

ID#: 8s01
Program: TE

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Historic Cascade Street Enhancement Project - STH 35
PUBLIC SPONSOR: Village of Osceola
DISTRICT: 8
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$145,517	\$0	\$145,517
Federal:	\$0	\$460,803	\$0	\$460,803
Total:	\$	\$606,320	\$	\$606,320

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.75 avg

Strengths

Weaknesses

PREEXISTING PROJECTS/FUNDS

Comments: CONCENTRATES ON SIDEWALKS - SHOULD APPLY UNDER
PED/BIKE?

OVERALL RANKING:

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

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

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

1. Project Name: Historic Cascade Street Enhancement Project - STH 35
2. Project Location: Municipality: Village of Osceola County: Polk
Street Address of Project (if applicable): Cascade Street (STH 35)
Describe location and boundaries of the project: From STH 243 north to 3rd Avenue
3. Name of the MPO the project is represented by: NONE
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: village
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: Charles Jensen Title: Village President
Address: 310 Chieftain Street Phone: (715) 294-3498
Municipality: Osceola State: WI Zip: 54020
FAX: (715) 294-2210 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.)

The project is a unique blend of scenic revitalization, highway beautification, and historic preservation that will create a gateway into the downtown. It will visually connect this area with the National Scenic St. Croix River and historic Cascade Falls, drawing visitors to the natural beauty of the region. The project enhances STH 35 by providing antique lighting, benches, and brick pavers. Residents and tourists traveling along this Registered Historical District will now have a scenic, yet safe corridor for walking. In conjunction with this project, the City will be reconstructing the highway to accommodate the enhancements.

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		\$606,320.00	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$	\$	\$
Percentage of Public Sponsor Funds: 24%		\$143,090.00	\$
Percentage of Federal Funds: 76%		\$463,230.00	\$
TOTAL	\$	\$606,320.00	\$

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

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

P.E./Design/Planning N/A

Real Estate N/A

Construction July 2003

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

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

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

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

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

CDJ Accepted.

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

CDJ 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.

CDJ 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.

CDJ 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.

CDJ 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.

CDJ Accepted.

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

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

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

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

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

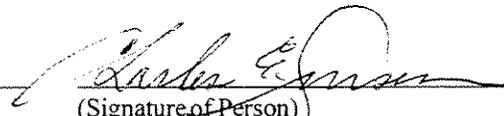
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

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

13. I have read and understood the above statements.

Signed on behalf of the Village of Osceola
(Name of Sponsor)

By Charles E. Jensen
(Name of Person with Fiscal Authority)


(Signature of Person)

~~Mayor~~ Village President
(Title of Person Signing)

April 11, 2002
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

12.A. *Bicycle and/or pedestrian facility*

Not Applicable

12.B. *Historic related projects*

Not Applicable

12.C. *What is proposed for landscaping/streetscaping project?*

The Historic Cascade Street Enhancement Project – STH 35 is the second phase of a four phase historic revitalization project that will beautify the highway, revitalize the downtown and promote tourism in the area. The four phases of the project include:

Phase 1: Chieftain Street revitalization north of 3rd Avenue.

Phase 2: Cascade Street enhancements and street reconstruction.

Phase 3: Chieftain Street revitalization south of 3rd Avenue.

Phase 4: Cascade Street enhancements north of 3rd Avenue.

The proposed enhancements will recreate the historic atmosphere of this old rivertown founded in 1844, while providing a gateway to serve pedestrians and vehicles to the downtown, scenic overlook, Cascade Falls, and Mill Pond Park.

The proposed enhancement project starts at the junction of STH 35 and STH 243. It continues north along Cascade Street (STH 35) to 3rd Avenue. Proposed improvements include a 5- to 8- foot wide pedestrian walkway and 12 defined crosswalks. A 16-inch strip of brick pavers will outline the historic storefronts. The brick will have a similar appearance to what existed in the early 1900s. To further promote the scenic streetscape, 24 decorative antique lights, decorative traffic signals, nine ornamental cast iron and wood benches, nine traditional trash receptacles, trees and landscaping will be placed along this portion of the street. Two bike racks will be installed to accommodate the users of the new bike trail (Enhancement funds) connecting Osceola to the Gandy Dancer Trail headquarters in St. Croix Falls. The highway landscaping and scenic opportunities will be attractive to passing motorists, pedestrians, and bicyclists and will greatly enhance the traveling experience.

The project benefits both pedestrian and vehicle transportation along STH 35 and will be a great improvement on the existing transportation system.

The improvements will enhance and beautify the highway, while making travelers aware of the scenic and historic beauty of the area. This improvement will also assist in attracting more people to the downtown area and thus improve the local economy. Also, the Village must provide a safe and efficient travel route for residents and visitors traveling throughout the area. This project will meet all these needs.

Many features of this project enhance transportation safety. The existing sidewalks are extremely narrow, broken, and cluttered, and the Village has been concerned for many years about the random traffic patterns of pedestrians in this area. Safe, defined crosswalks will be constructed with the project. The pedestrian corridor, benches, trash receptacles, and lighting will accommodate the many visitors, tourists, and local residents of Osceola.

The vehicles traveling along this route will have their experience enhanced by the installation of the pavers and historic lighting. The placement of bike racks will encourage the biking public to visit and shop in the downtown and enjoy the scenic overlook at Cascade Falls.

The proposed corridor will be designed to meet ADA, WisDOT, AASHTO, and local standards. Pedestrian corridors will be 5- to 8- feet wide.

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

The beautification of STH 35 will greatly impact the area. Over 31,000 tourists per year visit downtown Osceola. Osceola Main Street has an advantage over many communities working to revitalize their downtowns because they have quality green space adjacent to the downtown. Mill Pond Park, The Bluff, Cascade Falls, and the St. Croix National Scenic Riverway gave Osceola the name "Scenic Gem of the Friendly Valley." These areas possess not only natural resources, but also historic resources that add to the ambiance of downtown Osceola and draw tourists and customers.

In addition, pedestrians frequently travel this corridor connecting the Scenic Osceola and St. Croix Valley Railway and Depot to the historic downtown shops. Thirty thousand people visit this historic railcar yearly.

The 2000 traffic counts reveal 11,800 vehicles per day on STH 35. By providing a corridor along STH 35, the City will encourage travelers to stop and enjoy the beauty of the area, as well as visit the local businesses in the downtown. The enhancements will provide a friendlier environment for bicyclists using local routes. The downtown area also provides retail services for the 2390 residents of the Village. These improvements will make a safer and friendlier environment, thus attracting substantially more visitors to the area.

Only seven miles to the north, Interstate Park has 350,000 visitors per year. This enhancement project will draw many of these tourists to the community.

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

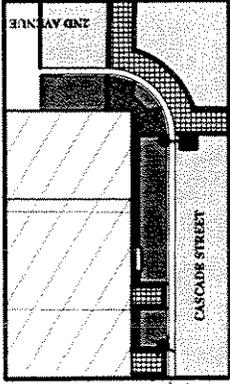
Over the last five years, the Village has completed an extensive downtown planning process. The proposed project was highlighted as a key element in revitalizing the downtown. The beautification improvements will entice the numerous visitors to the area to enjoy the scenic beauty and historic character of the Village. It will encourage economic development of the community by establishing the downtown as a destination in the region for retail and tourism. The improvements will visually link STH 35 to Mill Pond Park, Cascade Falls, and the scenic St. Croix River. It will also promote preservation of resources by encouraging other modes of transportation besides vehicles.

