

VILLAGE OF ALLOUEZ

Allouez Village Hall • 1900 Libal Street • Green Bay, Wisconsin 54301-2453
Phone No.: (920) 448-2800 • Fax No.: (920) 448-2850

Department of Public Works

Date: 05/13/2022

Submittal of Village Street Projects for Bipartisan Infrastructure Law (BIL) Grant Funding

With the help from a consultant the Village is preparing grant applications for federal funding under the WDOT Surface Transportation Program (STP). The application submittal due date is June 3rd, 2022.

Applications for the following street segments are being prepared:

- Libal Street (LeBrun St. to Vande Hei Rd.)
- Broadview Dr. (Webster Ave. to Libal St.)

For both street projects the intent is to extend the service life of the existing pavement section and to complete the pedestrian networks. The street repair work to include the milling and overlaying of the existing pavement, repair of defective sidewalk and curb and gutter, the upgrading of existing curb ramps to ADA standards, and the construction of new sidewalk where current gaps exist in the network.



FFY 2023-2026 BIL STP-Urban Program Application

NOTE: An individual application or Pre-Project Award Flexibility Agreement (located [here](#)) is required for each new potential FFY 2023 - FFY 2026 STP-Urban program project. Please review the application instructions (see link below) to assist you in completing the application.

[FFY23-26 STP-Urban Application Instructions](#)

Population Category:
Greater than 200,000

Project Description

Project Sponsor: **Village of Allouez** Facility Owner: **Same as Sponsor**

Project Location:

Municipality: **Village of Allouez** County: **Brown**

On Route: **Broadview Dr**

At Route (Start): **Libal Street** Offset: (tenths of a mile)

Toward Route (End): **Webster Avenue**

Is the project a planning, administration, or other non-infrastructure project? ☐ Yes ☒ No If yes, please select the type of project and provide a brief explanation: **SELECT**

NOTE: Attach an 8½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link)
<http://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx>

Length of Project: **0.5** (tenths of a mile)

Average Daily Traffic (ADT): **3500** ADT Year: **2014** Posted or Statutory Speed Limit(s): **25** (mph)

Functional Classification: **Collector**

NOTE: Roadway must be functionally classified as a Collector or higher to be eligible for funding.

Existing Facility

Number of Lanes: **2** Lane Width: **11'** Cross Section: ☐ Rural ☒ Urban

Pavement Type: **Asphalt** If Combination, explain: Pavement Width: **37-43'**

Pavement Rating: **PASER = 5** Pavement Condition: **Fair with locations of longitudinal cracking, and patched areas throughout and several areas of extensive cracking and settling** Year Last Improved: **2004 - resurfaced**

Shoulder Type: **Asphalt** If Combination, explain: Shoulder Width: **7.5-10.5'**

Existing Sidewalk? ☒ Yes, one side ☒ Yes, both sides ☐ No

Existing bicycle accommodations? ☒ Yes, on street ☐ Yes, off street ☐ No

If Yes to either of previous questions, are bicycle/pedestrian accommodations designated as part of a regional or local bicycle or pedestrian system?

☒ Yes ☐ No

☐ Lighting: **SELECT** Lighting Style: **SELECT**

Any federal-aid-eligible structures within the existing facility? ☐ Yes ☒ No If yes, please indicate the structure ID #s):

Does a railroad facility exist within 1000 feet of the project limits? ☐ Yes ☒ No If yes, specify: **SELECT**

Owner of Railroad facility

NOTE: If there are any pertinent railroad considerations, design funds may be included for Railroad Review Costs.

Known Safety Issues? ☐ Yes ☒ No If yes, specify: (consider applying for Highway Safety Improvement Program [HSIP] funds if applicable)

Is this project within a F4R site? ☐ Yes ☒ No If yes, has an evaluation been completed:

NOTE: Refer to the following link, *Facilities Repeatedly Requiring Repair and Reconstruction (F4R)*

<https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/f4r.aspx>

Project Justification

Explain why the project is needed, including the scope and appropriate detail on the project's uniqueness and complexity. Describe specific deficiencies such as pavement cracking, edge raveling, surface deterioration, substandard geometrics, etc. Include and separately identify any 100% locally funded components of the project that are part of the overall improvement.

The proposed Broadview Drive project between Libal Street and Webster Avenue is intended to replace the existing, deteriorated pavement section and upgrade the existing pedestrian accommodations.

The existing asphaltic pavement through this section of Broadveiw Drive has deteriorated and neeeds to be replaced. Longitudinal cracking is present throughout this section of roadway with significant alligator cracking and base failure through the south half of the project. Because the existing curb and gutter and storm sewer are in good contition, the proposed improvement is a pavement replacement to address the existing pavement and base needs while keeping the overall construction costs low by continuing to utilize the drainage features that are still in good condition.

