



# CITY OF MANITOWOC

WISCONSIN, USA

[www.manitowoc.org](http://www.manitowoc.org)

## MEMO

**TO:** Public Infrastructure Committee  
**FROM:** Greg Minikel, PE, Engineering Division Manager  
**DATE:** February 5, 2024  
**RE:** BIL Funding Application FFY25 STP- Local Program Application

Members of the Public Infrastructure Committee:

The Wisconsin Department of Transportation has a funding opportunity under the BIL program and is called the FFY25 Surface Transportation Program (STP) – Local.

This means that the roadway submitted must be classified as a local road or minor collector.

Some of the streets that need reconstruction that would comply with this requirement are as follows:

1. Kellner Street – Wildwood to Fleetwood Dr. (est. cost \$2,100,000).
2. Lancer Circle – South and West Legs Only (est. cost \$500,000).
3. Clipper Drive – S. 41<sup>st</sup> St. to Custer St. (est. cost \$950,000).
4. North 10<sup>th</sup> Street from School St. to Reed Ave. (est. cost \$650,000).
5. Reed Avenue from N. 8<sup>th</sup> to Hamann Rd. (est. cost \$1,400,000).
6. North 7<sup>th</sup> St. from Reed Ave. to Magnolia Ave. (est. cost \$700,000).
7. Viebahn St. from S. 10<sup>th</sup> St. to 175 ft. east of College St. (est. cost \$950,000).

*Would we be obligated to construct if we don't get funded?*

There are several other stipulations for the funding as follows:

1. The funding is for construction only. (80% Federal Funds, 20% Local Funds)
2. The Design must be completed by a consultant in accordance with the WDOT Facilities Development Manual
3. The Design Cost is 100% funded by the City.
4. The Plans, Specifications and Estimate (PS&E) deadline is August 2025. The Bid Opening would be November 2025.
5. The Federal Funding is capped at \$500,000.
6. Application Deadline is April 5, 2024.
7. They are recommending projects without significant design issues such as wetlands, Railroad, Parkland, etc.

We would need to hire a consultant as soon as possible to meet the PS&E deadline of August 2025. I would estimate the design cost to be in the area of \$150,000 to \$200,000. There would not be any money in the 2024 budget for this work. So, we would be making this design commitment without knowing if we are getting any funding. Then, depending upon which project we would select, the City could end funding a significant portion of the construction costs as well.

With all of the restrictions or requirements, we are wondering if it is even worth the effort to submit a project. If the Committee would like to submit a project, then which one would you like to submit?



# WisDOT FFY25 STP-Local Program Application CONSTRUCTION ONLY

**NOTE:** This application is for Federal Fiscal Year 2025 (FFY25) construction projects funded by the Bipartisan Infrastructure Law (BIL). The BIL allows states to use funds from small urban and rural federal funding allocations on minor collectors and local roads. The roadway must be functionally classified as a Minor Collector or Local Road to be eligible for STP-Local funding. The roadway must be located outside of urbanized areas (less than 50,000) to be eligible for STP-Local funds. An individual application is required for each new potential FFY25 STP-Local program project. Previous applications cannot be rolled over into this solicitation. Please review the application instructions (see link below) to assist you in completing the application.

### FFY25 STP-Local Application Instructions

**Population Category:**  
SELECT

**Functional Classification:**  
SELECT

**Municipality Type:**  
SELECT

### Project Description

Project Sponsor: **SELECT**

Facility Owner: **SELECT**

Project Location:

Municipality: **SELECT**

County:

On Route:

At Route (Start):

Offset: (tenths of a mile)

Toward Route (End):

**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>

**NOTE: Roadway must be functionally classified as a Minor Collector or Local Road to be eligible for STP-Local funding.**

### Existing Facility

Number of Lanes: Cross Section:  Rural  Urban

Pavement Type: **SELECT** Pavement Width:

Pavement Rating: Year Last Improved:

Existing Sidewalk or Bicycle accommodation?  Yes, one side  Yes, both sides  No

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

Does a railroad facility exist within 1000 feet of the project limits?  Yes  No

Owner of Railroad facility

**NOTE: Rail improvements are not eligible for STP program funding.**



**Project Description/Justification** (NOTE: This is very important to read!)

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 up to three pictures on a separate page to further show the deficiencies and surrounding land use. Describe in detail any known economic impacts to surrounding land use, such as agricultural, commercial, industrial, educational, etc. Describe any known safety issues. Include and separately identify any 100% locally funded components of the project. This portion of the application will be used by the selection committee to rate and rank the projects. **Use a separate single page document to describe the proposed project and justification (one page maximum).**

