



CITY OF ANTIGO

PUBLIC WORKS COMMITTEE MEETING

COUNCIL CHAMBERS

Wednesday, July 10, 2019

CITY HALL, 700 EDISON STREET

5:30 PM

Call to Order

Discussion and Action May Occur on Any of the Following Agenda Items

1. Approval of Gowan and Field Street Change Order
2. Submission of an Application for the 4th Avenue Bridge as a 2020-2025 Program Cycle under WisDOT's Local Bridge Improvement Assistance Program
3. 2020-2025 STP Urban Project Application for 7th Avenue (Dorr to Clermont Streets) & Clermont Street (7th to 10th Avenues)

Any Other Matters Authorized by Law to be Considered

Adjournment

Upon reasonable notice, efforts will be made to accommodate disabled individuals through appropriate aids and services. For additional information, contact Jaime Horswill, 700 Edison Street, Antigo, Wisconsin 54409. (715) 623-3633 extension 100. Members of and possibly a quorum of members of other governmental bodies may be in attendance to gather information. Any governmental body other than that specifically referred to above will take no action.

DATE MAILED: July 03, 2019

TOM BAUKNECHT



To: Mayor and City Council
From: Charley Brinkmeier, Land Surveyor/Project Manager
Date: July 10, 2019
Re: Approval of Gowan and Field Street Change Order

The Field Street and Gowan Street projects have been completed and attached is the change order for some extra work completed and also the liquidated damages. The project came in under budget by about \$40,000.

Liquidated damages total \$85,200 which covers MSA's extra cost of approximately \$75,000.

We need a motion to approve the change order for the project.

Change Order

No. 1

Date of Issuance: 6/18/2019 Effective Date: 6/18/2019

Project: Gowan Road and Field Street Reconstruction	Owner: City of Antigo	Owner's Contract No.: 00058043
Contract: City of Antigo - Gowan Road and Field Street Reconstruction		Date of Contract: June 18, 2018
Contractor: Merrill Gravel and Construction, Inc.		Engineer's Project No.: 00058043

The Contract Documents are modified as follows upon execution of this Change Order:

Description:

See attached.

Attachments (list documents supporting change):

Summary of Changes (dated 6/12/2019)

CHANGE IN CONTRACT PRICE:	CHANGE IN CONTRACT TIMES:
Original Contract Price:	Original Contract Times: ☐ Working days ☒ Calendar days
<u>\$1,694,327.35</u>	Substantial completion (date): <u>September 16, 2018 (90 calendar days)</u>
	Ready for final payment (date): <u>October 1, 2018 (105 calendar days)</u>
	[Increase] [Decrease] from previously approved Change Orders No. <u> </u> to No. <u> </u>
	Substantial completion (days): <u>N/A</u>
	Ready for final payment (days): <u>N/A</u>
	Contract Times prior to this Change Order:
	Substantial completion (days or date): <u>September 16, 2018</u>
	Ready for final payment (days or date): <u>October 1, 2018</u>
Decrease of this Change Order:	Increase of this Change Order:
<u>\$125,156.16</u>	Substantial completion (days or date): <u>June 6, 2019</u>
	Ready for final payment (days or date): <u>June 21, 2019</u>
Contract Price incorporating this Change Order:	Contract Times with all approved Change Orders:
<u>\$1,569,171.19</u>	Substantial completion (days or date): <u>June 6, 2019</u>
	Ready for final payment (days or date): <u>June 21, 2019</u>
RECOMMENDED:	ACCEPTED:
By: _____ Engineer (Authorized Signature)	By: _____ Owner (Authorized Signature)
Date: _____ Approved by Funding Agency (if applicable):	Date: _____
	ACCEPTED:
	By: _____ Contractor (Authorized Signature)
	Date: _____
	Date: _____

Attachment: 00058043 - Antigo - Gowan_Field - Change Order #1 (2885 : Gowan Field St Chg Order)

6/12/2019

CHANGE ORDER #1
Gowan Road and Field Street Reconstruction
City of Antigo

Summary of Changes

Item #1 – Change MH 292N from 5’ to 6’ Diameter

Manhole 292N was upsized from 5’ diameter to 6’ diameter to accommodate the 30-inch drop. The drop would have conflicted with the 30” outlet in a 5’ diameter manhole. Bid items #24 and #25 will not be used as a result.

Items Removed from Project

#24 - Furnish & Install 5’ Dia. Sanitary Sewer Manhole

12 V.F. x \$237.00 = \$2,844.00

#25 – Furnish & Install 5’ Sanitary Manhole Base & Casting

1 EA. x \$3,410.00 = \$3,410.00

Total Cost Removed = \$6,254.00

Items Added to Project

Furnish & Install 6’ Dia. Sanitary Sewer Manhole

11.3 V.F. x \$456.00 = \$5,152.80

Furnish & Install 6’ Sanitary Manhole Base & Casting

1 EA. x \$5,751.00 = \$5,751.00

Total Cost Added = \$10,903.80

NET INCREASE TO PROJECT = \$4,649.80

Item #2 – Add Bid Item – 30-Inch Inlet

30-Inch Storm Inlet 5064.1 was included in the quantity for “Furnish & Install Catch Basin, Type 3 w/ Base & Casting”. The city supplied the casting and grate for this yard inlet. There was no bid item for the 30-In, Dia. Storm Inlet with Base on the bid tab.

Items Removed from Project

#56 – Furnish & Install Catch Basin, Type 3 w/Base & Casting

1 EA. x \$1,850.00 = \$1,850.00

Total Cost Removed = \$1,850.00

Items Added to Project

Furnish & Install 30-In. Dia. Storm Inlet with Base / City Provided Casting

1 EA. x \$1,375.00 = \$1,375.00

Total Cost Added = \$1,375.00

NET DECREASE TO PROJECT = (\$475.00)

6/12/2019

Item #3 – Add Bid Item – Furnish & Install 42” Dia. RCP Class 3 Storm Sewer

The existing storm sewer west of Manhole 5063N was 42” RCP. The plan showed 30” Storm sewer extending west. This change is to match the existing storm sewer size from the west on 10th Avenue.

Items Removed from Project

#53 – Furnish & Install 30” Dia. RCP Class 3 Storm Sewer

10 L.F. x \$88.00 = \$880.00

Total Cost Removed = \$880.00

Items Added to Project

Furnish & Install 42” Dia. RCP Class 3 Storm Sewer

8 L.F. x \$156.00 = \$1,248.00

Total Cost Added = \$1,248.00

NET INCREASE TO PROJECT = \$368.00

Item #4 – Install 12” Hydrant Extension to Gowan Road Hydrant near STA. 12+45

The hydrant valve was moved from the road to behind the curb per city request. This pushed the hydrant further from the curb. The slope was 3:1 behind the curb so the extension is needed to bring the hydrant bury line elevation up to grade.

Items Added to Project

Furnish & Install 12” Hydrant Extension

1 EA. x \$940.00 = \$940.00

Total Cost Added = \$940.00

NET INCREASE TO PROJECT = \$940.00

Attachment: 00058043 - Antigo - Gowan_Field - Change Order #1 (2885 : Gowan Field St Chg Order)

6/12/2019

Item #5 – Overrun of Contract Time – Liquidated Damages

Agreement states the work will be substantially complete within 90 calendar days and completed and ready for final payment within 105 calendar days.

