

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Landscaping at Racine Multimodal Transportation Center
PUBLIC SPONSOR: City of Racine
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$83,600	\$0	\$83,600
Federal:	\$0	\$334,400	\$0	\$334,400
Total:	\$	\$418,000	\$	\$418,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.85 avg

Strengths

Weaknesses

PLAN 2 \$ FOR CENTER NOT COMPLETED

Comments: *MONEY FOR DEPOT RESTORATION DONE*

OVERALL RANKING:

1 _____ 2 _____ 3 X 4 _____ 5 g
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: Landscaping at Racine Multimodal Transportation Center

2. Project Location: Municipality: Racine County: Racine

Street Address of Project (if applicable): 1409-1421 State Street

Describe location and boundaries of the project: At the bus off-street transit station and the soon to be rehabilitated Chicago & North Western Railroad Passenger depot, from State Street on the north to Liberty Street on the south.

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 Racine

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 3. This is required for projects in urbanized areas with MPOs, optional for others)

6. Primary Contact Person of Public Sponsor Agency:

Name: Michael J. Glasheen Title: Transit Planner

Address: 730 Washington Ave., Rm 304 Phone: (262) 636-9166

Municipality: City of Racine State: WI Zip: 53403

FAX: (262) 636-9545 E-mail: mikeg@cityofracine.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:

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

The City of Racine is developing a master plan for the construction of a multi-modal transportation facility. The plan calls for the development of an off-street bus transfer facility next to the rehabilitated CNY railroad passenger depot. Between the two has been designed a pedestrian area for bus and future rail customers. The designated project would provide funds for the landscaping of the common area with shrubs, trees and bushes to create a park-like setting for the users of the transportation facility as was included in the original design and construction in 1902.

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		\$418,000.00	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$418,000.00	\$
Percentage of Public Sponsor Funds:	%	\$83,600.00	\$
Percentage of Federal Funds:	%	\$334,400.00	\$
TOTAL	\$	\$418,000.00	\$

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 1, 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:

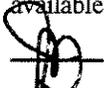
Person initialing and signing the application must have fiscal authority for the public sponsor.

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.



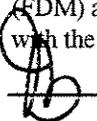
Accepted.

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 -recreational usage of the trail such as for shopping, work, school trips, etc.

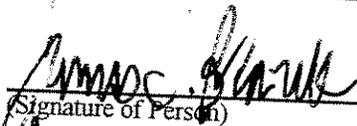
e) Broadly describe other project benefits (not already covered above) related to any of the following - improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development,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

13. I have read and understood the above statements.

Signed on behalf of City of Racine
(Name of Sponsor)

By James J. Blazek
(Name of Person with Fiscal Authority)

City Engineer
(Title of Person Signing)


(Signature of Person)
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 --

Landscaping at Racine Intermodal Transportation Center
April 11, 2002

The City of Racine is developing a master project for a multi-modal transportation facility calling for development of an off-street bus transportation facility next to the rehabilitated, historic C&NW railroad passenger depot on State Street in Racine. The consultant's master plan calls for the development of a pedestrian area for bus and future rail customers between the two facilities. The pedestrian area has been conceived as a green space with trees, shrubs and bushes to create a park-like setting for transportation users.

The genesis of the park can be found in historic pictures of the railroad depot that shows a beautifully landscaped park to the east of the railroad depot, south of State Street. The master plan would return the park setting to the area in a design that would recreate a green space in an urban setting, linking the facility to the neighborhood as well as its historic roots.

A small street, Armenia Lane, would be recreated as an elegant pedestrian path with areas for benches and tables for travelers and employees. The pavement style has the opportunity to hearken back to the old pavers once used on the train platforms with soldier coursing and possibly a variety of colors and textures. Amenities like light fixtures, trash receptacles, and bicycle racks all can become features for the site.

Plant material itself has the opportunity to reinforce the historical nature of the site through flowering shrub borders and small plantings as well as canopy trees. Wayfinding and barrier control is enhanced through plant material rather than traditional fencing.

The Root River Pathway, a bicycle and pedestrian trail currently under construction by the City of Racine, runs within two blocks of the transportation center. A well-landscaped park area may be an attractive location for bicyclists to stop and rest for a moment. In addition, the proximity to a local pharmacy may also attract bicyclists to this location.

The area in the vicinity of the Transportation Facility is undergoing a business and commercial renaissance. The vacated Western Publishing complex to the immediate south of the transit center has over 700,000 SF of floor space and is envisioned as a business incubator, for start-up businesses. To the north and west are an established drug store and a soon-to-be-constructed grocery store and fast food restaurant. We envision many people using the Transportation Facility to get to work at these locations and the park area to be a natural setting for pedestrian movements between the two nodes.

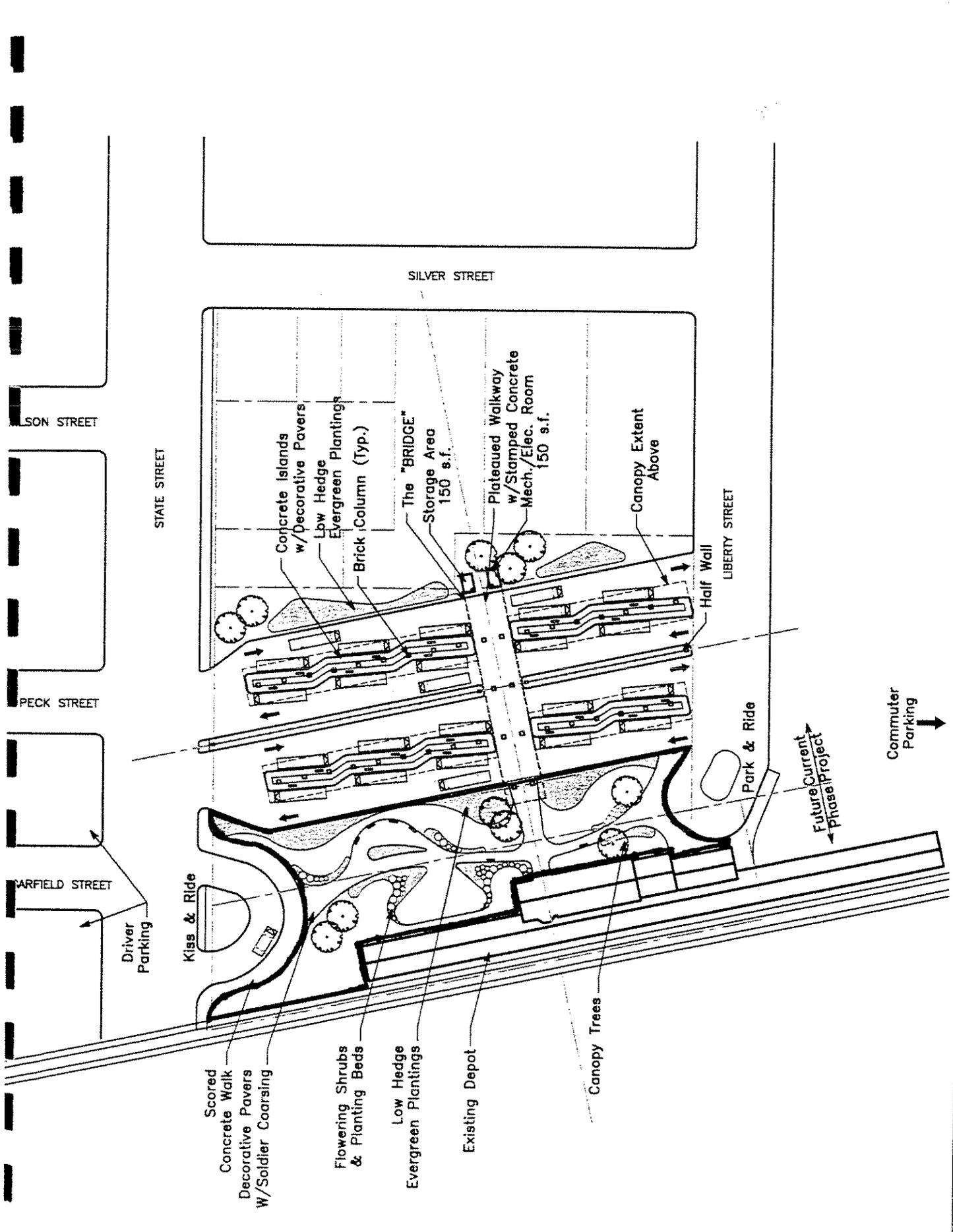
The project is projected to have small evergreen shrubs, flowering shrubs, shade trees, a grassy, sodded area, up to 16 concrete benches, 11,000 SF of concrete pavers with soldier coursing and additional paving, and banners and markers outlining the historic nature of the area. The City of Racine is also considering making application to the Federal "Art in