In addition, the existing, non-ADA compliant pedestrian ramps will be replaced to meet current ADA standards. Ths is important as this section of roadway is highly utilized by pedestrians with Langlade Elementary School, the Greater Green Bay YMCA, and the Langlade Park located within the project limits.

Proposed Improvement

NOTE: Applicants should refer to the traffic data and design standards information in the instructions prior to completing this section of the application.

Improvement Type: **Pavement Replacement** If Combination, explain: Overall Length: **2430** (feet)

☐ Rural Cross Section Length: (tenths of a mile)

☒ Urban Cross Section Length: **0.5** (tenths of a mile)

Will the project add lanes? ☐ Yes ☒ No If Yes, describe which part(s) of the project will receive additional lanes:

Grading: ☒ Minimal ☐ Moderate ☐ Extensive

New Pavement Type: **Hot Mix Asphalt** If Combination, explain: Width: **37-43'** Length: **2430'**

New Shoulder Type: **Hot Mix Asphalt** If Combination, explain: Width: **7.5-10.5'** Length: **2430'**

☒ Sidewalk One side or both: **both sides from Libal to W Pennwood Circle, on west side for the entire project**

length Width: 5' Length: 3065'

Are bicycle/pedestrian accommodations required as part of a local or regional plan? ☒ Yes ☐ No If yes, specify:

The Village of Allouez Comprehensive Bicycle and Pedestrian Plan 2017 includes this section of Broadview Drive for pedestrian accommodations only.

☒ Curb and Gutter Length: **spot replacement where needed, estimated to be 950'**

☐ Signals Location:

☐ Roundabout Location:

NOTE: Refer to FDM 11-26 for modern roundabout information

(<http://wisconsin.gov/rdwy/fdm/fd-11-26.pdf>).

☐ Railroad improvements

☐ Lighting: **SELECT** Lighting Style: **SELECT**

☐ Beam Guard

☒ Permanent and Temporary Pavement Marking

☐ Permanent and Temporary Signing

☒ Storm Sewer (spot replacement as needed)

☐ Structure Structure Type: **SELECT**

Work Required: **SELECT**

Structure #(s):

Sizes and Descriptions:

Traffic Management During Construction: **Road Closed with Detour**

Do you anticipate submittal of an exception to standards request? ☐ Yes ☒ No

If yes, please describe:

Environmental/Cultural Issues

Agriculture	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Archaeological sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Historical sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Lakes, waterways, floodplains	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Wetland	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Stormwater management	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Hazardous materials sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Hazardous materials on existing structure	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Upland habitat	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Endangered/threatened/migratory species	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Section 4(f)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments: Access
to Langlade Park is located within this section of roadway				
Section 6(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Through/adjacent to tribal land	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:

Miscellaneous Issues

Construction Schedule Restrictions (trout, migratory bird, local events): ☐ Yes ☒ No

If yes, please explain.

Has there been any real estate acquired or transferred in anticipation of this project? ☐ Yes ☒ No

If yes, please explain.

Right of Way: **(NOTE: It is recommended that local funds be used to acquire right of way.)**

Check all that are applicable.

- ☐ None ☒ Less than ½ acre ☐ More than ½ acre
☐ Parklands ☐ Large parcels ☐ Strips ☒ Temporary interests

Other Concept Notes: Provide any additional relevant project information that has not been covered in another section of the application.

CONFIDENTIAL INFORMATION

Cost Estimate, Project Priority, and Scheduling

Applicants should reference the following WisDOT web page prior to completing this section of the application:
<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx>

NOTE: Requesting design and construction projects in the same fiscal year is not allowed.

NOTE: All applications must include a sheet documenting the calculations performed to create the estimate(s).

☐ Tied Projects? All requests for design must be tied to a construction project. Please indicate which projects will be tied (if applicable):

☒ Construction:

Project Priority:

☐ FY 2023 ☐ FY 2024 ☒ FY 2025 ☐ FY 2026 ☐ FY 2027

Total

Federal Share

Local Share

Participating Roadway Cost	\$1,450,000	\$1,160,000	\$290,000
Participating Structure Cost	\$	\$	\$
Total Participating Cost	\$1,450,000	\$1,160,000	\$290,000
Non-Participating Roadway Cost (100% Local)	\$5,000	\$0	\$5,000
Non- Participating Structure Cost (100% Local)	\$0	\$0	\$0
Total Non-Participating Construction Cost	\$5,000	\$0	\$
A. Subtotal Construction Costs	\$1,455,000	\$1,160,000	\$295,000
B. Construction Engineering Costs (Coordinate with WisDOT Region)	\$	\$	\$
C. State Review for Construction (Provided by WisDOT Region)	\$	\$	\$
Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C)	\$	\$	\$