Original Contract Times:

Notice to Proceed Date -	June 18, 2018
Substantial Completion Date -	September 16, 2018
Final Completion Date -	October 1, 2018

Dates of Achieved Milestones:

Owner/Contractor Agreed Contract Time Suspension	November 16, 2018
Resume Contract Time	May 13, 2019
Project Substantial Completion Date	June 6, 2019

Delays 2018 – September 17, 2018 to November 16, 2018	61 days
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Delays 2019 – May 13, 2019 to June 6, 2019	25 days
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Total Project Delay to Substantial Completion	86 days
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Credit for extra work added to the project	8 days
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Credit for decreased production caused by unconventional dewatering in clay soils (South part of Gowan Road)	7 days
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Total days for purposes of Liquidated Damages **71 days**

(86 days – 15 days = 71 days)

71 days x \$1,200.00/day = \$85,200.00

Liquidated Damages = \$85,200.00

NET DECREASE TO PROJECT = (\$85,200.00)

Item #6 – Bookkeeping Adjustment

The Agreement between the Contractor and the City of Antigo allows that bid items can be extended or reduced as needed without change to the unit cost. Several bid items ended up different than the original plan estimate. The difference is (\$54,422.96) or about 3.2% of the original contract amount. This item is a reduction in cost to the project. This change order item is just a book keeping entry to reflect the actual contract amount used in the project.

A majority of the savings realized was from the 24-Inch Granular Sub-Base Course not having to be placed on a large portion of Gowan Road and Field Street due to the existence of granular material near the surface. The anticipated clay layer under the existing pavement and gravel was not present in all areas.

Total Cost Removed = \$54,422.96.

NET DECREASE TO PROJECT = (\$54,422.96)

6/12/2019

CHANGE ORDER #1
Project # - 00058043
Gowan Road and Field Street Reconstruction
City of Antigo

Summary of Changes

Item	Description	Additions to Project Costs	Reduction in Project Costs
#1	Change MH 292N from 5' to 6' Diameter	\$10,903.80	
#2	Add 30-Inch Storm Yard Inlet	\$1,375.00	
#3	Change Storm Sewer pipe size west of 5063N from 30" to 42"	\$1,248.00	
#4	Install 12-Inch hydrant Riser Extension	\$940.00	
#5	Overrun of Contract Time – Liquidated Damages		(\$85,200.00)
#6	Bookkeeping Adjustment		(\$54,422.96)
<u>Total Change Order #1</u>		\$14,466.80	(\$139,622.96)

TOTAL DECREASE OF CONTRACT AMOUNT DUE TO CHANGE ORDER #1	(\$125,156.16)
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Attachment: 00058043 - Antigo - Gowan_Field - Change Order #1 (2885 : Gowan Field St Chg Order)

Darren Vandenberg

From: Jamie Anderson
Sent: Monday, July 23, 2018 12:59 PM
To: Darren Vandenberg
Subject: Fwd: C.O. sanitary manhole 292N

From: Office <office@merrillgravel.com>
Sent: Wednesday, July 18, 2018 4:43:24 PM
To: Jamie Anderson
Subject: C.O. sanitary manhole 292N

James,

Request for change order for 72" sanitary manhole #292N:

Furnish and install 6' Sanitary manhole base and casting: \$5751.00
Furnish and install 6' sanitary manhole by the vertical ft.: \$456.00/vft

David Schumitsch
Merrill Gravel & Construction
2505 E. Sturdevant Street
Merrill, WI 54452
715-536-6223, Fax 715-536-6224
office@merrillgravel.com

CHANGE ORDER #1
ITEM #1

Attachment: 00058043 - Antigo - Gowan_Field - Change Order #1 (2885 : Gowan Field St Chg Order)

Darren Vandenberg

From: office@merrillgravel.com
Sent: Thursday, May 30, 2019 8:27 AM
To: Darren Vandenberg
Subject: Change Order Quote for Antigo Gowan/Field Street Project

Darren,

We are pleased to quote the following prices for a change order:

- | | | |
|------------------------|-------------------|---------|
| 1. 1-30" Inlet | \$1375.00/each | ITEM #2 |
| 2. 8-42" RCP (116) | \$156.00/per foot | ITEM #3 |
| 3. 1-Hydrant Extension | \$940.00/each | ITEM #4 |

If you have any questions please let me know.

David Schumitsch
 Merrill Gravel & Construction Co.
 715-536-6223

CHANGE ORDER #1

ITEM #2

ITEM #3

ITEM #4

Attachment: 00058043 - Antigo - Gowan_Field - Change Order #1 (2885 : Gowan Field St Chg Order)



To: Mayor and City Council
From: Mark Desotell, Director of Administrative Services
Date: July 10, 2019
Re: Submission of an Application for the 4th Avenue Bridge as a 2020-2025 Program Cycle under WisDOT's Local Bridge Improvement Assistance Program

The Wisconsin Department of Transportation is soliciting applications for bridge replacement projects under their Local Bridge Improvement Assistance program. The program offers an 80% Federal/20% Local match for design & construction. Any needed right-of-way or non-participating items would require a 100% Local match. Right-of-Way purchases are not anticipated at this time; limited term easements (LTE's) may be required for construction purposes.

Bridges throughout the State are inspected every 2 years and a Sufficiency rating is calculated based on the overall condition of the structure. A new bridge would have a rating of 100 and deck replacements are eligible when the rating falls below 85. A bridge is eligible for replacement when the rating falls below 50; the current 4th Avenue Bridge has a Sufficiency Rating of 48.1 as of October of 2018. It is certainly time to consider its replacement.

A preliminary copy of the application is provided in your agenda packets with these initial submittals due to WisDOT's Regional office by July 15, 2019. The final applications are not due until October of 2019. The design process and construction projects are not allowed to occur in the same State Fiscal Year. In fact, we have selected FY 2022 for design & FY 2024 for construction allowing for potential delays in the overall process.

Initial estimates are provided in the preliminary application and are subject to WisDOT review for the final application process:

- Design Engineering + State Review
 - \$76,450 (20% local = \$15,290)
- Construction & Inspection + State Review
 - \$505,750 (20% Local = \$101,150)

I am requesting authorization to submit an application to WisDOT for 80% funding for the replacement of the 4th Avenue Bridge over Springbrook Creek and for the authorization to work directly with WisDOT regarding any revisions necessary prior to the October 15, 2019 final submittal deadline. If our application is approved, a joint State/Municipal Agreement would be brought back to the Public Works Committee for consideration.



WisDOT 2020-2025 Local Bridge Program Application

NOTE: This application is required for each new potential 2020-2025 program cycle project. Please review the application instructions (see link below) to assist you in completing the application.

[Local Bridge Application Instructions](#)

Project Description

Project Sponsor: **City of** Antigo Facility Owner: **City of** Antigo

Project Location:

Municipality: **City of** Antigo County: Langlade

On Route: 4th Ave.

At Route (Start): US Hwy 45 Offset: 0.05 (miles)

Toward Route (End): Field Street

Note: Attach an 8½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link: <http://wisconsin.gov/Pages/doing-bus/local-gov/wislr/default.aspx>)

Existing Bridge ID#: P34-701

Length of Project: 250 (feet)

Average Daily Traffic (ADT): 1704 ADT Year: 2015 Posted or Statutory Speed Limit(s): 25 (mph)

Functional Classification: **Collector**

Existing Facility

Bridge Type: **Bridge** If Other, specify:

Feature the Structure Passes Over: Springbrook Creek

Clear Roadway Width of Bridge: 30 (feet) Bridge Length: 34 (feet)

Number of Spans: 1 Approach Pavement Width: 34 f-f curb (feet)

Is the bridge on the current WisDOT Bridge List? ☒ Yes ☐ No

Most Recent Inspection Date: 10/14/18

Bridge Build Year: 1936

Bridge Rehabilitation Year: N/A

Is scour currently a problem? ☐ Yes ☒ No

Has flooding (overtopping) of the bridge been observed? ☐ Yes ☒ No

Is debris accumulation and clogging currently a problem? ☐ Yes ☒ No

Current Load Posting: None

Sufficiency Rating: 48.1

☒ Structurally Deficient

☐ Functionally Obsolete

Existing sidewalk? ☐ Yes ☒ No

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

Existing bicycle/pedestrian accommodations? ☐ Yes ☐ No

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

☒ Yes ☐ No

☐ Lighting: **Spot** Lighting Style: **SELECT**

Approach Pavement Type: **Asphalt**

Sub-standard alignment? Horizontal: ☐ Yes ☒ No

Vertical: ☐ Yes ☒ No

Is the bridge subject to a local resolution or ordinance on gross vehicle and axle weight limits for Implements of Husbandry (IoH) and Agricultural Commercial Motor Vehicles (Ag CMVs) per 2013 Wisconsin Act 377?