**Proposed Improvement**

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

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

Rural Cross Section

Urban Cross Section

New Pavement Type: **SELECT** If Combination, explain: Width: Length:

New Shoulder Type: **SELECT** If Combination, explain: Width: Length:

Sidewalk One side or both: Width: Length:

New bicycle accommodations?  Yes  No If yes, specify:

Roundabout Location:

**NOTE: Refer to [FDM 11-26](#) for modern roundabout information**

Structure Structure Type: **SELECT** Work Required: **SELECT**

Structure #(s):

Traffic Management During Construction: **SELECT**

**Low-Risk Project Delivery Model**

WisDOT, in collaboration with the Federal Highway Association and Wisconsin counties, is continuing the efforts to reduce cost by streamlining delivery and oversight processes on low complexity Local Projects through the development of the Low-Risk Project Delivery Model.

More information on the low-risk delivery model can be found here:

<https://wisconsin.gov/Pages/doing-bus/local-gov/lpm/lowrisk-program.aspx>

Please indicate if you are interested in discussing if your project fits the low-risk delivery model requirements  Yes  No

**Environmental/Cultural Issues**

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

**Miscellaneous Issues**

Construction Schedule Restrictions (trout spawning activities, 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

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: All applications must include a sheet documenting the calculations performed to create the estimate.**

### Construction

	<u>Total</u>	<u>Federal Share</u>	<u>Local Share</u>
Participating Roadway Cost	\$	\$	\$
Participating Structure Cost	\$	\$	\$
Total Participating Cost	\$	\$	\$
Non-Participating Roadway Cost (100% Local)	\$	\$0	\$
Non- Participating Structure Cost (100% Local)	\$	\$0	\$
Total Non-Participating Construction Cost	\$	\$0	\$
<b>A. Subtotal Construction Costs</b>	\$	\$	\$
<b>B. Construction Engineering Costs</b> (10% Of A.)	\$	\$	\$
<b>C. State Review for Construction</b> (5% of A.)	\$	\$	\$
<b>Total Construction Cost Estimate with Construction Engineering and State Review</b> (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.**

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

<b>Additional Confidential Information</b>	
<b>FOR WISDOT USE ONLY – enter the following information at application review</b>	
WisDOT Reviewer:	Date:
WisDOT Comments on Application:	

<b>FOR WISDOT USE ONLY – enter the following information after project approval</b>	
Approved Federal Funding Amount:	Construction: \$

**Key Program Requirements Confirmation**

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. Handwritten signatures are NOT required.**

- 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: \_\_\_\_\_ Company Location (City, State): \_\_\_\_\_

**Consultant Signature (electronic only):** \_\_\_\_\_ **Date:** \_\_\_\_\_

Sponsor Agency: \_\_\_\_\_

Contact Person: \_\_\_\_\_ (Note: must be Head of Government or Designee)

Title: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

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.

**Head of Government/Designee Signature (electronic only):** \_\_\_\_\_ **Date:** \_\_\_\_\_

Local Unit of Government Agency (when owner differs from sponsor): \_\_\_\_\_

**Owner Signature (when owner differs from sponsor) (electronic only):** \_\_\_\_\_ **Date:** \_\_\_\_\_

**WisDOT will contact the primary project sponsor upon review of the application if any questions or a need for additional project documentation.**



Submit completed application(s) to the following WisDOT email address: [DOTLocalPrograms@dot.wi.gov](mailto:DOTLocalPrograms@dot.wi.gov)  
Application due **April 5, 2024.**

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

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

**Important Information**

STP-Local projects are selected by a committee of members from the Wisconsin County Highway Association (WCHA), the Wisconsin Towns Association (WTA), and the League of Wisconsin Municipalities (LWM). The discretionary project selection process is competitive and the categories that the selection committee considers are economic impact, state of good repair, connectivity and regional or local significance. Equitable geographic distribution is a consideration both in the formation of the STP-Local project selection committee and for the final project selections.



