

Wisconsin Department of Transportation (WisDOT)
ARRA - STAGE 2 PROJECT APPLICATION FORM for: Transportation
Enhancements (TE) Program
DO NOT USE THIS FORM TO APPLY FOR ANY OTHER PROGRAMS

1. Project Name: STH 35 Scenic View Site Acquisition and Archaeological Study_____
2. Project Location: Municipality: City of Onalaska____ County:La Crosse_____
Street Address of Project (if applicable): 100,107 Court Street_____
Describe location and boundaries of the project: Parcels west of STH 35 between Main Street and Irving Street_____

3. Name of the MPO the project is represented by: LaCrosse Area Planning Committee
NOTE: A Wisconsin map with areas covered by MPOs is located on p. 13 of the CY 2008 TE Guidelines section.
4. Name and Location of Public Sponsor: The City of Onalaska
Indicate Sponsor Type: State County City Village Town Indian Nation
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):
1 of 1 . This is required for all projects.
6. Primary Contact Person of Public Sponsor Agency:
- Name: Jason Gilman_____ Title: Land Use and Development Dir._____
Address: 415 Main Street_____ Phone: (608) 781-9590_____
Municipality: City of Onalaska_____ State: WI Zip: 54650_____
FAX: (608) 781-9506_____ E-mail: jgilman@cityofonalaska.com_____

7. **Check the appropriate box below and complete the following information. (See the CY 2008 TE Guidelines for detailed information) All TE projects must fit into one of the 12 categories AND relate to surface transportation:**

Transportation Enhancements (TE) Program

Indicate which **ONE** of these twelve categories **best** identifies your project:

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Provision of facilities for pedestrians/bicycles | <input checked="" type="checkbox"/> Acquisition of scenic easements and scenic or historic sites |
| <input type="checkbox"/> Provision of safety and educational activities for pedestrians & bicyclists | <input type="checkbox"/> Scenic or historic highway programs (including the provision of tourist and welcome center facilities) |
| <input type="checkbox"/> Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) | <input type="checkbox"/> Landscaping and other scenic beautification |
| <input type="checkbox"/> * Historic Preservation | <input type="checkbox"/> Control and removal of outdoor advertising |
| <input type="checkbox"/> * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals) | <input type="checkbox"/> Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity |
| <input type="checkbox"/> Establishment of transportation museums | <input type="checkbox"/> Archeological planning and research |

*Historic Projects must be on the Wisconsin or National Register(s) of Historic Places, or officially designated as a local landmark.

8. **In the space allotted below (24 rows), describe the project (See Question 11 for instructions.)**

This project involves the acquisition and archeological study of two key parcels along the west right of way of STH 35 between Main Street and Irvin Street in the City of Onalaska. The Temte and Schams parcels are noted in the City's waterfront and downtown redevelopment plan as future expansion area for the new National Center for the Cultural and Natural History of the Upper Mississippi River, a National Scenic Byways (NSB) Interpretive Center along STH 35, the Great River Road and for scenic overlooks from STH 35. These sites provide unparalleled views of Lake Onalaska and the Mississippi River Basin from STH 35 and the new interpretive center site. The Mississippi Valley Archaeology Center has also identified these sites as having archaeological remains, requiring study and ultimately interpretive value to STH 35, the Great River Road in the planned adjacent National Scenic Byways Interpretive Center. To date, both land owners have been contacted and have acknowledged the City's interest in acquiring these sites. The Tempte property is unimproved, while the Schams property includes a single family home and garage structure. This grant will assist the City in acquisition, demolition and site construction in preparation for the NSB interpretive center, Great River State Trail improvements and overlooks.

9. TOTAL PROJECT COST \$540,400: An accurate cost estimate is critical because the sponsor may be at least partly responsible for any costs that exceed the final project award amount. If you are eligible for Track 1, it is assumed your engineering and design work is 90-100% complete and you should therefore have an accurate cost estimate. Track 2 projects are allowed design and engineering costs, with final construction estimate adjusted accordingly. Be sure to provide a separate estimate for design and engineering costs. Track 3 projects are currently scheduled January 1 to September 30, 2010 and are close enough to completing design and engineering work that a PS&E can be submitted June 1, 2009 for letting in 2009. To ensure the federal eligibility of your project proposal a more detailed budget should be attached, particularly for projects with many Construction components such as streetscaping and landscaping projects. Include a description of the entire project, noting eligible and non-eligible TE items if only a portion of the project is TE eligible. **The TE eligible Construction related project must be \$200,000 total and over.** Please note that you should submit a separate application and budget for each stand-alone project you are willing to accept funding for. We will not split or partially fund project requests.

