districts within the City of Milwaukee. Please refer to the attached maps for specific boundary information.

3. Name of the MPO the project is represented by: Southeastern Wisconsin RPC (SEWRPC)
   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 Milwaukee, 809 N Broadway, Milwaukee, WI
   Indicate Sponsor Type: ☐ State ☐ County ☒ City ☐ Village ☐ Town ☐ Indian Nation

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

6. Primary Contact Person of Public Sponsor Agency:

   Name: Julie Penman Title: Commissioner
   Address: 809 N. Broadway Phone: (414) 286-5900
   Municipality: City of Milwaukee State: WI Zip: 53202
   FAX: (414) 286-5467 E-mail: jpenma@mkedcd.org

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

   Name: _____ Title: _____
   Address: _____ Phone: (_____) _____
   Municipality: _____ State: _____ 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 Milwaukee has identified five key Catalytic Project Areas within existing commercial districts. In order to promote economic development in these areas, it is important to improve the pedestrian realm by making the districts friendlier places for those who walk. The project requires the installation of pedestrian level harp lights and high-level lanterns as well as the addition of trees, banners, and benches within the five Catalytic Project Areas. The streetscape improvements will help promote safety by clearly defining the pedestrian areas from the vehicular realm, and the improved aesthetics will increase pedestrian traffic to the commercial businesses.

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

	FY 2003	FY 2004	FY 2005
	(If Available)	(Begins 7/1/03)	(Begins 7/1/04)
Preliminary Engineering/Design	$65,000	$	$ 0
Real Estate		$0	$
Construction		$790,000	$ 0
System Planning (STP-D Only)		$0	$
TOTAL	**$65,000**	**$795,000**	**$**
Percentage of Public Sponor Funds: 20%	13,000	$160,000	$
Percentage of Federal Funds: 80%	52,000	$635,000	$
TOTAL	**$65,000**	**$795,000**	**$**

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 9/03

Real Estate _____

Construction 5/04

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.
MAD Accepted.

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

MAD 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.

MAD Accepted.

Question 12 Attachment

The proposed streetscape improvements are part of the City of Milwaukee's effort to cluster development and target resources within designated "Catalytic Project Areas." These are well-defined small geographical areas within the City that have existing coordinated strategies to address quality of life issues for residents and commercial properties. The "Catalytic Project Areas" currently have the presence of high impact residential, commercial, or civic improvements that have the potential to leverage significant additional development.

The Catalytic Project Areas are existing commercial districts nestled within Milwaukee's urban neighborhoods and are located on W. Lincoln Avenue, S. Muskego Avenue, W. Teutonia Avenue, W. Vliet Street, and the Midtown Center on Capitol Drive. In order to support economic development initiatives in these areas, it is important to improve the pedestrian realm by making the districts friendlier places for those who walk. The project specifically requires the installation of pedestrian level harp lights and high-level lanterns as well as the addition of trees, banners, and benches within five Catalytic Project Areas. The streetscape enhancements can be engineered by the Department of Public Works in year 2003 and installed in year 2004. The Department of Public Works will monitor the project to make sure it is completed within a timely manner.

The proposed streetscape improvements are expected to have a significant impact and will be highly utilized. All project areas experience high volumes of traffic and are surrounded by large population densities. Vehicular traffic volumes on the W. Lincoln Avenue district experience on average 15,825 cars per day and the surrounding average population density is 12,500. The project area along S. Muskego Avenue has an average daily vehicular count of 19,200 with a population density of 15,600. The intersection of N. Teutonia Avenue and W. North Avenue has an average daily traffic count of 19,200 with a population density of 10,664. The project area on W. Vliet Street has an average daily traffic count of 12,000 with a population density of 12,216. The Midtown Center located on Capitol Drive has an average daily traffic count of 32,700 with a population density of approximately 11,000. The streetscape improvements are expected to impact tens of thousands of people on a daily basis.

While many people within the Catalytic Project Areas own vehicles, a significant number rely on other forms of transportation, including walking and biking. As a result, the City of Milwaukee believes it is important to create a physical environment that improves mobility for all individuals and one that encourages others to use walking or biking as an alternate mode of transportation. The City of Milwaukee's Free Bike Rack Program, which is available to business owners and property owners, will complement the streetscape project and encourage bicyclists to shop in the commercial areas, creating additional pedestrian traffic.

The streetscape improvements will promote pedestrian safety by more clearly defining the pedestrian realm and separating it from the physical space of the roadways. Also, the enhanced aesthetics will increase the desirablilty of the area, which will increase pedestrian traffic to the commercial businesses, and create activity on the streets. All of these factors contribute to improved quality of life, a sense of place, and ultimately economic development.

The proposed streetscape project is expected to pose minimal implementation obstacles. Local political support for the project is in place and the City of Milwaukee is already working with community-based organizations on quality of life issues and economic development initiatives within the Catalytic Project Areas. Furthermore, the proposed streetscape improvements are consistent with the City's strategic plan to upgrade local business districts through business recruiting, private development, new retail opportunities, and overall enhancement of the phsical appearance of commercial districts.

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.

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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 Milwaukee Department of City Development
(Name of Sponsor)

By Mike Dawson
(Name of Person with Fiscal Authority)

Mike Dawson
(Signature of Person)

Deputy Commissioner
(Title of Person Signing)

April 12, 2002
(Date)

