



# WisDOT 2024-2028

## Transportation Alternatives Program (TAP) Application

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

Review and utilize TAP guidelines and application instructions when completing this document. Visit the WisDOT TAP webpage (see link above) for more information and program resources. **Applicants will be notified if their application is found ineligible.**

### Application Type

Respond to the following questions to identify your application type:

Check the primary location of your project below (Select **only one** option below)

- Rural (Population less than 5,000)
- Urban (Population 5,000 – 50,000)
- Urban Metropolitan Planning Organization (MPO) (Population 50,000 – 200,000)  
Marathon County MPO MPO Priority (Due prior to Application Deadline): **Priority Rank**
- Urban Transportation Management Area [TMA] (Population greater than 200,000)

**NOTE:** If located primarily within a TMA area, select the appropriate TMA from the list below:

- Appleton
- Green Bay
- Madison
- Milwaukee
- Round Lake Beach

### Project Applicant Information

Name, Location of Public Sponsor and Sponsor Type:

Applicant Agency Name: **City of Wausau**

Application Type (Check appropriate box):

- Local government (check one):  County  City  Village  Town
- Regional transportation authority
  - Transit agency
  - State or federal natural resource/public land agency
  - School district or school(s)
  - Tribal Nation
  - Non-Profit Organization

Project Title: **72<sup>nd</sup> Ave Trail South Extension**

Describe location, boundaries and length of the project: **This project in the City of Wausau extends multi-use trail on the west side of 72<sup>nd</sup> Ave between Stewart Ave and crosses Packer Drive into Sunnyvale Park.**

County: **Marathon**

Street Address of Project (if located on a highway or road): **72<sup>nd</sup> Ave and Stewart Ave**

### Project Contact Information

Primary Applicant Agency Contact Information:

**IMPORTANT:** Contact listed here must represent the agency who is beholden to the federal grant.

Name: **Andrew Lynch** Title: **Assistant City Planner** Street Address: **407 Grant St** Phone: **(715)261-6686**  
Municipality: **Wausau** State: **WI** Zip: **54403**  
E-mail: **andrew.lynch@ci.wausau.wi.us**

**Secondary Applicant Agency or Private Organization Contact Information (if applicable):**

**NOTE:** Contact WisDOT if your proposal includes ineligible entities or public-private partnerships.

Organization / Agency Name: **City of Wausau**

Name: **Brad Lenz** Title: **City Planner** Street Address: **407 Grant St** Phone: **(715) 261-6760**

Municipality: **Wausau** State: **WI** Zip: **54403**

E-mail: **brad.lenz@ci.wausau.wi.us**

**Head of Agency/Signatory Contact Information:**

Organization / Agency Name: **City of Wausau**

Name: **Katie Rosenberg** Title: **Mayor** Street Address: **407 Grant St** Phone: **(715) 261-6800**

Municipality: **Wausau** State: **WI** Zip: **54403**

E-mail: **katie.rosenberg@ci.wausau.wi.us**

**Proposed Activity**

**Activity Questionnaire:**

Using the checkboxes below, Identify your project type:

- Bicycle-Pedestrian (BP)
  - Planning Study
  - Infrastructure
- Construction of Turnouts, Overlooks, and Viewing areas (TOV)
- Historic Preservation and rehabilitation of historic transportation facilities (HP)
- Safe Routes to School (SRTS)
  - Planning Study
  - In-School Programing
  - Infrastructure
  - TAP STARS (See Page A – 9)

Please Note: Applicants proposing a project within the SRTS eligibility category **MUST** complete the 'School Demographics' and 'Safe Routes to School Plan' sections on page A-6 below.

**Brief Project Summary (100 words or less).** Provide a brief project summary in the field below. This information should adequately describe the scope of your project but should not be as detailed as narrative question #1.

This 0.35 miles of trail extends the recently completed 72nd Ave trail south from Stewart Ave to Sunnyvale Park. This provides a critical link between recreation, work, and residential areas. It links in the MPO Bike Route system and future paths that aid in accessing jobs in the Business Campus. It would create a safe bicycle pedestrian path through the Highway 29 interchange.

### Project Benefit

Check all applicable project benefits, then describe in application narrative:

- ENVIRONMENTAL**
  - Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
  - Increases access and connection to the natural environment.
- PUBLIC HEALTH** - Project would have a demonstrable impact upon public health of applicant community.
- ECONOMIC JUSTICE** - Project would go beyond community enhancement to address a specific "communities of concern," including elderly, disabled, minority, and low-income population? The project within ½ mile of affordable housing complex(s). The project improves low-income access to transit, jobs, education, and essential services.
- SAFETY** - Project addresses a specific safety concern. The project contains or addresses:
  - Collision data
  - Lack of adequate safe crossing or access
  - Lack of separated facility
  - High speed/volume
  - Provides sidewalk or pathway, with curb-cuts
  - Provides bike lanes, markings, and signage
  - Implements traffic calming measures
  - Signage, warning light devices, and/or markings directed to safety concern
  - Provides crosswalk enhancement (striping, refuge island, RRFB signal, etc.)For SRTS Projects there is:
  - Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
  - Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
  - Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
  - High level of parental concern documented in survey data.
  - Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
  - Children are walking but application shows that unsafe conditions exist.
- HISTORICAL AND/OR PRESERVATION SIGNIFICANCE** – Project would have strong historical or preservation benefit.
- ECONOMIC DEVELOPMENT** – Project facilitates economic development by increasing bicycle/pedestrian traffic in commercial corridors or by creating a destination that will help retail.