The existing street lights on Cascade Street will be relocated to Mill Pond Park. This will greatly enhance this park which is adjacent to Cascade Street.

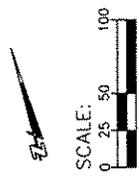
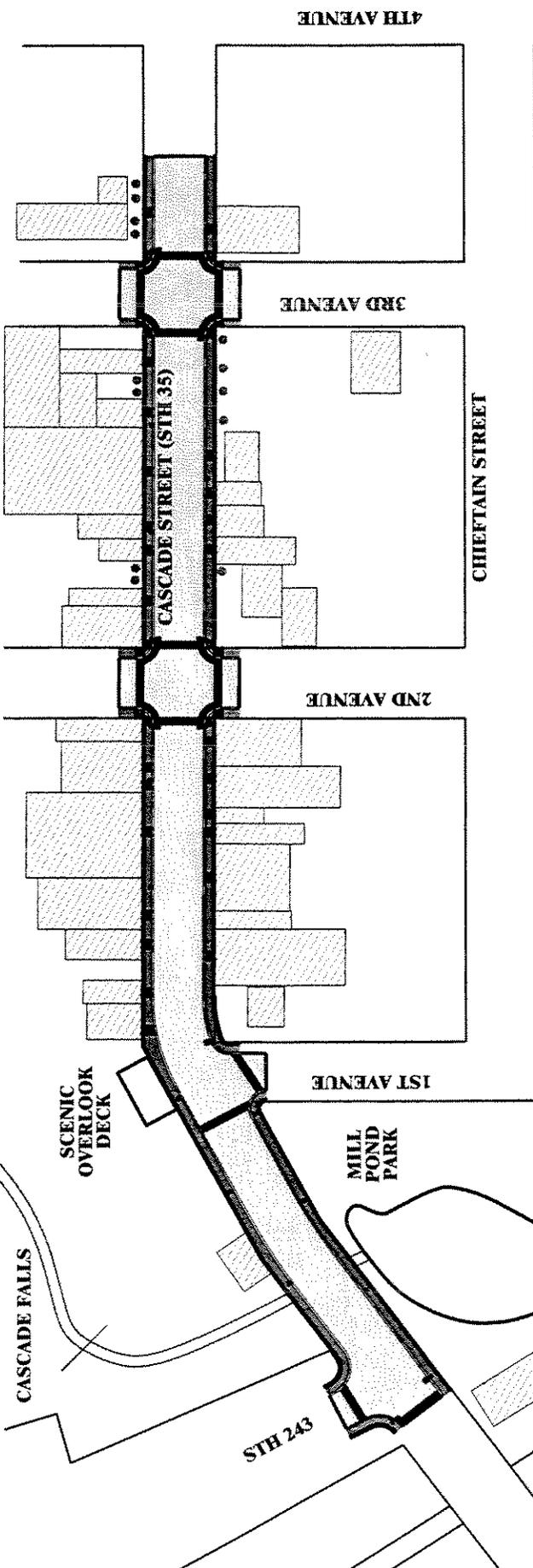
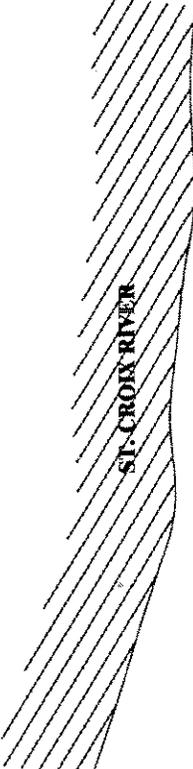
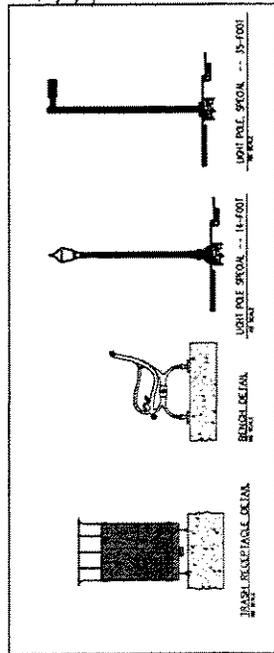
To complete Phase 2, the Village has committed over \$300,000 to reconstruct the street and storm sewer. Funding assistance is needed to complete the corridor enhancements.

VILLAGE OF OSCEOLA DOWNTOWN HISTORIC STREET IMPROVEMENTS PHASE 1

(CASCADE ST. - STH 35)

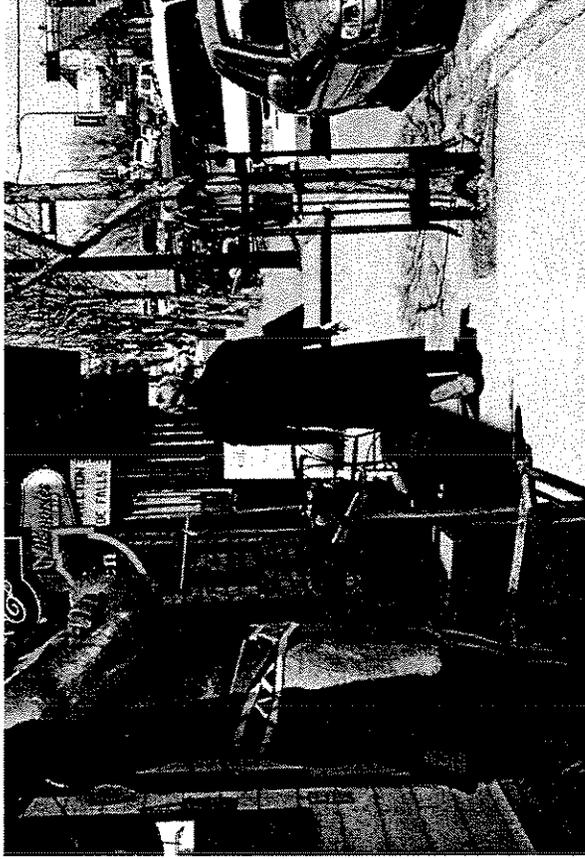


PAVERS DETAIL

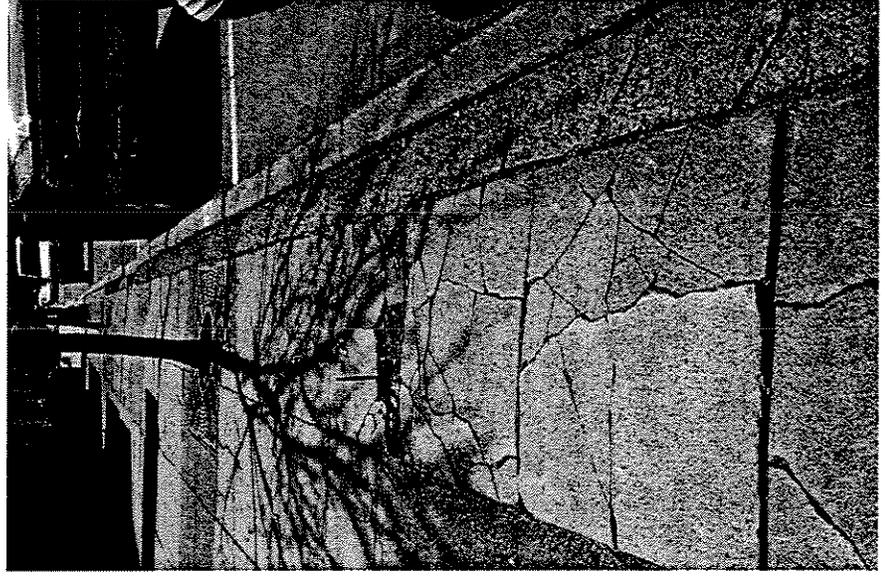


LEGEND

-  PROPOSED STREET RECONSTRUCTION
-  TREE/SHURBS



CLUTTERED, NARROW SIDEWALK.



