



Transportation Alternatives Program (TAP) Web

Application 000055

Title: Wausau Business Campus 84th Avenue to Innovation Way Trail Segment

Sponsor: 37291 - CITY OF WAUSAU

Program Cycle: 2026-2030 TAP Cycle

(generated 10/09/2025 at 07:08:09 AM)

**Respond to the following questions to identify your application type:**

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

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

- Rural** (Population **less than 5,000**)
- Urban** (Population **5,000 - 49,999**)
- Urban Metropolitan Planning Organization (MPO)** (Population **50,000 - 199,999**)

MPO Name*

Marathon County MPO (Wausau) ▼

- Urban Transportation Management Area (TMA)** (Population **200,000 or greater**)
 - Appleton, WI
 - Green Bay, WI
 - Madison, WI
 - Milwaukee, WI
 - Round Lake Beach - McHenry - Grayslake, IL - WI

This section was reviewed by **Evan Maves** 10/8/2025 at 8:53 AM.



Sponsor (Sub-Entity)*

37291 - Municipality - CITY OF WAUSAU

Project Sponsor UEI #

Primary Applicant Agency Contact Information: Same as Applicant**IMPORTANT:** Contact listed here must represent the agency who is beholden to the federal grant.

Name*

Carrie Edmondson

Title*

Assistant City Planner

Street Address*

407 Grant Street

Phone*

(715) 261-6009

Municipality*

Wausau

State*

Wisconsin

ZIP*

54403

Email*

carrie.edmondson@wausauwi.gov

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

- Select -

Name

Title

Street Address

Phone

Municipality

State

ZIP

Email

Head of the Local Public Sponsor Agency or Private Organization Contact Information: Same as Primary Applicant Contact

Sponsor (Same as above)

Municipality - CITY OF WAUSAU

Name*

Doug Diny

Title*

Mayor

Street Address*

407 Grant Street

Phone*

(715) 261-6800

Municipality*

Wausau

State*

Wisconsin

ZIP*

54403

Email*

doug.diny@wausauwi.gov

 This section was reviewed by **Evan Maves** 10/8/2025 at 8:54 AM.



Project Title: *

Wausau Business Campus 84th Avenue to Innovation Way Trail Segment

Activity Questionnaire:

Using the fields 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

Please Note: Applicants proposing a project within the SRTS eligibility category MUST complete the "School Demographics" and "Safe Routes to School Plan" sections.

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

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

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

Name of the road or street*

A portion would run parallel to Innovation Way.

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 (FDM).

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

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

Brief description

Rail Facilities:

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

-- Select --

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

Will an easement from the Office of the Commissioner of Railroads (OCR) be required? Yes No

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

Specify

(Consider applying for Highway Safety Improvement Program (HSIP) funds if applicable)

Location

County(ies)*

Marathon

Statewide

Region*

North Central Region

Census Tract Number(s)

CT 1

CT 2

- CT 3
- CT 4
- CT 5
- CT 6.01
- CT 6.02
- CT 8
- CT 10
- CT 11.03
- CT 11.04
- CT 14.01
- CT 14.02
- CT 15
- CT 11.05
- CT 13

Municipality or Census Designated Place*

Describe location and boundaries:*

The proposed trail segment is located within the Wausau Business Campus and stretches from 84th Avenue to Innovation Way.

Project Length

Street Address of Project (if located on a highway or road)

Identified Planning

If you have more than one link to include, please select "Yes" on the "Is the project identified in any other planning document?" question.

Is the project identified in a long-range transportation plan?	<input checked="" type="radio"/> Yes <input type="radio"/> No	<p>If yes, link to plan* https://wausaumpo.org/wp-content/uploads/2022/05/w</p>
Is the project identified in a bicycle-pedestrian plan?	<input checked="" type="radio"/> Yes <input type="radio"/> No	<p>If yes, link to plan* https://wausaumpo.org/wp-content/uploads/2022/05/w</p>
Is the project identified in an outdoor recreation plan?	<input type="radio"/> Yes <input checked="" type="radio"/> No	<p>If yes, link to plan* <input type="text" value=""/></p>
Is the project identified in a comprehensive plan?	<input checked="" type="radio"/> Yes <input type="radio"/> No	<p>If yes, link to plan* https://www.wausauwi.gov/home/showpublisheddocument</p>
Is the project identified in any other planning document?	<input checked="" type="radio"/> Yes <input type="radio"/> No	<p>If yes, link to plan* https://www.wausauwi.gov/home/showpublisheddocument/1825/638144046873970000</p>

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

Describe:

The 2021 Bicycle and Pedestrian Plan Update for the Wausau MPO calls out this trail project specifically under project updates.