### Local Resolution of Support

There is or there will be a local resolution of support for the proposed project, executed by a governing body that has the authority to make financial commitment on behalf of the project sponsor (i.e., County Board, City Council, Village/Town Board, or Regional Planning Commission Policy Board).

Yes  No

Please note that a resolution is **required** for an application to be eligible, which means a **copy of the resolution** should be submitted to the **Region Local Program Manager** no later than **5:00 PM December 22, 2023**.

### WisDOT History of the Project Area

Is the proposed project on a State Highway?  Yes  No

Name of State Highway:

Does the proposed project intersect a State Highway?  Yes  No

Name of State Highway: State Highway 29

Has there been, or will there be a road improvement project in this project area?  Yes  No

If yes, year:

If yes, Check All:  State Highway Project  STP  Local Bridge  LRIP  
 Pavement Replacement  Reconstruction  New Construction

Describe:

### Existing Facilities & Projects that Impact the Proposed Project

Rail Facilities:

Does a railroad facility exist within 1,000 feet of the project limits?  Yes  No

If yes, specify: *Choose an item.*

If yes, does the project physically cross a rail facility?  Yes  No

Will an easement from OCR be required?  Yes  No

Is the proposed project location in an area with known safety issues?  Yes  No

If yes, specify: **There are no bicycle or pedestrian facilities on this section of 72<sup>nd</sup> Ave. With the Hwy 29 interchange and truck traffic it is not a safe section of road to walk or bike.** (consider applying for Highway Safety Improvement Program (HSIP) funds if applicable)

Is this project on or parallel to a local road or street?  Yes  No

If yes, provide the name of the road or street: **72<sup>nd</sup> Ave**

Does this project cross a state highway?  Yes  No

Does this project run parallel to a state highway?  Yes  No

If yes to any of these questions attach an existing typical cross-section of the roadway, showing right of way, travel lanes, shoulder and sidewalk (if applicable). Examples are available in [FDM15-1-5](#) attachment [5.3](#) of the *WisDOT facilities Development Manual*.

Will this project be constructed as part of another planned road project?  Yes  No

If yes, specify who is responsible for the project (state, county, or local) and when the road project is scheduled for construction: *Enter Project Owner and Construction Schedule Here.*

If yes, specify the source (federal, state, local, or other) and provide additional details such as state/federal project IDs. *Provide Additional Detail Here*

Will any exceptions to standards be requested?  Yes  No

If yes, provide a brief description of the exceptions that may be requested:

### Real Estate (RE) /Right of Way (ROW)

**PLEASE NOTE:** It is recommended that local funds be used to acquire right of way WisDOT recommends applicants review of the real estate webpage at:  
<https://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/lpa-re-info.aspx>.

Was any real estate acquired or transferred in anticipation of this project?  Yes  No  
 If yes, please explain.

List any other funding (past or present) used within the proposed project limits (i.e., DNR Stewardship)

Is ROW acquisition anticipated for this project?  Yes  No  
**If yes, provide a brief description of the property anticipated for acquisition and check all boxes that apply to ROW acquisition for this project:**

*Provide a brief description of ROW to be acquired (current owner, zoning concerns, etc.)*

**Less than ½ acre**  **More than ½ acre**  
 **Parklands**  **Large parcels**  **Temporary interests**

Is the project on existing state-owned highway right of way (ROW)?  Yes  No

If yes, have you contacted the WisDOT Regional Access Section to inform them of proposed facility within state right of way?  Yes  No

If yes, please explain what has been done to date.

**If right of way was acquired in anticipation of this project,** attach a detailed list of available, completed project and parcel acquisition documentation. Refer to Section 11.2, Records Management, found in the *Local Program Real Estate Manual (LP RE Manual)*:

<https://wisconsin.gov/dtsdManuals/re/lpa-manual/lpa-manual-2022-Final.pdf>

If right of way was acquired in anticipation of this project, did the acquisition contain any buildings or relocation?  
 Yes  No

If right of way is required, will acquisition occur through a transfer of an adequate interest in real property?  
 Yes  No

**For real estate questions, please contact Abby Ringel, WisDOT Local Public Agency Real Estate Statewide Facilitator, at (920) 492-7708 or [abigail.ringel@dot.wi.gov](mailto:abigail.ringel@dot.wi.gov).**

**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:			
Designated Main Street area	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input 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 checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:	<b>Trail will be designed to avoid DNR designated wetlands.</b>		

Storm water 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): **None anticipated**

**Local Force Account (LFA):** Will the proposed project utilize municipal employees to complete any portion of the construction activities?  Yes  No  
 If yes, explain the desired LFA portion of the project.

NOTE: LFA work must include labor, equipment and materials. The purchase of materials only is not considered to be a legitimate project.  
 NOTE: Please review WisDOT TAP Guidelines for restrictions on certain LFA work as of July 1, 2015.