CRACKED, DANGEROUS SIDEWALK.



EXISTING DETERIORATED HANDICAP RAMP.



VIEW FROM SCENIC OVERLOOK
OF CASCADE FALLS.

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Downtown Frederic Landscaping and Scenic Beautification
PUBLIC SPONSOR: Village of Frederic
DISTRICT: 8
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$9,400	\$77,444	\$0	\$86,844
Federal:	\$37,600	\$309,776	\$0	\$347,376
Total:	\$47,000	\$387,220	\$	\$434,220

300,000

ATTACHMENTS AVAILABLE UPON REQUEST:

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

3.79 avg

Strengths

Weaknesses

Comments: _____

OVERALL RANKING:

1 _____ 2 1.5 3 3.5 4 _____ 5 _____
High Priority Low Priority

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

COPY

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: Downtown Frederic Landscaping and Scenic Beautification
2. Project Location: Municipality: Frederic County: Polk
Street Address of Project (if applicable): N/A
Describe location and boundaries of the project: Intersection of Oak Avenue (STH 48)
and Wisconsin Avenue (STH 35) and one block in each direction, Village of
Frederic, Polk County, Wisconsin
3. Name of the MPO the project is represented by: -- Pull Down Here To Select --
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: Village of Frederic
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: Ralph Pelle Title: Village Administrator
Address: 107 E. Oak Street Phone: (715) 327-4294
Municipality: Village of Frederic State: WI Zip: 54837-0567
FAX: (715) 327-4455 E-mail: _____

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

Name: Linda Joy Faye Title: Clerk
Address: 107 E. Oak Street Phone: (715) 327-4294
Municipality: Village of Frederic State: WI Zip: 54837-0567
FAX: (715) 327-4455 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.)

This project is to implement the Village of Frederic's Downtown Development Plan, whose goals are to eliminate blight, develop biking and pedestrian facilities connecting bike trails, pedestrian walkways, automotive traffic, shopping, recreational areas and government buildings, encourage infill building and improve the visual aesthetics of the area. This project is centered on Oak Street (STH 48) running from Coon Park to the Railroad Depot and Wisconsin Avenue (STH 35) from Maple Street to Elm Street. This four block area encompasses the downtown area of the Village.

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

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	\$47,000	\$	\$
Real Estate		\$75,000	\$
Construction		\$312,220	\$
System Planning (STP-D Only)		\$	\$
TOTAL	\$47,000	\$387,220	\$
Percentage of Public Sponsor Funds: 20%	9,400	\$77,494	\$
Percentage of Federal Funds: 80%	37,600	\$309,776	\$
TOTAL	\$47,000	\$387,220	\$

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 7-1-03

Real Estate 7-1-04

Construction 7-1-04

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

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

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

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

BMP Accepted.

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

BMP 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.

BMP 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.

BMP 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.

BMP 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.

BMP 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.

BMP 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 Frederic
(Name of Sponsor)

By Ralph Pelle
(Name of Person with Fiscal Authority)


(Signature of Person)

Village 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 --

Village of Frederic

Downtown Frederic Landscaping and Scenic Beautification Project

The Village of Frederic is located at the intersections of State Trunk Highways 48 and 35, in Polk County Wisconsin. The Village grew up around the railroad and train depot (restored in 1996 with the assistance of a ISTEA grant). With the construction of STH's 48 and 35, the Village spread out linearly along those two highways. This proposed project is located in the current downtown of the Village, and that exact starting point of the Village, the train depot and the intersection of STH's 48 and 35 (see attached maps/photos).

This project runs along STH 48 (locally Oak Street) from the Train Depot and Gandy Dancer Trail, west along the highway, past an open sided shelter (constructed 2000), into the downtown business area, to the intersection with STH 35. It then continues west across the intersection, past the Village Hall, two elderly housing complexes, ending at Coon Park, which contains the several shelters, a fishing pier, and other recreational amenities. Along this stretch of highway a blighted building will be acquired, demolished and parking for bicycles and automobiles will be constructed, period lighting will be installed, sidewalks replaced with decorative concrete embossed sidewalks, park benches and trash receptacles installed, and directional signage installed to direct bicyclists and pedestrians from the Gandy Dancer Trail, through the downtown and public buildings, to Coon Park. This will serve a variety of automotive, pedestrian and bicyclists, including users of the Gandy Dancer Trail, Seniors living in the area and being able to walk to shopping, Village offices and recreational areas.

The project will also run on STH 35 (locally known as Wisconsin Avenue) for a two block stretch from Maple Street to Elm Street. This section comprises the remainder of the downtown, and will also have historical lights installed, sidewalks replaced, benches and trash receptacles, as well as way-finding signage installed.

Overall, these improvements are designed to connect major recreational areas (Historic Train Depot, now a museum, the Gandy Dancer Trail, Coon Lake Park, and encourage both local residents and out of town visitors to leave their cars and walk or bike in the downtown area.

We project these improvements will have a significant impact upon pedestrian and bicycle users. This will happen for several reasons. First, the improved sidewalks will provide a better link between vehicular traffic on two state highways with shopping, housing, governmental offices and recreational opportunities. A more attractive downtown will attract visitors to the opportunities in the downtown, and also to the recreational areas. We believe that most of the additional traffic will be non-recreational – that is it will encourage visitors to stop for tourist and shopping opportunities, provide for improved access for the elderly to access shopping by walking, and encourage Gandy Dancer Trail users to leave the trail and access the other opportunities in the downtown.

Detailed Budget

Budget Item	Budget Item Description	Estimated Cost
Design	Final Design, Bidding Documents	47,000 \$10,000
Land Acquisition	Acquisition, Demolition of Blighted Building, construction of bicycle and car parking	75,000 \$50,000
Lighting	Light Poles (Eight triple globe historic light poles and fixtures, 28 single globe historic light poles and fixtures)	\$67,600
Lighting	Installation	\$37,620
Sidewalk	Removal of existing sidewalk, correct grade, install new concrete sidewalk, red brick pattern	\$190,000
Way-finding Signage	Acquisition, installation of way-finding signage	\$10,000
Benches	Ten historic reproduction benches, installation	\$4,000
Decorative Trash Receptacles	10 wrought iron trash receptacles, installation	\$3,000
TOTALS		434,220 \$372,220

Other Benefits.

This project will further increase the accessibility of the Historic Train Depot Museum. Originally rebuilt in 1996, the Village has continued to improve the area surrounding the museum. In 2000 community volunteers built shelter adjacent to the facility to for community events. The Village has also acquired the original Village school house which it intends to relocate nearby, as well as a caboose which will be an addition to the train depot museum. This project will serve to additionally enhance the downtown, and encourage visitors to shop and recreate in the downtown. It also will tie together two major recreational areas (the Gandy Dancer Trail and Coon Lake Park). In total, there should be a significant impact on tourism because of the connection.

Another major benefit will be economic. The Village has lost a hospital, clothing and department store, hardware store, drug store and a restaurant in this downtown area. The landscaping streetscape project should assist in improving the visual aesthetics of the area, encouraging additional shopping.

