



# WisDOT 2011-2014 Local Bridge Program Application

## Project Eligibility

- All eligible structures must be on the 2010 National Bridge Inventory (NBI) list, which will be published in May 2010 and provided to all county highway commissioners.
- A project must be located on a locally owned public roadway (not on a connecting highway) and the structure must be greater than 20 feet in length to be eligible for funding.
- Rail improvements are not eligible for Local Bridge program funding.
- Refer to the following link to TRANS 213 for additional information on project eligibility:  
<http://www.legis.state.wi.us/rsb/code/trans/trans213.pdf>

## Recommendations for completing the application

- **This application packet is required for each new potential 2011-2014 program cycle project, and must include the following information:**
  - Application instructions (pages 2-8)
  - Application (pages 9-13)
- Print the instructions (pages 2-8) and use them to assist you in filling out the application.
- The F11 key can be used in the application to tab to the next box.
- Questions on the application process should be directed to the appropriate WisDOT regional contact person listed below.

SE Region	Bob Schmidt	<a href="mailto:robert1.schmidt@dot.wi.gov">robert1.schmidt@dot.wi.gov</a>
SW Region	Michael Erickson	<a href="mailto:michael.erickson@dot.wi.gov">michael.erickson@dot.wi.gov</a>
NW Region	Glenn Landis	<a href="mailto:glenn.landis@dot.wi.gov">glenn.landis@dot.wi.gov</a>
NC Region	Joe Benbenek	<a href="mailto:joseph.benbenek@dot.wi.gov">joseph.benbenek@dot.wi.gov</a>
NE Region	Jenny Cavanaugh	<a href="mailto:jeanette.cavanaugh@dot.wi.gov">jeanette.cavanaugh@dot.wi.gov</a>

- Additional project cost information is available on the following WisDOT Web page:  
<http://www.dot.wisconsin.gov/localgov/highways/tools.htm>
- When you have completed the application, save the entire document (including the instructions), include the name of the local unit of government in the file name, and email it to the following WisDOT Region email address:

SE Region	<a href="mailto:DOTDTSSELocalApps@dot.wi.gov">DOTDTSSELocalApps@dot.wi.gov</a>
SW Region	<a href="mailto:DOTDTSLocalBridge@dot.wi.gov">DOTDTSLocalBridge@dot.wi.gov</a>
NW Region	<a href="mailto:DOTDTSNWLocalBridge@dot.wi.gov">DOTDTSNWLocalBridge@dot.wi.gov</a>
NC Region	<a href="mailto:DOTDTSNCLocalPrograms@dot.wi.gov">DOTDTSNCLocalPrograms@dot.wi.gov</a>
NE Region	<a href="mailto:DOTDTSNELocalBridge@dot.wi.gov">DOTDTSNELocalBridge@dot.wi.gov</a>

- **Project application deadline is no later than 5:00 pm on Friday, July 30, 2010.** Submitting applications prior to the deadline will allow WisDOT time for quick review and communication with locals on any outstanding questions.
- **WisDOT will only accept applications in electronic form as a Microsoft Word document.**
- **The final project scope, cost, and delivery schedule are the responsibility of the local sponsor.**
- **Only one project sponsor is allowed per project.**

# Instructions

## WisDOT 2011-2014 Local Bridge Program Application

### Project Description

**NOTE:** Location must be on a locally owned public roadway (not on a connecting highway) and the structure has to be greater than 20 feet in length to be eligible for funding. Multiple pipe structures, where the clear distance between openings is less than half of the smaller contiguous opening, that meet the above criteria are eligible for funding.

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

### Project Location

**Municipality** Select *City of, Village of, or Town of, or N/A (County)* and then the municipality name in which the project is located. (Example: City of Fond du Lac)

**County** The county name in which the project is located. (Example: Fond du Lac)

**On Route - Local Road or Street Name** Road or street on which the project is located. **At Route - Beginning Point** The beginning point of the project. **Toward Route - Ending Point** The ending point of the project. **Offsets only required if the structure does not begin or end at an intersection - At Offset (+)** The distance from the beginning point intersection (e.g., "At Route") to the beginning point of the project. **Toward Offset (+)** The distance from the ending point intersection (e.g., "Toward Route") to the ending point of the project.