**Maintenance** (only complete this section if project involves infrastructure improvement):  
 Will the facility be maintained for year-round bicycle-pedestrian access?  Yes  No  
 If no to the above question & a trail, will snowmobile use be permitted in winter?  Yes  No  
 If yes to the previous question, provide comment:  
 Anticipated fee for trail use:  Yes  No  
 If yes to the previous question, provide comment:  
 Anticipated equestrian use on trail:  Yes  No  
 If yes to the previous question, provide comment:

**Other Funding Sources:** Has the municipality anticipated, requested or previously received other federal or state funding from WisDOT for the improvement?  Yes  No

If yes, please indicate all the other funding sources that are anticipated, have been requested or previously received with the associated project ID(s):

Highway Safety Improvement Program (HSIP)	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Local Roads Improvement Program (LRIP)	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Railroad Programs	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Surface Transportation Program – Rural	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Surface Transportation Program - Urban	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
CMAQ	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Carbon Reduction Program (CRP)	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:

Transportation Enhancements Program			Approved ID:
Bicycle & Pedestrian Facilities Program			Approved ID:
Safe Routes to School			Approved ID:
Transportation Economic Assistance Program	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Flood Damage Aids	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
State Funding (Describe):	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Other:	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Is project identified in a long-range transportation plan.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	If Y, link to plan: <input type="text"/>
Is project identified in a bicycle-pedestrian plan?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	If Y, link to plan: <input type="text"/>
<a href="https://wausaumpo.org/wp-content/uploads/2022/05/WausauMPO_BikePedPlan_2021_Update.pdf">https://wausaumpo.org/wp-content/uploads/2022/05/WausauMPO_BikePedPlan_2021_Update.pdf</a>			
Is project identified in an outdoor recreation plan.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	If Y, link to plan: <input type="text"/>
Is project identified in a comprehensive plan.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	If Y, link to plan: <input type="text"/>
<a href="https://www.wausauwi.gov/home/showpublisheddocument/3327/638163177330970000">https://www.wausauwi.gov/home/showpublisheddocument/3327/638163177330970000</a>			
Is project identified in any other planning document.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	If Y, link to plan: TID 10 Plan - <input type="text"/>
<a href="https://www.wausauwi.gov/home/showpublisheddocument/1773/638144045766270000">https://www.wausauwi.gov/home/showpublisheddocument/1773/638144045766270000</a>			

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

**Also identified in the Business Park Trail Conceptual Master Plan.**

**School Demographics** (Complete ONLY if submitting a project within the SRTS eligibility category)

**What is the name(s) and demographics for each school affected by the proposed program or project?**

**Optional: Alternatively, SRTS project applicants may submit a narrative response/attachment 1 detailing school demographics provided that all fields below are answered in such attachment.**

School name: \_\_\_\_\_ School population: \_\_\_\_\_ Grades of students at school: \_\_\_\_\_

Estimated number of students currently walking to school (if known): \_\_\_\_\_

Estimated number of students currently biking to school (if known): \_\_\_\_\_

Does the school have any policies related to walking or biking? \_\_\_\_\_

Distance eligibility for riding a bus: \_\_\_\_\_ Number of children not eligible for busing: \_\_\_\_\_

Number of students eligible for busing because of a hazard situation: \_\_\_\_\_

Percentage of students living within one mile of the school: \_\_\_\_\_

Percentage of students living within two miles of the school: \_\_\_\_\_

Percentage of students eligible for free or reduced-cost school meals: \_\_\_\_\_

Community(s) served by school: \_\_\_\_\_ Community(s) population: \_\_\_\_\_

**Safe Routes to School Existing Planning Efforts** (Complete if submitting an SRTS project)

**Does your school or community have a Safe Routes to School plan?**  Yes  No

If yes, can it be viewed online?  Yes, the website address is \_\_\_\_\_  No, it is attached with the application.

If no, please describe, **in no more than 400 words**, any SRTS-related planning efforts undertaken by the school or community.

**CONFIDENTIAL INFORMATION**

**Project Costs, Priorities, and State Fiscal Years:**

Complete the table below for the appropriate fiscal years of the application/project cycle (2024-2028). If a sponsor proposes to construct a project in phases throughout multiple years, schedule the project costs as appropriate and provide further details in the project description. In addition to the table below, **attach a detailed breakdown of project costs in Microsoft Excel**. This detailed breakdown must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions.

**Submit a separate application and budget for each project or stand-alone project segment for which you are willing to accept funding**, or for a bike/pedestrian trail section that could function as a separate facility. Project requests are not considered for partial funding.

**Project Cost Guidelines:**

WisDOT suggests the following cost minimums all proposed TAP projects:

<b>Infrastructure projects</b>	Minimum project cost of \$300,000, including any design work. \$100,000 minimum for federally funded real estate.
<b>Non-Infrastructure projects</b>	Minimum project cost of \$50,000
<b>STARS-Eligible Non-infrastructure</b>	Minimum project cost of \$20,000 <i>See Program Guidance materials for additional information</i>

Applicants may work with the Local Program Manager within their region for assistance to estimate costs more accurately. All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. Also, WisDOT Region staff 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.

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

**Project Prioritization:**

TAP Applicants are advised that submitting multiple applications is welcome. However, WisDOT is limited in its ability to award projects based on, funding availability, existing schedules, and selection committee discretion. If a sponsor is submitting more than one project the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority: 1**

**Project Delivery Method:**

Briefly describe the preferred method of project delivery (i.e., consultant contract, local delivery, etc.)