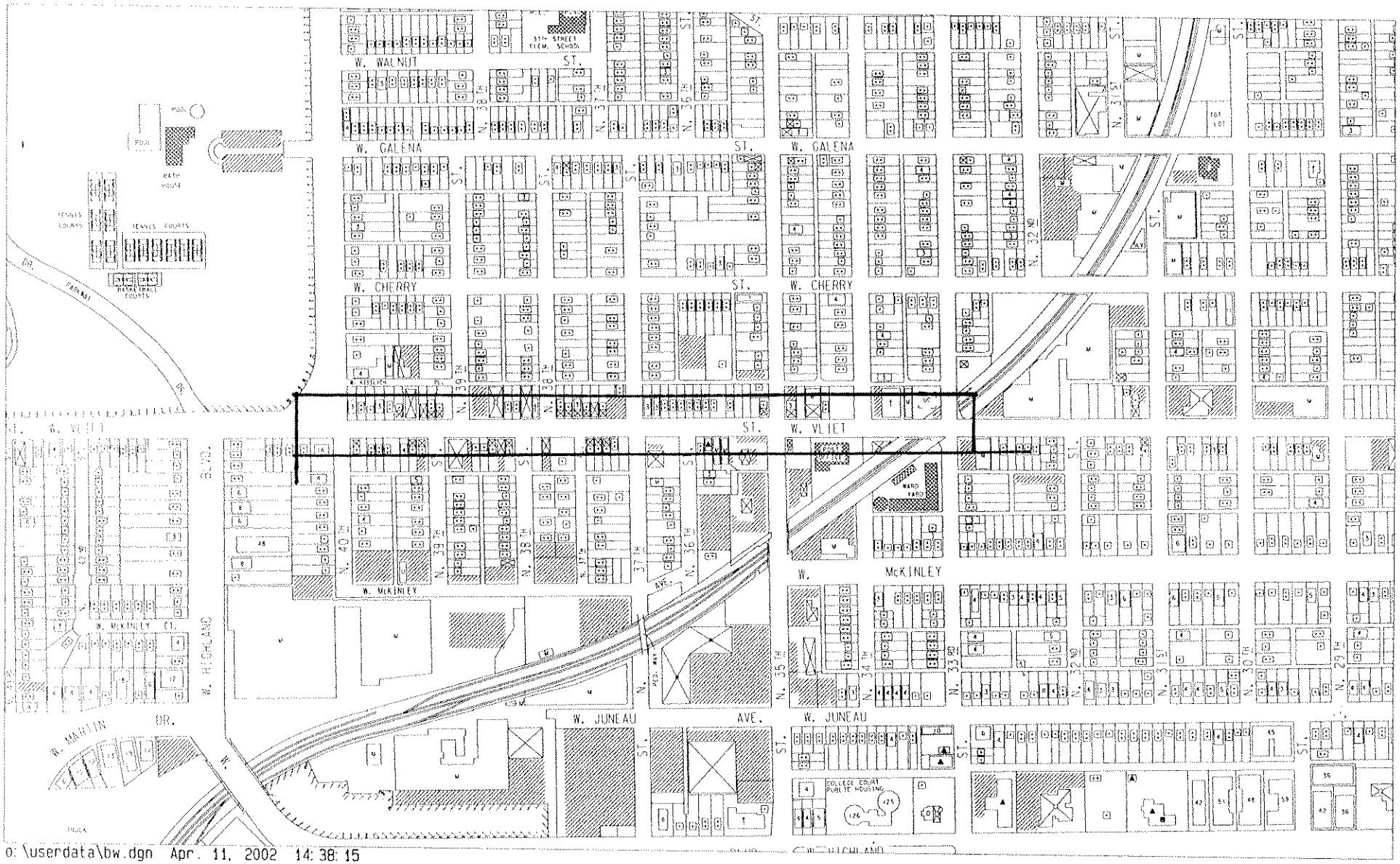
Please remember to include the <u>required</u> 8 1/2" x 11" black and white map for you project

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 --

Boundary

W. Vliet Street between 33rd St. on the East and 40th on the West



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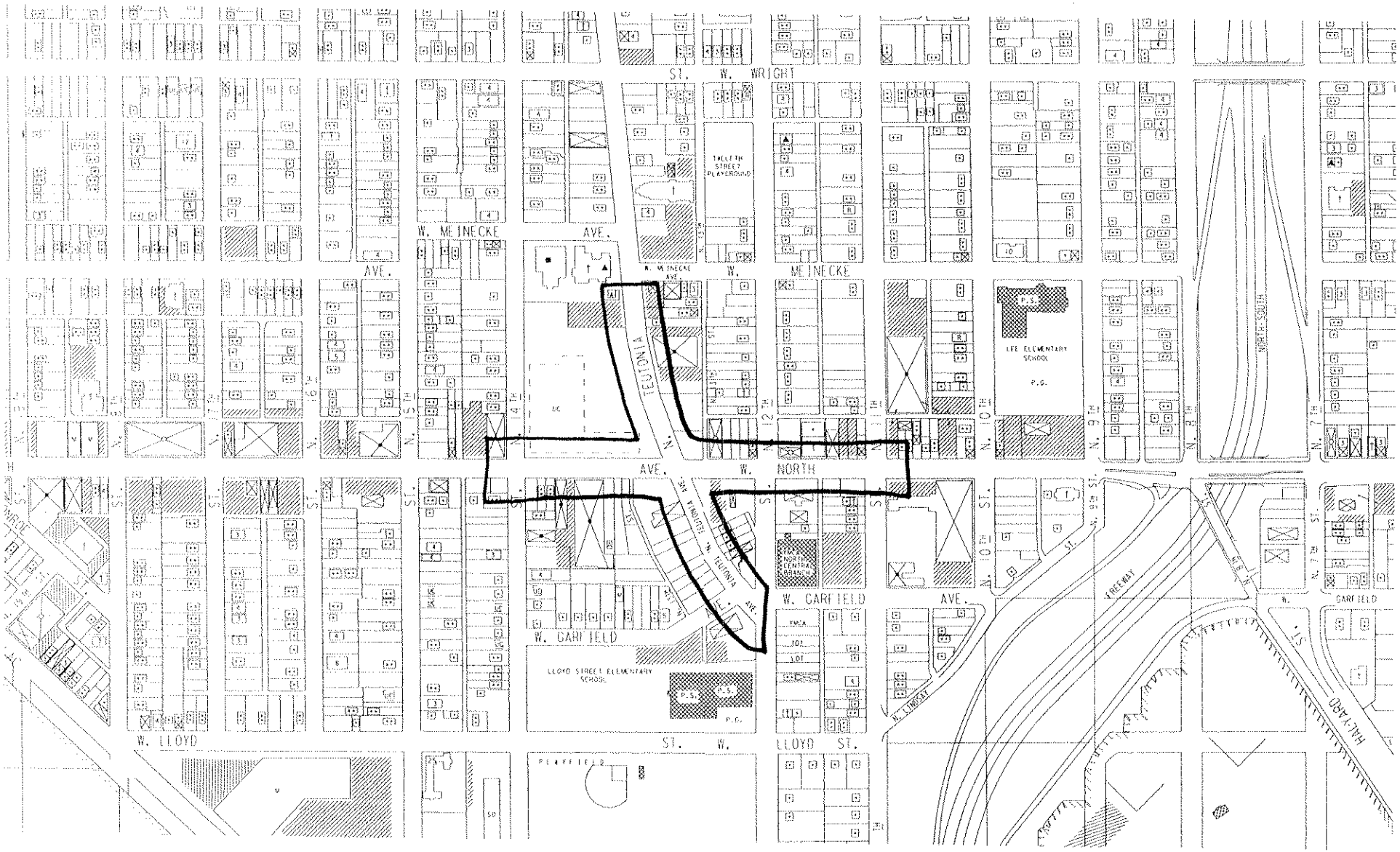
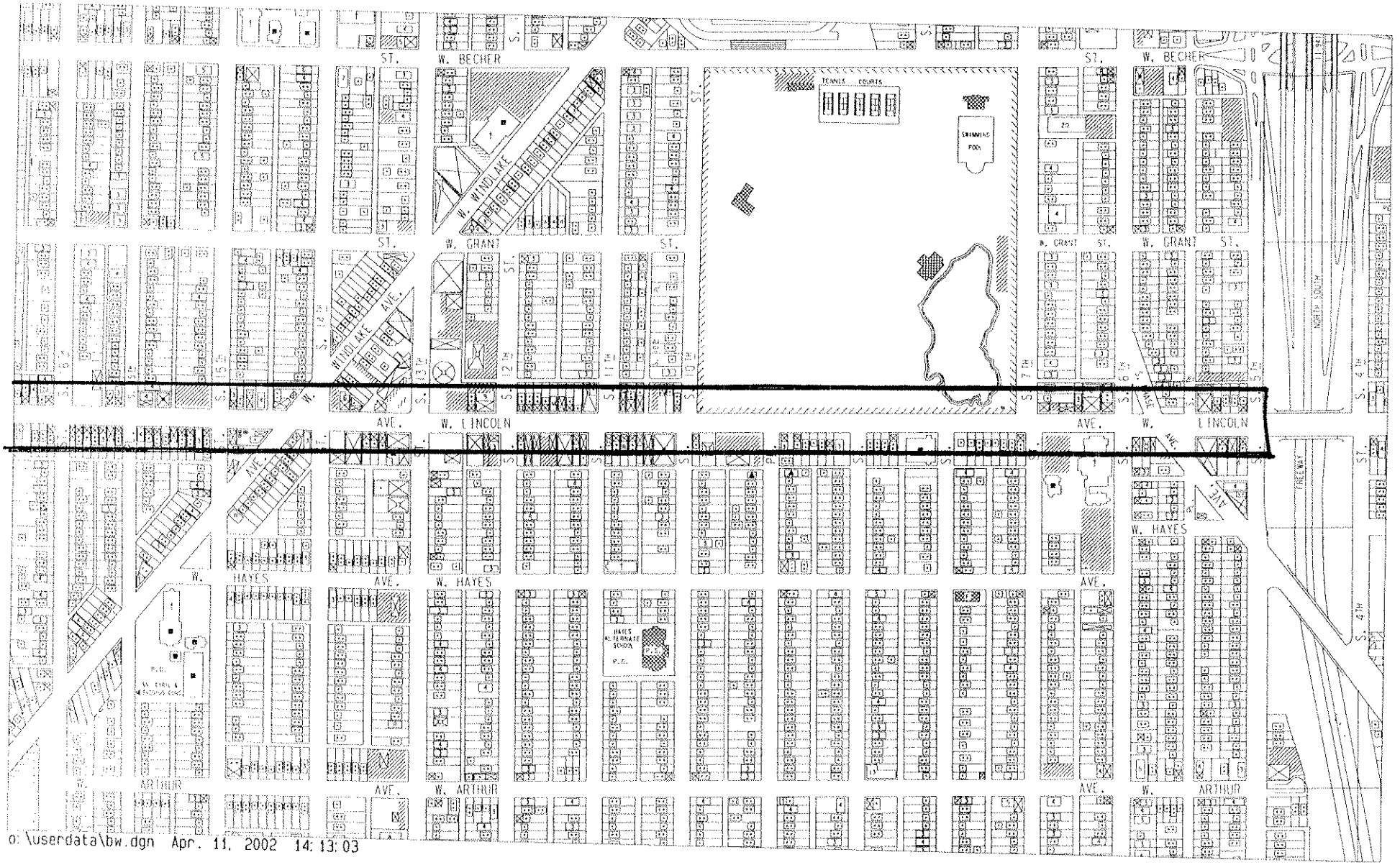
Boundary