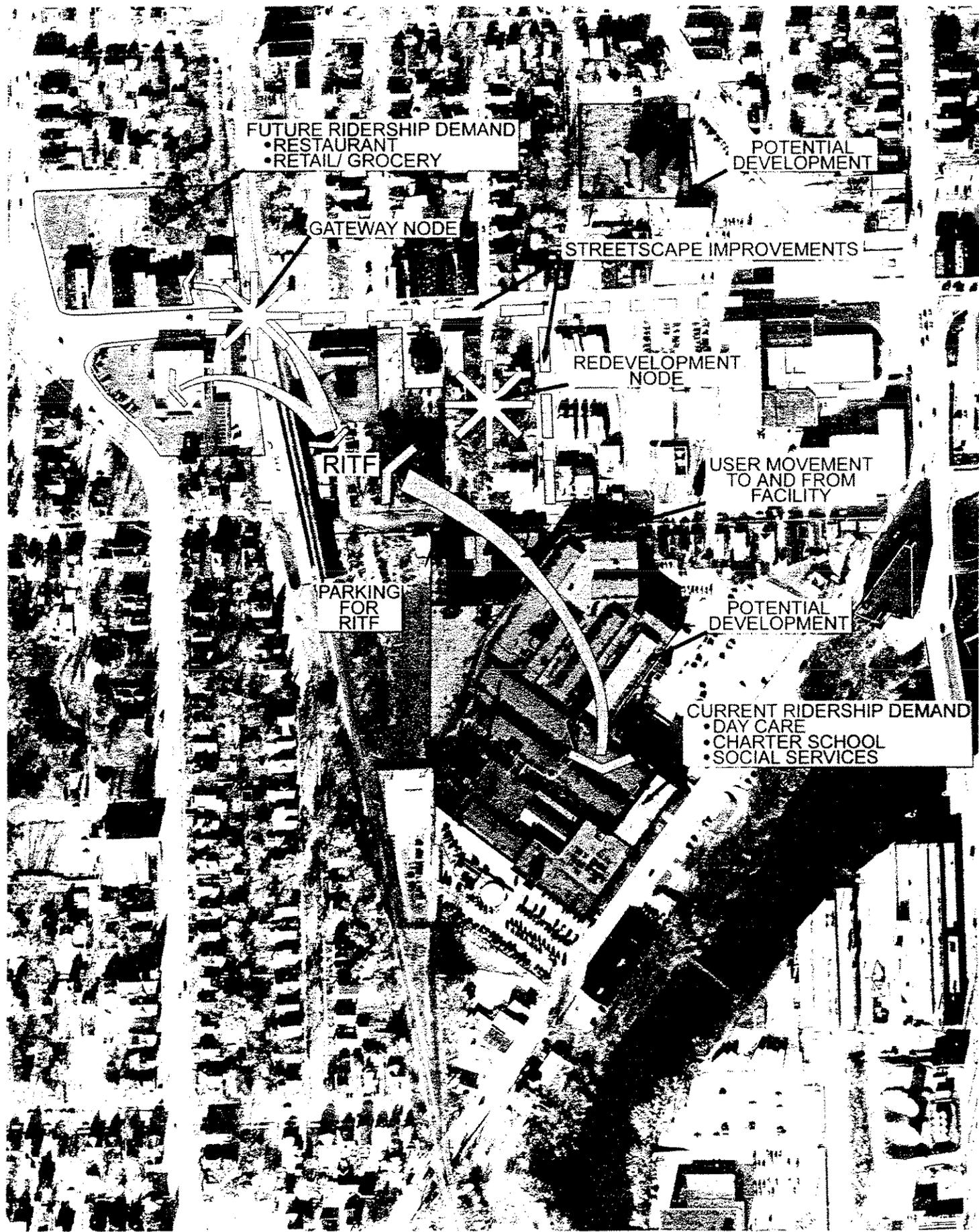
Transportation” program that could be used to provide a showcase for area artists in the park setting.

The City of Racine Transit System, the Belle Urban System, provides approximately 2,200,000 unlinked transportation trips yearly. It is anticipated that approximately 65% of those trips, or 1,430,000 trips, will move through the Multi-Modal Transportation Facility in a year. It has also been estimated that there is the potential of over 30,000 annual rail passengers using the Multi-Modal Transportation Facility in a year, once commuter rail service is established. All of the individuals taking those trips would have access to the landscaped area. As has been previously discussed, the area to be landscaped provides a natural “bridge” between a large commercial development to the south and retail businesses to the north. The use of the area by bicyclists can also be pathmarked and promulgated.

The ability to landscape this area will enhance the facility’s identification as a gateway to downtown Racine for automobile drivers, as well as a gateway for travelers leaving and entering the city by public transportation. The overall development of the Multi-Modal Transportation Center, with beautifying landscaping, can enhance the area by attracting transit oriented development to the area.

A fully functioning, well-landscaped, public transportation center can be an enhancement to the community. Funds to complete the project by providing a beautifully landscaped park-like area that harkens back to the historic roots of the area are being requested in this application.





RACINE INTERMODAL TRANSPORTATION FACILITY

CITY OF
 RACINE, WISCONSIN
 Site Context Map



ID#: 2s06
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Washington Avenue / Seventh Street, STH 20 & 32
PUBLIC SPONSOR: City of Racine
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$0	\$200,000	\$200,000
Federal:	\$0	\$0	\$800,000	\$800,000
Total:	\$	\$	\$1,000,000	\$1,000,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

4.0 avg

Strengths

Weaknesses

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: Washington Avenue / Seventh Street, S.T.H. 20&32

2. Project Location: Municipality: City of Racine County: Racine

Street Address of Project (if applicable): _____

Describe location and boundaries of the project: The project is located on the east side of the city of Racine between Marquette Street and Lake Avenue.

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 Racine

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 3. This is required for projects in urbanized areas with MPOs, optional for others)

6. Primary Contact Person of Public Sponsor Agency:

Name: James J. Blazek Title: City Engineer

Address: 730 Washington Avenue Phone: (262) 636-9191

Municipality: City of Racine State: WI Zip: 53403

FAX: (262) 636-9545 E-mail: JBlazek@cityofracine.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: _____

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		\$	\$1,000,000
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$	\$1,000,000
Percentage of Public Sponsor Funds: 20%		\$	\$ 200,000
Percentage of Federal Funds: 80%		\$	\$ 800,000
TOTAL	\$	\$	\$1,000,000

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 5/2003 to 5/2005

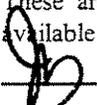
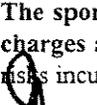
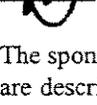
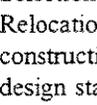
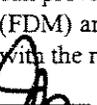
Real Estate _____

Construction 5/2005 to 11/2005

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

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

- a.  Matching dollar funding of at least 20% of project costs must be provided by the sponsor.
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.
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- e.  The sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include but are not limited to the following: a Qualifications Based Selection process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & AASHTO design standards for bicycle facilities; U.S. Department of the Interior standards for historic buildings, etc. Each District can provide copies of the current Local Sponsors Guide, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. Applicants need to become familiar with the requirements in these documents as necessary to complete their projects.
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:

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- 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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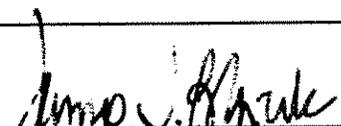
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13. I have read and understood the above statements.

Signed on behalf of City of Racine
(Name of Sponsor)

By James J. Blazek
(Name of Person with Fiscal Authority)

City Engineer
(Title of Person Signing)


(Signature of Person)
April 11, 2002
(Date)

Please remember to include the required 8 1/2" x 11" black and white map for you project
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-- NO LATE APPLICATIONS WILL BE ACCEPTED --

FYs 2004-2005 Project Application Form

Local Transportation Enhancements (TE) Program

12c. The Washington Avenue/Seventh Street section of STH 20&32 is the main access to downtown Racine from the west. This application is for the street scaping, curb bump outs, decorative colored sidewalks and crosswalks and the ornamental street lighting portion of the proposed Washington Avenue/Seventh Street reconstruction project between Marquette Street and Lake Avenue.