**Delivery Method:**

**Construction:**

**Basis for Construction Estimate:**  Itemized  Per Square Foot  Past Projects

Other, please specify: **Concrete retaining wall estimated by square foot cost and spans the entire length of the slope under the two STH 29 bridges.**

**Schedule Preference:**  FY 2025  FY 2026  FY 2027  FY 2028

**Construction (minimum \$300,000):**



Federal Share of the Participating Construction Cost (80%)	<b>\$628,802</b>
Local Share of the Participating Construction Cost (20%)	<b>\$157,200</b>
Non-Participating Construction Cost (100% Local)	\$
<b>A. Subtotal Construction Costs:</b>	<b>\$786,002</b>
<b>B. State Review for Construction:</b> ( <a href="#">Contact WisDOT Region</a> )	Percentage: <b>18 %</b> <b>\$86,394</b>
<b>C. Construction Engineering Costs:</b>	<b>\$15,000</b>
<b>Construction with State Review Cost Estimate</b> (sum lines A, B, & C)	<b>\$887,396</b>

- Design:**
- 100% Locally Funded (state review is required to be included as 100% locally funded) **OR**
  - 80% Federally Funded ("state review only" projects are not allowed)
- FY 2024     FY 2025     FY 2026     FY 2027

<b>A. Plan Development</b> ( <a href="#">Contact WisDOT Region</a> )	Percentage: <b>18 %</b>	<b>\$141,480</b>
<b>B. State Review for Design</b> ( <a href="#">Contact WisDOT Region</a> )	Percentage: <b>3 %</b>	<b>\$23,580</b>
<b>Design with State Review Cost Estimate</b> (sum lines A and B)		<b>\$165,060</b>

- Real Estate:** (Recommend funding with local funds.)
- 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.
- FY 2024     FY 2025     FY 2026     FY 2027
- Total Utility Cost** (round to next \$1,000)      \$

- Other:** (Planning Studies, SRTS Programing, etc.)
- FY 2024     FY 2025     FY 2026     FY 2027     FY 2028
- Total Other Cost** (round to next \$1,000)      \$

**TAP STARS APPLICATION (SRTS Activities-Only)**  
WisDOT encourages rural (< 5,000 in population, outside of MPO borders) school districts and other eligible entities to consider applying for a TAP STARS project. While all activities are consistent with a traditional TAP project, TAP STARS allows new program participants to select from a list of pre-assembled TAP SRTS project templates.

To **confirm TAP STARS eligibility**, find your community on the TAP STARS GIS map linked below:  
<https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=381e0ea4576f48c3bd302e60cf291384>

See the TAP STARS Proposal Addendum for SRTS project templates: <https://wisconsin.gov/Pages/doing-business/local-gov/astnce-pgms/aid/tap.aspx>

- FY 2024     FY 2025     FY 2026     FY 2027     FY 2028

**TAP STARS TEMPLATE:** *ENTER OPTION #*

**Total TAP STARS Cost** (round to next \$1,000)      \$

**NOTE:** WisDOT Policy link: <http://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/rdwy/default.aspx>.

**NOTE:** WisDOT Region staff 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.

## **Narrative Response**

Provide a narrative response attachment answering questions 1 through 5, making sure to provide information in response to each sub-question. Please limit the response to three (3) double-spaced pages, using a **minimum 11-point font size**.

### **1. PROJECT DESCRIPTION AND OVERVIEW.**

This is an expanded summary based on page A-2 of the application. It is a general overview of the project, including type of facility or project, location (please attach a location map or maps) and any other information about the project. It is brief.

### **2. PROJECT PLANNING & PREPARATION & LOCAL SUPPORT**

Describe the degree to which this project was planned for and the local support and commitment for the project. If this project is part of a plan (bike-pedestrian plan, safe routes to school plan, transportation plan, comprehensive plan, etc.), describe that plan and the project's priority in that plan. If this is a planning project describe how this project will be integrated into other efforts. For SRTS projects, describe walk/ bike audits, parent surveys and data on crashes that support the selection of this project.

### **3. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTIMODAL**

How will the project be implemented on time? What obstacles or problems must be overcome to implement this project, and considering project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years? Please describe prior experience with other multimodal projects and success in delivering those projects in the year in which they were scheduled. For example, were you able to deliver the project in the year it was programmed? Have you ever had to turn back awarded federal funds? Please explain. If problems were experienced in the past, what will be done on this project to ensure successful completion? Describe the project sponsor's commitment to multimodal programs and facilities generally like a complete street ordinance, advisory committees, or inclusion of multimodal accommodations in any other local program projects.

### **4. PROJECT UTILITY & CONNECTIVITY**

#### **For Infrastructure Projects**

Describe the degree to which this project serves utilitarian rather than recreational purposes and how, if at all, the project adds connectivity to the state's multi-modal transportation network, including bicycle, pedestrian, and transit facilities. Describe how, if at all, the proposed project would connect to these existing land uses: park, school, library, public transit, employment and/or retail centers, residential areas, others. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

#### **For Planning Projects**

Implementation of plan would serve a broad geographic area and adds connectivity to the state's multimodal transportation network. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

### **For Safe Routes to School Programming Projects**

Will the project get a higher percentage of children walking and biking to school - addresses clear safety problems for children already walking/biking. Address the following desired outcomes: reduction in parent concerns that keep them from allowing children to walk/bike; potential for changes in hazard busing; change in policy limiting walking/biking to school; increased school commitment to promoting walking/biking; improved driver behaviors in the school zone; making it more appealing for children to walk/bike; more law enforcement participation in walking/biking issues

### **5. PROJECT BENEFIT– ENVIRONMENTAL, LIVABILITY, ECONOMIC JUSTICE, PUBLIC HEALTH, HISTORICAL PRESERVATION, ECONOMIC DEVELOPMENT, AND SAFETY**

*NOTE: A TAP project should contribute to a community benefit. No applicant's project is expected to contribute to all the benefits listed on A-3 of the application, but a project that contributes to more than one benefit or has significant impact on a particular benefit will receive more points.*

Describe the benefits likely derived from the proposed project, this description should correspond to the project benefit section on page A-3.