**NOTE:** Refer to the following link for information on the On/At method of describing the location of a project: <http://www.dot.wisconsin.gov/localgov/docs/lrip-onatmanual.pdf>

**NOTE:** Attach an 8 ½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link: <http://www.dot.wisconsin.gov/localgov/wislr/>).

**Existing bridge ID#** The existing bridge number in the format B - ## - #### or P - ## - ####. Include the leading zeros for numbers less than 1000. (Examples: B-01-1234 or P-21-0036)

**Length of Project** The length of the entire project. Give this length in tenths of a mile. (Examples: 0.1 miles or 2.3 miles)

**Current Average Daily Traffic (ADT)** The current ADT or the most recent ADT and the year that it was taken. Include the year in the description even if it is the current year. (Example: 635 – (2008))

**Posted or Statutory Speed Limit** The speed limit, whether it is posted or statutory, within the project limits. (Example: 55 MPH)

**Functional Classification** Select *Principal Arterial, Minor Arterial, Major Collector, Minor Collector, or Local Road*. Refer to the following link to view approved functional classification maps: <ftp://dotd1t:rfv56TAW@ftp.dot.state.wi.us/functional>

**Additional comments on Project Description section** Provide additional information relevant to this section of the application.

### Existing Facility

**Bridge Type** Select *Bridge, Lift Bridge, Bascule Bridge, Historic Bridge, Swing Bridge, Monolithic Dam, Box Culvert, Culvert Pipes, or Other*. **If Other, explain.**

**Feature the Structure Passes Over** (waterway, roadway, railroad, etc.). (Examples: St. Croix River, CTH T, or Burlington Northern Railroad)

**Clear Bridge Width** The bridge width measured between the guardrail or curb, whichever is narrower. Give this width to the nearest foot. (Example: 36 feet)

**Clear Bridge Length** The bridge length measured from end of deck to end of deck or from the outside of the first barrel or culvert to the outside of the last barrel or culvert. Give this length to the nearest foot. (Example: 120 feet)

**Number of Spans** The number of spans in the bridge or the number of barrels or culverts. Add clarification if barrels or culverts. (Example: 3 Span, 4 Barrels, or 5 Culverts)

**Approach Pavement Width** The pavement width of the approaches, including any paved shoulders. Give this width to the nearest foot. (Example: 24 feet)

**Is the bridge on the 2010 National Bridge Inventory (NBI) List?** Check *Yes* or *No*. The 2010 NBI List will be published in May 2010 and provided to all county highway commissioners. Contact your county highway commissioner to determine if a bridge is on the NBI List. Bridge applications will not be reviewed by WisDOT until after the 2010 NBI List is published. If you answer *No*, you cannot submit a bridge application for the structure in question.

**Most Recent Inspection Date** The date of the last full bridge inspection. Give the date in the format mm/dd/yyyy by using leading zeros if necessary. (Examples: 01/31/2008 or 12/01/2008)

**Is scour currently a problem?** Check *Yes* or *No*.

**Sufficiency Rating** The sufficiency rating based off of the most recent inspection. Give the sufficiency rating to the nearest tenths. (Examples: 36.0 or 42.8)

**Structurally Deficient** Check if the bridge is structurally deficient.

**Functionally Obsolete** Check if the bridge is functionally obsolete.

**Existing Sidewalk?** Check *Yes* or *No*

**Are sidewalks designated as part of a regional or local bicycle or pedestrian system?** Check *Yes* or *No*

**Lighting** Check if part of the existing facility. Select *Spot* or *System*. Select *Standard* or *Decorative*.

**Existing Bicycle/Pedestrian Accommodations?** Check *Yes* or *No*

**Are bicycle/pedestrian accommodations designated as part of a regional or local bicycle or pedestrian system?** Check *Yes* or *No*

**Approach Pavement Type** Select *Asphalt*, *Concrete*, or *Gravel*.

**Sub-Standard Alignment? - Horizontal or Vertical** Check *Yes* or *No* as appropriate for each alignment.

**Railroad Select Crossing, Parallels, Project Limits Near a Railroad Facility, or None.**

**Rail improvements are not eligible for Local Bridge program funding.**

To ensure compliance with both State and Federal law and policy, all projects with any of the following conditions must be evaluated for rail issues:

- A railroad crossing located within the project limits or within 1,000 feet of the project location and/or on the designated detour route.
- Grade separations between a highway and a railroad.
- Projects that parallel a railroad on adjacent right of way.
- Projects that use railroad properties.