10. Please confirm your understanding of the following project conditions by **marking an x in the boxes** below. ***Person initialing and signing the application must have fiscal authority for the public sponsor.***

- a. The sponsor agrees that the requested projects will be State LET, with the state ensuring that the projects will follow the applicable federal and state regulations required, and that all Project Eligibility criteria will be met. Failure to do so will result in the loss of federal ARRA funding participation.
 Accepted.
- b. The sponsor must fund project costs in excess of the final award amount for the project at no expense to state/federal funding sources for any federal ineligible or non-participating costs. Other cost overruns will be funded 80% federal/20% local out of the regular TE program only if approved by WisDOT. State Delivery and Oversight costs by WisDOT staff and their agents for the original project request will also be 100% federal funded.
 Accepted.
- c. 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 snow plowing of facilities as part of the maintenance agreement where year round use by bicyclists and pedestrians is expected.

Accepted.

- d. The 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 various stipulations protected the public interest in the project for its useful life.

Accepted.

- e. The sponsor agrees to State Delivery and Oversight costs by WisDOT staff and their agents. These costs include review of Design and Construction documents for compliance with federal and state requirements, appropriate Design standards, etc. These costs will be in addition to the requested local amount but still be covered 100% federal.

Accepted.

11. For Question 8, please answer the following questions regarding the project you are applying for:

a) For **bicycle and/or pedestrian facilities**, clearly indicate the location, length, width and surface materials and any connections to existing or planned facilities.

b) For **historic related projects**, how does the project relate to Wisconsin's past or present surface transportation system? Document that the project is on the National and/or State Register of Historic Places or a local landmark designated under a locally adopted landmarks ordinance. Provide detail on the historic, architectural and other significance of the project. Including a picture with the application is particularly helpful for evaluating historic projects.

c) For **landscaping/streetscaping** applications, clearly detail the types of amenities and improvements that will be part of the project. Indicate how the improvements will promote opportunities for walking and biking. Beware that certain cost items such as parking improvements, street work not related to bike/ped usage, utilities like sanitary sewer and other items not strictly related to the TE project must be excluded. Street light fixtures are expected to be of a decorative, antique-look type.

d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as for shopping, work, school trips, etc.

e) Broadly describe other project benefits (not already covered above) related to any of the following – improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit); preservation of state historic, environmental and scenic resources; promotion of economic development, tourism, safety, etc.

12. Clearly indicate that you are either applying under Track 1, Track 2 or Track 3 conditions (check only one):

Track 1: Design & engineering work complete or 90+% complete; applying for construction funding only and can meet all Stage 2 benchmarks for a complete State Let PS&E submittal by May 1, 2009.

Track 2: Applying for design & engineering and construction work and can meet all Stage 2 benchmarks for a complete State Let PS&E submittal no later than (preferably earlier) December 1, 2009. Be sure to provide a separate cost estimate for the design/engineering portion of the project.

Track 3: Applying for a construction-only project that is currently scheduled in WisDOT's financial system from January 1 to September 30, 2010 and can meet all Stage 2 benchmarks for a complete State Let PS&E submittal no later than June 1, 2009 for letting in the 2009 construction season.

13. I have read and understood the above statements.

Signed on behalf of The City of Onalaska
(Name of Sponsor)

By Mayor Mike Giese
(Name of Person with Fiscal Authority)

Mike Giese
(Signature of Person)

Mayor
(Title of Person Signing)

3-26-09
(Date)

Please remember to include the required 8 1/2" x 11" map for your project

Completed applications consist of 1 Microsoft Word electronic version of the application submitted to the appropriate WisDOT Region office by 5 pm on Wednesday, April 8, 2009 (revised from the previous April 1 deadline) to be eligible for Stage 2 funding. Include the name of the local unit of government submitting the application in your file name. If you are applying for Track 1 or 2 and have already filled out a Stage 2 application, you do not need to refill out a new application unless now applying under Track 3.

Project Narrative

In June of 2006, the City of Onalaska acquired 47 acres of Black River frontage along STH 35 in the heart of Onalaska's downtown. In 2007, the City hired Schreiber Anderson Associates to prepare a master plan for the downtown area and waterfront adjacent to STH 35, the Great River Road. This plan was created through an intensive 9 month process and involved an intensive citizen participation program.

In 2008, the City received the second of two National Scenic Byways awards for a new interpretive center entitled the Center for the Cultural and Natural History of the Upper Mississippi River. This new interpretive center is a partnership between the UW-La Crosse Mississippi Valley Archaeology Center and Native American tribes and will house a multi-media interpretive center telling the story of life on the upper Mississippi River over 12,000 years through interactive displays of the vast archaeological record of this region.

The facility will also house Onalaska's Welcome and Tourism Center and the main trailhead for the Great River State Trail in partnership with the Wisconsin DNR.

This application proposes the acquisition, environmental and archaeology study and site preparation of two important parcels that will provide:

- ✦ Scenic Overlooks of the Black River and Lake Onalaska from the STH 35/Irvin Street/Main Street intersection.
- ✦ Potential Expansion area for the new Great River Road National Scenic Byways Interpretive Center
- ✦ Land for realignment of the Great River State Bicycle Trail to provide an off-street bicycle facility running parallel to STH 35 for the entire length of the planned reconstruction of STH 35 by WisDOT in 2012.