The 2017 Wausau Comprehensive Plan calls out more overarching goals, objectives, and action steps including:

Transportation Goal: The City of Wausau will provide a safe and efficient transportation network that will facilitate the movement of people and goods throughout the community.

Objective B: Create an environment that is safe and conducive to walking and bicycling throughout the entire city.

1. Assure that existing and future land uses are adequately served by the various modes of transportation, including bicycle, walking, and transit.
2. Improve and enhance the pedestrian environment to create a more walkable community.
3. Continue to build a network of various types of bicycle facilities that are utilized by a wide range of people for transportation, recreation, and fitness purposes.
4. Prioritize bicycle and pedestrian improvement projects that enhance connectivity between important destinations within the community, and to regional bicycle and pedestrian networks.

Pedestrian trails are included within the City of Wausau Tax Increment District Eleven Project Plan.

1,223 / 2,000 Characters

I acknowledge that I have reviewed this section of the application.

Brief Project Summary



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 the Narrative Response – Question #1.

The proposed multi-use trail is a segment that will create a connection within a larger trail network within the Wausau Business Campus. The Wausau Business Campus contains a collection of businesses and industries within a centralized location. The existing interconnected bicycle and pedestrian trail network offers connectivity for those working within and visiting the business park and connects to a wider network within the City of Wausau. This is the only remaining segment to create an east west connector that spans from County Highway O along the west to 72nd Avenue on the east side of the business park.

615 / 750 Characters

I acknowledge that I have reviewed this section of the application.



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 - Project would go beyond community enhancement to address specific "communities of concern," including elderly, disabled, minority, and low-income population. The project is within ½ mile of affordable housing complex(es). The project improves low-income access to transit, jobs, education, and essential services.

SAFETY

This project contains or addresses:

- Collision data
- Lack of adequate safe crossing or access
- Lack of separated facility
- High speed / volume
- Provides sidewalks or pathway, with curb-cuts
- Provides bike lanes, markings, and signage
- Implements traffic calming measures
- Signage and/or markings directed to safety concern
- Provides crosswalk enhancement (striping, refuge island, signal, etc.)

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.

I acknowledge that I have reviewed this section of the application.



PLEASE NOTE: It is recommended that local funds be used to acquire right of way. WisDOT recommends applicants review the [real estate webpage](#).

Was any real estate acquired or transferred in anticipation of this project?

Yes No

Explain

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

Explain

(none)

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 1/2 acre More than 1/2 acre
 Parklands Large Parcels Temporary interests

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 \(LP RE Manual\)](#).

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

Is the project on existing state-owned highway right of way (ROW)?

Yes No

Have you contacted the WisDOT Regional Access Section to inform them of proposed facility within state right of way?

Yes No

Please explain what has been done to date.

For real estate questions, please contact Megan Munden, WisDOT Local Program Statewide Local Program Real Estate Manager, at (715) 392-7962 or megan.munden@dot.wi.gov.

I acknowledge that I have reviewed this section of the application.



Agriculture Yes No Not Investigated

Comments

Archaeological sites Yes No Not Investigated

Comments

Historical sites Yes No Not Investigated

Comments

Designated Main Street Area Yes No Not Investigated

Comments

Lakes, waterways, floodplains Yes No Not Investigated

Comments

Wetland Yes No Not Investigated

Comments*

DNR delineated wetlands exist along path route. Boardwalk will be used in these areas.

Storm water management Yes No Not Investigated

Comments

Hazardous materials sites Yes No Not Investigated

Comments

Hazardous materials on existing structure Yes No Not Investigated

Comments

Upland habitat Yes No Not Investigated

Comments

Endangered/threatened/migratory species Yes No Not Investigated

Comments

Section 4(f) Yes No Not Investigated

Comments

Section 6(f) Yes No Not Investigated

Comments

Through/adjacent to tribal land Yes No Not Investigated

Comments

For Environmental/Cultural Issue questions, please contact Jay Waldschmidt, DOT Technical Services Chief, at (608) 267-9806 or jay.waldschmidt@dot.wi.gov.

I acknowledge that I have reviewed this section of the application.