NOTE: All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. WisDOT Region staff, in agreement with the local sponsor, may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

☒ **Design:**

☐ 100% Locally Funded (state review is required to be included as 100% locally funded) **OR**

☒ 80% Federally Funded ("design only" projects are not allowed)

Project Priority:

☒ FY 2023 ☐ FY 2024 ☐ FY 2025 ☐ FY 2026 ☐ FY 2027

Total

Federal Share

Local Share

A. Design Plan Development

\$150,000

\$120,000

\$30,000

B. State Review for Design

(provided by WisDOT Region)

\$

\$

\$

Total Design Cost Estimate with State Review

(sum lines A and B)

\$

\$

\$

NOTE: WisDOT Region staff, in agreement with local sponsor, may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

NOTE: Costs for Railroad Review of plans will be added when there are pertinent railroad considerations.

☐ **Real Estate:** (Recommend funding with local funds.)

Project Priority:

☐ FY 2023 ☐ FY 2024 ☐ FY 2025 ☐ FY 2026 ☐ FY 2027

Total Real Estate Cost (Round to next \$1,000)

\$

☐ **Utility:** (Compensable utility costs must be \$50,000 minimum per utility. Recommend funding with local funds.)

Project Priority:

☐ FY 2023 ☐ FY 2024 ☐ FY 2025 ☐ FY 2026 ☐ FY 2027

Total Utility Cost (Round to next \$1,000)

\$

NOTE: WisDOT Utility Policy link: <http://wisconsin.dot.gov/rdwy/fdm/fd-18-01.pdf>

<input type="checkbox"/> Other (Planning, Administration, or Other Non-infrastructure)	
Please select the type of project: SELECT	
Project Priority:	
<input type="checkbox"/> FY 2023	<input type="checkbox"/> FY 2024
<input type="checkbox"/> FY 2025	<input type="checkbox"/> FY 2026
<input type="checkbox"/> FY 2027	
Total Other Cost (Round to next \$1,000)	
\$	

WisDOT Information – Shaded area to be completed by WisDOT staff only.

Additional Confidential Information	
FOR WISDOT USE ONLY – enter the following information at application review	
WisDOT Region Reviewer:	Date:
WisDOT Region Comments on Application:	
FOR WISDOT USE ONLY – enter the following information after project approval	
Approved Federal Funding Amount:	Construction: \$
	Design: \$
	Real Estate: \$
	Utility: \$
	Other: \$
	TOTAL: \$

Key Program Requirements Confirmation

<p>Please confirm your understanding of the following project conditions by typing your name, title and initials in the boxes at the bottom of this page. A Head of Government/Designee with fiscal authority for the project sponsor, not a consultant, must initial below AND sign the next page of this application.</p> <ol style="list-style-type: none"> a. All Federal Funding will be limited at the estimate amount unless an increase is approved by WisDOT. Additional costs incurred over the limit will be 100% the responsibility of the project sponsor. b. A federally funded design project must be tied to a construction project. Stand alone design projects are no longer eligible for funding (this does not apply to MPO area projects). c. Only new projects may apply, existing projects are ineligible for additional funds through the new cycle process. Existing projects requiring additional funds are encouraged to use the existing Project Change and Cost Increase processes. d. Federally-funded projects must be designed in accordance with all applicable federal design standards (even if the design for a federally-funded project was 100% locally funded). e. The sponsor must provide matching dollar funding of at least 20% of project costs.

- f. The sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- g. As the work progresses, the state will bill the project sponsor for work completed which is not chargeable to federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- h. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or are ineligible for federal financing. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly authorized officers or officials, agrees and authorizes the state to set off and withhold the required reimbursement amount as determined by the state from any moneys otherwise due and payable by the state to the municipality.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. For 100% locally funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding for only state review for design projects.
- k. The sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of design and construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same 80% federal and 20% local match requirements.
- l. Transportation construction projects using federal funds except sidewalks, are likely general improvements that primarily benefit the public at large and for which special assessments cannot be levied under s. 66.0703, Wis. Stats. Municipalities desiring to obtain the required local project funding through special assessments levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App 83.

I confirm that I have read and understand project conditions (a) through (l) listed above:

Name: _____ Title: _____

Accepted (please type your initials here): _____

Contact Information and Signatures

Application prepared by a consultant? ☒ Yes ☐ No If yes, consultant information and signature required below.

Consultant Company Name: **JT Engineering, Inc** Company Location (City, State): **Hobart, WI**

Consultant Signature (electronic only): *Rich Glen* **Date:** 5/2/22

NOTE: It is **not permissible** for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project **unless** the municipality either:

- a. uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or
- b. uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

In both cases, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality.