# WisDOT FFY25 Surface Transportation Program (STP)-Local Program Application Instructions CONSTRUCTION ONLY

## NOTE: Only ONE Application Per Sponsor

This application is for Federal Fiscal Year 2025 (FFY25) construction projects funded by the Bipartisan Infrastructure Law (BIL). The BIL allows states to use funds from the small urban and rural federal funding allocations on minor collectors and local roads. This one-year supplemental solicitation has approximately \$2,000,000 total program funding availability. Final funding availability will be determined based on upcoming congressional and state legislative action. The roadway must be functionally classified as a Minor Collector or Local Road to be eligible for STP-Local funding. The roadway also must be located outside of urbanized areas (a population of less than 50,000) to be eligible for STP-Local funds. An individual application is required for each new potential FFY25 STP-Local program project. Previous applications cannot be rolled over into this solicitation. New applications may be submitted from previous solicitations.

STP-Local projects are selected by a committee of members from the Wisconsin County Highway Association (WCHA), the Wisconsin Towns Association (WTA), and the League of Wisconsin Municipalities (LWM). The discretionary project selection process is competitive and the categories that the selection committee considers are economic impact, state of good repair, connectivity and regional or local significance. Equitable geographic distribution is a consideration both in the formation of the STP-Local project selection committee and for the final project selections.

### Project Eligibility

- The 2021 Bipartisan Infrastructure Law (BIL), allows states to use up to 15% of small urban and rural federal funding allocations on minor collectors and local roads.
- The GIS Application linked [here](#) will assist applicants in determining if the proposed project is a minor collector or local road, outside of an urbanized area. Roadways highlighted in purple are eligible areas for rural projects and roadways highlighted in blue are eligible areas for urban projects. While the GIS Application will provide information that has a high degree of accuracy, please cross-validate with the departmental functional classification maps linked [here](#).
- The roadway must be functionally classified as a Minor Collector or Local Road to be eligible for STP-Local funding. In addition, the roadway must be located outside of urbanized areas (populations of less than 50,000) to be eligible for STP-Local funds.
- Local improvement projects on connecting highways are not eligible for STP-Local funds.
- This solicitation for FFY25 STP-Local program will be for **construction-only** (no design) State-Let projects. An August 2025, Plans, Specifications & Estimates (PS&E) deadline is required to meet a November 2025 letting. The November 2025 let is the latest letting eligible for FFY 2025 funding. **Earlier project lets are encouraged.**
- **Design must be 100% locally funded.** Design must be undertaken by qualified consultant. The design must result in a PS&E that is acceptable to both the Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA).
- **Federal funding is capped at \$500,000. Project minimum is set at \$250,000.** Project applications for projects greater than the federal cap will be considered, however if successful, the federal share cannot exceed \$500,000.

### Recommendations for Completing an Application

- It is **strongly recommended** that the local sponsor contact the Statewide Local Program Manager well in advance of the application deadline to address questions or comments related to the application.
- An application is required for **each** new potential FFY25 STP-Local program project and must include all pages of the application, WISLR map, project description/justification, and detailed cost estimate calculations. **Incomplete**



**submittals will not be considered.**

- Use the **Tab** key in the application to “tab” to the next box or field.
- Questions on the application process should be directed to the Wisconsin Department of Transportation (WisDOT); contact persons listed below.

Michael Loughran	(608)266-2870	<a href="mailto:michael.loughran@dot.wi.gov">michael.loughran@dot.wi.gov</a>
Merrill Mechler-Hickson	(608)261-8977	<a href="mailto:merrill.mechlerhickson@dot.wi.gov">merrill.mechlerhickson@dot.wi.gov</a>
Tim Olusegun	(608)266-0254	<a href="mailto:tim.olusegun@dot.wi.gov">tim.olusegun@dot.wi.gov</a>