### **Key Program Requirements Confirmation**

Please confirm your understanding of the following project condition by **typing your name, title and initials** at the bottom of this section. **A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.**

**WisDOT will deem ineligible any application that does not provide confirmation to this section.**

- a. Private organizations proposing projects must have a public project sponsor such as a local government unit.
- b. The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs.
- c. This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- d. 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 other costs that ineligible for federal reimbursement. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly executed officers or officials, agrees and authorized the state to set off and withhold the required reimbursement amount as determined by the state from any monies otherwise due and payable by the state to the municipality.
- e. The project 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.
- f. The project 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 (QBS) 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 & Bicycle Facilities Handbook; ADA regarding accessibility for the disabled; MUTCD regarding signage; U.S. Department of the Interior standards for historic buildings. Each WisDOT Region can provide copies of the current *Sponsor's Guide to Non-Traditional Transportation Project Implementation*, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. **Applicants who plan to implement their projects as Local Let Contracts using the Sponsor's Guide must become certified that they are capable of undertaking these projects.**

- g. Snowmobile use is only allowable by local ordinance. Trail fees may only be charged on a facility if the fees are used solely to maintain the trail. WisDOT reserves the right to require that facilities be snowplowed as part of a maintenance agreement where year-round use by bicyclists and pedestrians is expected.
- h. For infrastructure projects, the project sponsor agrees to maintain the project facility. 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 or additional stipulations protecting the public interest in the project for its useful life.
- 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. The project 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 match requirements 80% / 20% match requirements.
- k. Projects that are fully or partially federally funded must be designed in accordance with all applicable federal design standards, even if design of the project was 100% locally funded.
- l. As the project progresses, the state will bill the project sponsor for work completed that is ineligible for federal reimbursement. Upon project completion, a final audit will determine the final division of costs as between the state and the project sponsor. If reviews or audits reveal any project costs that are ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- m. \*\*\*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 only for state review of design projects.
- n. The project sponsor acknowledges that the requisite project commencement requirement and that failure to comply with the applicable commencement deadline will jeopardize federal funding. Commencement is within four years of the date of the project award. The project must be commenced within four (4) years of the project award date according to Sec. 85.021, Wis. Stats. For construction projects, a project is commenced when construction is begun. For planning projects, a planning project is commenced when the planning study is begun. For non-infrastructure projects that do not fall within any of the above categories, a project is considered commenced on the date that WisDOT receives the first reimbursement request from the project sponsor, as noted on form DT1713 in the 'Date Received' field.
- o. The project sponsor acknowledges that the requisite project completion timeline for approved TAP projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline will jeopardize federal funding.
- p. Federally funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

Please confirm your understanding of the following project condition by typing your name, title and initials at the bottom of this section. A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.

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

Name: Katie Rosenberg  
Accepted (please initial here): KR

Title: Mayor

### Fiscal Authorization and Signature

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: \_\_\_\_\_

**NOTE:** On Local Program projects, 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. A municipality could start their consultant selection process early enough and make the application part of the scope of services with the understanding that all costs incurred prior to authorization will be the responsibility of the local municipality. See FDM [8-5](#) for additional information.

Sponsor Agency: **City of Wausau**

Contact Person: **Katie Rosenberg**  
or Designee)

(Note: must be Head of Government

Title: **Mayor**

Address: **407 Grant St**

Telephone: **715-261-6800**

Email: **katie.rosenberg@ci.wausau.wi.us**

Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below are confirming 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): **Katie Rosenberg**

Date: **10/27/23**

### ***See Final Page for Application and Attachments Checklist***

### **Application and Attachments**

Submit applications and attachments utilizing the contact information contained in the corresponding TAP Pre-Scoping Application Instructions. Applicants must **submit eligible applications on or before 5PM on October 27, 2023**, and must include the following documents:

- A completed application **in Microsoft Word format**
- Narrative Response: maximum of **three double-spaced** pages, **11-point font size with 1-Inch margins**
- Cost Estimate Detail as required in the 'Project Costs and Dates' section of this application
- For infrastructure projects, a project map (Size 8½ by 11, standard letter)
- A **local resolution of support** for the proposed project (Due by December 29, 2023)
- If right of way was acquired in anticipation of this project**, attach a detailed list of available, completed project and parcel acquisition documentation (**see page A-4**)

### **OPTIONAL Attachment**

- If proposed project crosses or runs parallel to a local road, street, or state highway**, attach a typical cross-section of the existing roadway with right of way, travel lanes, shoulder, and sidewalk (if applicable)
- SRTS School Demographics Information

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

**FOR WISDOT USE ONLY –This information must be entered on the spreadsheet and on the application.**

WisDOT Region comments on application, including eligibility concerns:

Region Reviewer’s Name:

Reviewer’s Title:

Date Received:

## 72<sup>nd</sup> South Extension Narrative

Project Description and Overview // The proposed project is a segment of paved multi-use trail in the Wausau Business Campus. The plan from 2012 for Tax Increment District #5 introduced the concept of trails in the Business Campus as transportation amenity for existing businesses and an attractor for new businesses. The proposed segment was originally funded in the 2018-2020 TAP cycle but was cut due to cost overruns associated with material increases during the COVID pandemic. This section would connect the newly built trail along 72<sup>nd</sup> Ave from Stewart Ave south underneath Highway 29, and terminate at Sunny Vale Park.

2. Project Planning and Local Support: // The business campus trail project is part of the Tax Increment District plans that includes the project area and demonstrate it to be integral to the development and attractiveness of the business campus. The TID 11 plan does not specify where pedestrian improvements take place, but identifies that they are an important amenity that businesses in the business campus.