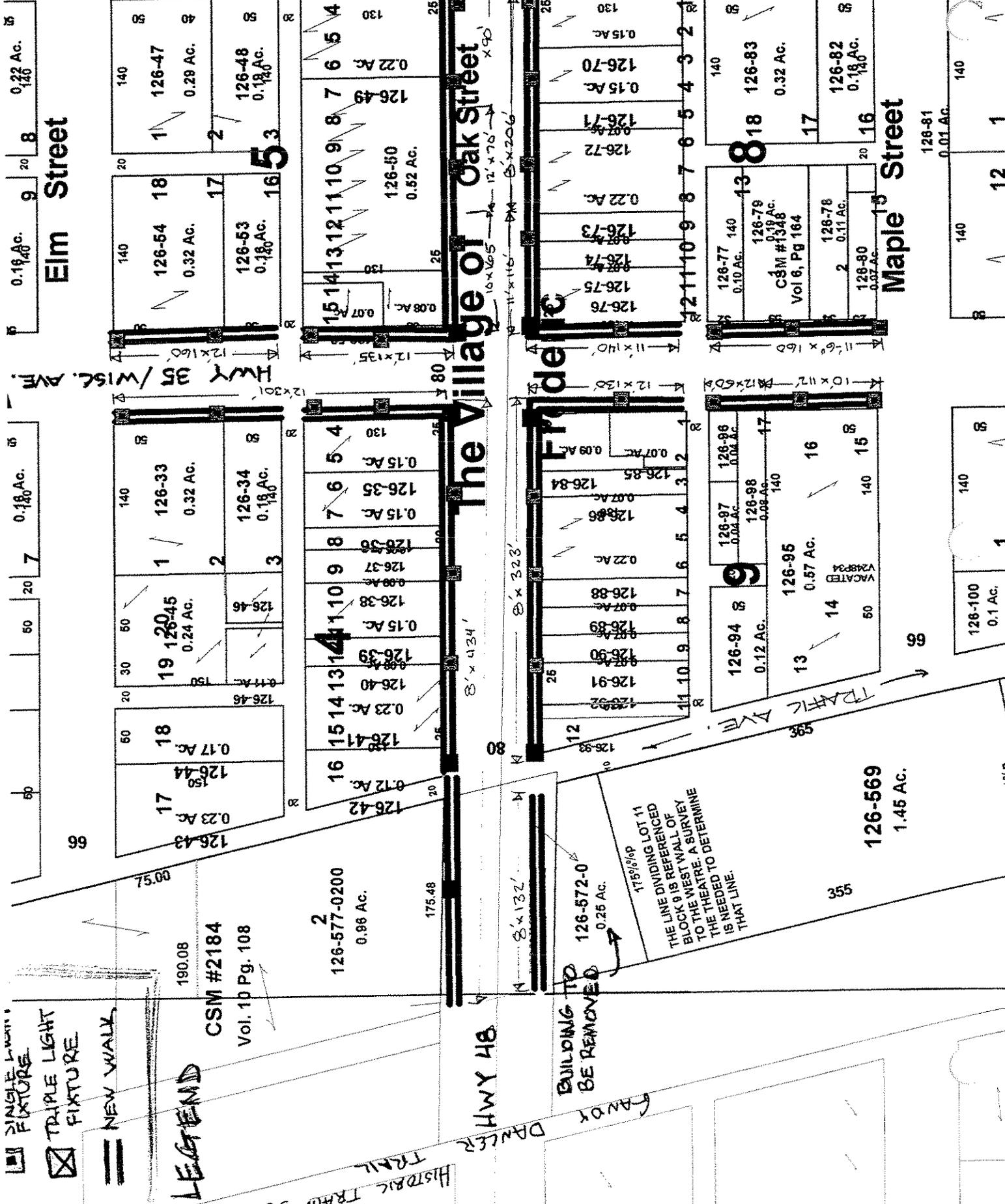
Remaining in the Downtown is the Villages last hardware store and last grocery store. Competition with new developments in non downtown locations is difficult, and many downtowns have completely lost their downtown shopping. This project should assist in the Village retaining these stores.

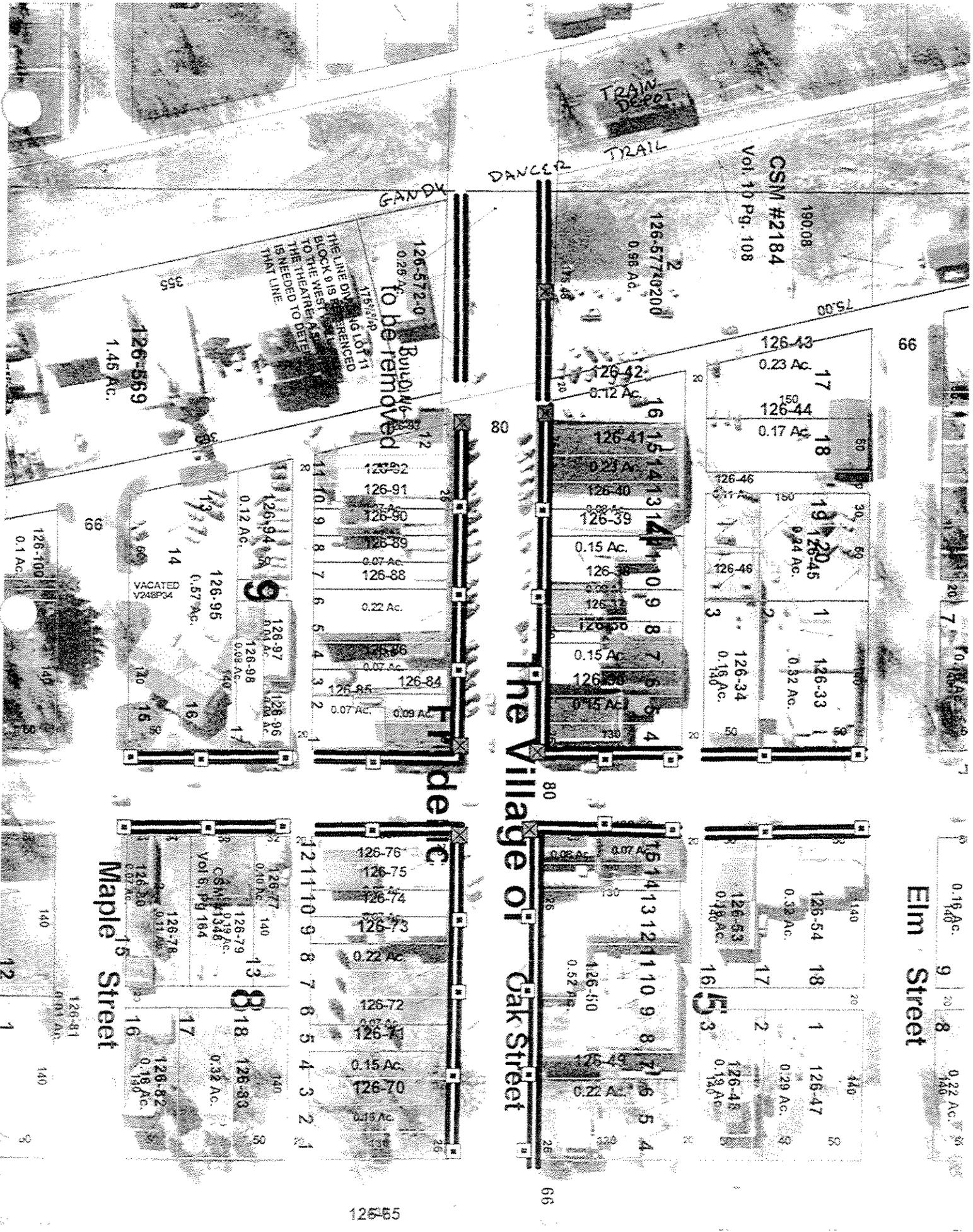
The two state highways serve as major transportation arteries for the area, in particular STH 35 as it proceeds northward. These improvements will serve as a visual incentive to stop, get out of the vehicle, and walk through the downtown, enjoying the shopping, tourism and recreational opportunities of the downtown.