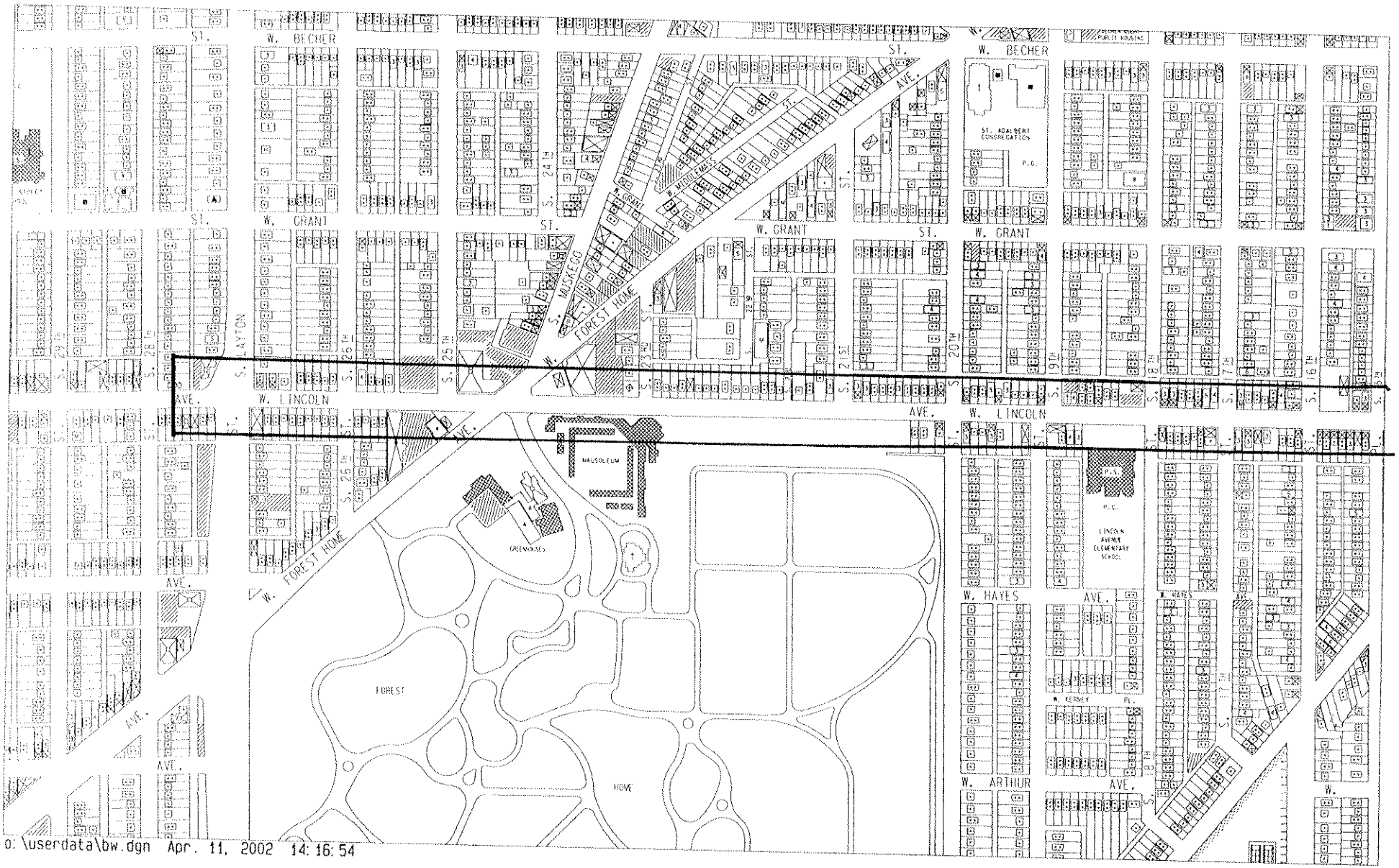
Intersection of N. Teutonia Ave.
and W. North Avenue