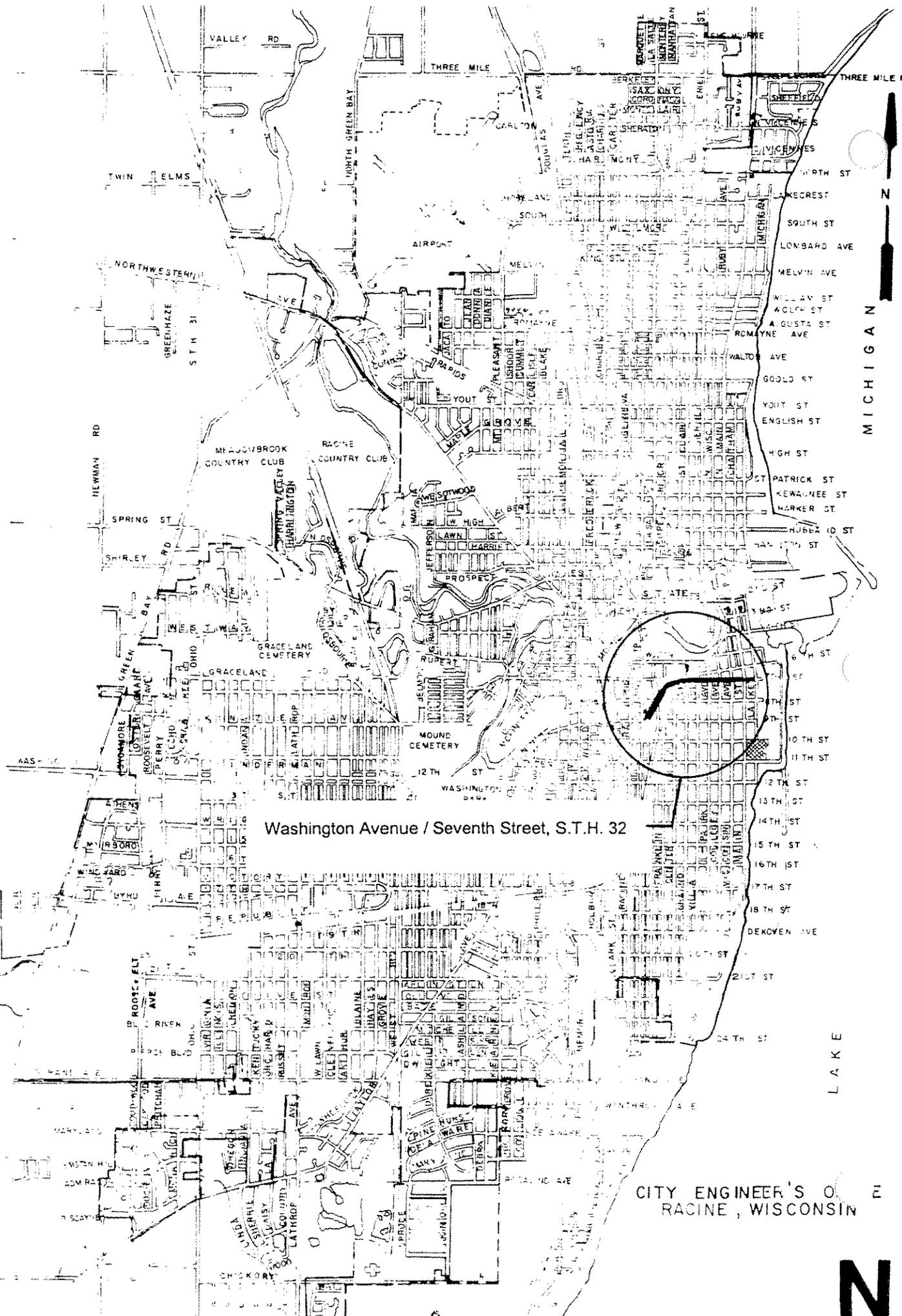
The project can best be described in two sections. The first section is on Washington Avenue between Marquette Street and Grand Avenue. It has two way traffic and carries an average of 8,500 vehicles per day. It is proposed to resurface the existing pavement with hot-mixed asphalt. The work would include updating or replacing the present traffic signal and street lighting facilities, some of which will be ornamental.

The second section of the reconstruction project is on Seventh Street from Grand Avenue to Lake Avenue. This section of STH 20&32 is one-way east bound and carries an estimated 6,600 vehicles per day. It is proposed to completely reconstruct this section of Seventh Street with Portland Cement concrete pavement, new curb and gutter and sidewalks. The new roadway would be constructed with curb bump outs at intersections and colored concrete crosswalks and sidewalk panels similar to our recent Downtown reconstruction projects on Main Street, Fifth Street and Sixth Street. The number of driving lanes would be reduced from three lanes to two. The proposed 10 feet wide parking lanes with curb bump outs would shield the through traffic lanes from

busses and cars parked in the curb lanes. The sidewalk panel width would also be increased for added snow storage capacity and pedestrian safety. The extra width will also make it possible to plant trees along the sidewalk panels to improve the aesthetics of the downtown area. The traffic signal and street lighting equipment on this section of the project would be updated or replaced with poles and fixtures compliant with the City of Racine's adopted Downtown Plan.

12.d The project will have a non-recreational user benefit for pedestrian and bicycle traffic commuting to the downtown Racine area. The wider traffic and parking lanes will improve the safety and visibility for bicycle traffic and the wider sidewalks with colored crosswalks will provide additional comfort for pedestrians. The proposed curb bump-outs will improve pedestrian safety at intersections by significantly shortening up the crossing distance.

12.e The City of Racine is currently building or has approved plans for two major pedestrian/bicycle trails. The first is the Lake Michigan Pathway which extends from 3-Mile road on the north to Chicory Road on the south approximately following the shoreline of Lake Michigan. This pathway includes a downtown loop in the area of this project. The other pedestrian/bicycle trail is the Root River Pathway which follows the path of the Root River through the City of Racine. The Root River Pathway connects up to the Racine County bicycle and pedestrian trail on its north and south ends and has several connections to the Lake Michigan Pathway along its route.



Washington Avenue / Seventh Street, S.T.H. 32

CITY ENGINEER'S OFFICE
RACINE, WISCONSIN

N

ID#: 2s07
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Watertown Plank Road Landscape / Streetscape
PUBLIC SPONSOR: Milwaukee County
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$6,000	\$34,600	\$0	\$40,600
Federal:	\$24,000	\$138,400	\$0	\$162,400
Total:	\$30,000	\$173,000	\$	\$203,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

35 avg

Strengths

Weaknesses

LOW COST

SOME IMPROVEMENTS ALREADY MADE

1,150 PED/BIKE TRAFFIC

Comments:

OVERALL RANKING:

1 X 2 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: Watertown Plank Road Landscape/Streetscape
2. Project Location: Municipality: Wauwatosa County: Milwaukee County
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Watertown Plank Road corridor from
N 85th Street to State Trunk Highway 100.
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: Milwaukee County - 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):
1 of 1. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Karl Stave Title: Resident Contracting Manager
Address: 2711 W Wells St, Suite 200 Phone: (414) 278-4863
Municipality: Milwaukee State: WI Zip: 53208
FAX: (414) 223-1366 E-mail: kstave@milwcnty.com

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

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

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

The Watertown Plank Road Master Plan was developed to upgrade this thoroughfare, aesthetically, from STH 100 east to 85th Street. The Master Plan extends the type of innovative landscaping and streetscape solutions applied to the adjacent Milwaukee County Research Park that considerably enhances the beauty of the mature trees and rolling topography that is a notable feature of the Milwaukee County Grounds. The project at hand is the construction of elements of the Master Plan from Highway 45 east to the intersection of Watertown Plank Road and 85th Street. This primarily includes planting of trees and shrubs in medians, between the curb and walks, and behind the walks. Also included is installation of decorative wood fence for screening and decorative banners on existing street lights. Several phases of beautification have been completed including significant contributions from Wisconsin Electric Power Company.

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

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.
DM Accepted.
- b. These are reimbursement programs. The sponsor must finance the project until federal reimbursement funds are available.
DM 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.
DM 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.
DM 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.
DM 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.
DM 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.
DM 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 Milwaukee County
(Name of Sponsor)

By David A. Novak
(Name of Person with Fiscal Authority)

Director of Public Works
(Title of Person Signing)


(Signature of Person)

4/12/02
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

Watertown Plank Road Landscape/Streetscape

12.c. Landscaping/Streetscaping

The proposed project is a continuation of phased landscape improvements along the Watertown Plank Road corridor that began with master planning in 2000. Construction efforts to date have included many plantings, decorative wooden fence for screening, clearing of overgrown vegetation, and decorative iron/brick pier fencing.

The scope of the proposed landscape improvement project, from Hwy 45 to the Watertown Plank Road/N. 85th Street intersection, includes the following improvements in the median, between the curb and walks, and on private property behind the walks:

- ◆ Plant deciduous trees to replace dead or damaged trees, and to fill in voids in street trees
- ◆ Plant deciduous trees to line driveways and roads connecting to Watertown Plank Road to provide continuity and tie the adjacent parcels to the Watertown Plank Road corridor
- ◆ Plant evergreen trees to provide screening at appropriate locations
- ◆ Plant deciduous flowering trees to provide varied colors and shapes throughout the year
- ◆ Install detailed shrub and perennial plantings for variety and parking lot screening
- ◆ Place shredded bark mulch to deter weed growth and conserve moisture in the soil
- ◆ Install banners on light poles for added color, seasonal decoration, identification of the area, etc.
- ◆ Replace deteriorated screening fence with new decorative wooden fence

All proposed plants are to be salt tolerant, hardy, native plants that can survive in an urban transportation corridor. The proposed improvements will upgrade the landscaping along a very busy arterial roadway. Curb plantings will also provide a perception of separation between pedestrians using the walkways and traffic on the roadway. These efforts will serve to extend the established network of pedestrian paths and public plazas currently available for office workers and visitors to enjoy the natural

scenery and healthful atmosphere that characterizes the County Grounds and specifically the enhanced Milwaukee County Research Park.