- SINGLE LIGHT FIXTURE
- TRIPLE LIGHT FIXTURE
- NEW WALK

LEGEND

190.08
CSM #2184
Vol. 10 Pg. 108





TRAIN DEPOT

DANCER TRAIL

CSM #2184
Vol. 10 Pg. 108

GANDY

126-572-0
0.28 Ac.
To be removed
BUILDING
THE LINE DIVERGENCE
BLOCK 918
TO THE WEST
TO THE THEATRE
IS NEEDED TO DETE
THAT LINE.

126-569
1.45 Ac.

66

126-43
0.23 Ac.

126-44
0.17 Ac.

126-46

126-46

126-34
0.18 Ac.

126-33
0.32 Ac.

0.19 Ac.

Elm Street

0.22 Ac.

The Village of
Oak Street

Maple Street

Maple Street

126-65

DEFERRED

ID#: 3b09
Program: TE, STP-D

SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: South Pier Riverfront Promenade
PUBLIC SPONSOR: City Shegoygan
DISTRICT: 3
MPO: Bay-Lake Regional Planning Commission

FFY	2003	2004	2005	TOTAL
Public:	\$10,000	\$290,675	\$0	\$300,675
Federal:	\$40,000	\$1,162,700	\$0	\$1,202,700
Total:	\$50,000	\$1,453,375	\$0	\$1,503,375

ATTACHMENTS AVAILABLE UPON REQUEST:

- MAPS: 1
- PICTURES:
- LETTERS OF SUPPORT: # 1
- MISCELLANEOUS: Estimated Cost

3.25 avg

Strengths

current, preexisting project

Weaknesses

cost
other trails need to be built yet

Comments: \$510,000 for brass railing on riverwalk

OVERALL RANKING:

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

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

post mark 4/12 10:16 AM 16 P 1:57

FYs 2004-2005 PROJECT APPLICATION FORM FOR:

**Local Transportation Enhancements (TE) Program
Surface Transportation Program-Discretionary (STP-D) DOT-DIST 3**
(Form available in electronic format from WisDOT)

1. Project Name: South Pier Riverfront Promenade
2. Project Location: Municipality: Sheboygan County: Sheboygan
Street Address of Project (if applicable): 1011 South 8th Street
Describe location and boundaries of the project: Former C. Reiss Coal docks, 42-acre parcel at confluence of Sheboygan River and Lake Michigan
3. Name of the MPO the project is represented by: Bay-Lake Regional 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:
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: Jacqueline Jarvis Title: Director of City Development
Address: 807 Center Avenue Phone: (920) 459-3377
Municipality: Sheboygan State: WI Zip: 53081
FAX: (920) 459-3919 E-mail: jjjarvis@ci.sheboygan.wi.us

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

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

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

The project includes a 3,400-foot riverfront promenade outlining a 42-acre brownfield that sits at the confluence of the Sheboygan River and Lake Michigan. The proposed promenade is 14-feet wide, with an adjacent 18-foot wide area for landscaping, benches, lights, trash receptacles, interpretive signage, sculpture, and overlooks. The promenade will serve as a link between existing and under-construction City pedestrian/bicycle trails, which connect to Old Plank Road Trail along STH 23. The entire South Pier Project budget totals \$10 million for acquisition, clean up, site work, infrastructure, and recreational facilities. The anticipated value of the mixed-use development will be \$30-50 million.

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			\$ 1,453,375.00	\$
System Planning (STP-D Only)			\$	\$
TOTAL		\$ 50,000	\$ 1,453,375.00	\$
Percentage of Public Sponsor Funds:	20 %	10,000	\$ 290,675.00	\$
Percentage of Federal Funds:	80 %	40,000	\$ 1,162,700.00	\$
TOTAL		\$ 50,000	\$ 1,453,375.00	\$

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 10/15/02

Real Estate _____

Construction 8/15/03

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

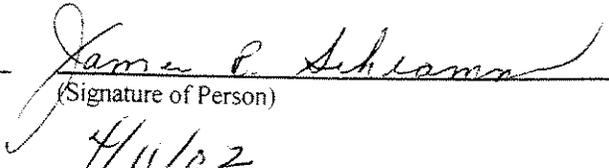
e) Broadly describe other project benefits (not already covered above) related to any of the following -- improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development,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

13. I have read and understood the above statements.

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

By James R. Schramm
(Name of Person with Fiscal Authority)

Mayor
(Title of Person Signing)


(Signature of Person)

4/11/02
(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 --

Introduction:

The 1996 Harbor Centre Master Plan directed the development of Sheboygan's lakefront, with a marina and regional park; revitalization of the downtown with historic building restorations; and the redevelopment of industrial brownfields into mixed-income residential areas. The Plan identified South Pier (former C. Reiss Coal property – purchased by the City of Sheboygan for \$1.88 million in October 2001) as a prime lakefront/riverfront location with tremendous potential for redevelopment. The 42-acre parcel, on the south side of the Sheboygan River, extends from the 8th Street Bridge to the south Federal breakwater. Historically, the property operated as an active industrial shipping site.

The entire South Pier Project involves a budget of approximately \$10 million in acquisition costs, clean up, site work, infrastructure and recreational facilities. In addition, the City expects approximately \$30-\$50 million in private investment over the next four years. Through the generosity and support of the State of Wisconsin, Federal Department of Housing and Urban Development, and local business leaders called *Friends of Sheboygan*; about \$4 million of the \$10 million budget has been received or committed. In addition, the City has committed over \$4 million of its Capital Improvement Program.

a) Location, length, width, and surface materials, and any connections to existing or planned facilities:

The proposed pedestrian/bicycle facility will be located on South Pier. (Attachment Number "One" and "Two") The master plan for South Pier provides for a significant amount of public improvements and amenities, including a 3,400-foot riverfront promenade, a 3-acre South Pier Waterfront Park at the tip of the peninsula, a 2,400-foot long pedestrian/bicycle path along Lake Michigan, and a large percentage of community open space. The riverfront promenade is the component of the plan that is proposed as part of this application. The promenade will serve as a link between existing and under-construction City pedestrian/bicycle trails, which connect to Old Plank Road Trail along STH 23 and the Lakefront Trail. (Attachment Number "Three") The concrete promenade walk, adjacent to the seawall, is 14-foot wide with an additional 18-foot adjacent area for landscaping, benches, lights, trash receptacles, interpretive signage, sculpture and overlooks. (Attachment Number "Four", "Five", and "Six") The area immediately surrounding the walkway contains parking and walkways that provide access from the South Pier development.

Although not a part of this grant application, the South Pier redevelopment project, including the proposed park and bicycle trail, support the proposed riverfront promenade. For example, the park will contain numerous amenities that include: comfort station, fish cleaning facility, play structure, picnic shelter and parking. Likewise, the 2,400-foot long, 12-foot wide asphalt bicycle trail along the lakefront, will become part of the Lakefront Trail system between North Point Park and Kohler-Andrae State Park.