- Projects that involve adjustments to railroad facilities.
- Projects that will impact a corridor reserved under the Rails to Trails law.

Evaluation may require coordination with the railroad company at an early stage (sometimes even prior to submitting the project application). WisDOT Railroad and Harbors Section and the Region Railroad Coordinator are available to assist with this coordination.

**If a railroad crossing exists, have other federal funding sources been explored?** Check Yes or No.

**Known Safety Issues?** Check Yes or No. If yes, consider applying for Highway Safety Improvement Program (HSIP) funding, which will not count against local entitlement and is funded 90% federal and 10% local. Refer to the following link for additional information on HSIP: <http://www.dot.wisconsin.gov/localgov/highways/hsip.htm>

**Additional comments on Existing Facility section** Provide additional information relevant to this section of the application.

### Project Justification

**Explain why the project is needed, including the scope and appropriate detail on the project's uniqueness and complexity. Include any 100% locally funded components of the project that are part of the overall project.**

A project is defined as the complete improvement necessary to meet a defined need within a specified area or logical termini. The project is defined within the environmental document and must have independent utility (the project cannot be segmented by location or work type).

### Proposed Improvement

**Refer to the following links for traffic data and design standards information:**

Traffic Data: <http://www.dot.wisconsin.gov/travel/counts/maps.htm#list>

Bridge standards:

(Trans 207) <http://www.legis.state.wi.us/rsb/code/trans/trans207.pdf>

(Trans 214 - Town Road Bridge Standards) <http://www.legis.state.wi.us/rsb/code/trans/trans214.pdf>

Standards for bridge widths are included in the above referenced reconstruct standards in the FDM (11-15-1)

Town road standards:

(Trans 204) <http://www.legis.state.wi.us/rsb/code/trans/trans204.pdf>,

(FDM-Reconstruct) <http://roadwaystandards.dot.wi.gov/standards/fdm/11-15-001.pdf>

(FDM (3R)) <http://roadwaystandards.dot.wi.gov/standards/fdm/11-40-001a004.pdf>

County Trunk Highway standards:

(Trans 205) <http://www.legis.state.wi.us/rsb/code/trans/trans205.pdf>

(FDM-Reconstruct) <http://roadwaystandards.dot.wi.gov/standards/fdm/11-15-001.pdf>

(FDM (3R)) <http://roadwaystandards.dot.wi.gov/standards/fdm/11-40-001a005.pdf> and

<http://roadwaystandards.dot.wi.gov/standards/fdm/11-40-001a006.pdf>

Urban roadway standards:

(FDM 11-20-1) <http://roadwaystandards.dot.wi.gov/standards/fdm/11-20-001.pdf>

**NOTE: Per Trans 213, an independently funded engineering study must be undertaken prior to application for all proposed bridge rehabilitation projects. Link to Trans 213:**

<http://www.legis.state.wi.us/rsb/code/trans/trans213.pdf> The consulting firm that completes the independent engineering study is not eligible to complete the design project.

**Improvement Type** Check **Bridge Replacement** (Sufficiency Rating - less than 50) if appropriate then Select *Existing Alignment, Shifted Alignment, New Alignment, or Bridge Elimination*.

**Improvement Type** Check **Bridge Rehabilitation** (Sufficiency Rating - 80 or less) if appropriate then Select *Deck Replacement, Deck Overlay, Bridge Widening, or Other*. If Other, explanation required.