See FDM 8-5-3 for additional information: <http://wisconsindot.gov/rdwy/fdm/fd-08-05.pdf>

Sponsor Agency:	
Contact Person:	(Note: must be Head of Government or Designee)
Title:	
Address:	
Telephone:	
Email:	
<p>Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.</p>	
Head of Government/Designee Signature (<u>electronic only</u>):	Date:
Local Unit of Government Agency (when owner differs from sponsor):	
Owner Signature (when owner differs from sponsor) (<u>electronic only</u>):	Date:

WisDOT Information – Shaded area to be completed by WisDOT staff only.

FOR WISDOT USE ONLY – enter the following information at application review	
NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-6.	
Subprogram:	Project Improvement Type:
Region Reviewer's Name:	
Reviewer's Title:	
Date Received:	
WisDOT Region Reviewers Signature:	Date:
FOR WISDOT USE ONLY – enter the following information after project approval	
Project ID(s):	



FFY 2023-2026 BIL STP-Urban Program Application

NOTE: An individual application or Pre-Project Award Flexibility Agreement (located [here](#)) is required for each new potential FFY 2023 - FFY 2026 STP-Urban program project. Please review the application instructions (see link below) to assist you in completing the application.

[FFY23-26 STP-Urban Application Instructions](#)

Population Category:
Greater than 200,000

Project Description

Project Sponsor: **Village of Allouez** Facility Owner: **Same as Sponsor**

Project Location:

Municipality: **Village of Allouez**

County: **Brown**

On Route: **Libal Street**

At Route (Start): **Lebrun Street**

Offset: (tenths of a mile)

Toward Route (End): **Vande Hei Road**

Is the project a planning, administration, or other non-infrastructure project? ☐ Yes ☒ No If yes, please select the type of project and provide a brief explanation: **SELECT**

NOTE: Attach an 8½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link)
<http://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx>

Length of Project: **0.4** (tenths of a mile)

Average Daily Traffic (ADT): **4520** ADT Year: **2014** Posted or Statutory Speed Limit(s): **30** (mph)

Functional Classification: **Collector**

NOTE: Roadway must be functionally classified as a Collector or higher to be eligible for funding.

Existing Facility

Number of Lanes: **2** Lane Width: **11'** Cross Section: ☐ Rural ☒ Urban

Pavement Type: **Asphalt** If Combination, explain: Pavement Width: **40'**

Pavement Rating: **PASER = 7** Pavement Condition: **Fair with locations of longitudinal and alligator cracking** Year

Last Improved: **2003 - resurfaced**

Shoulder Type: **Asphalt** If Combination, explain: Shoulder Width: **8'**

Existing Sidewalk? ☒ Yes, one side ☒ Yes, both sides ☐ No

Existing bicycle accommodations? ☐ Yes, on street ☐ Yes, off street ☒ No

If Yes to either of previous questions, are bicycle/pedestrian accommodations designated as part of a regional or local bicycle or pedestrian system?

☒ Yes ☐ No

☐ Lighting: **SELECT** Lighting Style: **SELECT**

Any federal-aid-eligible structures within the existing facility? ☐ Yes ☒ No If yes, please indicate the structure ID #s):

Does a railroad facility exist within 1000 feet of the project limits? ☐ Yes ☒ No If yes, specify: **SELECT**

Owner of Railroad facility

NOTE: If there are any pertinent railroad considerations, design funds may be included for Railroad Review Costs.

Known Safety Issues? ☐ Yes ☒ No If yes, specify: (consider applying for Highway Safety Improvement Program [HSIP] funds if applicable)

Is this project within a F4R site? ☐ Yes ☒ No If yes, has an evaluation been completed:

NOTE: Refer to the following link, *Facilities Repeatedly Requiring Repair and Reconstruction (F4R)*

<https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/f4r.aspx>

Project Justification

Explain why the project is needed, including the scope and appropriate detail on the project's uniqueness and complexity. Describe specific deficiencies such as pavement cracking, edge raveling, surface deterioration, substandard geometrics, etc. Include and separately identify any 100% locally funded components of the project that are part of the overall improvement.

The proposed Libal Street project between Lebrun Street and Vende Hei Road is intended to extend the service life of the existing pavement section and to complete the pedestrian network.

The existing asphaltic pavement through this section of Libal Street has deteriorated to a point where the improvement of the surface is needed. Although the PASER rating is still fairly high, areas of longitudinal and alligator cracking of the asphaltic surface, but not structural deficiencies are present. By milling and overlaying the pavement now, further deterioration and more costly improvements will be avoided.