W. Lincoln Ave between I-43 on the East and 27th St. on West



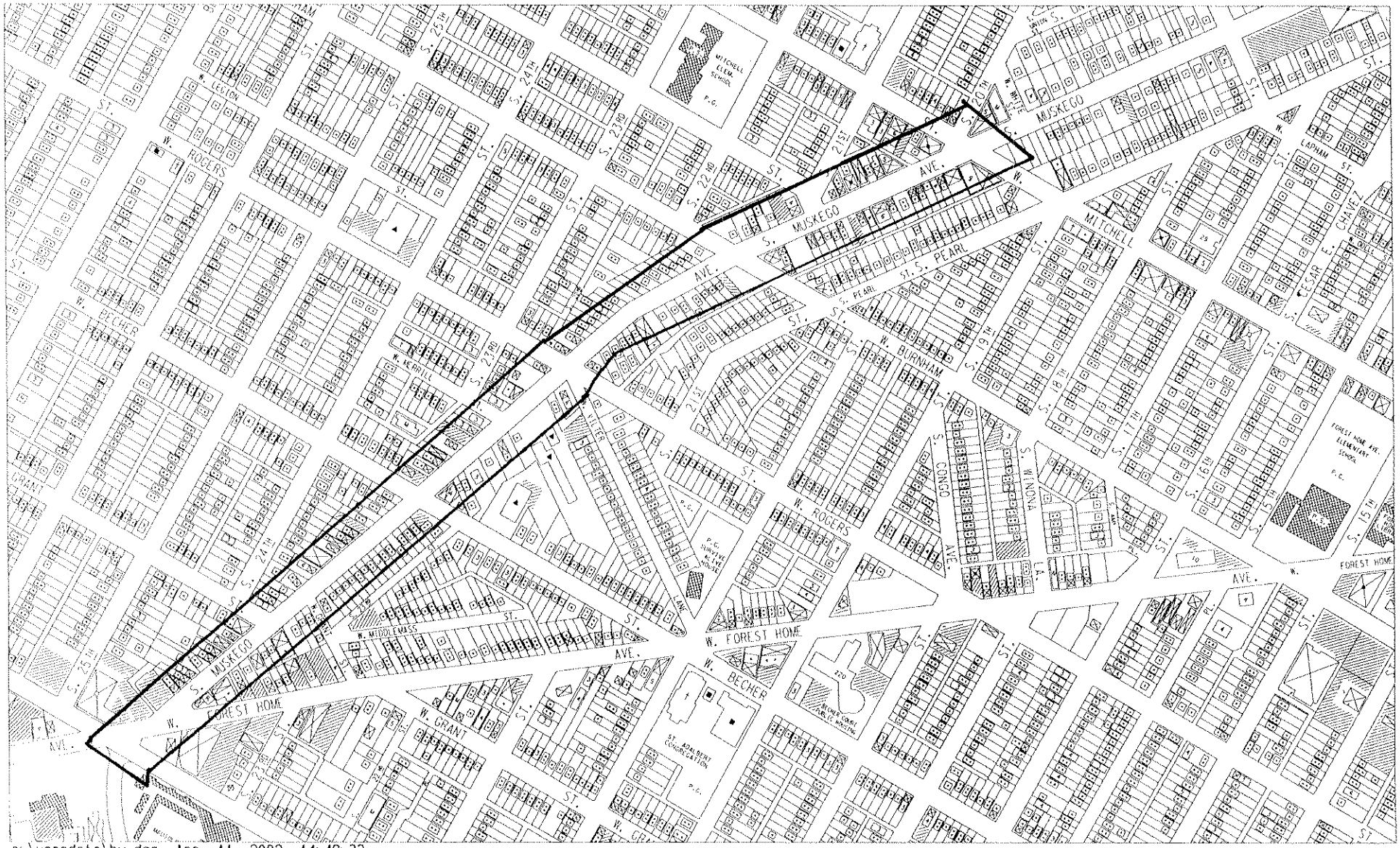
Lincoln
1 of 2



Lincoln
2 of 2

Boundary

S. Muskego Ave between Mitchell St on the North and Forest Home Ave on the South



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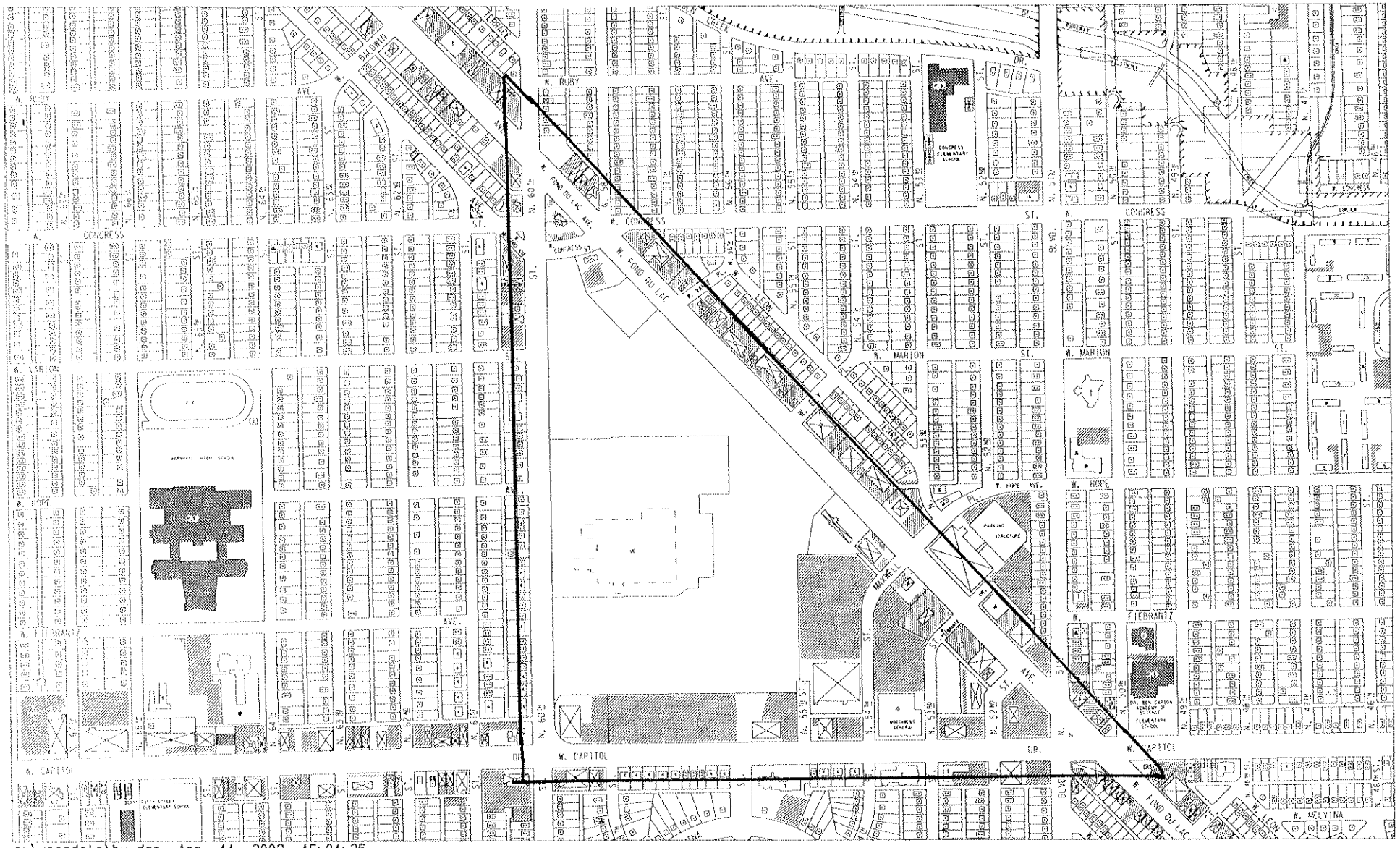
Boundary