The 72<sup>nd</sup> Avenue trail is identified in the Wausau MPO Bicycle and Pedestrian Plan. Wausau's comprehensive plan also supports the broader goals of improving bicycle and pedestrian infrastructure and supports multimodal transportation in general. The Business Campus Trail Conceptual Master Plan has been approved by both our Bicycle Pedestrian Advisory Committee and our Capital Improvements and Street Maintenance (CISM) Committee. This plan shows a layout of potential trails throughout the business campus. This will also tie into the trail construction along Stewart Ave in 2024 from 44<sup>th</sup> Ave to 72<sup>nd</sup> Ave, providing another safe route into the city or out to the Business Campus and Sunnyvale Park. A large group of businesses in the business campus are in favor of expanding the trail system, with supporters recognizing that the multi-use trail will provide employees with more transportation options.

3. History of Sponsor Success, Deliverability and Commitment to Multimodal // Local policies encourage project completion within the timeframe for which projects are budgeted and the governing body highly

discourages carryover requests and project extensions. Project management will be done in-house by City Engineering staff to ensure timely completion. No obstacles are anticipated. City staff will utilize the previously federally approved plans for this section of the trail. This was eliminated from the now completed 72<sup>nd</sup> Ave project due to cost overruns. Existing right-of-way should be adequate for the needs of the trail. The City of Wausau has not had to turn back awarded federal funds. The City will work with WisDOT to complete a memorandum of agreement for the interchange part of the new trail and obtain a state highway connection permit. The City of Wausau has a Bicycle Pedestrian Advisory Committee. Any major street reconstruction in recent years has included multimodal accommodations.

4. Project Utility & Conectivity // The trail would connect to the end of Route 10 of the metro area's regional bicycle route system. This route system connects to the Mountain Bay State Trail, which is one of the state's longest rail-trails. In 2024, Stewart Avenue will be rebuilt and include a multi-use trail that will connect into the existing 72<sup>nd</sup> Ave trail. This would allow the housing developments to the east of 72<sup>nd</sup> and north of Stewart to utilize both trails to access Sunnyvale Park. The proposed trail would connect the Wausau Business Campus, which is a major employment center of the region. Having these trails will also provide greater bike/pedestrian connectivity for residents adjacent to the business campus, where much of the new housing development is occurring. To adequately serve as a transportation facility, the trail would be maintained year round.

#### 5. Project Benefit

**Environmental:** This trail section would make it easier to walk and bike to work by connecting to the regional network and within the business campus network. It will also connect with future planned housing developments in Wausau and the business campus. This trail would greatly enhance the livability of the business campus and the surrounding residential areas, providing a non-carbon option for transportation and recreation. This would also provide a connection to Sunny Vale Park which has



multiple acres of open space and natural areas. This area otherwise has limited park or recreation space, but this trail system would provide a huge linear park that provides opportunities to enjoy nature and be physically active.

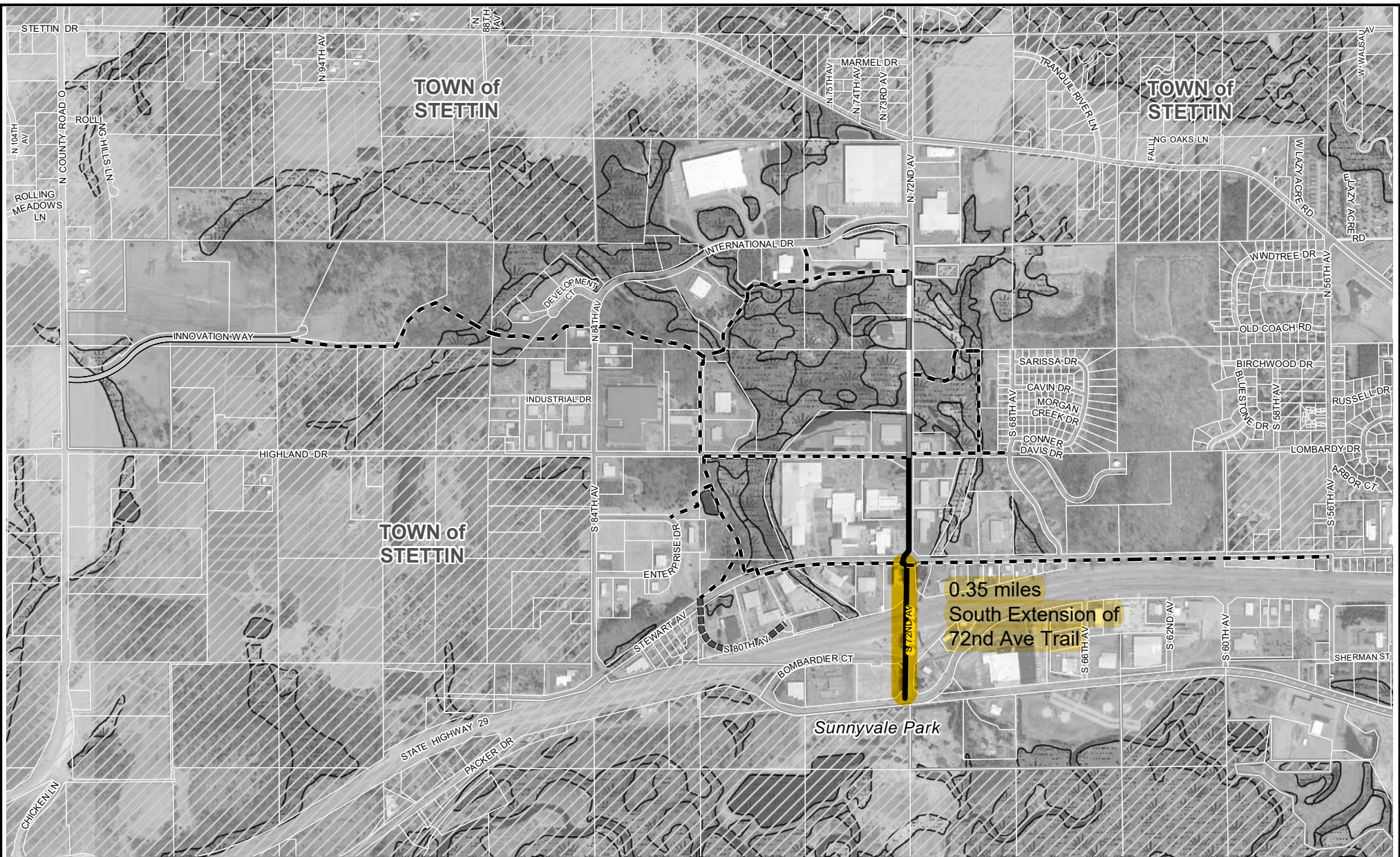
**Public Health:** The impact on public health that this project has should be demonstrable, because this area currently has minimal bicycle or pedestrian accommodations and is a major employment center in the City. Many existing employees commute by bicycle and/or use their break time to walk in the area, despite the lack of accommodations and it's likely more will with the increased safety