- **Does your community have a bicycle and/or pedestrian facilities?**

Yes. The proposed development of the South Pier riverfront promenade is a component of a much larger multi-modal system in place, under construction, or planned for the Sheboygan area. (Attachment Number "Seven") For example:

1. In 1997, the City completed a major WisDOT project connecting its Lakefront Trail to the County's Old Plank Road Trail at North 40th Street and Erie Avenue. The new Old Plank Road Trail is a 17-mile multi-purpose recreation trail that parallels STH 23 from Sheboygan on the Lake Michigan lakefront to historic Greenbush, where it connects with the Ice Age National Trail in the Kettle Moraine State Forest.
2. The Lakefront Trail system extends from North Point Park on the City's north side to Kohler-Andrae Park on the City's south side.
3. The Sheboygan Urban Trail, including the City portion of the Old Plank Road Trail, extends from North 40th Street and Erie Avenue to Pennsylvania Avenue in the City's central business district.
4. The development of bicycle/pedestrian facilities in the City's central business district is part of the Harbor Centre Plan, a comprehensive redevelopment effort.
5. The bicycle path under the 14th Street bridge is part of the urban trail that links important housing, employment, shopping, entertainment, cultural and educational centers with one another.
6. The Sheboygan bus system is part of the City's developing multi-modal system. It provides residents and visitors alternatives to single-occupancy automobile trips.

- **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.**

Over the past 5 years, the City has been attempting to connect its lakefront and riverfront trails with the County's Old Plank Road Trail along STH 23.

- **Summarize any other non-project bicycle and pedestrian efforts put into action by your community.**

The City of Sheboygan's Police Department started a bicycle patrol program in the summer of 1991. In addition, in an effort to promote bicycle safety and usage, the Police Department provides bicycle safety presentations and holds a bicycle auction twice a year.

- **Does your community assess for sidewalk improvements?**

Yes.

b) **For historic related projects, how does the project relate to Wisconsin's past or present surface transportation system?**

Not applicable.

- c) **For landscaping/streetscaping applications, clearly detail the types of amenities and improvements that will be part of the project.**

Not applicable.

- 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.**

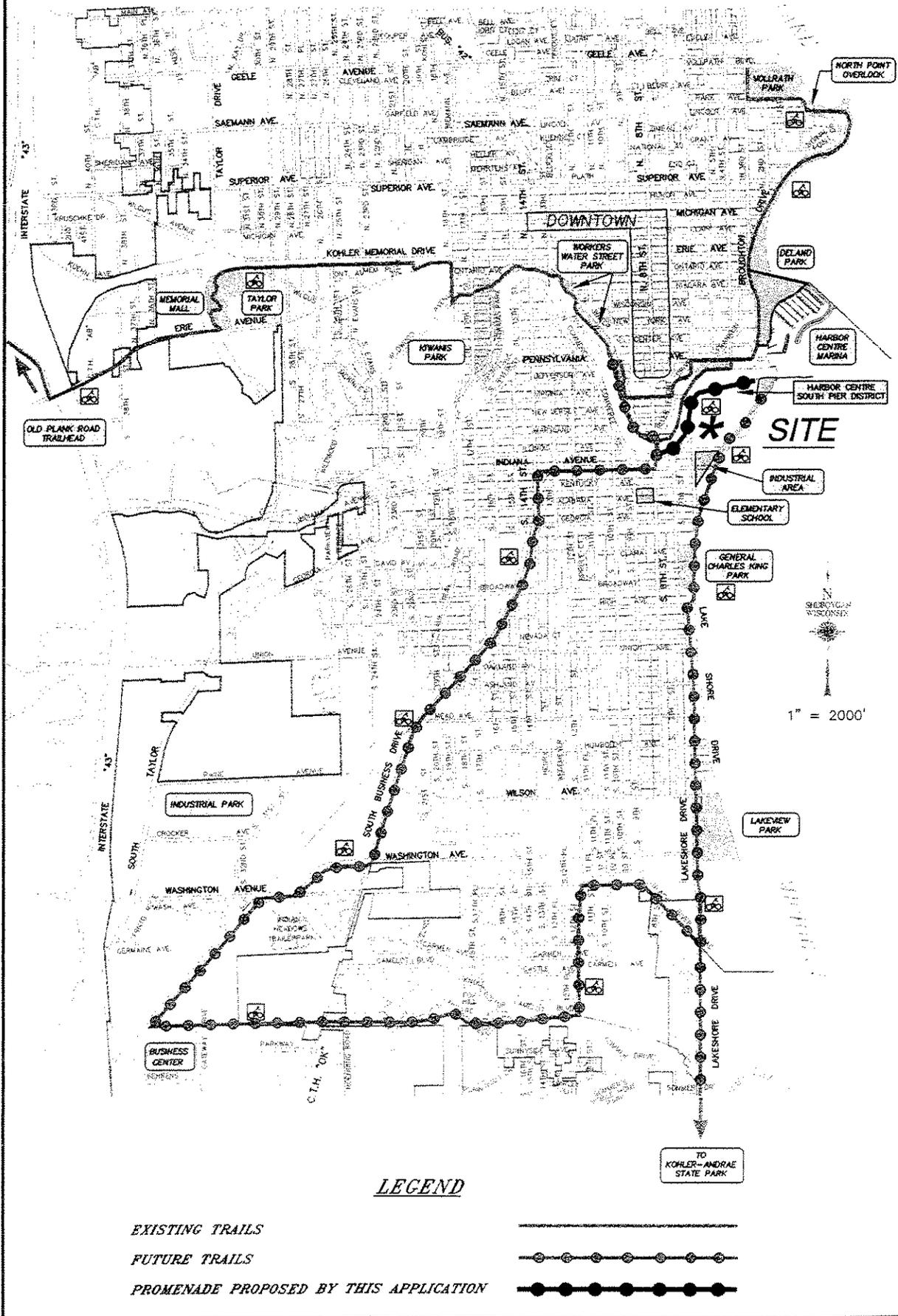
The City estimates that over 30,000 residents and visitors will use the South Pier walkways on an annual basis. On a two-day weekend during the summer months, over 2,000 users are projected to enjoy the facilities. The City bases its projections on the following:

1. The Sheboygan area has experienced a significant increase in tourism due to the redevelopment of its lakefront and riverfront areas. The Sheboygan County Convention and Visitor's Bureau indicates that visitor inquiries have risen from 2,778 in 1990 to 22,038 in 2001.
2. The Harbor Centre Business Improvement District, in the City's central business district, maintains an Information Center on the riverfront. In 2001 the Information Center assisted 4,000 visitors. It is expected that most visitors to the existing riverfront shanty village on the north side of the river also will visit the shops and entertainment facilities that are planned along the promenade at South Pier.
3. During the summer months, several hundred people line the South Pier to fish in both the Sheboygan River and Lake Michigan. Many of these fishermen are from adjacent neighborhoods and will be able to bicycle or walk to South Pier rather than drive if this facility is constructed.
4. Due to South Pier's mixed-use development plan, consisting of office, retail, entertainment, housing and recreational uses, the proposed promenade will serve as an important connection for South Pier housing units to destinations within the development as well as employment, shopping, school and cultural centers nearby. In addition, the South Pier redevelopment project will be accessed by residents from nearby and distant residential neighborhoods using the proposed riverfront promenade.