In addition, the sidewalk network in this area will be completed by filling in the gap along the south side of Libal Street between Lebrun Street and Longview Avenue. The completion of this portion of sidewalk will complete the sidewalk on both sides of Libal Street from the south village limits to HWY 172, connecting the community to Doty Elementary School, Father Allouez Catholic School, Langlade Elementary School, and the Greater Green Bay YMCA. In addition, the exiting curb ramps within the project limits do not meet current ADA requirements and will be improved and replaced.

Proposed Improvement

NOTE: Applicants should refer to the traffic data and design standards information in the instructions prior to completing this section of the application.

Improvement Type: **Resurfacing** If Combination, explain: Overall Length: **1900** (feet)

☐ Rural Cross Section Length: (tenths of a mile)

☒ Urban Cross Section Length: **0.4** (tenths of a mile)

Will the project add lanes? ☐ Yes ☒ No If Yes, describe which part(s) of the project will receive additional lanes:

Grading: ☒ Minimal ☐ Moderate ☐ Extensive

New Pavement Type: **Hot Mix Asphalt** If Combination, explain: Width: **40'** Length: **1900'**

New Shoulder Type: **Hot Mix Asphalt** If Combination, explain: Width: **8'** Length: **1900'**

☒ Sidewalk One side or both: **both** Width: **5'** Length: **1900'**

Are bicycle/pedestrian accommodations required as part of a local or regional plan? ☒ Yes ☐ No If yes, specify:

The Village of Allouez Comprehensive Bicycle and Pedestrian Plan 2017 includes the addition of sidewalk between Lebrun and Longview and the addition of bicycle lanes for the entire project.

☒ Curb and Gutter Length: **spot replacement where needed, estimated to be 1,150'**

☐ Signals Location:

☐ Roundabout Location:

NOTE: Refer to FDM 11-26 for modern roundabout information

<http://wisconsin.gov/rdwy/fdm/fd-11-26.pdf>.

☐ Railroad improvements

☐ Lighting: **SELECT** Lighting Style: **SELECT**

☐ Beam Guard

☒ Permanent and Temporary Pavement Marking

☐ Permanent and Temporary Signing

☒ Storm Sewer (spot replacement as needed)

☐ Structure Structure Type: **SELECT**

Work Required: **SELECT**

Structure #(s):

Sizes and Descriptions:

Traffic Management During Construction: **Road Open with Staged Construction**

Do you anticipate submittal of an exception to standards request? ☐ Yes ☒ No

If yes, please describe:

Environmental/Cultural Issues

Agriculture	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Archaeological sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Historical sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Lakes, waterways, floodplains	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Wetland	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Stormwater management	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Hazardous materials sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Hazardous materials on existing structure	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Upland habitat	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Endangered/threatened/migratory species	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Section 4(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Section 6(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Through/adjacent to tribal land	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:

Miscellaneous Issues

Construction Schedule Restrictions (trout, migratory bird, local events): ☐ Yes ☒ No

If yes, please explain.

Has there been any real estate acquired or transferred in anticipation of this project? ☐ Yes ☒ No

If yes, please explain.

Right of Way: **(NOTE: It is recommended that local funds be used to acquire right of way.)**

Check all that are applicable.

- ☐ None ☒ Less than ½ acre ☐ More than ½ acre
☐ Parklands ☐ Large parcels ☐ Strips ☒ Temporary interests

Other Concept Notes: Provide any additional relevant project information that has not been covered in another section of the application.

CONFIDENTIAL INFORMATION

Cost Estimate, Project Priority, and Scheduling

Applicants should reference the following WisDOT web page prior to completing this section of the application:
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NOTE: Requesting design and construction projects in the same fiscal year is not allowed.

NOTE: All applications must include a sheet documenting the calculations performed to create the estimate(s).

☐ Tied Projects? All requests for design must be tied to a construction project. Please indicate which projects will be tied (if applicable):

☒ Construction:

Project Priority:

☐ FY 2023 ☐ FY 2024 ☒ FY 2025 ☐ FY 2026 ☐ FY 2027

Total

Federal Share

Local Share

Participating Roadway Cost	\$756,500	\$605,200	\$151,300
Participating Structure Cost	\$0	\$0	\$0
Total Participating Cost	\$756,500	\$605,200	\$151,300
Non-Participating Roadway Cost (100% Local)	\$2,500	\$0	\$2,500
Non- Participating Structure Cost (100% Local)	\$	\$0	\$
Total Non-Participating Construction Cost	\$	\$0	\$
A. Subtotal Construction Costs	\$759,000	\$605,200	\$153,800
B. Construction Engineering Costs (Coordinate with WisDOT Region)	\$	\$	\$
C. State Review for Construction (Provided by WisDOT Region)	\$	\$	\$
Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C)	\$	\$	\$