Construction Schedule Restrictions (trout, migratory birds, local events)

Comments
N/A

Local Force Account (LFA)

Will the proposed project utilize municipal employees to complete any portion of the construction activities? Yes No

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 application involves a trail project):

Will the facility be maintained for year-round bicycle-pedestrian access? Yes No

If no to the above and a trail is involved, will snowmobile access be permitted in winter? Yes No

Comments

Anticipated fee for trail use? Yes No

Comments

Anticipated equestrian use on trail? Yes No

Comments

I acknowledge that I have reviewed this section of the application.



Has there been, or will there be a road improvement project in this project area?

Yes No

If yes, type year:

If yes, check all that apply:

- State Highway Project STP Local Bridge LRIP
- Pavement Replacement Reconstruction New Construction

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="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Local Roads Improvement Program (LRIP)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Railroad Programs	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Surface Transportation Program - Rural	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Surface Transportation - Urban	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Carbon Reduction Program (CRP)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Agricultural Roads Improvement Program (ARIP)	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Transportation Enhancement Program	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Bicycle & Pedestrian Facilities Program	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Safe Routes to School	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Transportation Economic Assistance Program	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
Flood Damage Aids	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>
State Funding	<input type="radio"/> Anticipated	<input type="radio"/> Requested	<input type="radio"/> Awarded ID:	<input type="text"/>

Anticipated Requested Awarded ID:

I acknowledge that I have reviewed this section of the application.

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

Complete the section below for the appropriate fiscal years of the application/project cycle. 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 this section, applicants will need to **attach a Cost Line-Item Spreadsheet using Microsoft Excel**. This detailed breakdown of project costs must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions. Project requests are not considered for partial funding.

The Cost Line Item Spreadsheet can be uploaded in the "Local Resolution of Support and Other Attachments" section of the application.

Project Cost Guidelines:

WisDOT recommends the following for all proposed TAP projects:

	Infrastructure Projects	Non-Infrastructure Projects
> 5,000 Census Designated Population Areas (i.e., TAP Urban (5,000 – 50,000), TAP Urban (50,000 – 200,000), TAP TMA (>200K+))	Minimum project cost of \$300,000, including any design work. \$100,000 minimum for any federally funded real estate costs.	Minimum project cost of \$50,000.
< 4,999 Census Designated Population Areas (i.e., TAP Rural (<5K))	Minimum project cost of \$50,000.	Minimum project cost of \$20,000.

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 Delivery Method:

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

Delivery Method*

 Design**Funding Source:**

- 100% Locally Funded (state review is required to be included as 100% locally funded) **OR**
 Funded with Federal Share ("state review only" projects are not allowed)

Schedule Preference:

- FY 2026 FY 2027 FY 2028 FY 2029 FY 2030

A. Plan Development (Contact WisDOT Region)

Percentage: % (Based on the Sub-totaled Construction Costs)

B. State Review for Design (Contact WisDOT Region)

Percentage: % (Based on the Sub-totaled Construction Costs)

Design with State Review Cost Estimate (sum of lines A and B)

Federal Share of Design Cost

%

Local Share of Design Cost

%

 Construction**Basis for Construction Estimate:**

- Itemized Per Square Foot Past Projects
 Other

Schedule Preference:

- FY 2027 FY 2028 FY 2029 FY 2030

Construction (minimum \$300,000):**A. Participating Construction (brick & mortar) Cost:****B. Non-Participating Construction Cost:**

C. State Review for Construction (Contact WisDOT Region) Percentage: %

D. Construction Engineering Costs:

E. Total Eligible/Participating Construction Costs (Sum line A, C, & D):

a. Federal Share of the Participating Construction Cost (80% x E) %

b. Local Share of the Participating Construction Costs (20% x E) %

Real Estate: (Recommend funding with local funds.)

Funding Source: Federal Funds Local Funds

Schedule Preference: FY 2026 FY 2027 FY 2028 FY 2029 FY 2030

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

Federal Share of Real Estate Cost %

Local Share of Real Estate Cost %

Utility: (Compensable utility costs must be \$50.00 minimum per utility. Recommend funding with local funds.)

Funding Source: Federal Funds Local Funds

Schedule Preference: FY 2026 FY 2027 FY 2028 FY 2029 FY 2030

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

Federal Share of Utility Cost %

Local Share of Utility Cost %

NOTE: [WisDOT Policy Link](#)

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.

Total Estimated Cost	Total Federal Requested Share Amount	Total Local Share Amount	Project Award Amount
<input type="text" value="\$ 2,616,506.72"/>	<input type="text" value="\$ 2,093,205.38"/>	<input type="text" value="\$ 523,301.34"/>	<input type="text" value="\$"/>

I acknowledge that I have reviewed this section of the application.