**Safety:** The trail would be separated from the roadway so there would be minimal conflicts with motorized vehicles once a person is on the trail. The business operators in the business campus also see that this project would benefit them, as having the benefit of a nearby trail system would increase their ability to attract and retain employees. The businesses have safety concerns for their employees who commute by bicycle and/or exercise throughout the day in the area, and stated it is not uncommon to see around one hundred people walking or jogging throughout the day. They stated that these conditions and semi and utility trucks driving too close to pedestrians has led to dangerous close calls, and many of their employees "truly felt in harm's way bicycling to and from work" under the Highway 29 overpass. As a group, these businesses employ thousands of people, and fully support the plans to create a network of bicycle/pedestrian trails quickly.

**Economic Development:** The proposed project essentially extends an existing regional bicycle route, and takes it through an area with a large daytime population of people. This area has minimal bicycle or pedestrian accommodations, even though a number of people walk and bike to/from their places of employment. The employee and business retention and attraction potential of this trail system would provide a statewide benefit in economic development and talent retention, improving the ability to keep jobs and employees in Wisconsin.

**City of Wausau - 2024-2028 WisDOT TAP Grant**  
**Business Campus Trail: Stewart to Sunnyvale Park**  
Updated 10/26/2023

Item	Unit	Unit Cost	Quantity	Total Cost	Notes
Asphalt Trail	linear foot	\$180	1,600	\$288,480	Linear foot cost estimate based on 72nd Ave Trl
Retaining Wall for Underpass Crossing	linear foot	\$1,300	250	\$325,000	Construct modular block retaining wall under Hwy 29 to allow safe passage of pedestrians and maintenance vehicles.
Stormwater Endwall Improvements	lump sum	\$50,000	1	\$50,000	Replace and extend endwall for 3 - 42"x60" stormwater culverts.
Signing	lump sum	\$5,000	1	\$5,000	Includes intersection control and wayfinding signs at decision points.
Lighting	lump sum	\$15,000	1	\$15,000	Includes overhead lighting at intersections
<b>Subtotal</b>				<b>\$683,480</b>	
contingencies			15%	\$102,522	
<b>A. Total Estimated Construction Cost</b>				<b>\$786,002</b>	
80% share				\$628,802	
20% share				\$157,200	
<b>Cost and scope of work for construction</b>			<b>12.9%</b>	<b>\$101,394</b>	12.9% total previously recommended by WisDOT North Central Region. (B+C, below)
<b>B. Construction Engineering Costs</b>				<b>\$86,394</b>	12.9% minus \$15,000 State Review cost assigned by WisDOT North Central Region
80% share				\$69,115	
20% share				\$17,279	
<b>C. State Review for Construction</b>				<b>\$15,000</b>	Assumed amount assigned by WisDOT North Central Region
80% share				\$12,000	
20% share				\$2,400	
<b>Total Construction Cost Estimate with Construction Engineering and State Review</b>				<b>\$887,396</b>	<b>Construction: FY2028</b>
80% share				\$709,917	
20% share				\$177,479	
<b>A. Design Plan Development</b>			<b>18%</b>	<b>\$141,480</b>	18% previously recommended by WisDOT North Central Region
80% share				\$113,184	
20% share				\$28,296	
<b>B. State Review for Design</b>			<b>3%</b>	<b>\$23,580</b>	Amount previously assigned by WisDOT North Central Region
80% share				\$18,864	
20% share				\$4,716	
<b>Design Cost Total w/ review</b>				<b>\$165,060</b>	<b>Design: FY2026</b>
80% share				\$132,048	
20% share				\$33,012	
<b>Total Estimated Cost</b>				<b>\$1,052,457</b>	
			Total 20%	\$210,491	
			Total 80%	\$841,965	



0.35 miles  
South Extension of  
72nd Ave Trail



- NOTES:
1. DUPLICATION OF THIS MAP IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF THE CITY OF WAUSAU ENGINEERING DEPT.
  2. THIS MAP WAS COMPILED AND DEVELOPED BY THE CITY OF WAUSAU AND MARATHON COUNTY GIS. THE CITY AND COUNTY ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.
  3. MAP FEATURES DEVELOPED FROM APRIL 2010 AERIAL PHOTOGRAPHY.
  4. AERIAL PHOTO SHOWN HEREON FLOWN APRIL, 2016.