☐ Yes ☒ No

Does a railroad facility exist within 1,000 feet of the project limits? ☐ Yes ☒ No If yes, specify: **SELECT**

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

Known safety issues? ☐ Yes ☒ No If yes, specify: (consider applying for Highway Safety Improvement Program [HSIP] funds if applicable)

Project Justification

Explain why the project is needed, including the scope and appropriate detail on the project's uniqueness and complexity. Describe specific deficiencies such as deck or abutment condition, structural element deterioration or substandard width, etc. Include and separately identify any 100% locally funded components of the project that are part of the overall improvement.

The need for the replacement of this structure is evidenced not only by the amount of daily traffic that it currently handles within the City's Downtown corridor but also by its strategic location within close proximity to the Antigo Lakes system, City Parks and our Springbrook Walking/Bicycle Trail system. The deck, super and sub-structures all exhibit signs of cracking and spalling and contribute to the low sufficiency rating of this structure. The bridge is located approximately 100 feet downstream of our 4th Avenue water level control dam for the Antigo Lakes system. A City pocket-park is located in the NE quadrant with similar plans being considered for the NW quadrant.

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:

https://docs.legis.wisconsin.gov/code/admin_code/trans/213.pdf

NOTE: An optimal work recommendation created by the WisDOT Bureau of Structures is available at the WisDOT Local Project Tools webpage:

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

Improvement Type: ☒ Bridge Replacement: **Existing Alignment**

☐ Bridge Rehabilitation: **SELECT** If Other, specify:

NOTE: If the Improvement Type is a Bridge Rehabilitation, a copy of the Rehabilitation Report that was approved by the Bureau of Structures is required to be submitted with this application. If possible, please submit applications requiring a bridge rehabilitation report by July 15, 2019.

Structure Type: **Bridge** If Other, specify:

Clear Roadway Width of Bridge: 34 f-f curb (feet) Bridge Length: 34 (feet) Number of Spans: 1

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: **Standard (up to 100 feet)**

Approach #1 – Direction from Bridge: **West**

Approach #1 Length: 50 (feet)

Approach #2 – Direction from Bridge: **East**

Approach #2 Length: 50 (feet)

Approach Pavement Type: **Asphalt**

Approach Pavement Width: 30 (feet)

Approach Shoulder Type: **Curb and Gutter**

Approach Shoulder Width: 2 (feet)

☐ Sidewalk Width: (feet) Length: (feet)

Are bicycle/pedestrian accommodations required? ☐ Yes ☒ No If yes, specify:

☒ Lighting: **System** Lighting Style: **Decorative**

☒ Bridge Rail

☒ Beam Guard

Traffic Management During Construction: **Road Closed**

Do you anticipate submittal of an exception to standards request? ☐ Yes ☒ No

If yes, please describe:

Environmental/Cultural Issues

Agriculture	☐ Yes	☒ No	☐ Not Investigated	Comments:
Archaeological sites	☐ Yes	☐ No	☒ Not Investigated	Comments:
Historical sites	☐ Yes	☐ No	☒ Not Investigated	Comments:
Lakes, waterways, floodplains downstream of Antigo Lakes 4th Avenue dam	☒ Yes	☐ No	☐ Not Investigated	Comments: 100'
If located in floodplain, specify ☐ Zone A ☐ Zone AE - if Zone AE , provide Base Flood Elevation				
Wetland	☐ Yes	☒ No	☐ Not Investigated	Comments:
Stormwater management	☐ Yes	☐ No	☐ Not Investigated	Comments:
Hazardous materials sites contamination site (fuel) within the NE quadrant	☒ Yes	☐ No	☐ Not Investigated	Comments: Former
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:

Freight/Implements of Husbandry (IOH)

Intersects with state freight networks	☐ Yes	☒ No	☐ Not Investigated	Comments:
Increases access for IOH or freight vehicles	☐ Yes	☐ No	☒ Not Investigated	Comments:
Facilitates improvement to "last mile"	☐ Yes	☐ No	☒ Not Investigated	Comments:

Miscellaneous Issues

Construction Schedule Restrictions (trout, migratory bird, local events): None Known

Has there been any real estate acquired or transferred in anticipation of this project? ☐ Yes ☒ No

If yes, please explain.

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 ☒ Temporary interests

Other Funding Sources: Has the municipality anticipated, requested or been approved for other federal or state funding from WisDOT for the improvement? ☐ Yes ☒ No If yes, please indicate all of the other funding sources that are anticipated, have been requested or approved with the associated project ID(s):

Highway Safety Improvement Program (HSIP)	☐ Anticipated	☐ Requested	☐ Approved	ID:
Local Roads Improvement Program (LRIP)	☐ Anticipated	☐ Requested	☐ Approved	ID:
Railroad Programs (see instructions)	☐ Anticipated	☐ Requested	☐ Approved	ID:
Surface Transportation Program - Rural	☐ Anticipated	☐ Requested	☐ Approved	ID:
Surface Transportation Program - Urban	☐ Anticipated	☐ Requested	☐ Approved	ID:
Congestion Mitigation and Air Quality (CMAQ)	☐ Anticipated	☐ Requested	☐ Approved	ID:
Transportation Alternatives Program	☐ Anticipated	☐ Requested	☐ Approved	ID:
Transportation Economic Assistance Program	☐ Anticipated	☐ Requested	☐ Approved	ID:
Disaster Damage Aids	☐ Anticipated	☐ Requested	☐ Approved	ID:
Other:	☐ Anticipated	☐ Requested	☐ Approved	ID:

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

CONFIDENTIAL INFORMATION

Cost Estimate, Project Priority, and Scheduling (Do not include pages A-5 or A-6 in the Concept Definition Report (CDR)).

Applicants should reference the following WisDOT web page prior to completing this section of the application:
<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx>

NOTE: Requesting design and construction projects to be scheduled in the same fiscal year is not allowed. All applications must include a sheet documenting the calculations performed to create the estimate(s).

☒ **Tied Projects?** All requests for design must be tied to a construction project. Please indicate which projects will be tied (if applicable): Bridge Design and Construction will be "Tied"

☒ **Construction:**

Basis for Construction Estimate: ☒ Itemized ☐ Per SF ☐ [WisDOT Bureau of Structures Cost Estimate Tool](#)

☒ Past Projects ☐ Other, specify:

Project Priority: 1

☐ FY 2021 ☐ FY 2022 ☐ FY 2023 ☒ FY 2024 ☐ FY 2025

Structure:

Federal Share of the Participating Construction Cost (80%)	\$320,000
Local Share of the Participating Construction Cost (20%)	\$ 80,000
Non-Participating Construction Cost (100% Local)	\$ 0

Approaches:

Federal Share of the Participating Construction Cost (80%)	\$ 20,000
Local Share of the Participating Construction Cost (20%)	\$ 5,000
Non-Participating Construction Cost (100% Local)	\$ 0

A. Subtotal Construction Costs \$425,000

B. Construction Engineering Costs \$ 59,500

B. State Review for Construction (Provided by WisDOT Region) \$ 21,250

Construction with State Review Cost Estimate (sum lines A, B and C) \$505,750

☒ **Design:**

☐ 100% Locally Funded (state review is required to be included as 100% locally funded) **OR**

☒ 80% Federally Funded ("state review only" projects are not allowed)

Project Priority: 1

☐ FY 2021 ☒ FY 2022 ☐ FY 2023 ☐ FY 2024 ☐ FY 2025

A. Plan Development (Provided by WisDOT Region) Percentage: 13 % \$ 55,200

B. State Review for Design (Provided by WisDOT Region) Percentage: 5 % \$ 21,250

Design with State Review Cost Estimate (sum lines A and B) \$ 76,450

Attachment: 4th Avenue Bridge Replacement Application to WisDOT - DRAFT Version July 2019 (2894 : Application for the 4th Avenue Bridge

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.