**Structure Type** Select *Bridge, Lift Bridge, Bascule Bridge, Historic Bridge, Swing Bridge, Box Culvert, Culvert Pipes, or Other.*

**Clear Bridge Width** The bridge width measured between the guardrail or curb whichever is narrower. Give this width to the nearest foot. (Example: 24 feet)

**Clear Bridge Length** For bridge rehabilitation: The bridge length measured from end of deck to end of deck or from the outside of the first barrel or culvert to the outside of the last barrel or culvert. Give this length to the nearest foot. (Example: 120 feet) For bridge replacement: Provide an estimated length of the structure. Give this length to the nearest foot. (Example: 105 feet)

**Number of Spans** The number of spans in the bridge or the number of barrels or culverts. Add clarification if barrels or culverts. (Example: 3 Span, 4 Barrels, or 5 Culverts)

**NOTE: Approach costs are limited to only those costs that are necessary to render the bridge serviceable (to reach the attainable touchdown points using current standards).**

**Total Approach Work** Select *Minimal (< 250 feet), Moderate (< 600 feet), or Extensive (> 600 feet).*

**Approach #1 - Direction From Structure** Select *North, South, East, or West.*

**Approach Length** The approach length is from the beginning of the project to the beginning of the bridge and the end of the bridge to the end of the project. Give this length to the nearest 25 feet. (Examples: 325 feet or 500 feet)

**Approach #2 - Direction From Structure** Select *North, South, East, or West.*

**Approach Length** The approach length is from the beginning of the project to the beginning of the bridge and the end of the bridge to the end of the project. Give this length to the nearest 25 feet. (Examples: 325 feet or 500 feet)

**Approach Pavement Type** Select *Asphalt, Concrete, or Gravel.*

**Approach Pavement Width** The pavement width is from the edge of the travel lane to the edge of travel lane. Give this width to the nearest foot. (Example: 24 feet).

**Approach Shoulder Type** Select *Asphalt, Concrete, Gravel, Turf, Gravel/Turf, or Curb and Gutter.*

**Approach Shoulder Width** Urban Section - The shoulder width is the distance from the edge of the travel lane to the curb face. Rural Section - The "usable" shoulder width is the actual width that can be used when a driver makes an emergency or parking stop. Give this width (for one side of the roadway) to the nearest foot. (Example: 6 feet)

**Sidewalk** Check if in the proposed improvements. Provide **Width** and **Length**. Give the width and length to the nearest foot.

**Lighting** Check if in the proposed improvements. Select *Spot* or *System*. Select *Standard* or *Decorative*.

**Bridge Rail** Check if in the proposed improvements. Bridge railings shall meet current crash test standards.

**Beam Guard** Check if in the proposed improvements.

**Bicycle/Pedestrian Accommodations** Check if in the proposed improvements.

**NOTE: Refer to the following link to review the Wisconsin Bicycle Facility Design Handbook**  
<http://www.dot.wisconsin.gov/projects/state/docs/bike-facility-toc.pdf>

**NOTE: Refer to the following link to review the 2009 Wisconsin Complete Streets law (s.84.01 (35))**

**Traffic During Construction** Select *Road Closed, Road Open/Temporary Detour Structure, Road Open/Adjacent Alignment/Exist Bridge for Detour, or Staged Construction*.

**Other Work** Provide a description of any other work or improvements that may affect the cost of the project. (Example: Replacing a large culvert with non-participating funds)

**Additional comments on Proposed Improvement section** Provide additional information relevant to this section of the application.

## Environmental/Cultural Issues

Check *Yes, No, or Unknown* for each environmental/cultural issue. If *Yes* is checked, provide a brief description of the issue in the *Comments* box.

### Agricultural

#### Archeological sites

#### Historical sites

#### Lakes, waterways, floodplains

#### Wetland

#### Stormwater management

#### Hazardous materials sites

#### Hazardous materials on existing structure (Examples: lead-based paint or asbestos)

#### Upland habitat

#### Endangered/threatened/migratory species

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

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

#### Through/adjacent to tribal land

**Additional comments on Environmental/Cultural Issues section** Provide additional information relevant to this section of the application.

## Miscellaneous Issues

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

**Local Force Account (LFA): Is LFA work expected to be requested on this project?** Check *Yes* or *No*. If *yes*, explain the desired LFA portion of project.