- Archaeological research in the vicinity of the new interpretive center to help tell the story of the Great River Road to visitors

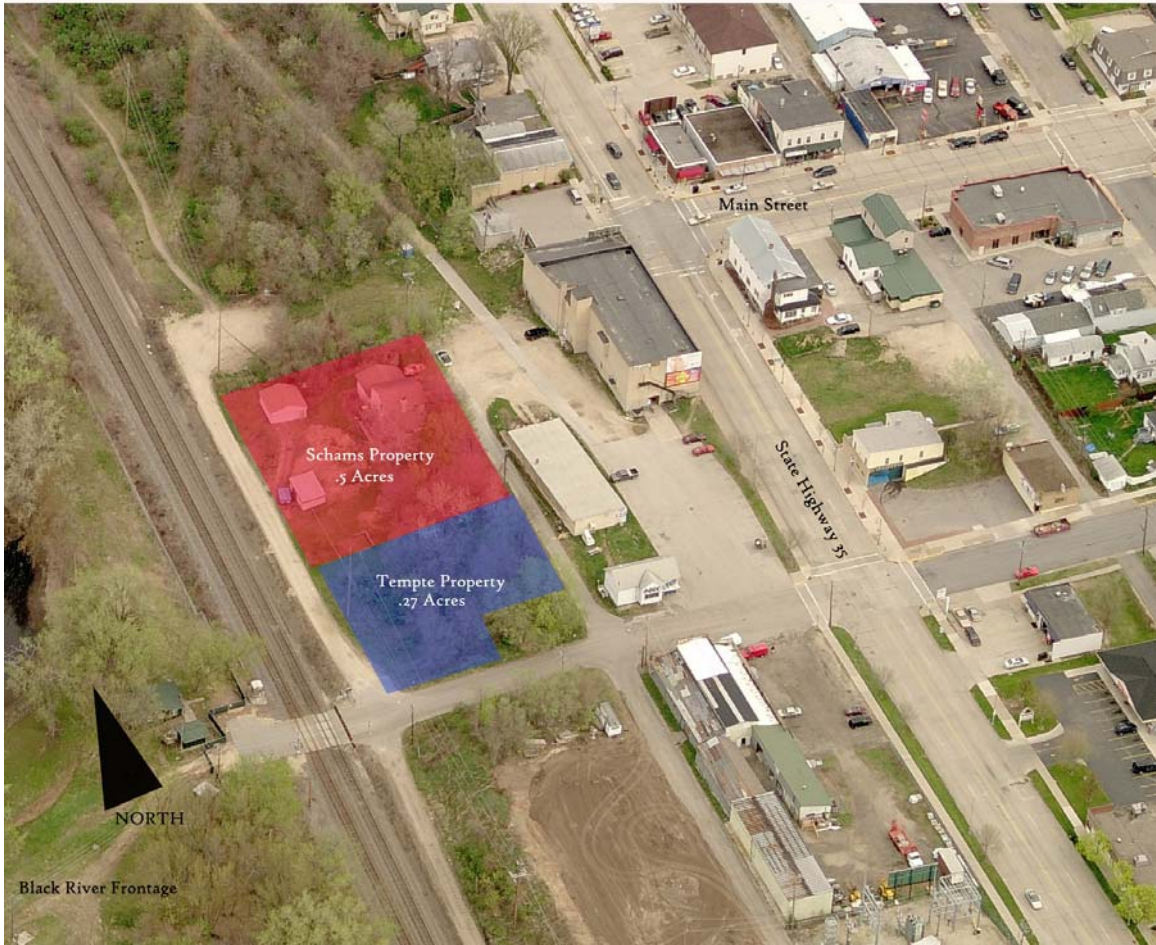
The two parcels proposed for acquisition include the Scams property, a .5 acre site and the Tempte property, a .27 acre site. Both properties provide visual access from State Highway 35 to the Mississippi River basin.

This project meets a number of Transportation Enhancement eligibility categories including:

- Provision of facilities for bicycles and pedestrians
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Archaeological planning and research

Project Map

Project Site



City of Onalaska, Wisconsin

Project Site Illustration

Project Illustration



City of Onalaska, Wisconsin

Transportation Enhancement Application
City of Onalaska STH 35 Enhancements-Project Budget

<i>Item</i>	<i>Estimated Cost</i>
Schams Property 18-15-0	\$215,000
Tempte Property 18-16-0	\$58,217
Environmental Asses.	\$9,800
Archaeological Survey	\$105,000
Demolition	\$22,000
Site Grading/Prep.	\$83,852
State Oversight/Admin	\$46,531
Totals	\$540,400