CONFIDENTIAL INFORMATION (continued)

☐ **Real Estate:** (Must be funded with local funds.)

Project Priority:

☐ FY 2021 ☐ FY 2022 ☐ FY 2023 ☐ FY 2024 ☐ FY 2025

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

Cost Estimate, Project Priority, and Scheduling

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

Project Priority:

☐ FY 2021 ☐ FY 2022 ☐ FY 2023 ☐ FY 2024 ☐ FY 2025

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

NOTE: WisDOT Utility Policy link: <http://wisconsindot.gov/rdwy/fdm/fd-18-00toc.pdf>

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

Additional Confidential Information				
FOR WISDOT USE ONLY – enter the following information at application review				
Wisconsin Region Application Reviewer:			Date:	
WisDOT Region Comments on Application:				
FOR WISDOT USE ONLY – enter the following information after project approval				
Approved Federal Funding Amount:		Construction: \$	Design: \$	Real Estate: \$ Utility: \$
Approved State Funding Amount:		Construction: \$	Design: \$	Real Estate: \$ Utility: \$

Key Program Requirements Confirmation

Please confirm your understanding of the following project conditions by **typing your name, title and initials** in the boxes at the bottom of this page. **A Head of Government/Designee with fiscal authority for the project sponsor, not a consultant, must initial below AND sign the next page of this application.**

- a. All Federal Funding will be limited at the estimate amount unless an increase is approved by WisDOT. Additional costs incurred over the limit will be 100% the responsibility of the project sponsor.
- b. A federally funded design project must be tied to a construction project. Stand alone design projects are no longer eligible for funding.
- c. Only new projects may apply. Existing projects are ineligible for additional funds through the rating and ranking process. Existing projects requiring additional funds are encouraged to use the existing Project Change and Cost Increase processes.
- d. Federally funded projects must be designed in accordance with all application federal design standards (even if the design for a federally funded project was 100% locally funded).
- e. The sponsor must provide matching dollar funding of at least 20% of project costs.
- f. The 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.
- g. As the work progresses, the state will bill the project sponsor for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- h. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal/state financing commitments or are ineligible for federal/state financing. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly authorized officers or officials, agrees and authorizes the state to set off and withhold the required reimbursement amount as determined by the state from any moneys otherwise due and payable by the state to the municipality.
- 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. 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 for only state review for design projects.
- k. 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, 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 up to 80% federal/state and minimum 20% local match requirements.
- l. Transportation construction projects using federal funds, except sidewalks, are likely general improvements that primarily benefit the public at large and for which special assessments cannot be levied under s. 66.0703, Wis. Stats. Municipalities desiring to obtain the required local project funding through special assessments levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App 83.

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

Name: Mark A. Desotell, P.E.

Title: Director of Administrative Services

Accepted (please type your initials here electronically): MAD

Contact Information and Signatures

Application prepared by a consultant? ☐ Yes ☒ No If yes, consultant information and signature required below.

Consultant Company Name: Company Location (City, State):

Consultant Signature (electronic only):

Date:

NOTE: On Local Program projects, it is not permissible for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project. A municipality could start their consultant selection process early enough and make the application part of the scope of services with the understanding that all costs incurred prior to authorization will be the responsibility of the local municipality.

See FDM 8-5-3 for additional information: <http://wisconsindot.gov/rdwy/fdm/fd-08-05.pdf>

Sponsor Agency: City of Antigo

Contact Person: Mark A. Desotell, P.E. (Note: must be Head of Government or Designee)

Title: Director of Administrative Services

Address: 700 Edison Street

Telephone: 715-623-3633 (Ext 155)

Email: mdesotell@antigo-city.org

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.

Head of Government/Designee Signature (electronic only): Mark A. Desotell

Date: 7/2/19

Local Unit of Government Agency (when owner differs from sponsor):

Owner Signature (when owner differs from sponsor) (electronic only):

Date:

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

FOR WISDOT USE ONLY – enter the following information at application review

NOTE: Please add any WisDOT application comments in the comments section on Confidential page A-6.

Subprogram: Project Improvement Type:

Anticipated Environmental Document Type (e.g., CE, ER, EA, EIS):

Region Reviewer's Name:

Reviewer's Title:

Date Received:

WisDOT Region Reviewers Signature:

Date:

FOR WISDOT USE ONLY – enter the following information after project approval

Project ID(s):



To: Mayor and City Council
From: Mark Desotell, Director of Administrative Services
Date: July 10, 2019
Re: 2020-2025 STP Urban Project Application for 7th Avenue (Dorr to Clermont Streets) & Clermont Street (7th to 10th Avenues)

The Wisconsin Department of Transportation is soliciting Urban project applications under their Surface Transportation Program (STP-U). The program offers an 80% Federal/20% Local match for design & construction. Any needed right-of-way or non-participating items would require a 100% Local match. Right-of-Way purchases are not anticipated at this time; limited term easements (LTE's) may be required for construction purposes.

As an eligible municipality we receive an entitlement balance of STP-U Federal funds on a recurring cycle (every 2 to 3 years depending on legislative action). Our current program balance is at +/- \$244,000 with our last allotment credited in 2018 in the approximate amount of \$150,000. Only certain roadways within the City (collectors or arterials) are eligible to receive these funds. A map of eligible roadways is included in your agenda packet. Staff reviewed these eligible locations and considered 7th Avenue (Dorr to Clermont) and Clermont (10th to 7th) as the best served choice for these funds. Other locations considered included Western Avenue (5th to CTH Y) and 2nd Avenue (east of Highway 45).

A preliminary copy of the applications are provided in your agenda packets with these initial submittals due to WisDOT's Regional office by July 15, 2019. The final applications are not due until October of 2019. The design process and construction projects are not allowed to occur in the same State Fiscal Year. In fact, we have selected FY 2021 for design & FY 2023 for construction allowing for potential delays in the overall process.

Initial estimates are provided in the preliminary application and are subject to WisDOT review for the final application process:

- Design Engineering + State Review
 - \$34,000 (7th Ave) + \$68,000 (Clermont) = \$102,000 (20% = \$20,400)
- Construction & Inspection + State Review
 - \$235,000 (7th Ave) + \$468,000 (Clermont) = \$703,000 (20% = \$140,600)

I am requesting authorization to submit an application to WisDOT for 80% funding for the reconstruction of 7th Avenue (Dorr to Clermont Streets) + Clermont Street (7th to 10th Avenues) along with the authorization to work directly with WisDOT regarding any revisions necessary prior to the October 15, 2019 final submittal deadline. If our application is approved, a joint State/Municipal Agreement would be brought back to the Public Works Committee for consideration.



WisDOT 2020-2025 STP-Urban Program Application

NOTE: This application is required for each new potential 2020-2025 program cycle project. Please review the application instructions (see link below) to assist you in completing the application.