**NOTE: Before LFA is eligible, a cost effectiveness finding is required to justify doing the work. LFA work must include labor, equipment, and materials. The purchase of materials only is not considered to be a legitimate project. Refer to the following link for additional LFA information:**  
<http://www.dot.wisconsin.gov/localgov/localforce/index.htm>

**Right-of-Way** Check *None, Less than ½ Acre, More than ½ Acre, Parklands, Large Parcels, Strips, and/or Temporary Interests* as they apply to the project. **NOTE: It is recommended that local funds be used to acquire right-of-way.**

**Ineligible Project Items** Describe any ineligible items that will be part of the overall project.

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

**Additional comments on Miscellaneous Issues section** Provide additional information relevant to this section of the application.

### Project Priority, Scheduling, and Estimated Costs

Applicants should reference the following WisDOT Web page prior to completing this section of the application:  
<http://www.dot.wisconsin.gov/localgov/highways/tools.htm>

**NOTE: Requesting Design and Construction projects in the same fiscal year is not allowed.**

Applicants should reference the following WisDOT Web page to view an example of how to complete the Project Priority section of each selected project phase:  
<http://www.dot.wisconsin.gov/localgov/highways/bridgeprogram.htm>

Check each phase of the project for which you are requesting federal funds.

#### Design

1. **Project Priority** Priority for each project phase shall be relative to your entire 2011-2014 program cycle submittal. Enter priority numerically (Examples: 6 or 14). If you are requesting that design and construction be tied (funded in the same program cycle), enter the same priority number for each phase of the project (Example: Design 2, Construction 2).
2. Check the year in which you request the phase be scheduled (i.e. FY 2011 is July 1, 2010 – June 30, 2011).
3. **Plan Development** Check the appropriate designer (**Local Staff** or **Consultant**) and insert an estimated cost for the design (15-20% of the estimated construction cost).
4. **State Review Cost** This includes WisDOT and management consultant costs associated with the review of the design project. The average state review cost for a bridge project is \$10,000-\$20,000.
5. **Total Design Cost** Total the design and state review costs.

#### Construction

1. **Project Priority** Priority for each project phase shall be relative to your entire 2011-2014 program cycle submittal. Enter priority numerically (Examples: 6 or 14). If you are requesting that design and construction be tied (funded in the same program cycle), enter the same priority number for each phase of the project (Example: Design 2, Construction 2).
2. Check the year in which you request the phase be scheduled (i.e. FY 2011 is July 1, 2010 – June 30, 2011).
3. **Structure** Enter the **Federal Participating Construction Costs (80% Federal/20% local)**, any **Non-Participating Construction Cost (100% Local)**, and the **Delivery Cost**. The delivery cost is calculated by multiplying the total of

the federal participating and non-participating construction costs by 15%. **NOTE: Temporary traffic/pedestrian control items should be included in the construction estimate.**

4. **Approach** Follow the same procedures as the structure section.
5. **Total Construction Cost** Total the structure and approach costs.

#### Real Estate

1. **Project Priority** Priority for each project phase shall be relative to your entire 2011-2014 program cycle submittal. Enter priority numerically (Examples: 6 or 14). If you are requesting that design and real estate be tied (funded in the same program cycle), enter the same priority number for each phase of the project (Example: Design 2, Real Estate 2).
2. Check the year in which you request the phase be scheduled (i.e. FY 2011 is July 1, 2010 – June 30, 2011).
3. **Total Real Estate Cost** Provide a total cost for the real estate project.

#### Utility

1. **Project Priority** Priority for each project phase shall be relative to your entire 2011-2014 program cycle submittal. Enter priority numerically (Examples: 6 or 14). If you are requesting that design and utility be tied (funded in the same program cycle), enter the same priority number for each phase of the project (Example: Design 2, Utility 2).
2. Check the year in which you request the phase be scheduled (i.e. FY 2011 is July 1, 2010 – June 30, 2011).
3. **Total Utility Cost** Provide a total cost for the utility project.