Provide a narrative response attachment answering questions 1 through 5, making sure to provide information in response to each sub-question.

1. PROJECT DESCRIPTION AND OVERVIEW

This is the summary from 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.

The proposed project is a multi-use trail segment that will form a connection within the existing multi-use bicycle and pedestrian trail network within the Wausau Business Campus. The Wausau Business Campus is over 1,000 acres with over 5,000 employees. At present there are over 60 businesses, with 23 additional sites available for development. Over the past several years, the multi-use trail has been developed in phases. The proposed segment will complete an east west connector throughout the Wausau Business Campus, from County Highway O to 72nd Avenue.

The trail system is paved off-street system. The proposed segment would consist of a ten-foot wide asphalt trail and would include boardwalk in wetland areas. The proposed location includes only City-owned property and therefore, no real estate acquisition is required.

The trail system provides an option for those desiring the use of active transportation, whether employed at the Wausau Business Campus, visiting the Wausau Business Campus, or seeking recreational options within the area. It provides a safe alternative by separating bicyclists and pedestrians from the roadway often utilized by heavy truck and vehicle traffic due to the nature of the surrounding uses. It provides a transportation and recreational amenity, making the Wausau Business Campus a more attractive place to locate a business, work, and recreate.

1,392 / 2,250 Characters

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.

The 2021 Wausau Area MPO Bicycle and Pedestrian Plan includes this connection as a recommended infrastructure project. The plan notes that the extension will connect the north-south path along 72nd Avenue to County Highway O, and that it is a more direct route that will avoid roads with heavy trucks. The 2017 Wausau Comprehensive Plan seeks to, "Create an environment that is safe and conducive to walking and bicycling throughout the entire City.", and lists this as an objective under the Transportation Chapter. Several steps are outlined to meet this objective that involve planning, design, and construction of bicycle and pedestrian facilities that provide connection among various land uses throughout the community.

The Business Campus Trail Conceptual Master Plan includes proposed trails and has been approved by the Bicycle and Pedestrian Advisory Committee and Capital Improvements and Street Maintenance Committee (CISM), predecessor to the Infrastructure and Facilities Committee. This application was submitted within the last application cycle and denied. Several letters of support from Wausau Business Campus businesses have been received during both application cycles. Business owners within the Wausau Business Campus see widespread benefit in extending a greater variety of transportation options to their employees.

The proposed segment is a continuation of other successful TAP awarded multi-use trail segments within the Wausau Business Campus. Previous awards include a trail segment along the west side of 72nd Avenue from Sunny Vale park to Stewart Avenue. This segment connects to a previously constructed segment that also runs along the west side of 72nd Avenue to International Drive. The beginning of the east-west connector will undergo construction in 2026 with plans to complete the segment from South 72nd Avenue to 84th Avenue.

The City has also successfully completed projects using STP-U funds including the recently completed Steward Avenue project from 48th Avenue to 72nd Avenue.

In December, the Wausau Common Council approved a final plat map for 149 single-family lots east of 72nd Avenue between Highland Drive and International Drive, located directly east of this east-west connector.

2,241 / 2,250 Characters

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 in light of 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 streets ordinance, advisory committees, or inclusion of multimodal accommodations in any other local program projects.

The City of Wausau is wholly prepared to complete design and construction in a timely manner, local policies encourage project completion within the assigned timeframe. This segment is a final segment in a series of segments within an interconnected trail system within the Wausau Business Campus. Project cost share will be incorporated into the City budget and permits for crossing into wetlands will be obtained as required. The City has extensive experience with planning and completion of these projects. The City is also aware of what is required to comply with state and federal requirements and anticipates no barriers to compliance with such. There has never been need to turn back awarded federal funds.

The City of Wausau has an ongoing commitment to multimodal programs and facilities. The City has a Bicycle and Pedestrian Advisory Committee (BPAC) that meets monthly. BPAC advises on infrastructure project planning and implementation and provides direction on safety, educational, and encouragement topics. The 2017 Wausau Comprehensive Plan lists several goals, objectives, and policies in support of multimodal transportation. The City operates within the Wausau Area MPO and has active representation on the Bicycle and Pedestrian Subcommittee.

1,264 / 2,250 Characters

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, other. 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.

The Wausau Business Campus includes an interconnected trail network that connects to the Wausau Area MPO Area Bike Route 10. Bike Route 10 runs the east west length through the City of Wausau boundary and connects to many other Area Bike Routes throughout the City and to surrounding communities. The Wausau Business Campus is over 1,000 acres with over 5,000 employees. The main goal of visiting the Wausau Business Campus would be for employment purposes and those utilizing this trail to travel to work could do so from most points within the City and surrounding communities. A segment to Sunny Vale Park was recently completed which will more easily enable those using the trail for recreational purposes as well.