[STP-Urban Application Instructions](#)

Project Description

Project Sponsor: **City of Antigo** Facility Owner: **City of Antigo**

Project Location:

Municipality: **City of Antigo** County: **Langlade**

On Route: **7th Avenue**

At Route (Start): **Dorr Street** Offset: (tenths of a mile)

Toward Route (End): **Clermont Street**

Is the project a planning, administration, or other non-infrastructure project? ☐ Yes ☒ No If yes, please select the type of project and provide a brief explanation: **SELECT**

Please indicate the project's distance from the applicable urban/urbanized area boundary: **Less than 1 mile**

NOTE: Attach an 8½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link: <http://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx>)

Length of Project: **0.2** (tenths of a mile)

Average Daily Traffic (ADT): ADT Year: Posted or Statutory Speed Limit(s): **25** (mph)

Functional Classification: **Collector**

Functional classification map change anticipated during this program cycle? ☐ Yes ☒ No

NOTE: Roadway must be functionally classified as a Collector or higher to be eligible for funding.

Existing Facility

Number of Lanes: **2** Lane Width: **17'** Cross Section: ☐ Rural ☒ Urban

Pavement Type: **Asphalt** If Combination, explain: Pavement Width:

Pavement Rating: Pavement Condition: Year Last Improved:

Shoulder Type: **Curb and Gutter** If Combination, explain: Shoulder Width: **2**

Existing Sidewalk? ☒ Yes ☐ No

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

Existing bicycle/pedestrian accommodations? ☐ Yes ☐ No

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

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

Sub-standard alignment? Horizontal: ☐ Yes ☒ No

Vertical: ☐ Yes ☒ No

Any federal-aid-eligible structures within the existing facility? ☐ Yes ☒ No If yes, please indicate the structure ID #(s):

Does a railroad facility exist within 1000 feet of the project limits? ☐ Yes ☒ No If yes, specify: **SELECT**

Known Safety Issues? ☐ Yes ☒ No If yes, specify: (consider applying for Highway Safety Improvement Program [HSIP] funds if applicable)

Project Justification

Explain why the project is needed, including the scope and appropriate detail on the project's uniqueness and complexity. Describe specific deficiencies such as pavement cracking, edge raveling, surface deterioration, substandard geometrics, etc. Include and separately identify any 100% locally funded components of the project that are part of the overall improvement.

The 7th Avenue project (in conjunction with the Clermont Street project) serves as the main transportation corridor(s) for students in the Antigo Unified School District. It's condition has deteriorated to a point requiring surface reconstruction including the replacement of curb & gutter. Sidewalks will be evaluated by City staff for removal as needed with some sections being allowed to remain in-place. School bus operations will also be considered in the final project design.

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.

Improvement Type: **Reconstruction** If Combination, explain: Overall Length: **1050** (feet)

☐ Rural Cross Section Length: (tenths of a mile)

☒ Urban Cross Section Length: **0.2** (tenths of a mile)

Will the project add lanes? ☐ Yes ☒ No If Yes, describe which part(s) of the project will receive additional lanes:

Grading: ☒ Minimal ☐ Moderate ☐ Extensive

New Pavement Type: **Hot Mix Asphalt** If Combination, explain: Width: **17'** Length: **1050'**

New Shoulder Type: **Concrete** If Combination, explain: Width: **2'** Length: **1050'**

☒ Sidewalk Width: **5'** Length: **As Needed**

Are bicycle/pedestrian accommodations required? ☐ Yes ☐ No If yes, specify:

☒ Curb and Gutter Length: **1050' each side**

☐ Signals ☐ Roundabout **NOTE: Refer to FDM 11-26 for modern roundabout information (<http://wisconsin.gov/rdwy/fdm/fd-11-26.pdf>).**

☐ Railroad improvements

☐ Freight-related improvements

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

☐ Beam Guard

☒ Permanent and Temporary Pavement Marking

☒ Permanent and Temporary Signing

☐ Storm Sewer:

☐ Lateral Storm Sewer Lines Estimated Total Length: Estimated Diameter(s):
☐ Trunk Storm Sewer Lines Estimated Total Length: Estimated Diameter(s):
☐ Storm Sewer Included in Non-participating Construction Cost estimate (see page A-5)

☐ Structure Structure Type: **SELECT** Work Required: **SELECT**
 Structure #(s): Sizes and Descriptions:

Traffic Management During Construction: **Road Closed**

Do you anticipate submittal of an exception to standards request? ☐ Yes ☒ No

If yes, please describe:

Environmental/Cultural Issues

Agriculture	☐ Yes	☒ No	☐ Not Investigated	Comments:
Archaeological sites	☐ Yes	☐ No	☒ Not Investigated	Comments:
Historical sites	☐ Yes	☐ No	☒ Not Investigated	Comments:
Lakes, waterways, floodplains	☐ Yes	☒ No	☐ Not Investigated	Comments:
Wetland	☐ Yes	☒ No	☐ Not Investigated	Comments:
Stormwater 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:

Miscellaneous Issues

Construction Schedule Restrictions (trout, migratory bird, local events): **Prefer construction outside of calendar school year to avoid conflicts**

Has there been any real estate acquired or transferred in anticipation of this project? ☐ Yes ☒ No

If yes, please explain.

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

Other Funding Sources: Has the municipality anticipated, requested or been approved for other federal or state funding from WisDOT for the improvement? ☐ Yes ☒ No If yes, please indicate all of the other funding sources that are anticipated, have been requested, or approved with the associated project ID(s):

Highway Safety Improvement Program (HSIP) ☐ Anticipated ☐ Requested ☐ Approved ID:

Local Roads Improvement Program (LRIP) ☐ Anticipated ☐ Requested ☐ Approved ID:

Railroad Programs (see instructions)	☐ Anticipated	☐ Requested	☐ Approved	ID:
Local Bridge Program	☐ Anticipated	☐ Requested	☐ Approved	ID:
Surface Transportation Program - Rural	☐ Anticipated	☐ Requested	☐ Approved	ID:
Congestion Mitigation and Air Quality (CMAQ)	☐ Anticipated	☐ Requested	☐ Approved	ID:
Transportation Alternatives Program	☐ Anticipated	☐ Requested	☐ Approved	ID:
Transportation Economic Assistance Program	☐ Anticipated	☐ Requested	☐ Approved	ID:
Disaster Damage Aids	☐ Anticipated	☐ Requested	☐ Approved	ID:
Other:	☐ Anticipated	☐ Requested	☐ Approved	ID:

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

Cost Estimate, Project Priority, and Scheduling (do not include pages A-5 and A-6 in the Concept Definition Report [CDR])

Applicants should reference the following WisDOT web page prior to completing this section of the application:
<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx>

NOTE: Requesting design and construction projects in the same fiscal year is not allowed. All applications must include a sheet documenting the calculations performed to create the estimate(s).

☒ Tied Projects? All requests for design must be tied to a construction project. Please indicate which projects will be tied (if applicable): Design & Construction

☒ Construction:

Basis for Construction Estimate: ☒ Itemized ☐ Per Mile ☐ Past Projects
☐ Other, specify:

Project Priority: 1

☐ FY 2021 ☐ FY 2022 ☐ FY 2023 ☒ FY 2024 ☐ FY 2025

Roadway:

Federal Share of the Participating Construction Cost (80%)	\$ 160,000
Local Share of the Participating Construction Cost (20%)	\$ 40,000
Non-Participating Construction Cost (100% Local)	\$ 0

Structure(s) (if applicable):

Federal Share of the Participating Construction Cost (80%)	\$0
Local Share of the Participating Construction Cost (20%)	\$0
Non-Participating Construction Cost (100% Local)	\$0

A. Subtotal Construction Costs \$200,000

B. Construction Engineering Costs \$ 25,000

C. State Review for Construction (see instructions, page I-8, Table 1) \$ 10,000

Construction with State Review Cost Estimate (sum lines A, B and C) \$235,000

☒ Design:

☐ 100% Locally Funded (state review is required to be included as 100% locally funded) OR

☒ 80% Federally Funded ("state review only" projects are not allowed)

Project Priority:

☐ FY 2021 ☒ FY 2022 ☐ FY 2023 ☐ FY 2024 ☐ FY 2025

A. Plan Development (see instructions page I-9, Table 1) Percentage: 12 % \$ 24,000

B. State Review for Design (see instructions, page I-9, Table 1) Percentage: 5 % \$ 10,000

Design with State Review Cost Estimate (sum lines A and B) \$ 34,000

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.