12.d. Usage/Impact

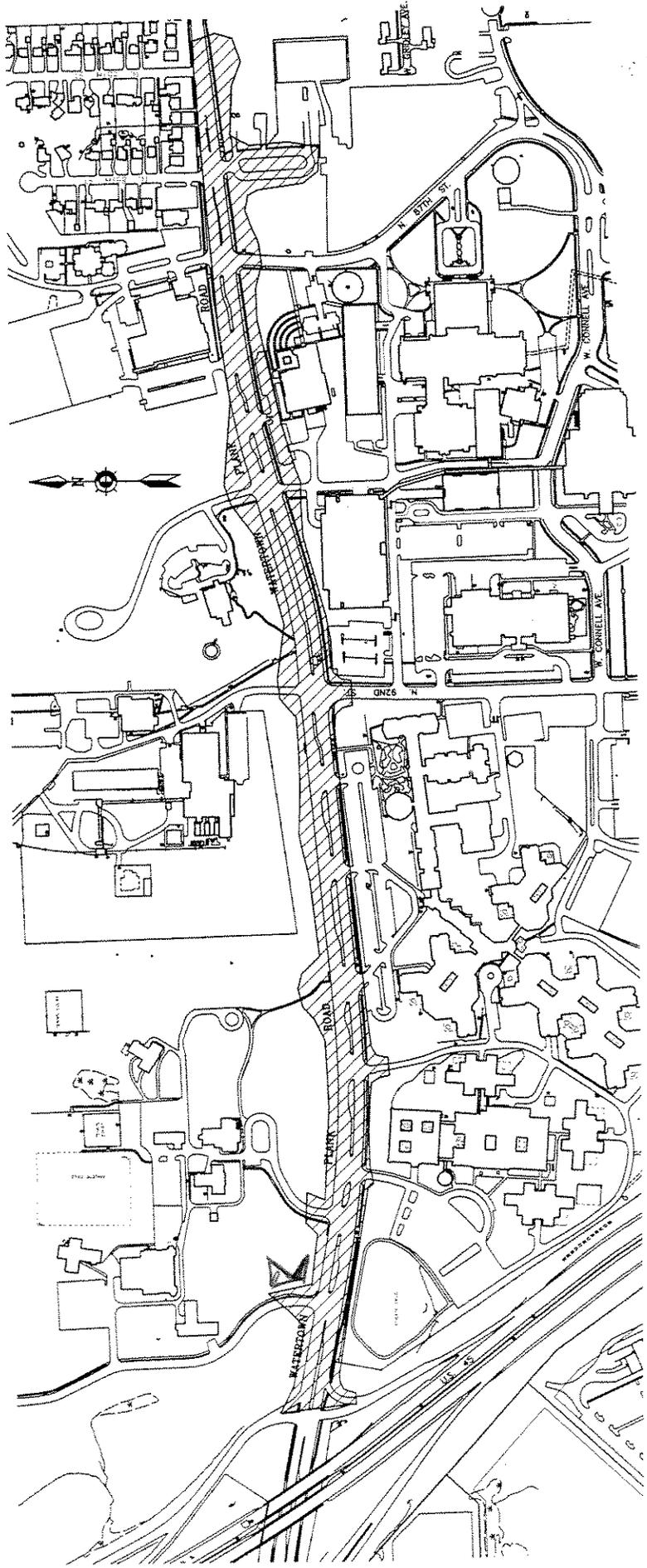
The Watertown Plank Road corridor supports a large economic center including the Milwaukee County Medical Center, Milwaukee County Research Park, several County office and maintenance buildings and various businesses including a restaurant, child care center, and health club among others. The Research Park, medical complex and County employment along Watertown Plank Road totals 15,600 persons. This corridor also connects to the highly commercialized Hwy 100 area to the west, the village area of the City of Wauwatosa to the east, Milwaukee Lutheran College to the south and numerous surrounding residential areas. Watertown Plank Road brings people to work, to get treatment or visit at the medical complex, to go to school or to go shopping. The landscape beautification along Watertown Plank Road will further define the area as an attractive location for businesses, their employees and the many visitors that utilize the area and provide a screening between the pedestrian walks and heavily used street. While the walks are already heavily used by employees to reach the child care center, restaurant and health club, the landscaping will enhance this pedestrian function. The same can be said for area visitors and residents.

12.e. Other Benefits

The Milwaukee County Oak Leaf Bike Trail is readily accessible within one mile at either end of the project corridor making bicycling an alternative for commuting to the area. Landscaping will provide an additional incentive to cyclists in choosing this mode of transportation due to the aesthetic experience. The pedestrian enhancements resulting from the project and the proximity to surrounding residential areas makes walking a more attractive commuting alternative than in the past. Three different transit routes service the Watertown Plank Road corridor in addition to a park and ride lot situated just west of Hwy 45 which provides access to a freeway flyer route. The combined daily ridership on these routes servicing

this area is over 1,150. Pedestrian and bicycle use from the park and ride lot to the medical complex can expect to be enhanced once this landscaping is accomplished. Noon-time walker increases can also be expected as a result of the project.

TEjustification.doc



WATERTOWN PLANK ROAD LANDSCAPE/STREETSCAPE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Capitol Drive Landscaping and Scenic Beautification
PUBLIC SPONSOR: City of Brookfield
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$3,000	\$37,000	\$0	\$40,000
Federal:	\$12,000	\$148,000	\$0	\$160,000
Total:	\$15,000	\$185,000	\$	\$200,000

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS:
- PICTURES:
- LETTERS OF SUPPORT: #
- MISCELLANEOUS: Site Development Standards, Resolution #6353

2.7 avg

Strengths

LOW COST

Weaknesses

*CITY HASN'T COME WITH PLAN YET
 "it'd be a great plan, but they don't make
 it sound like they REALLY want/need it"*

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: Capitol Drive Landscaping and Scenic Beautification
2. Project Location: Municipality: Brookfield County: Waukesha
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Capitol Drive STH 190 (N. 124th Street west to Brookfield Road)
3. Name of the MPO the project is represented by: Southeastern Wisconsin RPC
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 Brookfield, 2000 N. Calhoun Rd., Brookfield, WI
Indicate Sponsor Type: State County City Village Town Indian Nation 53005
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: Bill Kolstad Title: Director of Parks, Recreation and Forestry
Address: 2000 N. Calhoun Road Phone: (262) 796-6675
Municipality: Brookfield State: WI Zip: 53005
FAX: (262) 796-6671 E-mail: _____

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

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

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

Consistent with the adopted Capitol Drive Corridor Plan, the City is proposing to create a detailed landscape plan and implement a planting plan for the curbed medians on Capitol Drive between N. 124th Street and Brookfield Road. Completion of this project will help to beautify this heavily traveled corridor in the City and enhance the experience of the motorists traveling in the area (estimated 40,000 ADT). The planting plan will primarily include trees which will also enhance the air quality and noise reduction to the surrounding 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	\$ 15,000	\$	\$
Real Estate		\$	\$
Construction /Landscaping		\$ 185,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$ 15,000	\$ 185,000	\$
Percentage of Public Sponsor Funds: 20 %	3,000	\$ 37,000	\$
Percentage of Federal Funds: 80 %	12,000	\$ 148,000	\$
TOTAL	\$ 15,000	\$ 185,000	\$

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 Early 2003 if funding available

Real Estate _____

Construction 9/01/03

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

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

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.

BK Accepted.

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

BK 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.

BK 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.

BK 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.

BK 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.

BK 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 Brookfield
(Name of Sponsor)

By Bill Kolstad
(Name of Person with Fiscal Authority)

Director of Parks, Recreation and Forestry
(Title of Person Signing)

Bill Kolstad

(Signature of Person)

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 --

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Grafton Downtown Plaza
PUBLIC SPONSOR: Village of Grafton
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$10,000	\$81,600	\$91,600
Federal:	\$0	\$40,000	\$326,400	\$366,400
Total:	\$	\$50,000	\$408,000	\$458,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

4.15 avg

Strengths

Weaknesses

DETAILED PLAN
VILLAGE HAS ALREADY SPENT \$

Comments: _____

OVERALL RANKING:

1 2 3 4 5
High Priority Low Priority

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

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

1. Project Name: GRAFTON DOWNTOWN PLAZA

2. Project Location: Municipality: VILLAGE OF GRAFTON County: OZAUKEE

Street Address of Project (if applicable): _____

Describe location and boundaries of the project: INTERSECTION OF WISCONSIN AVENUE,
BRIDGE AND 12TH AVENUE

3. Name of the Project: SEWRPC rated by: SEWRPC
NOTE: A V red by MPOs is located on page 12 of the Guidelines section.

4. Name and I as landscaping VILLAGE OF GRAFTON
Indicate Sp 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: MARK GOTTLIEB Title: DIRECTOR OF PUBLIC WORKS/ENGINEER
Address: PO BOX 125 Phone: (262) 375-5325
Municipality: GRAFTON State: WI Zip: 53024
FAX: (262) 375-5327 E-mail: markgottlieb@village.grafton.wi.us

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

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

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

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

This project consists of converting an existing street to a pedestrian plaza at a major intersection in downtown Grafton. Amenities to be included would be decorative paving, benches, fountain, clock, lighting, tables, and landscaping. Proposed plaza is focal point of 8.6 million dollar pedestrian-oriented downtown redevelopment plan on which the Village has already spent over 1.6 million dollars. Construction of plaza will also convert hazardous and confusing five-legged intersection to more standard geometry, by constructing cul-de-sac and converting one leg of the intersection to the pedestrian plaza. This will also improve vehicle and pedestrian safety.