The proposed path would connect to existing paths along S. 72nd Avenue and Stewart Avenue within the Wausau Business Campus. This will allow campus workers and visitors to walk and bike to other locations within the Wausau Business Campus and to Sunny Vale Park. Additionally, by connecting the the path along Stewart Avenue, those using active transportation will be connected to other portions of the interconnected routes and paths to the east located throughout the City of Wausau. This will enable those that live throughout the City and in surrounding communities to commute via bicycle or on foot to the Wausau Business Campus.

The Wausau Common Council approved the Green Tree Meadows final plat in December of 2024, which includes 149 lots. The lots are zoned for single family residences. The proposed completion of the east-west connection would enable these new residents to travel for transportation purposes within the Wausau Business Campus and to connect to other routes within the City.

1,724 / 2,250 Characters

5. PROJECT BENEFIT — ENVIRONMENTAL, LIVABILITY, ECONOMIC, 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.

There are numerous benefits associated with this project. Environmental benefits include potentially reducing vehicles trips and increasing bicycle and pedestrian trips. This lowers the amount of greenhouse gas emissions, improves air quality, and reduces noise pollution. It also creates an expansive green space that can be enjoyed by many. There will be some tree removal that will be necessitated by the project. Every effort will be made to minimize the amount of trees removed and care will be taken to preserve trees wherever possible.

The project reduces transportation barriers and enables lower income individuals to be more likely to be able to commute from City residential areas located east of the Wausau Business Campus to the Wausau Business Campus. Public health benefits include improved health and fitness, a reduction in stress and anxiety, and cost savings.

Economic development benefits include the enhancement of a key amenity within the Wausau Business Campus. By making the Wausau Business Campus more desirable, existing employers are more likely to stay there and adding the amenity of an interconnected network makes businesses more likely to locate within the Wausau Business Campus. It also increases the ability of existing and potential business to attract and retain talent. Finally, there is substantial safety benefit with an off-street multi-use trail system. Business owners have expressed safety concerns for their staff. Bicyclists and pedestrians feel safer and are safer along the multiuse trail system. The trail system moves bicyclists and pedestrians from the road and substantially reduces points of conflict with automobiles and heavy truck traffic.

1,698 / 3,000 Characters

I acknowledge that I have reviewed this section of the application.



Applicants must **submit the Local Resolutions of Support to the respective WisDOT Regional Office on or before 5 pm on December 29, 2025. All other components of applications are due on or before 5PM October 31, 2025.** and must include the following documents:

Cost Line Item Spreadsheet *

Local Resolution of Support

Cross-section of the Roadway showing right of way, travel lanes, shoulder, and sidewalk *

Project Map *

Document Name	Document Type(s)	Upload Date
Business Campus Trl.pdf	Infrastructure Project Map	2025-09-18
City of Wausau Support for TAP.pdf	Other (Support Letter - Graphic House Inc.)	2025-10-02
Innovation Way Typical Section.pdf	Roadway Cross Section	2025-09-24
Letter of Support - Trail Expansion.pdf	Other (Support Letter - MCDEVCO, Inc)	2025-10-02
Signed Resolution.pdf	Local Resolution of Support	2025-09-29
Support letter - City Of Wausau.pdf	Other (Support Letter - Apogee Architectural Metals)	2025-10-06
Wausau Business Campus Trail FINAL.pdf	Other (Wausau Business Campus Master Trail Map)	2025-10-02
Wausau_TAP2026-30_BusinessCampusTrails.xlsx	Cost Line Item Spreadsheet	2025-10-07

I acknowledge that I have reviewed this section of the application.



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 are ineligible for federal reimbursement.
- 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. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed. Snowmobile use is only allowable by local ordinance. 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. The project sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds 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.

Application prepared by a consultant? Yes No

Consultant Company Name:

Company Location (City, State):

Consultant Signature (electronic only):

Date:

Sponsor consultant(s) should not initial or sign project applications.