**NOTE: Compensable utility costs must be a minimum of \$50,000 per utility. Link to WisDOT Utility Policy:**  
<http://roadwaystandards.dot.wi.gov/standards/util/chapter17.pdf>

**Railroad** Check if there is an approved railroad project within the project limits or within 1,000 feet of the project location and/or on the designated detour route and insert a cost for the project.

**Additional comments on Project Priority, Scheduling, and Estimated Costs section** Provide additional information relevant to this section of the application.

#### Contact Information and Signature

**REMINDER: Attach an 8 ½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link: <http://www.dot.wisconsin.gov/localgov/wislr/>).**

**Agency** responsible for completing the application.

**Contact Person** County Highway Commissioner or designee.

**Title** of the Contact Person.

**Address** of the Contact Person.

**Telephone** number of the Contact Person.

**Email** address of the Contact Person.

**Applicant Signature** of the Contact Person. A local official, not a consultant, must sign the application. An electronic signature is all that is required to submit an application.

**Date** the application was completed.

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

# WisDOT 2011-2014 Local Bridge Program Application

## Project Description

Project Sponsor:

Project Location:

Municipality: **SELECT** County:

On Route - Local Road or Street Name:

At Route - Beginning Point:

Toward Route - Ending Point:

Offsets only required if the structure does not begin or end at an intersection.

At Offset (+): Toward Offset (+):

**NOTE: Refer to the following link for information on the On/At method of describing the location of a project:**

<http://www.dot.wisconsin.gov/localgov/docs/lrip-onatmanual.pdf>

**NOTE: Attach an 8 ½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link:**

<http://www.dot.wisconsin.gov/localgov/wislr/>).

Existing Bridge ID#:

Length of Project:

Current Average Daily Traffic (ADT):

Posted or Statutory Speed Limit:

Functional Classification (refer to instructions): **SELECT**

**NOTE: Location must be on a locally owned public roadway (not on a connecting highway) and the structure has to be greater than 20 feet in length to be eligible for funding. Multiple pipe structures, where the clear distance between openings is less than half of the smaller contiguous opening, that meet the above criteria are eligible for funding.**

Additional comments on Project Description section:

## Existing Facility

Bridge Type: **SELECT** If Other, explain:

Feature the Structure Passes Over:

Clear Bridge Width:

Clear Bridge Length:

Number of Spans:

Approach Pavement Width:

Is the bridge on the 2010 NBI List?  Yes  No

Most Recent Inspection Date:

Is scour currently a problem?  Yes  No

Sufficiency Rating:

Structurally Deficient

Functionally Obsolete

Existing Sidewalk?  Yes  No

Are sidewalks designated as part of a regional or local bicycle or pedestrian system?  Yes  No

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

Existing Bicycle/Pedestrian Accommodations?  Yes  No

Are bicycle/pedestrian accommodations designated as part of a regional or local bicycle or pedestrian system?

Yes  No

Approach Pavement Type: **SELECT**

Sub-Standard Alignment?

Horizontal:  Yes  No

Vertical:  Yes  No

Railroad: **SELECT**

If a railroad crossing exists, have other federal funding sources been explored?  Yes  No

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

Known Safety Issues?  Yes  No If yes, consider applying for Highway Safety Improvement Program (HSIP) funds.

Additional comments on Existing Facility section:

### Project Justification

Explain why the project is needed including the scope and appropriate detail on the project's uniqueness and complexity. Include any 100% locally funded components of the project that are part of the overall project. (Refer to this section of the instructions for additional information.)

### Proposed Improvement

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

**NOTE: Per Trans 213, an independently funded engineering study must be undertaken prior to application for all proposed bridge rehabilitation projects. Link to Trans 213:**

<http://www.legis.state.wi.us/rsb/code/trans/trans213.pdf>

Improvement Type:  Bridge Replacement: **SELECT**

Bridge Rehabilitation: **SELECT** If Other, explain:

Structure Type: **SELECT** If Other, explain:

Clear Bridge Width:

Clear Bridge Length:

Number of Spans:

**NOTE: Approach costs are limited to only those costs that are necessary to render the bridge serviceable (to reach the attainable touchdown points using current standards).**

