

WisDOT 2014-2015 STP-Freight Application

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

[STP-Freight Application Instructions](#)

Project Description

Project Sponsor: **City of Milwaukee** Facility Owner: **Same as Sponsor**

Project Location:

Municipality: **City of Milwaukee** County: **Milwaukee**

On Route: **STH 32**

At Route (Start): **Intersection E Ward St, S Allis St and E Bay St** Offset: (tenths of a mile)

Toward Route (End):

New freight project or existing approved STP-Urban, STP-Rural, or Local Bridge project? New Existing

Roadway part of a local/regional freight network? Yes No Unknown

Please indicate the project's distance from an 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://www.dot.wisconsin.gov/localgov/wislr/>).

Length of Project: **0.1 miles** (tenths of a mile)

Average Daily Traffic (ADT): Car**5670** Truck**1080** ADT Year: Posted/Statutory Speed Limit(s): **30** (mph)

Functional Classification: **Principal Arterial**

Functional classification map change anticipated within the next two years? Yes No

Existing Facility

Number of Lanes: **Bay 4, Allis 2, Ward 2** Lane Width: **11 ft.** Cross Section: Rural Urban

Pavement Type: **Combination** If Combination, explain: **Asphalt on Prior Concrete** Pavement Width: **Bay**

2@23, Allis & Ward 24 ft.

Pavement Rating: **N/A** Pavement Condition: **N/A** Year Last Improved: **1990**

Is the current roadway/bridge sufficient for vehicles operating at a gross vehicle weight greater than 80,000 pounds?

Yes No Explain:

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

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: **System** Lighting Style: **Standard**

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**

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

Feature the Structure Passes Over:

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

Number of Spans: Approach Pavement Width: (feet)

Is the bridge on the 2012 or newer NBI list? Yes No

Most Recent Inspection Date:

Bridge Build Year:

Bridge Rehabilitation Year:

Is scour currently a problem? Yes No

Sufficiency Rating:

Structurally Deficient

Functionally Obsolete

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

Crash rate and crash severity within the project limits:

Project Justification

For a complete list of project rating criteria, refer to the STP-Freight Project Rating Criteria. Please limit your project justification response to two pages.

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.

Please also specifically address the project rating criteria, such as the type of facility associated with the project (e.g., distribution center), freight connection to the STH, project delivery timetable, and nearest route alternative.

Multimodal and Intermodal facilities, and warehousing and distributing centers: The Port of Milwaukee located in the heart of the City of Milwaukee on Lake Michigan, serves as both a destination and point of origin for transporting goods via ships and trucks. Over that past 5 years, the City-DPW has issued 185 oversized load permits going to the Port and 399 oversized load permits leaving the Port to trucking companies. Attached please find the route that supports truck movement to and from the northwest side of the City.

Projects that provide "many to one" or "one to many" connections: At this time, there are few routes within the City that can support oversized loads to and from the Port. Routes that include restrictive roadway geometrics, monotubes for traffic signals, and roundabouts either prevent or adversely impact the trucker's ability to move their freight. Companies looking for a port to get their freight to its final destination, first inquire whether a truck can make its way to and from that port and at what cost. The Port's survival hinges on improving and preserving these truck routes.

Improve freight connections to the STH network: City DPW permits are required for oversized loads could exceed any or all of the following size criteria: height over 13 ft 6 in; width over 8 ft 6 in; length over 75 ft and weight over 80,000 lbs. The largest loads being trucked in and out of the Port in each of these areas are: height 22 ft; width 25 ft 10 in; length 210 ft and weight 526,000 lbs.

When the City issues a DPW permit to the trucking company, the permit can include any of the following conditions meant to support the move: police escorts; trimming trees; and temporarily removing on-street parking, street lights and signals. However, the intersection geometrics make some of these moves very difficult causing unsafe conditions for the traveling public or it can eliminate the Port from the list of potential destination points.

Project delivery timetable (considering real estate, utilities, and RR): Preliminary engineering and design 2014 with construction 2015. Proposed improvements do not include any issues regarding real estate or the railroad. The utility work would be related to the intersection improvements.

Max benefit and min turnaround: Making improvements along the route will save trucking companies time and money knowing that they have a dependable route to use.

Nearest route alternative: Given the oversized loads, this route proposed for improvement is the best available route even though it includes intersections that are difficult to maneuver.