NOTE: All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. WisDOT Region staff, in agreement with the local sponsor, may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

☒ **Design:**

☐ 100% Locally Funded (state review is required to be included as 100% locally funded) **OR**

☒ 80% Federally Funded ("design only" projects are not allowed)

Project Priority:

☒ FY 2023 ☐ FY 2024 ☐ FY 2025 ☐ FY 2026 ☐ FY 2027

Total

Federal Share

Local Share

A. Design Plan Development

\$125,000

\$100,000

\$25,000

B. State Review for Design

(provided by WisDOT Region)

\$

\$

\$

Total Design Cost Estimate with State Review

(sum lines A and B)

\$

\$

\$

NOTE: WisDOT Region staff, in agreement with local sponsor, may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

NOTE: Costs for Railroad Review of plans will be added when there are pertinent railroad considerations.

☐ **Real Estate:** (Recommend funding with local funds.)

Project Priority:

☐ FY 2023 ☐ FY 2024 ☐ FY 2025 ☐ FY 2026 ☐ FY 2027

Total Real Estate Cost (Round to next \$1,000)

\$

☐ **Utility:** (Compensable utility costs must be \$50,000 minimum per utility. Recommend funding with local funds.)

Project Priority:

☐ FY 2023 ☐ FY 2024 ☐ FY 2025 ☐ FY 2026 ☐ FY 2027

Total Utility Cost (Round to next \$1,000)

\$

NOTE: WisDOT Utility Policy link: <http://wisconsin.dot.gov/rdwy/fdm/fd-18-01.pdf>

<input type="checkbox"/> Other (Planning, Administration, or Other Non-infrastructure)	
Please select the type of project: SELECT	
Project Priority:	
<input type="checkbox"/> FY 2023	<input type="checkbox"/> FY 2024
<input type="checkbox"/> FY 2025	<input type="checkbox"/> FY 2026
<input type="checkbox"/> FY 2027	
Total Other Cost (Round to next \$1,000)	
\$	

WisDOT Information – Shaded area to be completed by WisDOT staff only.

Additional Confidential Information	
FOR WISDOT USE ONLY – enter the following information at application review	
WisDOT Region Reviewer:	Date:
WisDOT Region Comments on Application:	
FOR WISDOT USE ONLY – enter the following information after project approval	
Approved Federal Funding Amount:	Construction: \$
	Design: \$
	Real Estate: \$
	Utility: \$
	Other: \$
	TOTAL: \$

Key Program Requirements Confirmation

<p>Please confirm your understanding of the following project conditions by typing your name, title and initials in the boxes at the bottom of this page. A Head of Government/Designee with fiscal authority for the project sponsor, not a consultant, must initial below AND sign the next page of this application.</p> <ol style="list-style-type: none"> a. All Federal Funding will be limited at the estimate amount unless an increase is approved by WisDOT. Additional costs incurred over the limit will be 100% the responsibility of the project sponsor. b. A federally funded design project must be tied to a construction project. Stand alone design projects are no longer eligible for funding (this does not apply to MPO area projects). c. Only new projects may apply, existing projects are ineligible for additional funds through the new cycle process. Existing projects requiring additional funds are encouraged to use the existing Project Change and Cost Increase processes. d. Federally-funded projects must be designed in accordance with all applicable federal design standards (even if the design for a federally-funded project was 100% locally funded). e. The sponsor must provide matching dollar funding of at least 20% of project costs.

- f. The sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- g. As the work progresses, the state will bill the project sponsor for work completed which is not chargeable to federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- h. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or are ineligible for federal financing. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly authorized officers or officials, agrees and authorizes the state to set off and withhold the required reimbursement amount as determined by the state from any moneys otherwise due and payable by the state to the municipality.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. For 100% locally funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding for only state review for design projects.
- k. The sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of design and construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same 80% federal and 20% local match requirements.
- l. Transportation construction projects using federal funds except sidewalks, are likely general improvements that primarily benefit the public at large and for which special assessments cannot be levied under s. 66.0703, Wis. Stats. Municipalities desiring to obtain the required local project funding through special assessments levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App 83.

I confirm that I have read and understand project conditions (a) through (l) listed above:

Name: _____ Title: _____

Accepted (please type your initials here): _____

Contact Information and Signatures

Application prepared by a consultant? ☒ Yes ☐ No If yes, consultant information and signature required below.

Consultant Company Name: **JT Engineering, Inc** Company Location (City, State): **Hobart, WI**

Consultant Signature (electronic only): *Rich Glen* **Date:** 5/2/22

NOTE: It is **not permissible** for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project **unless** the municipality either:

- a. uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or
- b. uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

In both cases, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality.