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

Same as Primary Applicant

Name:

Carrie Edmondson

Title:

Local Sponsor

Accepted (please initial here):

CE

Eligible Applicant Yes No Questionable

ROW Needed Yes No

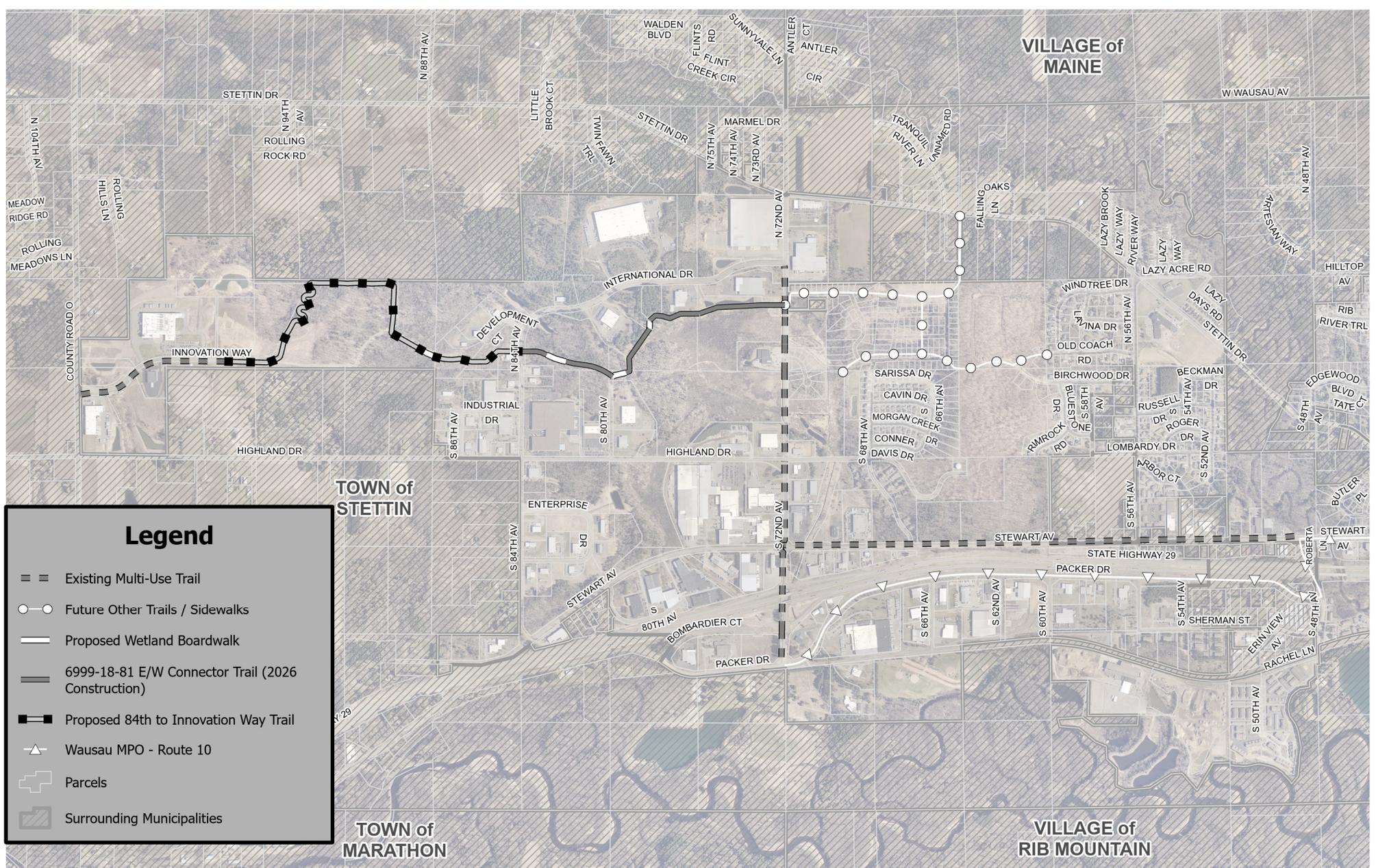
ROW Type

Optional Comments on ROW

Comment on Commencement Issues

Local Resolution of Support Received

Yes



Legend

- Existing Multi-Use Trail
- Future Other Trails / Sidewalks
- Proposed Wetland Boardwalk
- 6999-18-81 E/W Connector Trail (2026 Construction)
- Proposed 84th to Innovation Way Trail
- Wausau MPO - Route 10
- Parcels
- Surrounding Municipalities

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, 2020.

WAUSAU BUSINESS CAMPUS TRAIL

CITY OF WAUSAU

Marathon County, Wisconsin



Map Location

October 5, 2025

Carrie Edmondson, AICP
Assistant City Planner
City of Wausau
407 Grant Street
Wausau, WI 54401

RE: TAP grant through WisDOT to extend the multi-use trail system within the Wausau Business Campus

Please accept this letter as formal support for the Transportation Alternatives Program (TAP) grant application submitted to WisDOT, seeking to extend the multi-use trail system within the Wausau Business Campus.