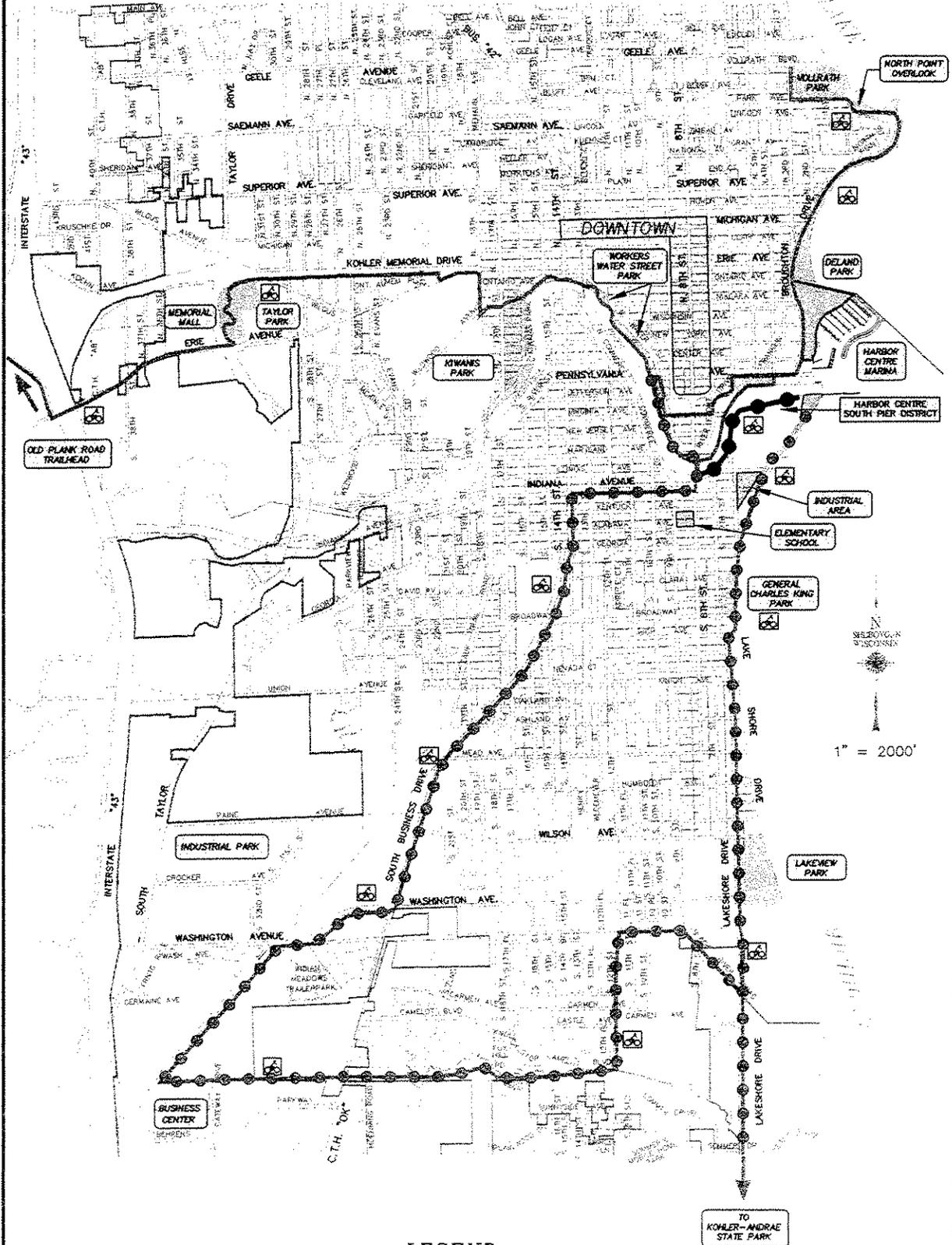
- a) **Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian, or transit); preservation of historic, environmental, and scenic resources; promotion of economic development,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

It is anticipated that the 3,400-foot riverfront promenade will stimulate on-going efforts to improve Sheboygan's multi-modal transportation system, improve access and safety for nearby residents who now drive or walk on a gravel road that does not separate vehicles from bicycles or pedestrians, increase tourism, enhance scenic views and access to environmental resources, and continue to encourage the redevelopment of a 42-acre brownfield site.