Midtown Center area bounded by Fond du Lac Ave, Capitol Drive and 60th Street



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ID#: 2s03
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: South 70th Street Gateway to West Allis
PUBLIC SPONSOR: City of West Allis
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	$0	$138,000	$0	$138,000
Federal:	$0	$552,000	$0	$552,000
Total:	$	$690,000	$	$690,000

ATTACHMENTS AVAILABLE UPON REQUEST:

3.0 avg

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

Strengths **Weaknesses**

Comments: MAIN STREET COMMUNITY - GREENFIELD

OVERALL RANKING: 1____ 2~~X~~ 3.5 4____ 5____
High Priority Low Priority

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

FYs 2004-2005 PROJECT APPLICATION FORM FOR:

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

(Form available in electronic format from WisDOT)

1. Project Name: South 70th Street Gateway to West Allis

2. Project Location: Municipality: West Allis County: Milwaukee
   Street Address of Project (if applicable): South 70th Street
   Describe location and boundaries of the project: from W. Washington Street to West National Avenue.

3. Name of the MPO the project is represented by: SEWRPC
   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: West Allis
   Indicate Sponsor Type: ☐ State ☐ County ☒ City ☐ Village ☐ Town ☐ Indian Nation

5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
   1 of 2 . This is required for projects in urbanized areas with MPOs, optional for others)

6. Primary Contact Person of Public Sponsor Agency:

   Name: Michael G. Lewis Title: City Engineer
   Address: 7525 W. Greenfield Avenue Phone: (414) 302-8372
   Municipality: West Allis State: WI Zip: 53214
   FAX: (414) 302-8366 E-mail: mlewis@ci.west-allis.wi.us

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

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

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

[x] Local Transportation Enhancements (TE) Program

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

- [ ] 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)
- [x] 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.

[x] 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:

- [x] 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.)

One of the traditional gateways into the City of West Allis is 70th Street, which served both vehicular traffic and workers who walked to Allis-Chalmers Manufacturing. Now, the City is working to reuse the industrial buildings, establish new jobs, and, with this proposed project, create a new, aesthetically pleasing gateway to the City. A crucial component of this project is enhancements such as landscaping, traffic calming elements, decorative lighting and street furniture, providing a pedestrian friendly environment for modern workers, students at Milwaukee Area Technical College and Lakeland College, senior citizens living at the Landmark Apartments and visiting the West Allis Senior Center.

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

	FY 2003	FY 2004	FY 2005
	(If Available)	(Begins 7/1/03)	(Begins 7/1/04)
Preliminary Engineering/Design	$	$	$
Real Estate		$	$
Construction		$ 690,000.00	$
System Planning (STP-D Only)		$	$
TOTAL	**$**	$ 690,000.00	**$**
Percentage of Public Sponor Funds: 20 %		$ 138,000.00	$
Percentage of Federal Funds: 80 %		$ 552,000.00	$
TOTAL	**$**	$ 690,000.00	**$**

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

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

P.E./Design/Planning _____

Real Estate _____

Construction July 2003

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13. I have read and understood the above statements.

Signed on behalf of City of West Allis
(Name of Sponsor)

By Michael G. Lewis
(Name of Person with Fiscal Authority)

(Signature of Person)

City Engineer
(Title of Person Signing)

4/10/2002
(Date)

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

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

The South 70th Street Gateway Project

Overview of Area

South 70th Street serves the community in many ways. It is a visual image for the City, a commerce district, and a thoroughfare to downtown from Interstate Highway 94. Over the last 50 years many corporations have come and gone, leaving many to wonder about the corridor's future. Recently, thanks to successful efforts by the City to attract and maintain new business and industry tenants, it is once again a vital commerce district and workplace. Your first impression when entering West Allis on South 70th Street is of a thriving, prosperous corporate campus with recently built structures for C&H Distributors, Poblocki Sign Company, Columbia St. Mary's Gateway Health Clinic, and Tri-City Bank. West Allis seeks a gateway on South 70th Street that will provide a strong sense of arrival, reflect the City's heritage and promote commitment to its future.

The City of West Allis has already committed to reconstructing South 70th Street from the North Corporate Limits to West Washington Street with funding from our TIF district. The new roadway will have two driving lanes in each direction with a landscaped median in the center. The parking lots will be aesthetically landscaped with a mixed border of shade and ornamental trees, hedges, and masses of colorful perennials. The reconstruction will also include new streetlights and the use of accented pavement patterns at the intersection with West Washington Street. The design of this segment is underway with construction anticipated in the summer of 2002.

The West Allis Business Improvement District, which bisects South 70th Street along West Greenfield Avenue, is also planning a separate streetscape project from S. 70th Street to S. 76th Street to be paid for with other funding available to the City. This project will include new streetlights with banners, replacing the brick pavers with stamped concrete, and coordinated bus stops. The design of this project is underway with construction anticipated in the summer of 2002.

The City of West Allis is requesting funding from the Local Transportation Enhancements (TE) Program or the Surface Transportation Discretionary Program (STP-D) for landscaping and beautification of the pedestrian areas of South 70th Street from West Washington Street to West National Avenue. The City of West Allis does assess for the repair of hazardous sidewalk but historically has not assessed for streetscaping projects.

Corporate Plaza Zone

The corporate plaza zone, which is approximately 1300 feet long, extends from West Washington Street to West Greenfield Avenue and includes historic corporate office buildings that stand tall with very little setback. Here the environment is definitely urban and compact offering little open space opportunity for congregating and relaxing. The architectural infrastructure, old and new, speaks with many voices. Uniting the various styles and forms requires site amenities which share a common style and color. This zone is full of pedestrians from the Milwaukee Area Technical College (4,500 students per semester), Lakeland College (800 students per semester), Covenant Health Care, the Children's Service Society and Kmart. Many of these pedestrians make use of one of the five Milwaukee County Transit System routes with stops in the area.