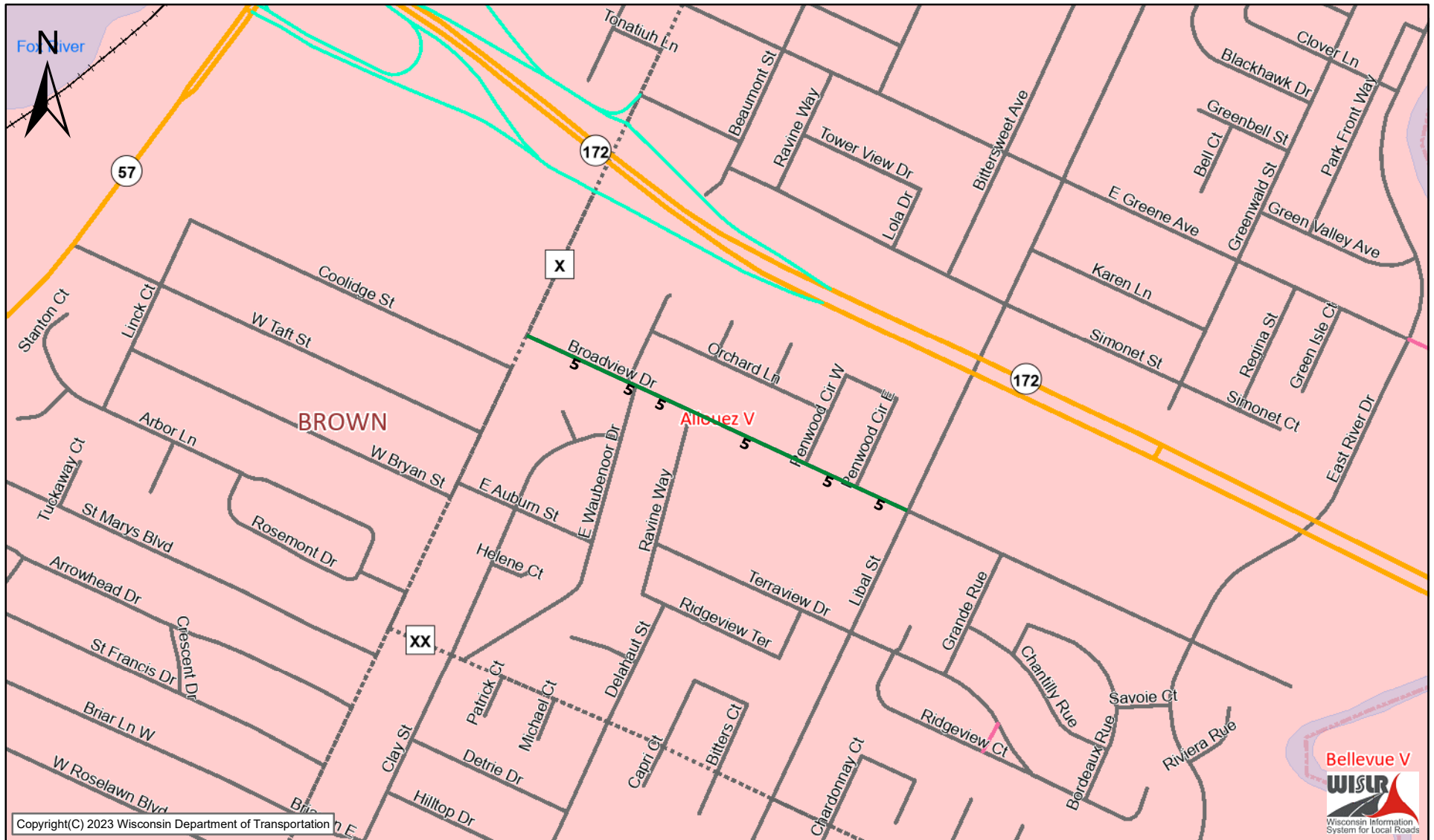
See FDM 8-5-3 for additional information: <http://wisconsindot.gov/rdwy/fdm/fd-08-05.pdf>

Sponsor Agency:	
Contact Person:	(Note: must be Head of Government or Designee)
Title:	
Address:	
Telephone:	
Email:	
<p>Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.</p>	
Head of Government/Designee Signature (<u>electronic only</u>):	Date:
Local Unit of Government Agency (when owner differs from sponsor):	
Owner Signature (when owner differs from sponsor) (<u>electronic only</u>):	Date:

WisDOT Information – Shaded area to be completed by WisDOT staff only.