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

	FY 2003 (If Available)	FY 2004 (Begins 7/1/03)	FY 2005 (Begins 7/1/04)
Preliminary Engineering/Design	\$	\$ 50,000	\$
Real Estate		\$	\$
Construction		\$	\$ 408,000
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$ 50,000	\$ 408,000
Percentage of Public Sponsor Funds: 20 %		\$ 10,000	\$ 81,600
Percentage of Federal Funds: 80 %		\$ 40,000	\$ 326,400
TOTAL	\$	\$ 50,000	\$ 408,000

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

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

P.E./Design/Planning SEPTEMBER, 2003

Real Estate ---

Construction MAY, 2004

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

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

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

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

MG Accepted.

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

MG 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.

MG 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.

MG 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.

MG 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.

MG 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.

MG 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 Grafton
(Name of Sponsor)

By Mark Gottlieb, P.E.
(Name of Person with Fiscal Authority)

Mark Gottlieb
(Signature of Person)

Director of Public Works/Village Engineer
(Title of Person Signing)

4/8/02
(Date)

[signed by authority of Grafton Village Board, March 18, 2002]

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) DETAILED PROJECT DESCRIPTION

The project is located at the intersection of 12th Avenue, Wisconsin Avenue, and Bridge Street, in downtown Grafton. It is one block from the Ozaukee County Interurban Bicycle trail, which runs through downtown Grafton on 13th Avenue.

The Village has a bicycle and pedestrian plan that was adopted in 1996. We have developed the following bicycle or pedestrian projects in the last five years:

- **STH 60** - Added 2.5 miles of on road bike lane with road reconstruction (2001)
- **CTH W** - Added 3,000 feet of on road bike lane with road reconstruction (1999)
- **Green Bay Rd.** - Added 700 feet of sidewalk and 3,000 feet of on-road bike lane (2000)
- **Washington St.** - Downtown streetscaping and curb bumpouts (2001)
- **Beech Street** - Downtown streetscaping and sidewalk (2001)
- **Bridge Street** - Downtown streetscaping and sidewalk (2002)
- **Grafton Bikeway** - Ozaukee County Interurban bike trail through Grafton (2001-2002)

Non-Project Efforts

The Village has been involved in the following non-project related bicycle or pedestrian activities during the last five years:

- Village is one of eight SEWRPC region communities that requested and was accepted to participate in Walkable Communities Initiative (April 2002)

(b) HISTORICAL STRUCTURES

Although this is not primarily a historic restoration project, the proposed pedestrian plaza is located at an intersection adjacent to three properties that were recommended for historic designation by the Village of Grafton Historic Preservation Commission in October 1999. Those properties are:

- (1) 1312 Wisconsin Avenue – Grafton Hotel, built in 1895
- (2) 1302-06 12th Avenue – Original Washington Co. Courthouse, built 1844-45.

(3) 1314-16 12th Avenue – Restaurant, former Post Office, built 1912.

The plaza project will complement these buildings and may act as an inducement to further restoration.

(c) STREETScape DETAILS

This is primarily a streetscaping project. It consists of removing the southerly leg of 12th Avenue at the intersection of Bridge Street, and constructing a pedestrian plaza. The existing street will be terminated approximately 300 feet south of the existing intersection. The resulting pedestrian plaza will be approximately 13,300 square feet of decorative pavement. It will include a small public performance area, fountain, street clock, benches, bicycle racks, decorative lighting, and an informational kiosk. Page 3 of this narrative consists of a conceptual drawing of the proposed plaza.

(d) USAGE

We anticipate this project to become the focal point of pedestrian activity in a redeveloped downtown Grafton. It will be used by business customers, employees, and for various special events including festivals and parades.

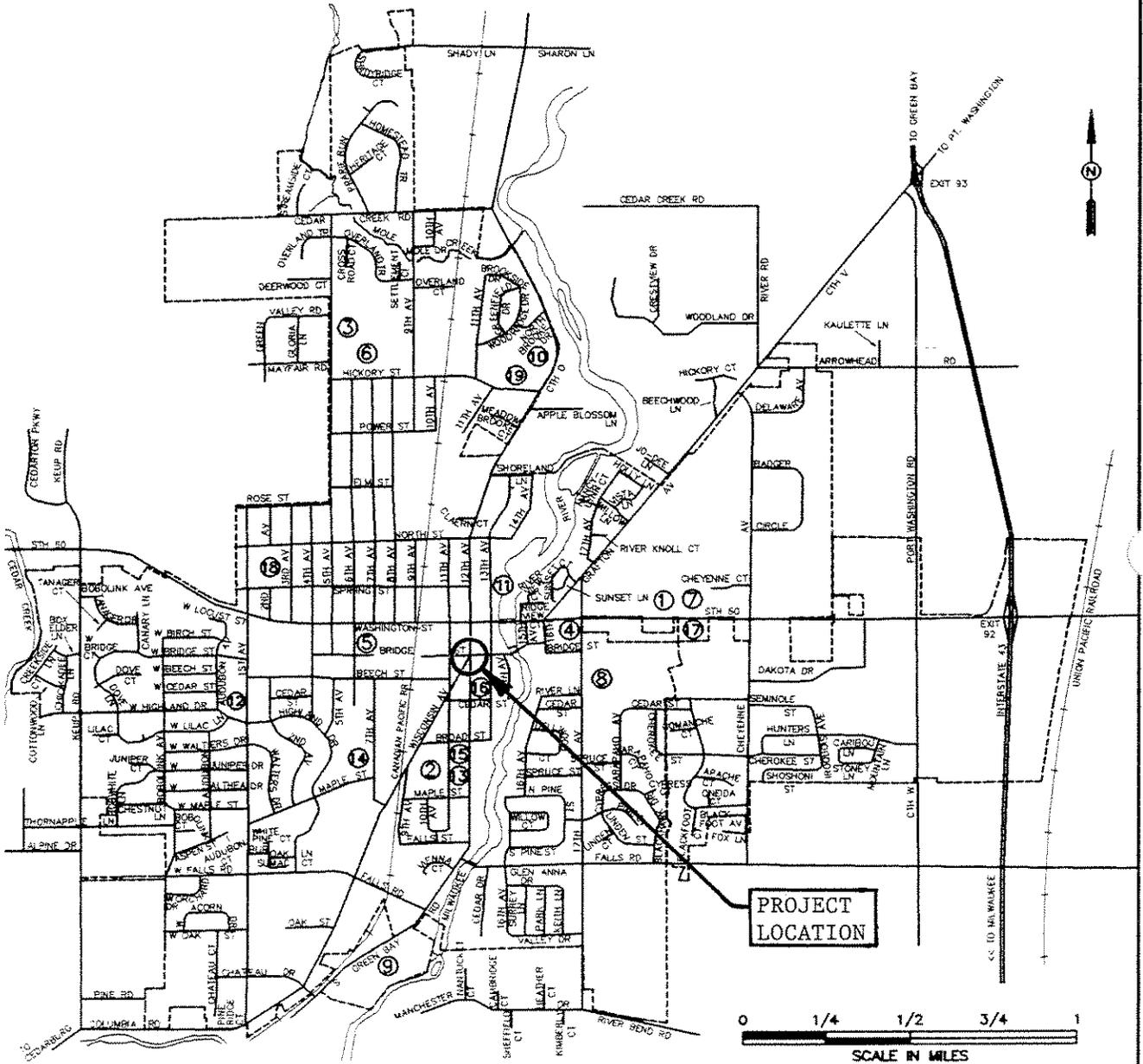
(e) OTHER PROJECT BENEFITS

Economic Development – Project is focus of major downtown redevelopment effort. Plaza is expected to enhance retail district and encourage redevelopment of nearby commercial parcels. There are several redevelopment parcels within two blocks of the proposed plaza.

Safety – Vehicle and pedestrian safety will be improved by eliminating the northbound 12th Avenue approach to this intersection. During the three-year period 1999-2001, there were six crashes preventable by the removal of the northbound 12th Avenue approach. Four of those crashes involved personal injury.

STREET MAP OF VILLAGE OF GRAFTON

OZAUKEE COUNTY, WISCONSIN



SCHOOLS

- ① GRAFTON ELEMENTARY
- ② KENNEDY ELEMENTARY
- ③ WOODVIEW ELEMENTARY
- ④ ST. JOSEPH'S CATHOLIC
- ⑤ ST. PAUL'S LUTHERAN
- ⑥ JOHN LONG MIDDLE
- ⑦ GRAFTON HIGH