Total Approach Work: **SELECT**

Approach #1 - Direction From Structure: **SELECT**

Approach Length:

Approach #2 - Direction From Structure: **SELECT**

Approach Length:

Approach Pavement Type: **SELECT**

Approach Pavement Width:

Approach Shoulder Type: **SELECT**

Approach Shoulder Width:

Miscellaneous Information:

Sidewalk Width: Length:

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

Bridge Rail

Beam Guard

Bicycle/Pedestrian Accommodations

Traffic During Construction: **SELECT**

Other Work:

Additional comments on Proposed Improvement section:

**Environmental/Cultural Issues**

Agricultural	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Archeological sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Historical sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Lakes, waterways, floodplains	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Wetland	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Stormwater management	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Hazardous materials sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Hazardous materials on existing structure	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Upland habitat	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Endangered/threatened/migratory species	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Section 4(f)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Section 6(f)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Through/adjacent to tribal land	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unknown	Comment:
Additional comments on Environmental/Cultural Issues section:				

**Miscellaneous Issues**

Construction Restrictions (trout, migratory bird, local events):

Local Force Account (LFA): Is LFA work expected to be requested on this project?  
 Yes  No If yes, explain the desired LFA portion of project.

**NOTE: LFA work must include labor, equipment, and materials. The purchase of materials only is not considered to be a legitimate project.**

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

Check all that are applicable.

None  Less than ½ Acre  More than ½ Acre  
 Parklands  Large Parcels  Strips  Temporary Interests

Ineligible Project Items: Describe any ineligible items that will be part of the overall project.

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

Additional comments on Miscellaneous Issues section:

**Project Priority, Scheduling, and Estimated Costs**

Applicants should reference the following WisDOT Web page prior to completing this section of the application:  
<http://www.dot.wisconsin.gov/localgov/highways/tools.htm>

**NOTE: Requesting Design and Construction projects in the same fiscal year is not allowed.**

Design:

**Project Priority:**

FY 2011  FY 2012  FY 2013  FY 2014

**Plan Development**  Local Staff  Consultant - Cost (15 - 20% of Construction Cost) \$

**State Review Cost** (see instructions) \$

**Total Design Cost** (Round to next \$1000) \$

**Construction:**

**Project Priority:**

FY 2011    FY 2012    FY 2013    FY 2014

**Structure:**

Federal Participating Construction Cost (80% Federal/20% Local) \$

Non-Participating Construction Cost (100% Local) \$

Delivery Cost (see instructions) \$

**Approach:**

Federal Participating Construction Cost (80% Federal/20% Local) \$

Non-Participating Construction Cost (100% Local) \$

Delivery Cost (see instructions) \$

**Total Construction Cost** (Round to next \$1000) \$

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

**Project Priority:**

FY 2011    FY 2012    FY 2013    FY 2014

**Total Real Estate Cost** (Round to next \$1000) \$

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

**Project Priority:**

FY 2011    FY 2012    FY 2013    FY 2014

**Total Utility Cost** (Round to next \$1000) \$

**NOTE: WisDOT Utility Policy link:** <http://roadwaystandards.dot.wi.gov/standards/util/chapter17.pdf>

**Railroad:** (see instructions) \$

Additional comments on Project Priority, Scheduling, and Estimated Costs section:

### Contact Information and Signature

Agency:	
Contact Person:	County Highway Commissioner or designee.
Title:	
Address:	
Telephone:	
Email:	
Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.	
<b>Applicant Signature:</b>	<b>Date:</b>

**REMINDER: Attach an 8 ½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link: <http://www.dot.wisconsin.gov/localgov/wislr/>).**

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

FOR WISDOT USE ONLY			
Region Reviewer's Name:			
Reviewer's Title:			
Date Received:			
Date Reviewed:			
Comments:			
Reviewer's Signature:			
<b>Additional Information for Approved Projects</b>			
Project ID(s):			
Approved Federal Funding Amount: Design:\$      Construction: \$      Real Estate: \$      Utility: \$			
Sub Program:			
Project Improvement Type:			
Comments:			
WisDOT Central Office Reviewer's Signature:		Date:	