The proposed trail expansion represents a valuable opportunity to enhance safety, accessibility, and connectivity for pedestrians, bicyclists, and individuals using mobility devices. Creating a more pedestrian-friendly environment will not only promote active transportation but also encourage healthy lifestyles and improve the overall quality of life for residents and visitors alike.

By eliminating physical barriers between the existing trail network and surrounding business areas, this project will significantly improve connectivity and access. It will support the continued preservation and thoughtful use of community land, while also encouraging daily, active transportation options.

I am pleased to express my strong support for the extension of the multi-use trail system. This project will serve as an asset to the Wausau community by promoting safe, active, and inclusive mobility throughout the Business Campus and beyond.

Respectfully,



Angie Hupf, SHRM-SCP | *Vice President, Human Resources*

715-465-0010 | ahupf@apog.com





October 8, 2025

Randy Fifrick – Development Director
Wausau City Hall
407 Grant Street
Wausau, WI 54403

Dear Mr. Fifrick:

The Wausau Business Incubator (WBI) provides affordable office, manufacturing and commercial kitchen space specifically designed to support start up businesses in the community. Our facility is an essential part of the entrepreneurial ecosystem in Marathon County, and we are proudly housed in the Wausau Business Campus.

I'm writing to express my strong support for the City of Wausau's grant application seeking funding for the proposed trail expansion within the Wausau Business Campus. This proposed segment of the trail would offer valuable connectivity to Innovation Way and the broader Business Campus. From our perspective at WBI, the proximity to outdoor recreational infrastructure is not just a nice-to-have — it's a real asset to our tenants and community alike.

We regularly highlight the existing trail as a selling point to potential tenants. It offers a unique blend of business infrastructure and lifestyle that few other regions can offer — an important factor when businesses are deciding where to grow or establish roots. With the anticipated residential developments led by Green Tree Companies, the Business Campus is evolving into a more integrated live-work area. Enhancing the trail system now helps prepare for that future. Wausau's ongoing commitment to recreation and quality of life is a key reason why this area continues to attract both businesses and talent. The WBI supports this grant application to help advance the trail expansion and continue making the Wausau Business Campus a dynamic, healthy and attractive place for businesses and residents within our community.

Sincerely,

A handwritten signature in black ink that reads "Romey Wagner". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Romey Wagner
Facility Manager – Wausau Business Incubator



September 29, 2025

Randy Fifrick – Development Director
Wausau City Hall
407 Grant Street
Wausau, WI 54403

Dear Mr. Fifrick:

My name is Kimm Weber, Executive Director of MCDEVCO, Inc. MCDEVCO supports business growth and expansion in Marathon County. MCDEVCO also manages the Wausau Business Incubator (WBI), which offers below market rate office, manufacturing, and kitchen space for lease to aspiring entrepreneurs in our community. Both MCDEVCO and the WBI reside in the Wausau Business Campus.

I am writing this letter in support of the grant application submitted by the City of Wausau regarding the additional trail expansion proposed in the Wausau Business Campus. The additional trail segment would bring more connectivity to the campus and Innovation Way, providing a significant benefit to the businesses and residents in the area.

As a Business Campus resident, we can speak to the utilization of the existing trail by residents and employees in or adjacent to the Business Campus. It serves as a valuable marketing tool when we present benefits to prospective WBI tenants looking to rent office or manufacturing space, as the trail provides an element of work-life integration for those looking to expand operations. Development is moving into the Business Campus corridor with the pending residential expansion led by Green Tree Companies. This trail will continue to enhance the options for those seeking recreation and a higher quality of life – whether they are taking a break from their work duties or stepping outside their doorstep at home.

The additional trail expansion will further complement our community's focus on recreation. Wausau is a community rich in recreational and natural resources, attracting tourism and appealing to those seeking relocation opportunities to improve their quality of life. Please consider supporting the City of Wausau's grant application so we can further enhance our Business Campus and bring increased utilization and vibrancy to an evolving corridor of our community.

Sincerely,

Kimm Weber
Executive Director – MCDEVCO, Inc.



September 15, 2025

City of Wausau
407 Grant Street
Wausau, WI 54403

Re: Support for TAP Grant Application – Wausau Business Campus Trail Extension

To Whom It May Concern,

On behalf of **Graphic House, Inc.**, I am writing in support of the City of Wausau's application for the Transportation Alternatives Program (TAP) grant through WisDOT to extend the multi-use trail system within the Wausau Business Campus.