The dual purpose of the corridor's design is utility and accent. In addition to practical matters of safety and convenience, the design provides for beautification and softening of the thoroughfare through the introduction of street trees, planters, turf and pedestrian comfort. The design provides for a revitalized corridor that is more generously sized, lighted and graciously appointed. Older corporate entrances are given prominence, while new corporate developments are embraced in harmonious campus-like landscapes.

Along the corridor, pedestrians are made to feel safe by emphasizing human scale and comfort through the use of various paving textures, above ground planters, and pedestrian amenities and street furniture such as benches and trash receptacles. Plaza seating under ornamental trees and surrounded by perennials and maintained hedges offers a garden-like invitation to both pedestrians and drivers. The introduction of street trees arranged in a corporate formality distinguishes this zone. Plazas will be wide enough to allow for street vendors and encourage pedestrians to gather and relate mutually with the corridor.

Residential Zone

The zone immediately south of the Corporate Plaza Zone is the Residential Zone, which is approximately 1,300 feet long, extends from West Greenfield Avenue to West National Avenue and includes a mixture of residential uses and commercial uses. The residential uses range in density from the recently built Landmark of West Allis, which is a 127 unit senior citizen apartment complex, to older single

family houses. The zone is adjacent to Veterans Park, which contains a veteran's monument as well as a park pavilion and playground equipment. The West Allis Senior Center, which is also adjacent to South 70 Street, offers over 30 free classes each week for senior citizens in addition to special events and a senior meal program.

Along this corridor, pedestrians will be made to feel safe and comfortable through the use of accent pavement patterns in the commercial areas, as well as new lighting, benches and trash receptacles along the entire length. The addition of new street trees to complement the large number of existing trees will further soften the environment along the corridor.

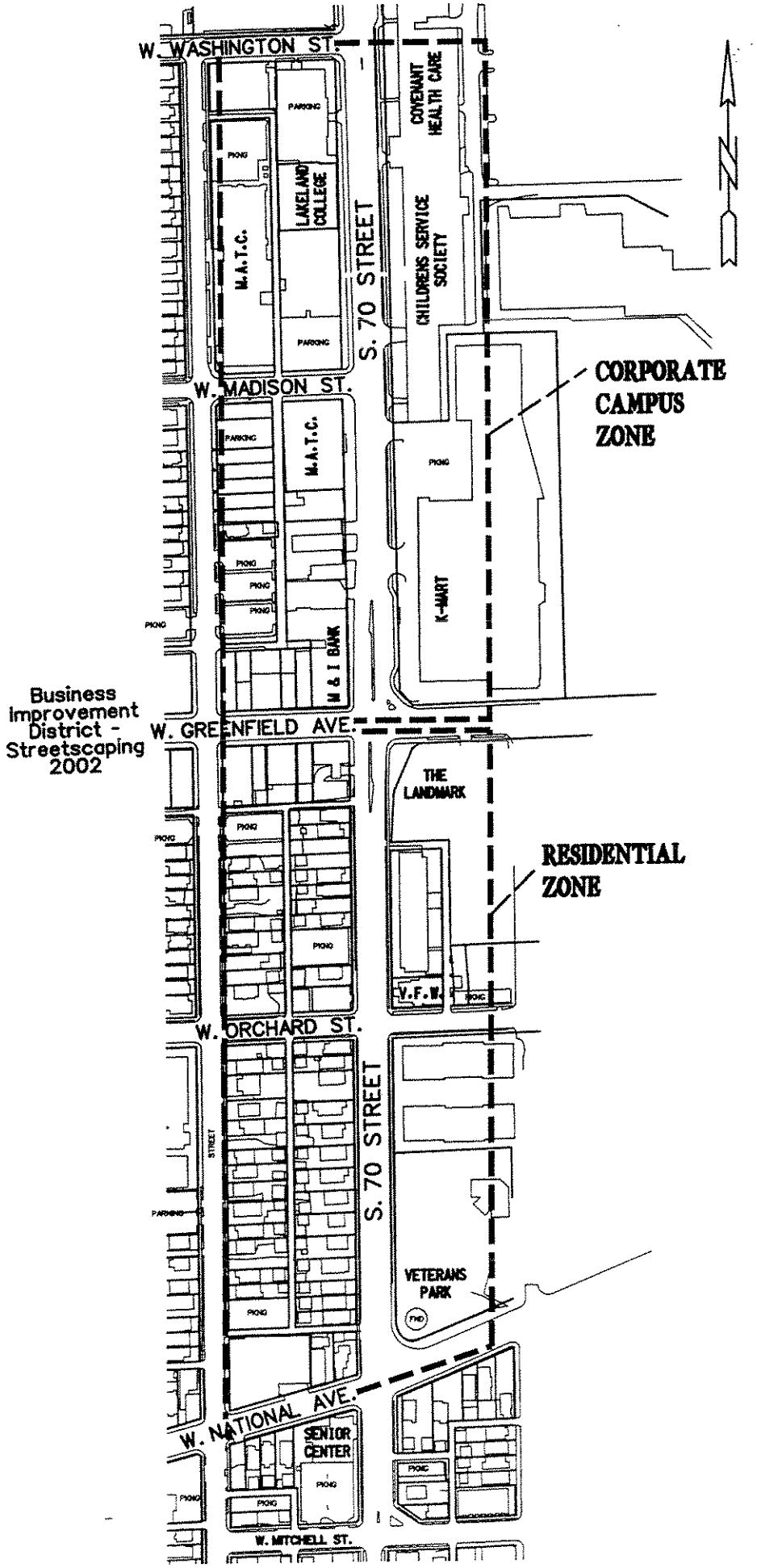
Estimate

	Item	Quantity	Price	Cost
Hardscape:	Walk Removal	33,000 s.f.	$0.50	$16,500
	Concrete Walk	22,800 s.f.	$4.00	$91,200
	Accent Paving	10,200 s.f.	$10.00	$102,000
Plantings:	Ornamental Tree	29 ea.	$400.00	$11,600
	Shade Tree	19 ea.	$440.00	$8,360
	Turf	390 s.y.	$6.00	$2,340
	Landscape Screening	200 l.f.	$140.00	$28,000
	Planter	22 ea.	$600.00	$13,200
Amenities:	Trash Receptacle	11 ea.	$800.00	$8,800
	Bench	12 ea.	$1,000.00	$12,000
	Bus Shelter	4 ea.	$27,000.00	$108,000
	Light Fixtures	33 ea.	$6,000.00	$198,000
Subtotal:				**$600,000**
Contingency (15%)				**$90,000**
Total:				**$690,000**