0 425 850 1,700 Feet

Map Date: April 17, 2018

# WAUSAU BUSINESS CAMPUS TRAIL

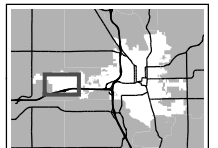
## CITY OF WAUSAU

### Marathon County, Wisconsin

#### Legend

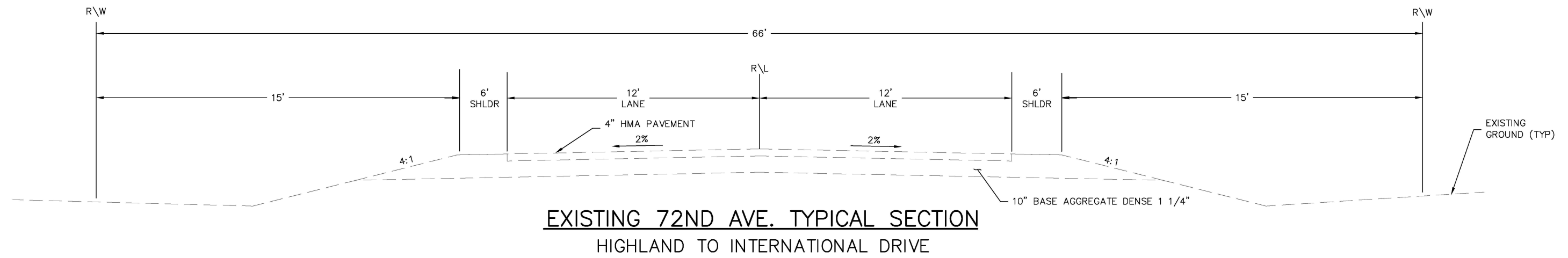
- Existing Multi-Use Trail
- Future Campus Trail Network
- 3,075' - Proposed 10' Wide Asphalt Trail
- 1,219' - Proposed Wetland Boardwalk
- 1,125' - Proposed on Road Trail
- 2,921' - Under Construction
- Parcels
- Surrounding Municipalities
- DNR Wetlands (2015)

#### Map Location

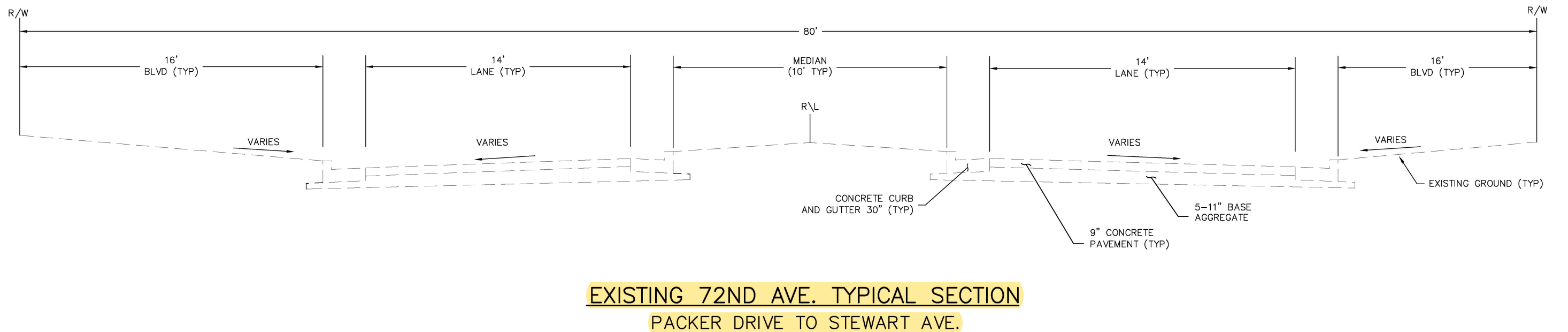
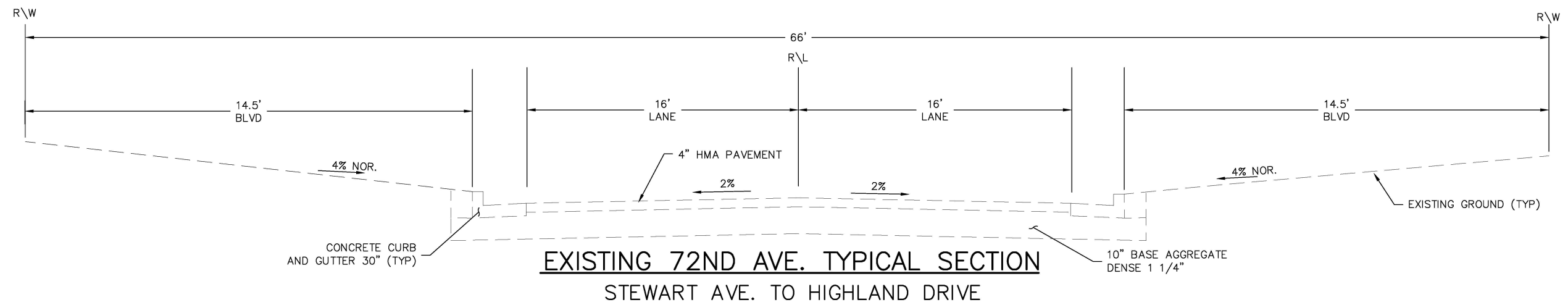




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PROJECT NO:	HWY: 72ND AVENUE	COUNTY: MARATHON	EXISTING SECTIONS	SCALE, FEET	-NOT TO SCALE	SHEET	A
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