SITE LOCATION FOR PROPOSED RIVERFRONT PROMENADE



SHEBOYGAN PARK & TRAIL SYSTEM



LEGEND

EXISTING TRAILS

FUTURE TRAILS

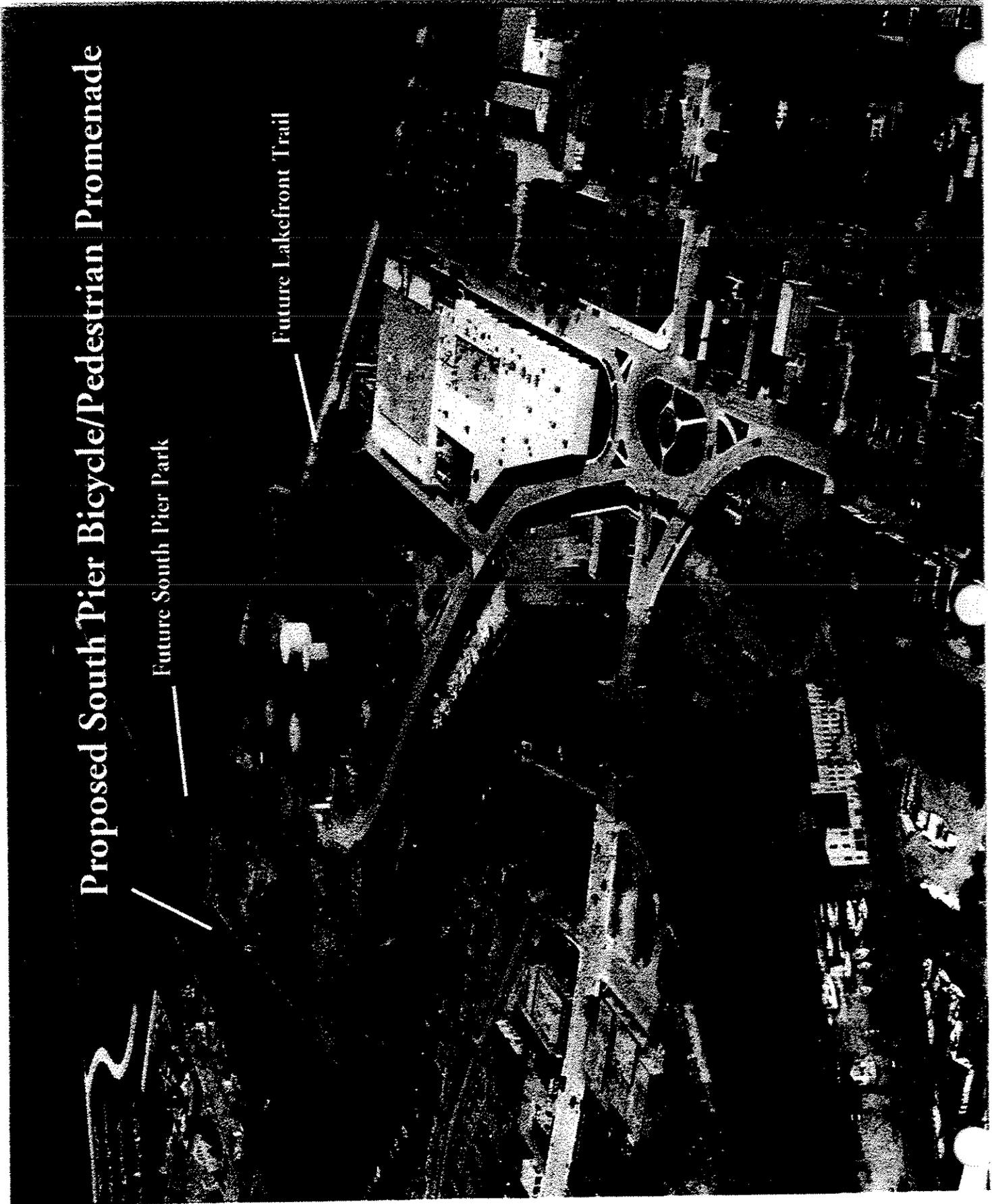
PROMENADE PROPOSED BY THIS APPLICATION



Proposed South Pier Bicycle/Pedestrian Promenade

Future South Pier Park

Future Lakefront Trail



SMIP REVIEW COMMITTEE:
PROJECT APPLICATION SUMMARY

PROJECT NAME: Circus World Museum Train Shed Rehabilitation
PUBLIC SPONSOR: Wisconsin Historical Society - Madison
DISTRICT: 1
MPO:

FFY	2003	2004	2005	TOTAL
Public:	\$0	\$282,140	\$0	\$282,140
Federal:	\$0	\$1,128,560	\$0	\$1,128,560
Total:	\$	\$1,410,700	\$	\$1,410,700

ATTACHMENTS AVAILABLE UPON REQUEST:

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

2.75 avg

Strengths

NATIONAL REGISTER

Weaknesses

? BUILDING ITSELF / \$ WOULDNT GO/ISNT FOR HISTORIC

Comments: Can't tell if building is historic or if contents are historic - doesn't sound much like restoration as it does rebuilding. - torn

NOT CURRENTLY ACCESSIBLE TO PUBLIC DUE TO SAFETY

BUILDING COMMISSIONER APPROVED - \$844,000 ALREADY APPROVED SUPPLEMENTS STATE FUNDING (GTR ~~APPROVED~~) - NEED \$600,000

OVERALL RANKING: 1 _____ 2 _____ 3 5 4 X 5 _____

High Priority

Low Priority

IF STATE FUNDING ... WOULD HAVE TO BE PHASED

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: Circus World Museum Train Shed Rehabilitation
2. Project Location: Municipality: Baraboo County: Sauk
Street Address of Project (if applicable): _____
Describe location and boundaries of the project: The Train Shed is located on the non-public portion of the Museum's grounds between the Baraboo River and Lynn Avenue.
3. Name of the MPO the project is represented by: **not applicable**
NOTE: A Wisconsin map with areas covered by MPOs is located on page 12 of the Guidelines section.
4. Name and Location of Public Sponsor: Wisconsin Historical Society -- Madison
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: Robert Thomasgard Jr. Title: Associate Director
Address: 816 State Street Phone: (608) 264-6442
Municipality: Madison State: WI Zip: 53706
FAX: (608) 264-6542 E-mail: rbthomasgard@whs.wisc.edu

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

Name: David Seligman Title: Administrator, Division of Admin. Services
Address: 816 State Street Phone: (608) 264-6434
Municipality: Madison State: WI Zip: 53706
FAX: (608) 264-6433 E-mail: dhseligman@whs.wisc.edu

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

Local Transportation Enhancements (TE) Program

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

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

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

Surface Transportation Discretionary Program (STP-D)

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

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

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

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

The project would involve the rehabilitation of the 64 foot by 574 foot Train Shed Building at Circus World Museum that houses historic railroad cars and circus wagons -- many used to stage the annual Great Circus Parade in Milwaukee) as well as other artifacts that is in a deteriorating condition. The building provides the only indoor storage space for these large circus transportation collections.

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 205 (Begins 7/1/04)
Preliminary		\$	\$
Real Estate		\$	\$
Construction		\$1,410,700	\$
System Planning / STP-D		\$	\$
TOTAL		\$1,410,700	\$
Percentage of Public Sponsor	20 %	\$ ^{282,140} 282,200	\$
Percentage of Federal Funds:	80 %	\$1,128,500	1,128,500
TOTAL	100%	\$1,410,700	\$

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 August 2002
 Real Estate _____
 Construction May 2003

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

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

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

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

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

RBT Accepted.

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

RBT 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.

RBT 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.

RBT 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.

RBT Accepted.

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

N/A Accepted.

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

RBT Accepted.

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

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

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

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

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

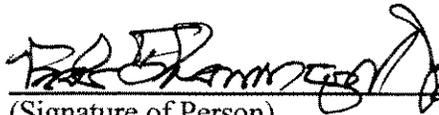
d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such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

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

13. I have read and understood the above statements.

Signed on behalf of Wisconsin Historical Society
(Name of Sponsor)

By Robert Thomasgard Jr.
(Name of Person with Fiscal Authority)


(Signature of Person)

Associate Director
(Title of Person Signing)

April 11, 2002
(Date)

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

-- NO LATE APPLICATIONS WILL BE ACCEPTED --

The Train Shed Building at Circus World Museum is on the National Historic Register and, even more importantly, is one of only a state handful of National Historic Landmarks. The building was constructed to house the Ringling Brothers circus train (in their Baraboo circus winter quarters) and covered three sets of tracks in the almost 600-foot long structure. The building has been altered very little since its construction. The Train Shed presently houses a large number of historic circus railroad cars. The cars are used as “platforms” to store a large number of the historic circus wagons owned by the Museum. Circus World Museum has the largest collection of historic circus wagons in the world – more than 250. Both the railroad cars and circus wagons are used annually to stage the Great Circus Parade in Milwaukee – continuing a tradition of showcasing how circuses traveled from one location to another and how circuses logistically loaded and unloaded railroad cars. The Train Shed Building is, therefore, a critical storage facility for the Museum.

The major components of the project would be:

1. Structural stabilization of the building’s foundation, framing and roof support. (including re-grading around the structure and the installation of a storm sewer at the west end to address drainage problems).
2. Replacement of siding, windows and doors (as well as adding additional ones).
3. Improvement of and additions to the building’s security systems and replacement of the building’s fire protection and sprinkler system.
4. Preparation and painting of the entire exterior.
5. Replacement and improvement of the building’s electrical system.
6. Replacement of railroad tracks inside and outside the building and inside floor replacement.
7. Abatement of hazardous materials.

The following budget estimates for this work were developed by an architectural and engineering firm. The firm is under contract with the Division of Facilities Development (DFD) in the Department of Administration for preliminary planning purposes. Before the project can proceed beyond that stage, however, the exact scope of the work and estimated costs will have to be approved by the DFD and the State Building Commission.

Construction

Structural stabilization and drainage	\$ 213,200
Replacement and addition of siding, windows and doors	279,400
Security and fire protection systems improvements	172,000
Repainting entire building	12,400
Electrical system improvement	302,000
Railroad track replacement and inside floor replacement	155,100
Abatement of hazardous materials	<u>122,300</u>
	\$1,256,400
Contingencies	115,500
Other	<u>38,800</u>
Total	\$1,410,700

The Train Shed is presently not open to the public because of its condition, although it could be in the future with the above investment and staffing. The Museum has an annual visitation of about 150,000 to its public grounds. Because of the highly competitive market the Museum operates in, the Museum must continue to expand its public offerings.