CONFIDENTIAL INFORMATION (continued)

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

Project Priority:

☐ FY 2021 ☐ FY 2022 ☐ FY 2023 ☐ FY 2024 ☐ FY 2025

Total Real Estate Cost (Round to next \$1,000) **\$0**

Cost Estimate, Project Priority, and Scheduling (do not include pages A-5 and A-6 in the Concept Definition Report [CDR])

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

Project Priority:

☐ FY 2021 ☐ FY 2022 ☐ FY 2023 ☐ FY 2024 ☐ FY 2025

Total Utility Cost (Round to next \$1,000) **\$0**

NOTE: WisDOT Utility Policy link: <http://wisconsin.gov/rdw/fdm/fd-18-01.pdf>

☐ **Other (Planning, Administration, or Other Non-infrastructure):**

Project Priority:

☐ FY 2021 ☐ FY 2022 ☐ FY 2023 ☐ FY 2024 ☐ FY 2025

Total Other Cost (Round to next \$1,000) **\$0**

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

Additional Confidential Information

FOR WISDOT USE ONLY – enter the following information at application review

WisDOT Region Reviewer:

Date:

WisDOT Region Comments on Application:

FOR WISDOT USE ONLY – enter the following information after project approval

Approved Federal Funding Amount: Construction: \$

Design: \$

Real Estate: \$

Utility: \$

Other: \$

Please confirm your understanding of the following project conditions by **typing your name, title and initials** in the boxes at the bottom of this page. **A Head of Government/Designee with fiscal authority for the project sponsor, not a consultant, must initial below AND sign the next page of this application.**

- a. All Federal Funding will be limited at the estimate amount unless an increase is approved by WisDOT. Additional costs incurred over the limit will be 100% the responsibility of the project sponsor.
- b. A federally funded design project must be tied to a construction project. Stand alone design projects are no longer eligible for funding (this does not apply to MPO area projects).
- c. Only new projects may apply, existing projects are ineligible for additional funds through the new cycle process. Existing projects requiring additional funds are encouraged to use the existing Project Change and Cost Increase processes.
- c. Federally-funded projects must be designed in accordance with all applicable federal design standards (even if the design for a federally-funded project was 100% locally funded).
- d. The sponsor must provide matching dollar funding of at least 20% of project costs.
- e. The 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. As the work progresses, the state will bill the project sponsor for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- g. 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 are ineligible for federal financing. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly authorized officers or officials, agrees and authorizes the state to set off and withhold the required reimbursement amount as determined by the state from any moneys otherwise due and payable by the state to the municipality.
- h. 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.
- i. 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 for only state review for design projects.
- j. 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, 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 80% federal and 20% local match requirements.
- k. Transportation construction projects using federal funds except sidewalks, are likely general improvements that primarily benefit the public at large and for which special assessments cannot be levied under s. 66.0703, Wis. Stats. Municipalities desiring to obtain the required local project funding through special assessments levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App 83.

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

2.3.a

Name: **Mark A. Desotell, P.E.**

Title: **Director of Administrative Services**

Accepted (please type your initials here): **MAD**

Contact Information and Signatures

Application prepared by a consultant? ☐ Yes ☒ No If yes, consultant information and signature required below.

Consultant Company Name:

Company Location (City, State):

Consultant Signature (electronic only):

Date:

NOTE: On Local Program projects, it is not permissible for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project. A municipality could start their consultant selection process early enough and make the application part of the scope of services with the understanding that all costs incurred prior to authorization will be the responsibility of the local municipality.

See FDM 8-5-3 for additional information: <http://wisconsindot.gov/rdwy/fdm/fd-08-05.pdf>

Sponsor Agency: **City of Antigo**

Contact Person: **Mark A. Desotell, P.E.**

(Note: must be Head of Government or

Designee)

Title: **Director of Administrative Services**

Address: **700 Edison Street**

Telephone: **715-623-3633 (Ext 155)**

Email: **mdesotell@antigo-city.org**

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.

Head of Government/Designee Signature (electronic only): **MAD**

Date: 7/2/19

Local Unit of Government Agency (when owner differs from sponsor):

Owner Signature (when owner differs from sponsor) (electronic only):

Date:

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

FOR WISDOT USE ONLY – enter the following information at application review

NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-6.

Subprogram: Project Improvement Type:

Anticipated Environmental Document Type (e.g., CE, ER, EA, EIS):

Region Reviewer's Name:

Reviewer's Title:

Date Received:

WisDOT Region Reviewers Signature:

Date:

FOR WISDOT USE ONLY – enter the following information after project approval

Attachment: DRAFT 7th Avenue - STP Urban Application, July 2019 (2895 : 2020-2025 STP Urban Project Application for 7th Avenue & Clermont



WisDOT 2020-2025 STP-Urban Program Application

NOTE: This application is required for each new potential 2020-2025 program cycle project. Please review the application instructions (see link below) to assist you in completing the application.

[STP-Urban Application Instructions](#)

Project Description

Project Sponsor: **City of Antigo** Facility Owner: **City of Antigo**

Project Location:

Municipality: **City of Antigo** County: **Lantern**

On Route: **Clermont Street**

At Route (Start): **10th Avenue** Offset: (tenths of a mile)

Toward Route (End): **7th Avenue**

Is the project a planning, administration, or other non-infrastructure project? ☐ Yes ☒ No If yes, please select the type of project and provide a brief explanation: **SELECT**

Please indicate the project's distance from the applicable urban/urbanized area boundary: **Less than 1 mile**

NOTE: Attach an 8½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link: <http://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx>)

Length of Project: **0.4** (tenths of a mile)

Average Daily Traffic (ADT): ADT Year: Posted or Statutory Speed Limit(s): **25** (mph)

Functional Classification: **Collector**

Functional classification map change anticipated during this program cycle? ☐ Yes ☒ No

NOTE: Roadway must be functionally classified as a Collector or higher to be eligible for funding.

Existing Facility

Number of Lanes: **2** Lane Width: **17'** Cross Section: ☐ Rural ☒ Urban

Pavement Type: **Asphalt** If Combination, explain: Pavement Width: **34'**

Pavement Rating: Pavement Condition: Year Last Improved:

Shoulder Type: **Curb and Gutter** If Combination, explain: Shoulder Width: **2'**

Existing Sidewalk? ☒ Yes ☐ No

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

Existing bicycle/pedestrian accommodations? ☐ Yes ☐ No

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

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

Sub-standard alignment? Horizontal: ☐ Yes ☒ NoVertical: ☐ Yes ☒ NoAny federal-aid-eligible structures within the existing facility? ☐ Yes ☒ No If yes, please indicate the structure ID #(s):Does a railroad facility exist within 1000 feet of the project limits? ☐ Yes ☒ No If yes, specify: **SELECT**Known Safety Issues? ☐ Yes ☒ No If yes, specify: (consider applying for Highway Safety Improvement Program [HSIP] funds if applicable)**Project Justification**

Explain why the project is needed, including the scope and appropriate detail on the project's uniqueness and complexity. Describe specific deficiencies such as pavement cracking, edge raveling, surface deterioration, substandard geometrics, etc. Include and separately identify any 100% locally funded components of the project that are part of the overall improvement.