- Save the application, **including the name of your local unit of government in the filename (e.g., City of ..., Town of ...)**, and email completed applications to: [DOTLocalPrograms@dot.wi.gov](mailto:DOTLocalPrograms@dot.wi.gov). **Applications sent to the wrong email address will not be considered.**
- The application deadline is no later than **5:00 p.m. on Friday, April 5, 2024**. **Submitting an application prior to the deadline is strongly encouraged. Late applications will NOT be considered.**
- WisDOT will only accept applications in electronic form as a Microsoft Word document. Applications saved in PDF format **will NOT** be accepted; handwritten signatures **are NOT** required.
- The final project scope, cost, and proposed delivery schedule are the responsibility of the local sponsor.
- There is only one project sponsor allowed per project. Only one application per sponsor will be considered **(do NOT submit more than one application).**
- Project sponsors must fund a portion of total project costs.
- Federal funding is capped at 80%.
- **All costs more than the estimates indicated in the application will be 100% responsibility of the local sponsor. No funds beyond the accepted amount indicated in the State/Municipal Agreement will be authorized.**
- Construction must begin in Calendar Year 2026.
- Please note that temporary easements are considered Right-of-Way activities. All project right-of-way activities must be resolved prior to the August 1, 2025 PS&E date to guarantee a November 2025 letting.

## **FFY25 STP-Local Program Application Instructions**

### **Population Category, Functional Classification and Municipality Type**

- Select population category, functional classification, and municipality type from the drop-down menus.
  - The population category is either “RURAL” (highlighted in purple), which is outside all urban and urbanized areas; or “URBAN”(highlighted in blue), which is within one of the 54 designated urban areas. Refer to the GIS application linked [here](#) and the maps linked below to determine if roadway lies within an urban area.
  - Functional Classification: Roadway must be functionally classified as a minor collector or local road to be eligible for STP-Local funding. Refer to the following links to view guidance and approved functional classification maps
  - <http://wisconsindot.gov/Pages/projects/data-plan/plan-res/function.aspx>.

### **Project Description**

- Roadway must be functionally classified as a Minor Collector or Local Road to be eligible for STP-Local funding. The roadway must be located outside of an urbanized area boundary, i.e. within an area below 50,000 population. Refer to GIS Application linked [here](#) (roadways highlighted in purple are eligible for rural projects and roadways highlighted in blue are eligible for urban projects).



- **Project Sponsor:** Select a prefix from the drop-down menu. Provide the name of the local unit of government that is financially responsible for the federal-aid improvement.
- **Facility Owner:** Select a prefix from the drop-down menu. Provide the name of the government entity that owns the facility. If the Facility Owner is the Project Sponsor, indicate "Same as Sponsor" from the drop-down menu. If the Owner and Sponsor differ, a signed resolution is required to authorize the Sponsor to act on behalf of the Owner. Note that only a county can act on behalf of another government entity.

### **Project Location**

- **Municipality:** Select a prefix from the drop-down menu and provide the name of the municipality in which the project is located, if applicable.
- **County:** Provide the name of the county or counties in which the project is located.
- **On Route:** Provide the name of the roadway on which the project is located.
  - **At Route (Start):** Provide the name of the intersecting roadway at the start of the project. If the project does not start at an intersection, the At Route is the nearest intersecting roadway outside of the project limits.
  - **Offset:** If the project does not start at an intersection, an Offset is required. If the project starts at an intersection, an Offset is not required. An Offset is the distance, expressed as a positive number rounded to a tenth of a mile, between the nearest intersection and the start of the project.
  - **Toward Route (End):** Provide the name of the intersecting roadway at the end of the project. If the project does not end at an intersection, the Toward Route is the nearest intersecting roadway outside of the project limits. Enter the word "Termini" if the roadway terminates or a municipal boundary occurs after the end of the project but before the nearest intersection.

NOTE: Refer to the following link for information on the On/At method of describing the location of a project:  
<http://wisconsin.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/lrip/onatmanual.pdf>.

Note: Attach an 8 ½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link:  
<http://wisconsin.gov/Pages/doing-bus/local-gov/wislr/default.aspx> ).

### **How to access and get started using WISLR**

Authorized representatives of local government are eligible to obtain WISLR access privileges. To access WISLR, follow the simple steps below.

First time WISLR users:

1. Establish a Web Access Management System (WAMS) ID and password: Go to [on.wisconsin.gov](http://on.wisconsin.gov) and click on the Self-Registration link, and then follow the steps to create an ID and password.
2. **Navigate to WISLR:** Enter your ID and password, then answer some questions. WisDOT will send you an email that establishes and confirms your WISLR privileges after you establish your ID and password. Please allow a few days to receive your WISLR privileges. Do NOT wait until last moment to obtain WISLR privileges.