As a regional hub for business, health care, and culture, Wausau serves a metropolitan area of more than 300,000 people. The Business Campus alone encompasses over 1,000 acres and is home to more than 5,000 employees. Extending the trail system in this area will provide safe and accessible connections for employees, residents, and visitors, encouraging healthier lifestyles, reducing vehicle reliance, and strengthening the city's appeal as a place to work, live, and do business.

We fully support the City of Wausau's TAP grant application and urge its approval.

Respectfully,

A handwritten signature in black ink that reads "Kim Berens".

Kim Berens
Vice President of Marketing
Graphic House, Inc.

CITY OF WAUSAU, 407 Grant Street, Wausau, WI 54403

**RESOLUTION OF THE
INFRASTRUCTURE AND FACILITIES COMMITTEE**

Approving the WisDOT Transportation Alternatives Program (TAP) grant application to create a section of the Business Campus Trail system between 84th Avenue and Innovation Way.

Committee Action: Approved 3-0

Fiscal Impact: If grant is not awarded: none
 If grant is awarded: future commitment of 20% (\$513,000 local share estimate) of approved construction costs, design costs, and state review fees between 2026 and 2030. Total project cost estimated at \$2,565,000.

File Number: 25-0920	Date Introduced: September 23, 2025
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FISCAL IMPACT SUMMARY

COSTS	<i>Budget Neutral</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
	<i>Included in Budget:</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<i>Budget Source:</i>
	<i>One-time Costs:</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Amount: \$513,000</i>
	<i>Recurring Costs:</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<i>Amount:</i>
SOURCE	<i>Fee Financed:</i>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<i>Amount:</i>
	<i>Grant Financed:</i>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<i>Amount: \$2,052,000</i>
	<i>Debt Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount</i> <i>Annual Retirement</i>
	<i>TID Financed:</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>	<i>Amount:</i>
	<i>TID Source: Increment Revenue <input type="checkbox"/> Debt <input type="checkbox"/> Funds on Hand <input type="checkbox"/> Interfund Loan <input type="checkbox"/></i>		

RESOLUTION

WHEREAS, the Wisconsin Department of Transportation has made Transportation Alternatives Program (TAP) grant funding available for the 2026-2030 grant cycle; and

WHEREAS, the TAP grants are awarded to communities to improve alternative transportation infrastructure; and

WHEREAS, the Wausau business campus is growing and the City has planned for improvements to the business campus to ensure that jobs are retained and expanded; and

WHEREAS, this would complete the connection between 72nd Ave and County Highway O and create a safe and enjoyable east to west bicycle and pedestrian accommodation in the business campus; and

WHEREAS, the proposed segment of trail would be an alternative to Highland Drive in connecting the eastern and western sections of the business campus; and

WHEREAS, the development of bicycle and pedestrian trails would enhance the environment for employees, businesses and visitors to the Wausau Business Campus, and improve the transportation options and connectivity for employees of the business campus and nearby residents; and

WHEREAS, the proposed project is part of the adopted Business Campus Trail Conceptual Master Plan; and

WHEREAS, the segments of trail on 72nd Avenue from International Drive to Packer Drive have been constructed and are now open; and

WHEREAS, the City's Bicycle and Pedestrian Advisory Committee reviewed the proposed project and is supportive of the plan; and

WHEREAS, the City has received letters of support of the business campus trail system from businesses in the business campus; and

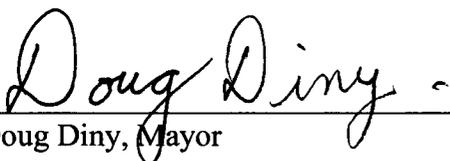
WHEREAS, the Transportation Alternative Program (TAP) of the Wisconsin Department of Transportation would cover up to 80% of approved project costs;

WHEREAS, the Infrastructure and Facilities Committee met on September 11, 2025, and recommended approval of the TAP application for a paved multi-use trail in the Wausau Business Campus from 84th Avenue to Innovation Way;

NOW THEREFORE, BE IT RESOLVED that the Common Council of the City of Wausau hereby supports the proposed project of the Business Campus Trail, from 84th Avenue to Innovation Way; and

BE IT FURTHER RESOLVED that the Common Council supports the application of this project to the Wisconsin Department of Transportation's 2026-2030 Transportation Alternative Program, including local cost share requirements of the program.

Approved:



Doug Diny, Mayor