



**Transportation Alternatives Program (TAP) Web**

# **Application 000102**

**Title:** STH 16 Trail Connection

**Sponsor:** 32265 - CITY OF ONALASKA

**Program Cycle:** 2026-2030 TAP Cycle

*(generated 10/22/2025 at 09:02:20 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\*  
La Crosse Area Planning Committ  
ee (La Crosse) ▼

- 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



Sponsor (Sub-Entity)\*

32265 - Municipality - CITY OF ONALASKA

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\*

kevin schubert

Title\*

Local Sponsor

Street Address\*

415 Main Street

Phone\*

(608) 781-9537

Municipality\*

City of Onalaska

State\*

Wisconsin

ZIP\*

54650

Email\*

kschubert@onalaskawi.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 ONALASKA

Name\*

Jarrod Holter

Title\*

Director of Public Works

Street Address\*

415 Main Street

Phone\*

(608) 781-9537

Municipality\*

City of Onalaska

State\*

Wisconsin

ZIP\*

54650

Email\*

jholter@onalaskawi.gov



## Project Title: \*

STH 16 Trail Connection

## 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\*

STH 16

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

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)\*

La Crosse

 Statewide

Region\*

Southwest Region

## Census Tract Number(s)

18803

Municipality or Census Designated Place\*  
City of Onalaska

Describe location and boundaries:\*

Project is located on eastbound STH 16 from 9413 - 9421 STH 16 in the City of Onalaska.

Project Length  
0.134

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?

Yes  No

If yes, link to plan

Is the project identified in a bicycle-pedestrian plan?

Yes  No

If yes, link to plan\*

<https://lacrossecounty.org/docs/default-source/met>

Is the project identified in an outdoor recreation plan?

Yes  No

If yes, link to plan

Is the project identified in a comprehensive plan?

Yes  No

If yes, link to plan

Is the project identified in any other planning document?

Yes  No

If yes, link to plan

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

Describe:

This project will be the final part of the bike trail connecting La Crosse to West Salem on STH 16.

99 / 2,000 Characters

## 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 project would construct a 0.3 mile, 8-foot wide multi-use path along the east side of STH 16 in the City of Onalaska. Project includes the installation of ADA compliant curb ramps at the southeast quadrant of STH 16 and South Kinney Coulee Road intersection. This new path will connect existing multi-use paths at both ends of the corridor. Path will be constructed within the existing grass terrace, minimizing environmental disruption and maximizing the use of available space.

**493 / 750 Characters**



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.



**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.)\*

Project will need to acquire small amounts of fee and TLE from three commercial business along the project.

- 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.

Project has coordinated with regional WisDOT staff about the project and preliminary plans have been reviewed.

**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](mailto:megan.munden@dot.wi.gov).**



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

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

Will review in 2026. Due to urban setting, no impacts are anticipated.

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.**



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

Comments  
None

**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



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

Describe\*

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:

**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="\$ 322,480.40"/>	<input type="text" value="\$ 241,984.32"/>	<input type="text" value="\$ 80,496.08"/>	<input type="text" value="\$"/>



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.

TAP funding will support the construction of a 0.3-mile, 8-foot-wide multi-use path along the east side of STH 16, extending from the Dick's Sporting Goods driveway to South Kinney Coulee Road. The project includes installation of ADA-compliant curb ramps at the southeast quadrant of the STH 16 and S Kinney Coulee Rd intersection. This new path will connect existing multi-use paths at both ends of the corridor, completing the final segment needed to establish a continuous 8.7-mile route between La Crosse and West Salem. The path will be constructed within the existing grass terrace, minimizing environmental disruption and maximizing use of available space.

664 / 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 primary planning document guiding the development of the multi-use path along STH 16 is the 2035 Coulee Regional Bicycle Plan, adopted on May 19, 2010. This plan outlines mapping, recommendations, and implementation timelines for a continuous multi-use path connecting La Crosse to West Salem. All segments identified in the plan have been constructed, with the exception of this short segment within Onalaska, as referenced in Narrative Response 1. During the planning process, staff from the La Crosse Area Planning Committee (LAPC) conducted a survey of property owners along the STH 16 corridor between Onalaska and West Salem. The results revealed strong support and enthusiasm for the proposed path, reinforcing its importance to the community.

755 / 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 Onalaska has a strong track record of successfully delivering federally funded projects through various WisDOT programs, including STP, LRIP, and TAP. Recent examples include the Midwest Drive pavement replacement project (STP-Urban) and the Theater Road project (LRIP), both of which incorporated on-street bike lanes and ADA-compliant curb ramp upgrades. These projects were completed on time and without the need to return federal funds, demonstrating the City's reliability and commitment to efficient project execution.

Preliminary plans for the STH 16 multi-use path have already been completed, with initial coordination and reviews conducted by WisDOT. Final design plans are anticipated to be completed in early 2026, with right-of-way acquisition scheduled for the same year. Aside from real estate acquisition, the project will be ready for construction as soon as funding becomes available.

The City remains committed to enhancing multimodal transportation, as evidenced by past and ongoing projects that incorporate improved pedestrian and bicycle infrastructure. This includes the City's annual sidewalk management program, which ensures continued progress toward accessibility and mobility for all users.

1,234 / 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.

Locally, the proposed multi-use path will provide residents with safe and direct access to commercial businesses along the STH 16 corridor, enhancing connectivity and supporting economic activity. Regionally, this final segment will complete the continuous multi-use path between La Crosse and West Salem, serving as a critical link in the broader multimodal transportation network. Currently, pedestrians and cyclists traveling along the STH 16 corridor encounter a significant gap in the path network. To continue their journey, they must either enter the vehicular travel lanes of STH 16 or divert onto a private commercial access road located behind adjacent buildings. This 0.3 mile gap is the last remaining segment to complete the overall 8.7 mile path from La Crosse to West Salem. Both alternatives present safety concerns and fail to meet ADA accessibility standards. Completing this segment will eliminate these hazards and provide a safe, inclusive, and ADA-compliant route for all users.

**1,002 / 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.

Completion of the final segment of the STH 16 multi-use path will encourage a modal shift from vehicle travel to walking and bicycling by providing a safe, dedicated facility that connects local residents to nearby businesses. This shift supports reduced vehicle emissions, contributing to improved air quality and environmental sustainability. The project promotes active transportation between La Crosse and West Salem, offering residents a healthier alternative to driving. Increased walking and cycling will help boost physical activity levels, supporting long-term public health outcomes while reducing reliance on motor vehicles. By improving access to commercial areas along the STH 16 corridor, the multi-use path will enhance connectivity for pedestrians and cyclists, supporting local businesses and encouraging economic activity. The path will serve as a valuable asset for both residents and visitors seeking alternative transportation options. Currently, the absence of a dedicated path forces pedestrians and cyclists to either travel within the vehicular lanes of STH 16 or use a private commercial access road behind buildings—both of which pose significant

**1,175 / 3,000 Characters**



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

Completed Project and Parcel Acquisition Documentation \*

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

Project Map \*

Document Name	Document Type(s)	Upload Date
Project Location Map.pdf	Infrastructure Project Map	2025-10-21
Project Location Map.pdf	Completed Project and Parcel Acquisition Documentation	2025-10-22
TAP Estimate 102125.pdf	Cost Line Item Spreadsheet	2025-10-21
Typical Section.pdf	Roadway Cross Section	2025-10-21



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:

kevin schubert

Title:

Local Sponsor

Accepted (please initial here):

KJS