Walkable Communities Initiative

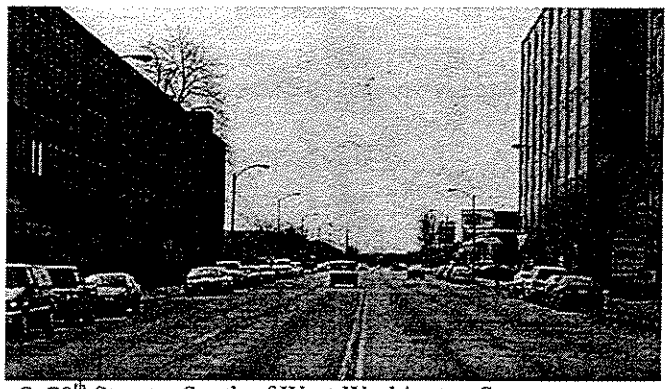
The City of West Allis is one of the 8 communities chosen to participate in the Walkable Communities Initiative and has accepted this opportunity to improve walking conditions in our own community. By participating in this pilot project which is sponsored by the Southeastern Wisconsin Regional Planning Commission and funded by the Wisconsin Department of Transportation and SEWRPC, the City of West Allis is demonstrating its commitment to walking as a form of transportation, recreation and good health. The City will be hosting a 4-hour workshop on April 18, 2002 attended by key staff members, community leaders, citizens, and elected officials. The workshop will focus on a proposal to construct a connection from downtown West Allis to the Hank Aaron State Trail through the Veterans Administration Center. This link from the West Side of Milwaukee County to downtown Milwaukee will serve as an excellent corridor for those commuting to work, school, baseball games, or other events.

South 70th Street Reconstruction - 2002



SOUTH 70th STREET GATEWAY

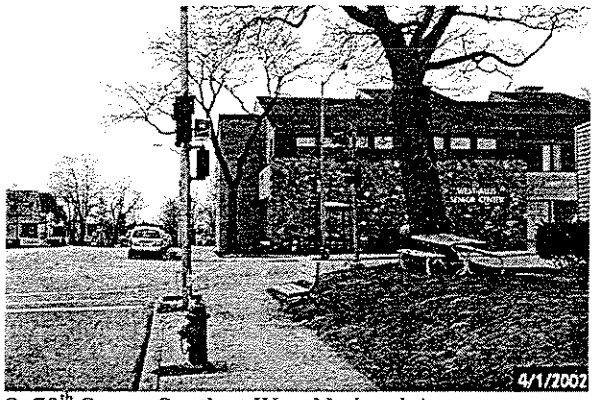
S. 70th Street -South of West Washington Street



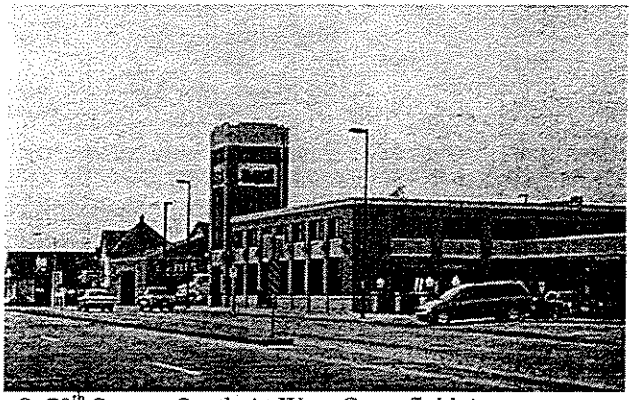
S. 70th Street – South of West Washington Street

S. 70th Street - South From West Washington Street

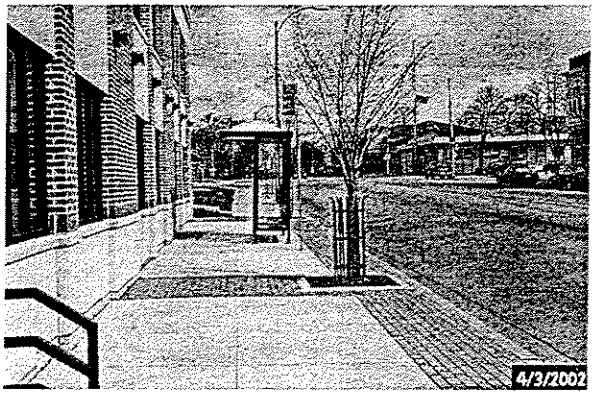
S. 70th Street - South From West Washington Street



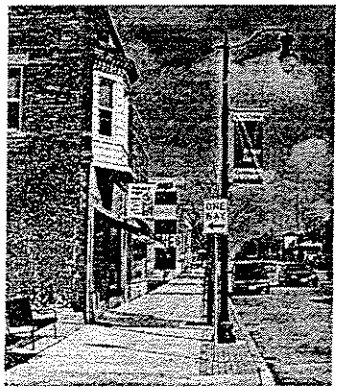
S. 70th Street -South at West National Avenue



S. 70th Street - South At West Greenfield Avenue



Proposed Streetscaping



Proposed Streetscaping

Proposed Streetscaping

ID#: 2s04
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: West Greenfield Avenue City Center
PUBLIC SPONSOR: City of West Allis
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	$0	$283,678	$0	$283,678
Federal:	$0	$1,134,710	$0	$1,134,710
Total:	$	$1,418,388	$	$1,418,388

ATTACHMENTS AVAILABLE UPON REQUEST:

2.75 avg

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

Strengths **Weaknesses**

cost

Comments:

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

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

FYs 2004-2005 PROJECT APPLICATION FORM FOR:

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

(Form available in electronic format from WisDOT)

1. Project Name: West Greenfield Avenue City Center

2. Project Location: Municipality: West Allis County: Milwaukee
   Street Address of Project (if applicable): _____
   Describe location and boundaries of the project: S.70th Street to 76th Street

3. Name of the MPO the project is represented by: Southeastern Wisconsin RPC (SEWRPC)
   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: West Allis
   Indicate Sponsor Type: ☐ State ☐ County ☒ City ☐ Village ☐ Town ☐ Indian Nation

5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
   2 of 2 . This is required for projects in urbanized areas with MPOs, optional for others)

6. Primary Contact Person of Public Sponsor Agency:

   Name: Michael G. Lewis Title: City Engineer
   Address: 7525 W. Greenfield Avenue Phone: (414) 302-8372
   Municipality: City of West Allis State: WI Zip: 53214
   FAX: (414) 302-8366 E-mail: mlewis@ci.west-allis.wi.us

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

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

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

☒ Local Transportation Enhancements (TE) Program

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

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

☒ Surface Transportation Discretionary Program (STP-D)

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

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

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

Project includes including new decorative pedestrian lights, narrowing the pavement to increase width of sidewalk, installing pedestrian "bump-outs" at each corner of every intersection to allow safer, easier street crossing for pedestrians and streetscape features like ornamental trees, trash receptacles and benchs. Project would also include concrete bus stops, narrowing of the street pavement to traffic calm the City Center area and decorative brick along the sidewalk and through the intersections.

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			$ 1,418,388	$
System Planning (STP-D Only)			$	$
TOTAL		**$**	**$**	**$**
Percentage of Public Sponor Funds:	20%		$283,677	$
Percentage of Federal Funds:	80%		$1,134,711	$
TOTAL		**$**	**$1,418,388**	**$**

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 8/2002

Real Estate _____

Construction 7/2003

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.
MLE Accepted.

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

MLE 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.