### **Existing Facility**

- **Number of Lanes:** The number of traffic lanes the current roadway supports.
- **Pavement Width:** Give this width to the nearest foot (Example: 24 feet).
- **Cross Section:** Check *Rural* or *Urban* as appropriate for the current roadway cross section. Rural cross sections have ditches and urban cross sections have curb and gutter.
- **Pavement Type:** Select *Asphalt*, *Concrete*, *Gravel*, or *Combination*. **If combination, explain** (Example: 2" asphalt over 7" concrete).

- **Pavement Rating:** Enter the latest pavement rating that was submitted to WisDOT. Current pavement ratings are found in WISLR.
- **Year Last Improved:** Last year surface was placed (new or maintenance).
- **Existing sidewalk or bicycle accommodations?** Check *Yes* or *No*. If *Yes*, one side or both sides?
- **Any federal-aid-eligible structures within the existing facility?** Check *Yes* or *No*. If *yes*, please indicate the structure ID #(s). Provide the existing bridge number. Include leading zeros to fulfill the following format examples: B-01-1234 or P-21-0036.
- **Does a railroad facility exist within 1000 feet of the project limits?** Check *Yes* or *No*. If *yes*, specify by selecting at-grade crossing, roadway underpass/overpass, longitudinal encroachment, or parallel. To ensure compliance with both state and federal law and policy, projects **must be** evaluated for rail issues.
  - If your project is within 1,000 feet of a railroad you should coordinate with the WisDOT Regional Rail Coordinator [WisDOT Regional Railroad Coordinator Map \(wisconsin.gov\)](http://wisconsin.gov) to determine the level of coordination your project would require.
- Indicate the owner of the railroad facility.

**Project Description/Justification** (NOTE: This is very important to read!)

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 up to three pictures on a separate page to further show the deficiencies and surrounding land use. Describe in detail any known economic impacts to surrounding land use, such as agricultural, commercial, industrial, educational, etc. Describe any known safety issues. Include and separately identify any 100% locally funded components of the project. This portion of the application will be used by the selection committee to rate and rank the projects. Use a separate single page document to describe the proposed project and justification (one page maximum).

**Proposed Improvement**

Refer to the following links for traffic data and design standard information: [http://wisconsin.gov/Pages/projects/data-plan/traf-counts/default.aspx](http://wisconsin.gov).

- **County Trunk Highway standards**
  - Trans 205: [https://docs.legis.wisconsin.gov/code/admin\\_code/trans/205.pdf](https://docs.legis.wisconsin.gov/code/admin_code/trans/205.pdf)
  - FDM-Reconstruct: <http://wisconsin.gov/rdwy/fdm/fd-11-15.pdf#fd11-15FDM>
  - 3R: <http://wisconsin.gov/rdwy/fdm/fd-11-40.pdf#fd11-40>
- **Bridge standards**
  - Trans 207: [https://docs.legis.wisconsin.gov/code/admin\\_code/trans/207.pdf](https://docs.legis.wisconsin.gov/code/admin_code/trans/207.pdf)
  - Trans 214, Town Road Bridge Standards: [https://docs.legis.wisconsin.gov/code/admin\\_code/trans/214.pdf](https://docs.legis.wisconsin.gov/code/admin_code/trans/214.pdf)
  - Clear Roadway Width of Bridges: <http://wisconsin.gov/rdwy/fdm/fd-11-15.pdf>
- **Town road standards**
  - Trans 204: [https://docs.legis.wisconsin.gov/code/admin\\_code/trans/204.pdf](https://docs.legis.wisconsin.gov/code/admin_code/trans/204.pdf)
  - FDM-Reconstruct <http://wisconsin.gov/rdwy/fdm/fd-11-15.pdf#fd11-15FDM>
  - 3R: <http://wisconsin.gov/rdwy/fdm/fd-11-40.pdf#fd11-40>
- **Improvement Type:** Select *Resurfacing, Pavement Replacement, Reconditioning, Reconstruction, Resurfacing w/ Structure, Pavement Replacement w/ Structure, Reconditioning w/ Structure, Reconstruction w/ Structure, or Combination*. If combination, explain (Example: Reconstruct, pavement replacement, and resurfacing).
  - Refer to the following link for improvement type definitions: <https://wisconsin.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/tools/definitions.pdf>