FOR WISDOT USE ONLY – enter the following information at application review	
NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-6.	
Subprogram:	Project Improvement Type:
Region Reviewer's Name:	
Reviewer's Title:	
Date Received:	
WisDOT Region Reviewers Signature:	Date:
FOR WISDOT USE ONLY – enter the following information after project approval	
Project ID(s):	

Broadview Dr, Webster - Libal



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wislr-fl1

5 Municipal Road

Railroads

State Trunk Network

Interstate Highway

USH Highway

USH Connecting Highway

State Trunk Highways

STH Connecting Highways

On-Off Ramp

Connector

Frontage Road

Wayside

Rest Area

Weigh Station

County Roads

County Trunk Hwy

County Forest Roads

Other County Roads

Local Roads

Municipal/Local Roads

Ineligible Roads

Rivers

Lakes

Cities/Villages/Towns

City

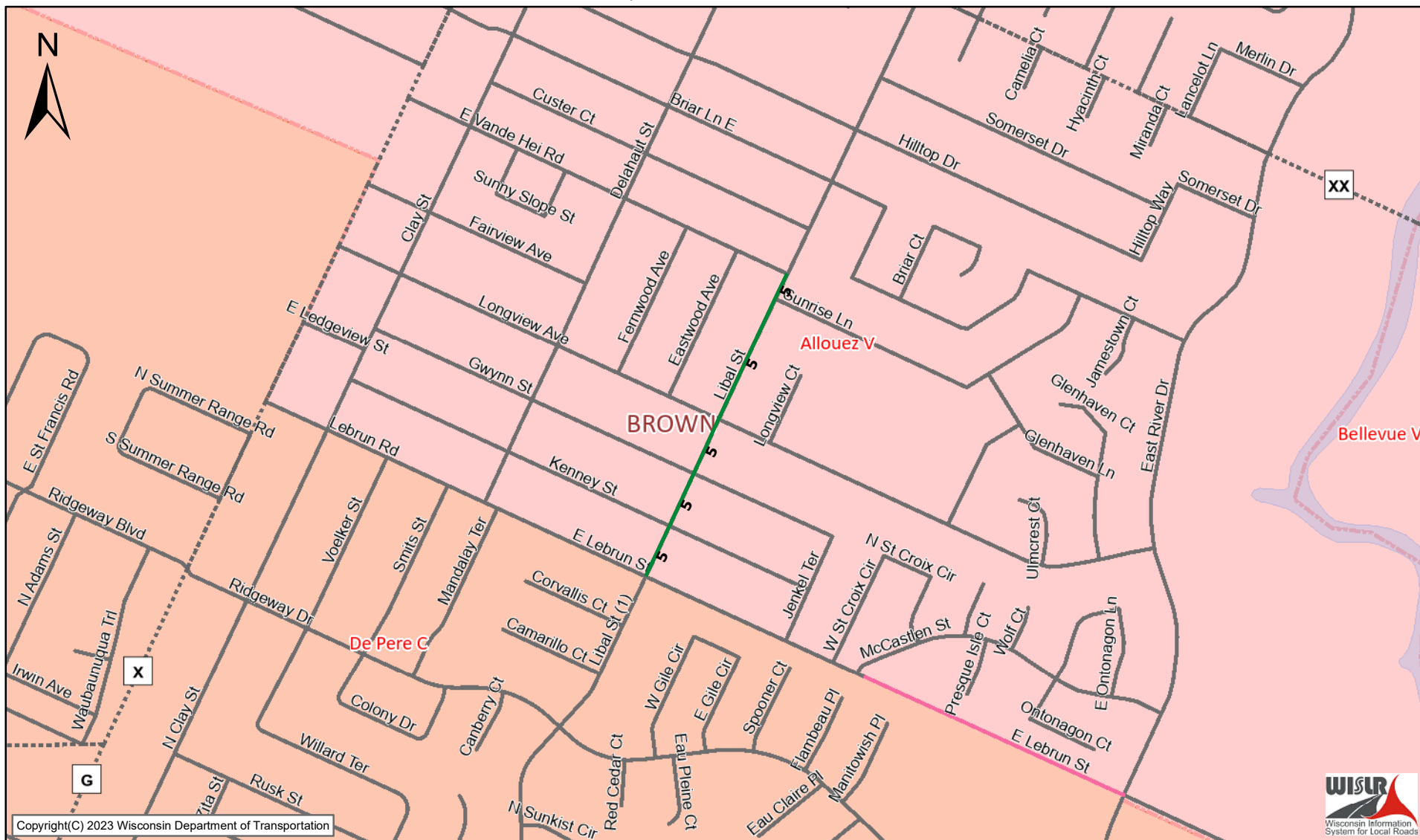
Village

Town

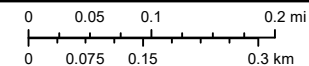
Counties



Libal Street, Lebrun to Vande Hei



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wislr-fl1

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