MLE 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 West Allis
(Name of Sponsor)

By Michael G. Lewis [signature]
(Name of Person with Fiscal Authority) (Signature of Person)

City Engineer 4/11/2002
(Title of Person Signing) (Date)

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

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

West Greenfield Avenue City Center Project

Overview

West Greenfield Avenue is West Allis' downtown. It represents one of the areas where residents and visitors get their first impressions of West Allis. With the cooperation and work of our Common Council, Mayor, West Allis Business Improvement District, our downtown was recently designated by the State of Wisconsin a Main Street Community. The business owners and elected officials have been working successfully to attract and maintain business along our downtown.

The City is requesting funding from the Local Transportation Enhancements (TE) Program or the Surface Transportation Discretionary Program (STP-D) for landscaping and beautification of the pedestrian areas of West Greenfield from 70th Street to 76th Street. This section of West Greenfield is approximately 2,000 feet long. The sidewalks are narrow and the corridor unattractive for pedestrians and shoppers.

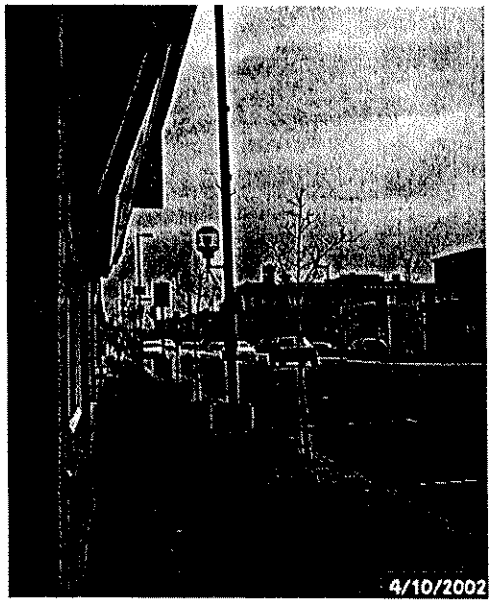
Project Plan

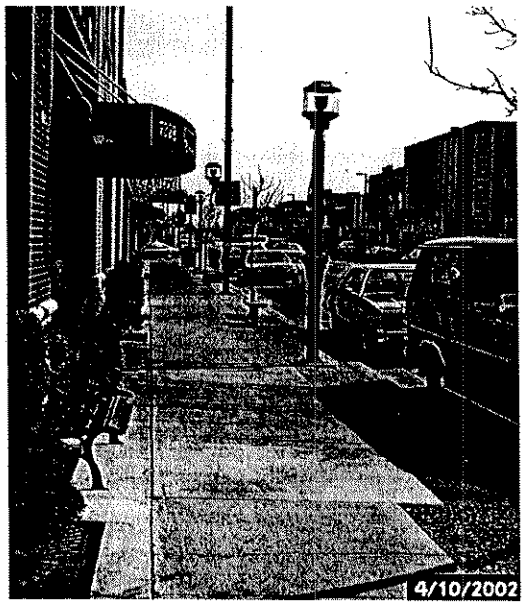
The preliminary design calls for beautification and softening of the corridor through widening the sidewalk width and the replacement of pedestrian/street lights, planters, trees, trash receptacles and benches.

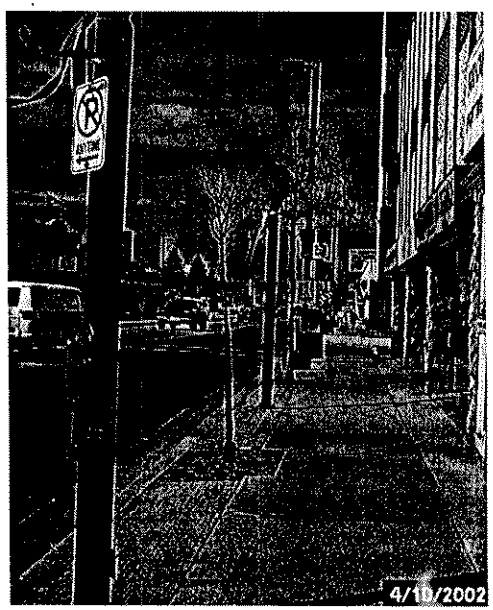
Estimate

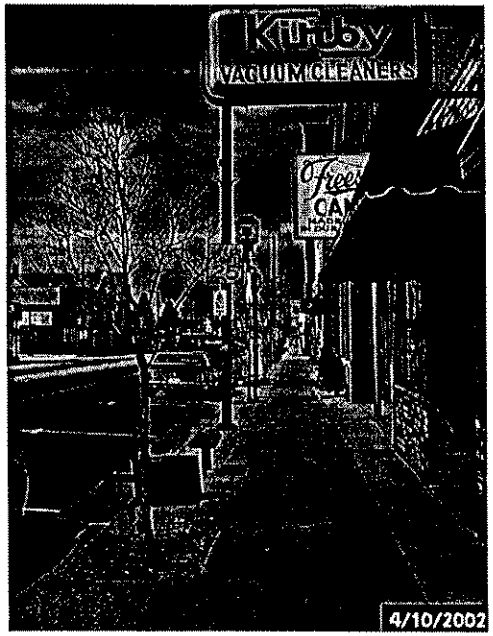
Removing Concrete	$59,830
Removing Asphalt	$25,550
Base Course	$32,000
Asphalt Pavement	$41,130
Concrete Pavement & Sidewalk	$355,330
Special Colored Concrete/Bricks	$384,200
Pavement Marking	$17,140
Trees, Trash Cans, Benches Flowers, Plantings, Structures	$180,310
Underground Utilities and Miscell.	$86,500
SUBTOTAL	$1,181,990
20% Contingency	$236,398
TOTAL	$1,418,388

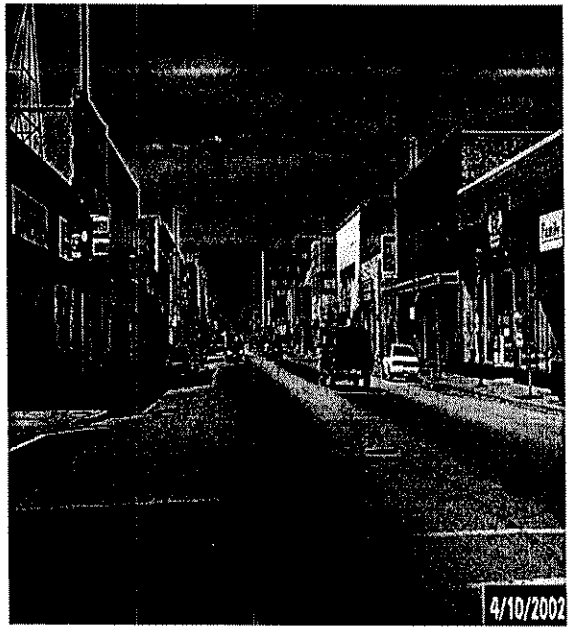
WEST GREENFIELD AVENUE STREETSCAPING











West Greenfield Avenue - City Center