- **New Pavement Type:** Select *Hot Mix Asphalt, Concrete, or Combination*. If combination, explain. **Provide Width and Length.** New pavement width does not include paved shoulders. Give the width and length to the nearest foot.
- **New Shoulder Type:** Select *Hot Mix Asphalt, Concrete, Gravel, Asphalt/Gravel, Turf, Turf/Gravel, or Combination*. If combination, explain. Provide Width and Length. Give the width and length (for one side of the roadway) to the nearest foot (Example: 6 feet).
  - **Urban Section Shoulder Width** – The shoulder width is the distance from the edge of the travel lane to the curb face.
  - **Rural Section Shoulder Width** – The “usable” shoulder width is the actual width that can be used when a driver makes an emergency or parking stop. New shoulder width includes both paved and unpaved shoulders.
- **Sidewalk:** Check if in the proposed improvements. Provide **Width and Length**. Give the width and length to the nearest foot. If Yes, one side or both?
- **Roundabout:** Check if in the proposed improvement and indicate location.
  - Refer to the following links for information on intersection control and modern roundabouts: <https://wisconsindot.gov/rdwy/fdm/fd-11-25.pdf#fd11-25> and <http://wisconsindot.gov/rdwy/fdm/fd-11-26.pdf#fd11-26>
- **Structure:** Check if there are any federal-aid-eligible structures within the project limits.
  - **Structure Type** – Select Bridge, Box Culvert, or Multiple Pipes. Work Required Select Replacement, Rehabilitation, Extend, or None. Structure #(s) Provide the bridge number(s). Include leading zeros to fulfill the following format examples: B-01-1234 or P-21-0036.
- **Sizes and Descriptions:** Provide a description to clarify and describe the work required.
- **Traffic Management During Construction** Select *Road Closed, Road Closed with Detour, Road Open with Temporary Structure, or Road Open with Staged Construction*.

### Low-Risk Project Delivery Model

WisDOT, in collaboration with the Federal Highway Association and Wisconsin counties, is continuing the efforts to reduce cost by streamlining delivery and oversight processes on low complexity Local Projects through the development of the Low-Risk Project Delivery Model.

More information on the low-risk delivery model can be found here: <https://wisconsindot.gov/Pages/doing-bus/local-gov/lpm/lowrisk-program.aspx>

**Please indicate if you are interested in discussing if your project fits the low-risk delivery model requirements by indicating YES or NO on the application.**

### Environmental/Cultural Issues

Check *Yes, No or Not Investigated* for each environmental/cultural issue. If *Yes* is checked, provide a brief description of the issue in the *Comments* box.

**Section 4(f)** refers to the use of publicly owned park and recreational lands, wildlife and waterfowl refuges and significant historical or archeological sites in transportation project development.

**Section 6(f)** of the Land and Water Conservation Fund (LWCF) Act refers to the conversion to other use of lands or facilities acquired with LWCF Act funds and requires replacement of used land with lands of equal value and use.

### Miscellaneous Issues

**Construction Schedule Restrictions (trout spawning activities, migratory bird, local events):** Provide information and details concerning any natural or manmade events that may restrict when or how the project is constructed.



## CONFIDENTIAL INFORMATION

### Cost Estimate

Confidential information, including cost estimates and WisDOT application comments, should be excluded from the CDR.

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>

**NOTICE:** All applications must include a sheet documenting the calculations performed to complete the estimate.

**All costs in excess of the estimates indicated in the application will be 100% responsibility of the local sponsor,**

STP-Local projects are funded at a maximum 80 percent federal and 20 percent local.

**Design activities will be funded 100% by the local sponsor.**

### Construction

Federal funding is capped at **\$500,000**. Project minimum is set at **\$250,000**. Project applications for projects greater than the federal cap will be considered, however if successful, the federal share cannot exceed \$500,000.

**Roadway:** Enter the **Total Amount, Federal Share of the Participating Construction Cost (80%), the Local Share of the Participating Construction Cost (20%), and the Non-Participating Construction Cost (100% Local)** for the Roadway category. **NOTE: Temporary traffic/pedestrian control items should be included in the construction estimate.**

**Structures(s):** Follow the same procedures as the Roadway category above.

**A. Subtotal Construction Costs:** Sum all of the construction costs from the Roadway and Structure(s) categories above.