The Clermont Street project (in conjunction with the 7th Avenue project) serves as the main transportation corridor(s) for students in the Antigo Unified School District. It's condition has deteriorated to a point requiring surface reconstruction including the replacement of curb & gutter. Sidewalks will be evaluated by City staff for removal as needed with some sections being allowed to remain in-place. School bus operations will also be considered in the final project design.

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.

Improvement Type: **Reconstruction** If Combination, explain: Overall Length: **2000** (feet)☐ Rural Cross Section Length: (tenths of a mile)☒ Urban Cross Section Length: **0.4** (tenths of a mile)Will the project add lanes? ☐ Yes ☒ No If Yes, describe which part(s) of the project will receive additional lanes:Grading: ☒ Minimal ☐ Moderate ☐ ExtensiveNew Pavement Type: **Hot Mix Asphalt** If Combination, explain: Width: **34'** Length: **2000'**New Shoulder Type: **Concrete** If Combination, explain: Width: **2'** Length: **2000' each side**☒ Sidewalk Width: **5'** Length: **As Needed**Are bicycle/pedestrian accommodations required? ☐ Yes ☐ No If yes, specify:☒ Curb and Gutter Length: **1800' each side**☐ Signals ☐ Roundabout **NOTE: Refer to FDM 11-26 for modern roundabout information (<http://wisconsin.gov/rdwy/fdm/fd-11-26.pdf>).**☐ Railroad improvements☐ Freight-related improvements☐ Lighting: **SELECT** Lighting Style: **SELECT**☐ Beam Guard☒ Permanent and Temporary Pavement Marking☒ Permanent and Temporary Signing☐ Storm Sewer:

☐ Lateral Storm Sewer Lines Estimated Total Length: Estimated Diameter(s):
☐ Trunk Storm Sewer Lines Estimated Total Length: Estimated Diameter(s):
☐ Storm Sewer Included in Non-participating Construction Cost estimate (see page A-5)

☐ Structure Structure Type: **SELECT** Work Required: **SELECT**
 Structure #(s): Sizes and Descriptions:

Traffic Management During Construction: **Road Closed**

Do you anticipate submittal of an exception to standards request? ☐ Yes ☒ No

If yes, please describe:

Environmental/Cultural Issues

Agriculture	☐ Yes	☒ No	☐ Not Investigated	Comments:
Archaeological sites	☐ Yes	☐ No	☒ Not Investigated	Comments:
Historical sites	☐ Yes	☐ No	☒ Not Investigated	Comments:
Lakes, waterways, floodplains	☐ Yes	☒ No	☐ Not Investigated	Comments:
Wetland	☐ Yes	☒ No	☐ Not Investigated	Comments:
Stormwater 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:

Miscellaneous Issues

Construction Schedule Restrictions (trout, migratory bird, local events): **Plan to avoid school in session periods**

Has there been any real estate acquired or transferred in anticipation of this project? ☐ Yes ☒ No

If yes, please explain.

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

Other Funding Sources: Has the municipality anticipated, requested or been approved for other federal or state funding from WisDOT for the improvement? ☐ Yes ☒ No If yes, please indicate all of the other funding sources that are anticipated, have been requested, or approved with the associated project ID(s):

Highway Safety Improvement Program (HSIP)	☐ Anticipated	☐ Requested	☐ Approved	ID:
Local Roads Improvement Program (LRIP)	☐ Anticipated	☐ Requested	☐ Approved	ID:
Railroad Programs (see instructions)	☐ Anticipated	☐ Requested	☐ Approved	ID:

Local Bridge Program	☐ Anticipated	☐ Requested	☐ Approved	ID:
Surface Transportation Program - Rural	☐ Anticipated	☐ Requested	☐ Approved	ID:
Congestion Mitigation and Air Quality (CMAQ)	☐ Anticipated	☐ Requested	☐ Approved	ID:
Transportation Alternatives Program	☐ Anticipated	☐ Requested	☐ Approved	ID:
Transportation Economic Assistance Program	☐ Anticipated	☐ Requested	☐ Approved	ID:
Disaster Damage Aids	☐ Anticipated	☐ Requested	☐ Approved	ID:
Other:	☐ Anticipated	☐ Requested	☐ Approved	ID:

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

Cost Estimate, Project Priority, and Scheduling (do not include pages A-5 and A-6 in the Concept Definition Report [CDR])

Applicants should reference the following WisDOT web page prior to completing this section of the application:
<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx>

NOTE: Requesting design and construction projects in the same fiscal year is not allowed. All applications must include a sheet documenting the calculations performed to create the estimate(s).

☐ Tied Projects? All requests for design must be tied to a construction project. Please indicate which projects will be tied (if applicable):

☐ Construction:

Basis for Construction Estimate: ☐ Itemized ☐ Per Mile ☐ Past Projects
☐ Other, specify:

Project Priority:

☐ FY 2021 ☐ FY 2022 ☒ FY 2023 ☐ FY 2024 ☐ FY 2025

Roadway:

Federal Share of the Participating Construction Cost (80%)	\$320,000
Local Share of the Participating Construction Cost (20%)	\$ 80,000
Non-Participating Construction Cost (100% Local)	\$ 0

Structure(s) (if applicable):

Federal Share of the Participating Construction Cost (80%)	\$0
Local Share of the Participating Construction Cost (20%)	\$0
Non-Participating Construction Cost (100% Local)	\$0

A. Subtotal Construction Costs \$400,000

B. Construction Engineering Costs \$ 48,000

C. State Review for Construction (see instructions, page I-8, Table 1) \$ 20,000

Construction with State Review Cost Estimate (sum lines A, B and C) \$468,000

☒ Design:

☐ 100% Locally Funded (state review is required to be included as 100% locally funded) OR

☒ 80% Federally Funded ("state review only" projects are not allowed)

Project Priority:

☒ FY 2021 ☐ FY 2022 ☐ FY 2023 ☐ FY 2024 ☐ FY 2025

A. Plan Development (see instructions page I-9, Table 1) Percentage: 12 % \$48,000

B. State Review for Design (see instructions, page I-9, Table 1) Percentage: 5 % \$20,000

Design with State Review Cost Estimate (sum lines A and B) \$68,000

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.

CONFIDENTIAL INFORMATION (continued)

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

Project Priority:

☐ FY 2021 ☐ FY 2022 ☐ FY 2023 ☐ FY 2024 ☐ FY 2025

Total Real Estate Cost (Round to next \$1,000) **\$0**

Cost Estimate, Project Priority, and Scheduling (do not include pages A-5 and A-6 in the Concept Definition Report [CDR])

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

Project Priority:

☐ FY 2021 ☐ FY 2022 ☐ FY 2023 ☐ FY 2024 ☐ FY 2025

Total Utility Cost (Round to next \$1,000) **\$0**

NOTE: WisDOT Utility Policy link: <http://wisconsin.gov/rdwy/fdm/fd-18-01.pdf>

☐ **Other (Planning, Administration, or Other Non-infrastructure):**

Project Priority:

☐ FY 2021 ☐ FY 2022 ☐ FY 2023 ☐ FY 2024 ☐ FY 2025

Total Other Cost (Round to next \$1,000) **\$0**

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

Additional Confidential Information

FOR WISDOT USE ONLY – enter the following information at application review

WisDOT Region Reviewer:

Date:

WisDOT Region Comments on Application:

FOR WISDOT USE ONLY – enter the following information after project approval

Approved Federal Funding Amount: Construction: \$

Design: \$

Real Estate: \$

Utility: \$

Other: \$

Please confirm your understanding of the following project conditions by **typing your name, title and initials** in the boxes at the bottom of this page. **A Head of Government/Designee with fiscal authority for the project sponsor, not a consultant, must initial below AND sign the next page of this application.**

- a. All Federal Funding will be limited at the estimate amount unless an increase is approved by WisDOT. Additional costs incurred over the limit will be 100% the responsibility of the project sponsor.
- b. A federally funded design project must be tied to a construction project. Stand alone design projects are no longer eligible for funding (this does not apply to MPO area projects).
- c. Only new projects may apply, existing projects are ineligible for additional funds through the new cycle process. Existing projects requiring additional funds are encouraged to use the existing Project Change and Cost Increase processes.
- c. Federally-funded projects must be designed in accordance with all applicable federal design standards (even if the design for a federally-funded project was 100% locally funded).
- d. The sponsor must provide matching dollar funding of at least 20% of project costs.
- e. The 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. As the work progresses, the state will bill the project sponsor for work completed which is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- g. 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 are ineligible for federal financing. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly authorized officers or officials, agrees and authorizes the state to set off and withhold the required reimbursement amount as determined by the state from any moneys otherwise due and payable by the state to the municipality.
- h. 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.
- i. 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 for only state review for design projects.
- j. 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, 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 80% federal and 20% local match requirements.
- k. Transportation construction projects using federal funds except sidewalks, are likely general improvements that primarily benefit the public at large and for which special assessments cannot be levied under s. 66.0703, Wis. Stats. Municipalities desiring to obtain the required local project funding through special assessments levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App 83.

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

2.3.b

Name: **Mark A. Desotell, P.E.**

Title: **Director of Administrative Services**

Accepted (please type your initials here): **MAD**

Contact Information and Signatures

Application prepared by a consultant? ☐ Yes ☒ No If yes, consultant information and signature required below.

Consultant Company Name:

Company Location (City, State):

Consultant Signature (electronic only):

Date:

NOTE: On Local Program projects, it is not permissible for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project. A municipality could start their consultant selection process early enough and make the application part of the scope of services with the understanding that all costs incurred prior to authorization will be the responsibility of the local municipality.

See FDM 8-5-3 for additional information: <http://wisconsindot.gov/rdwy/fdm/fd-08-05.pdf>

Sponsor Agency: **City of Antigo**

Contact Person: **Mark A. Desotell, P.E.**

(Note: must be Head of Government or

Designee)

Title: **Director of Administrative Services**

Address: **700 Edison Street**

Telephone: **715-623-3633 (Ext 155)**

Email: **mdesotell@antigo-city.org**

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.

Head of Government/Designee Signature (electronic only): **MAD**

Date: 7/2/19

Local Unit of Government Agency (when owner differs from sponsor):

Owner Signature (when owner differs from sponsor) (electronic only):

Date:

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

FOR WISDOT USE ONLY – enter the following information at application review

NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-6.

Subprogram: Project Improvement Type:

Anticipated Environmental Document Type (e.g., CE, ER, EA, EIS):

Region Reviewer's Name:

Reviewer's Title:

Date Received:

WisDOT Region Reviewers Signature:

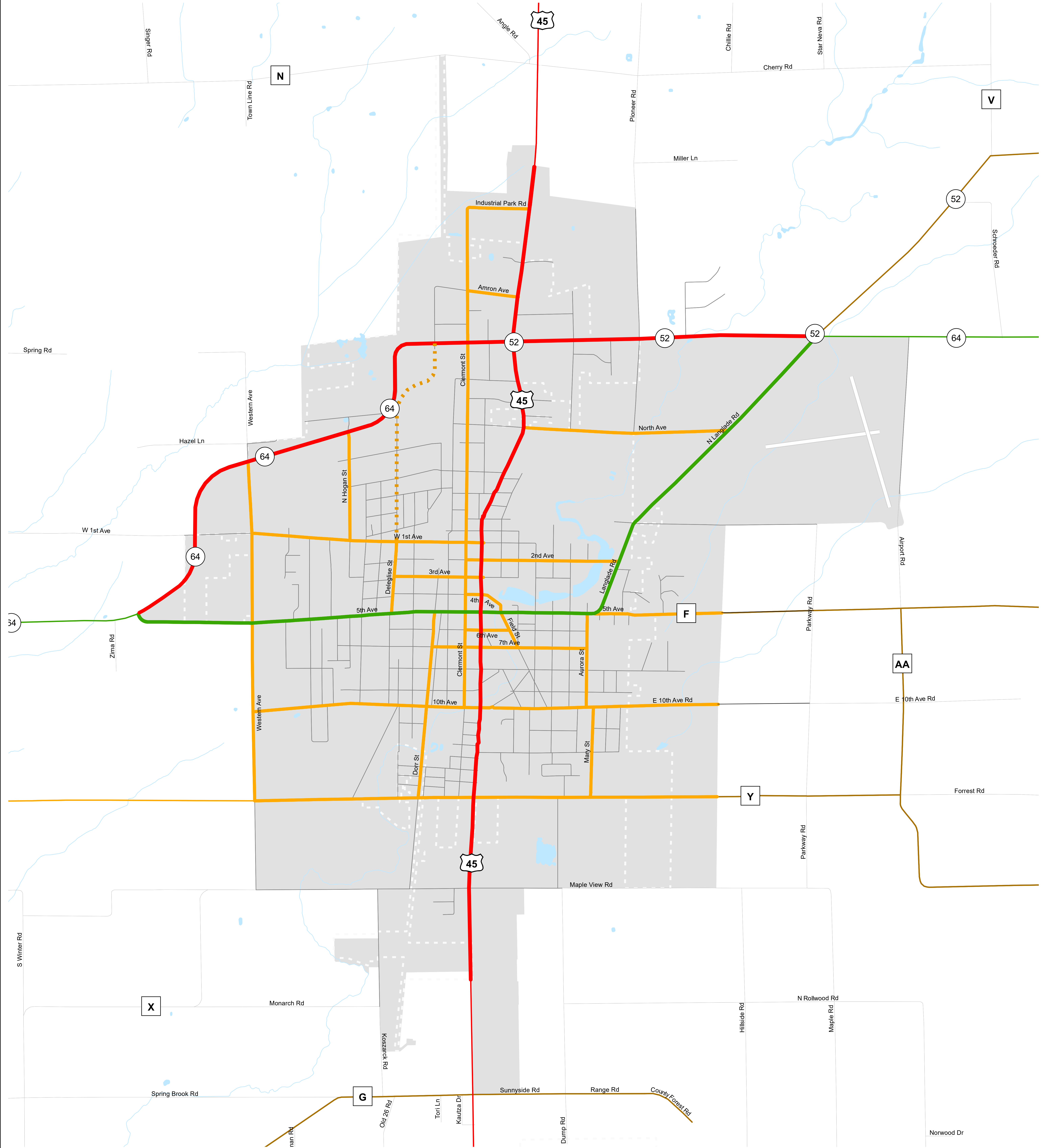
Date:

FOR WISDOT USE ONLY – enter the following information after project approval

Attachment: DRAFT Clermont Street - STP Urban Application, July 2019 (2895 : 2020-2025 STP Urban Project Application for 7th Avenue &

ANTIGO

Functional Classification - June 24, 2019



Legend

Existing	Planned*	Other
	Principal Arterial	Railroads
	Minor Arterial	Lakes, Rivers, Streams
	Collector	City/Village Boundary
	Local	Urban(ized) Area
		Other surrounding urban(ized) area
		Rural Area
		County Boundary

* NOTE
All planned route locations are approximations only.