PARKS

- ⑧ CENTENNIAL
- ⑨ LIME KILN
- ⑩ MEADOWBROOK
- ⑪ VETERAN'S MEMORIAL
- ⑫ MEADOWBROOK

PUBLIC FACILITIES

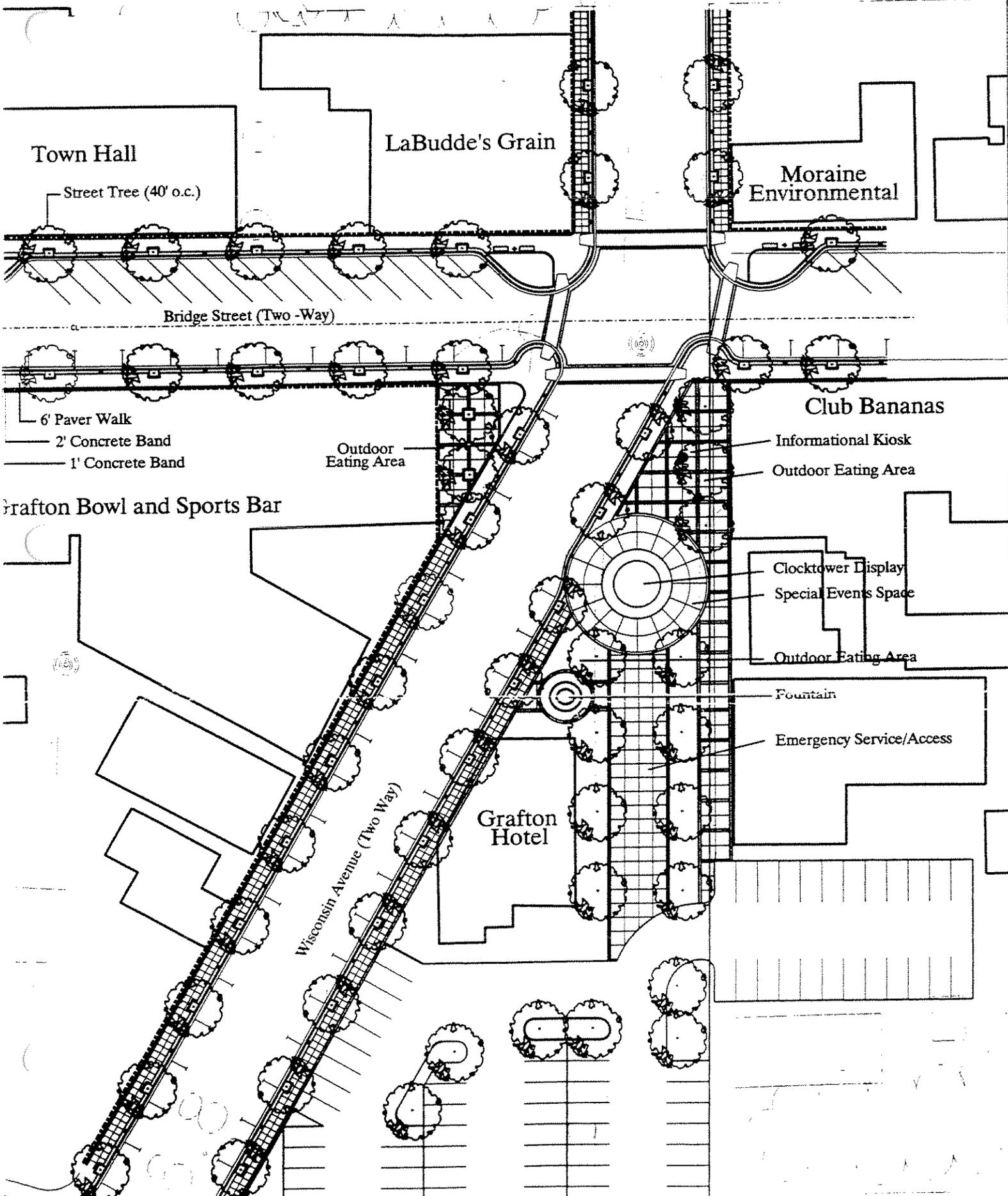
- ⑬ LIBRARY
- ⑭ SENIOR CENTER
- ⑮ YOUTH CENTER
- ⑯ FIRE STATION
- ⑰ VILLAGE HALL/POLICE
- ⑱ WOODLAWN CEMETERY
- ⑲ PUBLIC WORKS YARD

MAP COMPILED BY VILLAGE OF GRAFTON DEPARTMENT OF PUBLIC WORKS
DECEMBER 2001

GRAFTON DOWNTOWN PLAZA

Typical Streetscape Plan

1" = 50'



Town Hall

LaBudde's Grain

Moraine Environmental

Bridge Street (Two -Way)

Club Bananas

- 6' Paver Walk
- 2' Concrete Band
- 1' Concrete Band

Outdoor Eating Area

Informational Kiosk
Outdoor Eating Area

Grafton Bowl and Sports Bar

Clocktower Display
Special Events Space

Outdoor Eating Area

Fountain

Emergency Service/Access

Grafton Hotel

Wisconsin Avenue (Two Way)

WITHDRAWN

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Control and Removal of Outdoor Advertising
PUBLIC SPONSOR: City of Port Washington
DISTRICT: 2
MPO: Southeastern Wisconsin RPC (SEWRPC)

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$23,140	\$0	\$23,140
Federal:	\$0	\$92,560	\$0	\$92,560
Total:	\$	\$115,700	\$	\$115,700

ATTACHMENTS AVAILABLE UPON REQUEST:

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

may not be eligible - buy remove and sell to developer

Strengths

Weaknesses

PRE-EXISTING NON-CONFORMING
LOW COST
CITY ALREADY DECLARED PROPERTY "BLIGHTED"

Comments: _____

OVERALL RANKING:

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

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

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

1. Project Name: Control and Removal of Outdoor Advertising
2. Project Location: Municipality: City of Port Washington County: Ozaukee
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: Intersection of STH 32 and Portview Drive adjacent to the new Ozaukee Interurban Trail
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 Port Washington
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: Randy Tetzlaff Title: Director of Planning & Development
Address: 100 W. Grand Avenue Phone: (262) 284-2600 x 1017
Municipality: Port Washington State: WI Zip: 53074
FAX: (262) 284-7669 E-mail: rtetzlaff@ci.port-washington.wi.us

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

Name: Rob Vanden Noven Title: City Engineer/Director of DPW
Address: 100 West Grand Avenue Phone: (262) 284-2600 x 1016
Municipality: Port Washington State: WI Zip: 53074
FAX: (262) 284-7669 E-mail: rvandennoven@ci.port-washington.wi.us

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

This project involves the acquisition of 0.916 acres of commercial
property located between the recently reconstructed STH 32 and
the new Ozaukee Interurban Trail. On this property are two
double-sided and on three-sided advertising billboards constructed
many years ago. These are legal but non-conforming billboards that
the City would like to remove to improve aesthetics and help stimulate
the redevelopment of this heavily traveled area. A recent consultant
study identified the area as a potential redevelopment site for
commercial uses catering to the needs of the users of the new
pedestrian-bike trail and residents of the adjacent neighborhood.

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		\$115,700	\$
Construction		\$	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$115,700	\$
Percentage of Public Sponsor Funds: 20%		\$23,140	\$
Percentage of Federal Funds: 80%		\$92,560	\$
TOTAL	\$	\$115,700	\$

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

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

P.E./Design/Planning n/a

Real Estate 7/03

Construction n/a

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

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

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

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

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

By Mark Grams
(Name of Person with Fiscal Authority)


(Signature of Person)

City Administrator
(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 --

12.

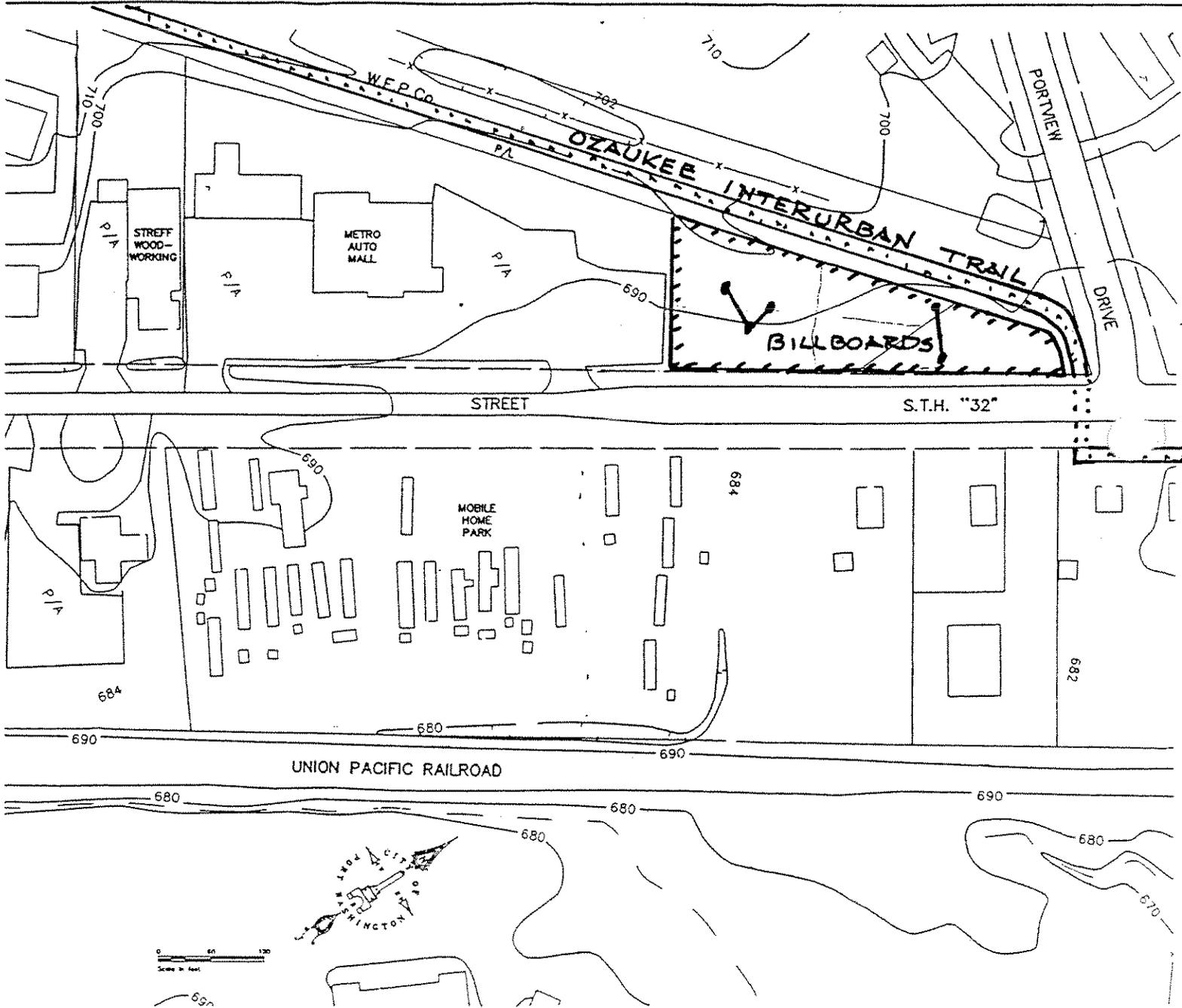
- a. Not appropriate
- b. Not appropriate
- c. In 2001, the WDOT, in conjunction with the City of Port Washington, reconstructed STH 32, a connecting highway that serves as the primary southern entrance to the City. In 1999, the City hired a consultant to prepare a plan for the STH 32 Corridor to enhance its appearance and economic viability. This plan suggests that this parcel be redeveloped to fit into a neighborhood scale mixed use, including indoor industry, neighborhood commercial, personal or professional services, office, multi-family or mixed residential. Since it has long been the City's goal to remove the outdoor advertising that exists at this location and following the recommendations contained in the consultant's plan, the Community Development Authority recommended to the Common Council that the billboard property be declared blighted. The Common Council accepted that recommendation and commissioned an appraisal of the property to determine fair market value. In the opinion of the appraiser, the value of the property is \$75,700. It is the City's intention to purchase this land, remove the billboards, do the necessary site preparation, and then sell it to a developer who will meet the goals identified in the redevelopment plan.
- d. The benefit of redeveloping this property is that it will serve pedestrians-bicyclists using the Ozaukee Interurban Trail, residents of the adjacent neighborhood, and motorists traveling along STH 32. The ADT for STH 32 is approximately 8,000 vehicles/day, and it is projected that traffic on the Trail will serve over 30,000