**B. Construction Engineering:** Use 10% of the construction estimate from A. above.

**C. State Review for Construction:** Use 5% of the construction estimate from A. above.

**Total Construction Cost with State Review:** Sum lines A, B and C of the Construction section.

**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.

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

**Additional Confidential Information**

Shaded area to be completed by WisDOT staff only. Enter any WisDOT comments on the application at application review. Enter the approved federal funding amount information after project approval.

**Key Program Requirements Confirmation**

Please confirm your understanding of the following project conditions by typing your name, title, and initials in the boxes at the bottom of the page. The person's initials and signature on the application (i.e., Head of Government or Designee, not a consultant) must have fiscal authority for the project sponsor.

Item I. regarding special assessments is provided for informational purposes only. WisDOT is not recommending a specific course of action but is alerting applicants to potential legal risks associated with special assessments for transportation construction projects using federal funds.

**Contact Information and Signatures**

**REMINDER: Attach an 8 ½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link: <http://wisconsin.gov/Pages/doing-bus/local-gov/wislr/default.aspx>)**

**Application prepared by a consultant?** Check *Yes* or *No*. If *Yes*, please provide the **Consultant Company Name** and **Company Location (City, State)**, **Consultant Signature**, and signature **Date**. An electronic typed signature is all that is required to submit an application. A handwritten signature in PDF format is NOT necessary.

**Sponsor Agency** responsible for completing application. The Sponsor Agency is the local unit of government that is financially responsible for the federal-aid improvement.

**Contact Person:** Must be a Head of Government or Designee (e.g., County Highway Commissioner).

**Title** of the Contact Person.

**Address** of the Contact Person.

**Telephone** number of the Contact Person.

**Email** address of the Contact Person.

**Head of Government/Designee Signature:** A local official, not a consultant, must sign the application. An electronic typed signature is all that is required to submit an application. A handwritten signature in PDF format is NOT necessary. **Date** the application was signed.

**Local Unit of Government Agency (when owner differs from sponsor):** Indicate the name of the government entity that owns the facility (if different than the Sponsor Agency).

**Owner Signature (when owner differs from sponsor):** If the Facility Owner and Sponsor Agency differ, an owner signature is also required. An electronic typed signature is all that is required to submit an application. A handwritten signature in PDF format is NOT necessary. **Date** the application was signed.

**NOTE: When the Facility Owner and Sponsor Agency differ, the Facility Owner must create a local resolution that grants the Sponsor Agency (e.g., County) the power to act as "lead agency" for the project.**

Submit completed application(s) to the following WisDOT email address: [DOTLocalPrograms@dot.wi.gov](mailto:DOTLocalPrograms@dot.wi.gov)

**Applications due April 5, 2024**

**WisDOT Information – Shaded area to be completed by WisDOT staff only.** Enter the information in the top portion at application review and enter the project ID(s) after project approval.

## Surface Transportation Local Program (STP-Local, STP-L)

**Statute:** Federal Aid: state and local funds: [§84.03](#)

**Admin. Rule:** N/A

### Program objective:

The objective of the STP-Local Program is to improve non-federal-aid-eligible highways outside of urbanized areas.

### Program eligibility:

The STP-Local Program provides funding to improve roads and streets functionally classified as rural minor collector and local streets. In addition, local improvement projects on connecting highways are not eligible for STP-Local funds.

### Program definition:

The Bipartisan Infrastructure Law (BIL) allows states to break out a portion of the STP funding dedicated to adjusted census-defined areas that have a population of 50,000 or lower, for projects located on roadways functionally classified as rural minor collectors and local roads. The Wisconsin Department of Transportation (WisDOT) sets aside 15% of the funds allocated for STP-Rural and STP-Urban in population areas under 50,000 for the STP-Local program.

### Program history:

The STP-Local program is first described in the BIL, adopted on November 15, 2021.

### Application cycle:

This FFY2025 STP-Local solicitation is for one year of funding totaling approximately \$2M for construction only projects. Design activities will be 100% local funded. Projects are capped at \$500,000 federal funds, with a project minimum of \$250,000 federal funds. The selected projects from this solicitation will be simple, non-controversial projects that have no apparent environmental issues. It is anticipated that there will be no right of way, utility or railroad conflicts. This will allow for the PS&E no later than August 1, 2025 and the project let no later than November 11, 2025.