users annually. Due to its proximity to places of work, the Trail will be used for both recreational use and for residents walking to work.

- e. This particular outdoor advertising, because of its age and condition, contributes to urban blight, and clearly does not blend with the existing neighborhood that is a mix of residential and commercial properties. It is critical that this parcel be developed so that pedestrians and motorists will be encouraged to stop and contribute to the economic and social vitality of the area. It is also critical to the success of the Trail that this parcel serve in some way to benefit the users of the Trail by providing some service, rather than posing as an eyesore.

PROJECT COST BREAKDOWN

2002 Real Estate Appraisal	\$65,000
Depreciated Cost Estimate of Signage	\$10,700
Contingency/Inflation (20%)	\$15,000
Legal Fees	\$15,000
Sign Removal/Site Restoration	<u>\$10,000</u>
TOTAL	\$115,700



0. ARC
 1. CDP
 2. MCB
 3. MCB
 4. MAP 1996
 No.

South Spring Street Commercial Corridor
Zoning District: B3, RM-3, AND Town Land
REDEVELOPMENT

CITY	1
GRID	1
REF. ID	1

City of Port Washington



Landscaping and Scenic

DISTRICT 3: MPO RANKINGS

Brown County Planning Commission

ID #	PROJECT NAME	FED SHARE	RANK
3s01	Main Street Lighting Improvements	\$ 246,320	6 of 7
3s02	Main Street Landscaping	\$ 156,000	7 of 7

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Main Street Lighting Improvements
PUBLIC SPONSOR: City of Green Bay
DISTRICT: 3
MPO: Brown County Planning Commission

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$61,580	\$0	\$61,580
Federal:	\$0	\$246,320	\$0	\$246,320
Total:	\$	\$307,900	\$	\$307,900

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.71 avg

Strengths

INTEGRAL PART OF MAIN ST. PLAN

Weaknesses

REPLACING EXISTING

Comments:

OVERALL RANKING:

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

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

2002 APR 12 A 11: 10

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)

ISDOT-DIST 3

1. Project Name: Main Street Lighting Improvements
2. Project Location: Municipality: Green Bay County: Brown County
Street Address of Project (if applicable): N/A
Describe location and boundaries of the project: The proposed project is located along both sides of Main Street between Monroe Avenue and Baird Street.
3. Name of the MPO the project is represented by: Brown County Planning Commission
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 Green Bay
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 3. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Carl J. Weber, P.E. Title: Director of Public Works
Address: 100 N. Jefferson St., Room 300 Phone: (920) 448-3100
Municipality: Green Bay State: WI Zip: 54301
FAX: (920) 448-3102 E-mail: carlwe@ci.green-bay.wi.us

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

Name: Sue Bessert Title: Director-Olde Main Street, Inc
Address: 320 N. Adams St., Suite C1360 Phone: (920) 437-1824
Municipality: Green Bay State: WI Zip: 54301
FAX: (920) 438-7369 E-mail: sue@downtowngreenbay.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 detail information) All Enhancements projects must fit into one of the 12 categories AND relate to surface transportation:

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

The proposed project consists of replacing all roadway lighting hardware and associated underground facilities with new ornamental lighting equipment. The project limits lie within the historic Main Street corridor, which is represented by a private organization titled Olde Main Street, Incorporated (OMSI). The existing lighting equipment is ornamental in nature, but has been replaced over the years with various styles of lighting equipment as it has failed or been damaged. In addition, much of the underground wiring for this ornamental lighting installation is failing. This has necessitated the need to energize lights overhead, creating an historic environment with reduced aesthetic appeal. OMSI has invested significant energy in developing and adopting a design plan for the district. This project is an integral part of that plan. In addition, the City of Green Bay would like to improve the lighting installation due to its poor condition.

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	\$	\$28,000	\$
Real Estate		\$	\$
Construction		\$279,900	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$307,900	\$
Percentage of Public Sponsor Funds: 20%		\$61,580	\$
Percentage of Federal Funds: 80%		\$246,320	\$
TOTAL	\$	\$307,900	\$

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

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

P.E./Design/Planning December 2003

Real Estate N/A

Construction May 2004 or May 2005 (in year approved)

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

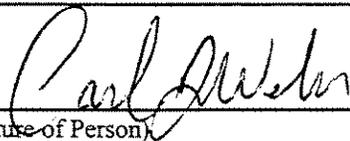
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

By Carl J. Weber, P.E.
(Name of Person with Fiscal Authority)


(Signature of Person)

Director of Public Works
(Title of Person Signing)

April 11, 2002
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

2004-05 Statewide Multi-modal Improvement Program Main Street Lighting Improvements Project Additional Project Information

Clearly detail the types of amenities and improvements that will be part of the project and indicate how the improvements could promote opportunities for walking and bicycling.

The City plans to replace the existing installation (which consists of silver-painted steel light poles, galvanized steel light poles, semi-decorative luminaire arms and cobra-head luminaires) with black round steel light poles and an ornamental-style luminaire. A total of 72 poles/luminaires are included in the proposed project. The section of Main Street between Monroe Avenue and Webster Avenue has a sound underground conduit and wiring system. The City proposes only to replace the light poles and luminaires in this section of the proposed project. The section of Main Street between Monroe Avenue and Baird Street is constructed with direct burial underground wiring that is in failing condition. In addition, many of the pole bases are in poor shape due to their age. The City proposes to replace the entire lighting system in this section of the proposed project.

As noted in the project description, Olde Main Street, Inc. developed and adopted a design plan to guide the future and renewal of this section of Main Street. The design plan was developed with the City's cooperative effort. The proposed lighting improvements are intended to increase pedestrian comfort and safety by introducing better luminaires while improving aesthetics at the same time. The Olde Main Street District is segregated into five (5) urban villages. Local (non-motorized) connectivity is

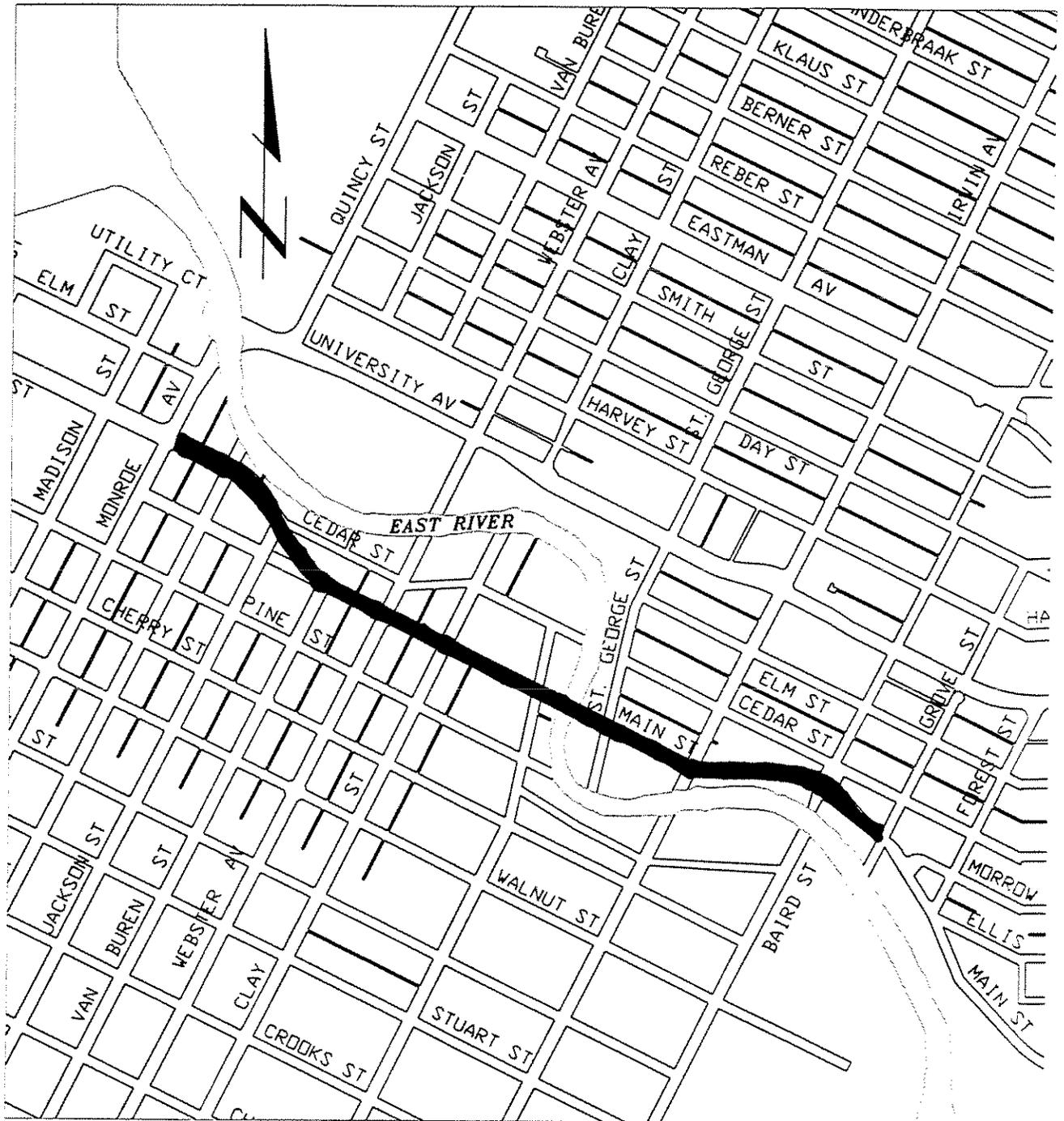
important to keep this district livable. It is anticipated that the improvements proposed for this project will maintain and improve the pedestrian mobility in the Olde Main Street District.

How much usage or impact will the proposed facility have on an annual basis?

Most of the buildings along the proposed project route have a zero setback from the City R/W line. Access is gained to these buildings from the public sidewalk adjacent to the façade. Since the sidewalk extends from the back of curb to the face of these buildings, roadway lighting has a significant impact on all users of the Olde Main Street District (pedestrians, bicycles and vehicles).

Describe other project benefits (not already covered above) related to 1) Wisconsin's multi-modal transportation system, 2) preservation of state historic, environmental and scenic resources or 3) promotion of economic development, tourism, safety, etc.

The main vision of the Olde Main Street District design plan is to develop a safe, eclectic, entrepreneurial and economically viable location to work, shop, live and play. Over the past five years, there has been a significant effort to improve many of the buildings along Main Street within the district to add storefront and office space for economic development. The background of improved buildings magnifies the apparent poor condition of the lighting system. Economic development is a cooperative effort between private business owners and the City. The Olde Main Street District is in need of improvement to its scenic value as a supplement to the ongoing economic development of the area.



Main Street Lighting upgrades (Monroe to just east of Baird)

ID#: 3s02
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Main Street Landscaping
PUBLIC SPONSOR: City of Green Bay
DISTRICT: 3
MPO: Brown County Planning Commission

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$39,000	\$0	\$39,000
Federal:	\$0	\$156,000	\$0	\$156,000
Total:	\$	\$195,000	\$	\$195,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.17avg

Strengths

Weaknesses

LIMITS IDENTICAL TO SMIP

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)

2004 APR 12 A 11:10

WISDOT-DIST 3

1. Project Name: Main Street Landscaping
2. Project Location: Municipality: Green Bay County: Brown County
Street Address of Project (if applicable): N/A
Describe location and boundaries of the project: The proposed project is located along both sides of Main Street between Monroe Avenue and Adams Street.
3. Name of the MPO the project is represented by: Brown County Planning Commission
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 Green Bay
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 3. This is required for projects in urbanized areas with MPOs, optional for others)
6. Primary Contact Person of Public Sponsor Agency:

Name: Carl J. Weber, P.E. Title: Director of Public Works
Address: 100 N. Jefferson St., Room 300 Phone: (920) 448-3100
Municipality: Green Bay State: WI Zip: 54301
FAX: (920) 448-3102 E-mail: carlwe@ci.green-bay.wi.us

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

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

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	\$	\$20,000	\$
Real Estate		\$	\$
Construction		\$175,000	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$195,000	\$
Percentage of Public Sponsor Funds: 20%		\$39,000	\$
Percentage of Federal Funds: 80%		\$156,000	\$
TOTAL	\$	\$195,000	\$

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 December 2003

Real Estate N/A

Construction May 2004 or May 2005 (in year approved)

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.

CDW Accepted.

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

CDW 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.

CDW 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.

CDW 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.

CDW 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.

CDW 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.

CDW 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.

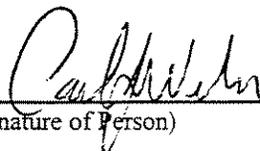
e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development,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

13. I have read and understood the above statements.

Signed on behalf of City of Green Bay
(Name of Sponsor)

By Carl J. Weber, P.E.
(Name of Person with Fiscal Authority)

Director of Public Works
(Title of Person Signing)


(Signature of Person)

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 --

2004-05 Statewide Multi-modal Improvement Program Main Street landscaping Improvements Project Additional Project Information

Clearly indicate the location, length, width, surface material and connection to existing or planned facilities and summarize the association of this facility to other pedestrian facilities in the City

The proposed project location is along both sides of Main Street between Adams Street and Monroe Avenue. Eight foot wide concrete sidewalks currently exist along this section of Main Street. The length of the project is 1200 feet. The proposed improvements include paving brick and additional concrete between the curb and existing sidewalk. The City of Green Bay maintains an adopted bicycle and pedestrian plan. Over the last five years, any reconstructed roadway segment designated in the plan as an official bicycle or pedestrian corridor has been improved as such. The exact section of Main Street proposed for this project received bicycle lanes in 2001. Pedestrian and visitor traffic along this section of Main Street is predominant due to the immediate presence of three hotels, the downtown mall, several major office buildings and the KI Convention Center. The Green Bay Police Department also maintains a bicycle patrol which must ride on sidewalks in certain locations due to traffic concerns. With a higher volume of pedestrians in this area, more pedestrian pavement is beneficial to pedestrians and pedestrian services. The City of Green Bay does assess for sidewalk improvements only where no sidewalk currently exists. There is currently no local funding source for improvements to existing sidewalk systems.

Clearly detail the types of amenities and improvements that will be part of the project and indicate how the improvements could promote opportunities for walking and bicycling.

The City plans to install paving bricks, trees, benches, waste receptacles and pedestrian lighting in the terrace area within the project limits. These improvements are intended to promote a higher level of pedestrian activity in the downtown area by encouraging people to get outside. They are also intended to facilitate the needs of the many conventioners and visitors to the immediate area.

How much usage or impact will the proposed facility have on an annual basis?

This portion of Main Street has a large functional and aesthetic impact on the area. It is adjacent to the KI Convention Center, downtown mall, three hotels, several office buildings and one major parking facility. Although actual pedestrian usage cannot be projected at this time, the City anticipates that the impact of the proposed improvements is quite substantial.

Describe other project benefits (not already covered above) related to 1) Wisconsin's multi-modal transportation system, 2) preservation of state historic, environmental and scenic resources or 3) promotion of economic development, tourism, safety, etc.

This section of Main Street plays a major role in the economic strength and tourism potential of Green Bay. The three hotels fill to capacity during Packer game weekends and other community events. The two office buildings house a significant number (high concentration) of downtown workers. The downtown mall has been a regional destination and (now under new ownership) is striving to increase that image. The KI Convention Center is currently the largest convention facility in this part of the state.

Local amenities must be maintained to keep this area of the downtown attractive to the high number of daily users.



Main Street Streetscaping (Monroe to Adams)

Landscaping and Scenic

DISTRICT 3: MPO RANKINGS

East Central Regional Planning / Oshkosh

ID #	PROJECT NAME	FED SHARE	RANK
3s03	Main Street Streetscaping - 400 and 500 blocks	\$ 730,835	