Roadway part of a local/regional freight network: This truck route connects to STH 32 and would support trucking to and from the Port.

New project or existing STP-Urban, STP-Rural or Local Bridge project: This would be a new project.

Projects on routes that are currently built to provide access for vehicles legally operating at a gross vehicle weight exceeding 80,000 lbs transporting freight: The City issues DPW permits when the load exceeds allowable load dimensions as defined above.

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: **Combination** If Combination, explain: **pavement replacement and resurfacing** Overall Length: **500** (feet)

Rural Cross Section Length: (tenths of a mile)

Urban Cross Section Length: **.10** (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: **Combination** If Combination, explain: **Asphalt on Concrete** Width: Length:

Turning improvements

New Shoulder Type: **Combination** If Combination, explain: **Asphalt on Concrete** Width: Length:

Turning Improvements

Sidewalk Width: Length:

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

Curb and Gutter Length: **NA**

Signals Roundabout **NOTE: Refer to FDM 11-26 for modern roundabout information**

Railroad 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:
 Clear Roadway Width of Bridge: (feet) Bridge Length: (feet) Number of Spans:
 Total Approach Work: **SELECT**
 Approach #1 – Direction from Bridge: **SELECT** Approach #1 Length: (feet)
 Approach #2 – Direction from Bridge: **SELECT** Approach #2 Length: (feet)
 Approach Pavement Type: **SELECT** Approach Pavement Width: (feet)
 Approach Shoulder Type: **SELECT** Approach Shoulder Width: (feet)
 Traffic Management During Construction: **Road Open with Staged Construction**
 Do you anticipate submittal of an exception to standards request? Yes No
 If yes, please describe: **lateral Clearance for trees, signals, signs and hydrants.**
 Will the road/bridge improvement allow for heavier vehicles? Yes No If yes, explain: **oversized loads**

Environmental/Cultural Issues

Agriculture	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Archeological sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Historical sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Lakes, waterways, floodplains	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Wetland	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Stormwater management	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Hazardous materials sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Hazardous materials on existing structure	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Upland habitat	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Endangered/threatened/migratory species	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:
Section 4(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Section 6(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Through/adjacent to tribal land	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated	Comments:

Miscellaneous Issues

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

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

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

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 1/2 acre More than 1/2 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)	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	<input type="checkbox"/> Approved	ID:
Local Roads Improvement Program (LRIP)	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	<input type="checkbox"/> Approved	ID:
Railroad Programs (see instructions)	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	<input type="checkbox"/> Approved	ID:
Local Bridge Program	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	<input type="checkbox"/> Approved	ID:
Surface Transportation Program - Urban	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	<input type="checkbox"/> Approved	ID:
Surface Transportation Program – Rural	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	<input type="checkbox"/> Approved	ID:
Congestion Mitigation and Air Quality (CMAQ)	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	<input type="checkbox"/> Approved	ID:
Transportation Alternatives Program	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	<input type="checkbox"/> Approved	ID:
Transportation Economic Assistance Program	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	<input type="checkbox"/> Approved	ID:
Flood Damage Aids	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	<input type="checkbox"/> Approved	ID:
Other:	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	<input type="checkbox"/> Approved	ID:

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

Please see attached letters from the Port of Milwaukee, G&G Specialized Carriers and Dawes Specialized Transportation providing personal knowledge of the existing challenges and consequences facing truckers getting in and out of the Port of Milwaukee.

CONFIDENTIAL INFORMATION

Cost Estimate 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://www.dot.wisconsin.gov/localgov/highways/tools.htm>

NOTE: Requesting design and construction projects in the same fiscal year is not allowed.

Please indicate the expected PS&E and construction contract letting dates:

Anticipated PS&E date: **February 1, 2015**

Anticipated let date: **July 14, 2015**

Construction:

Basis for Construction Estimate: Itemized Per Mile Past Projects
 WisDOT 2012 Cost Estimate Table Other, specify:

FY 2014 FY 2015

Roadway:

Federal Share of the Participating Construction Cost (80%)	\$73,600
Local Share of the Participating Construction Cost (20%)	\$18,400
Non-Participating Construction Cost (100% Local)	\$4,000

Structure(s) (if applicable):

Federal Share of the Participating Construction Cost (80%)	\$0.0
Local Share of the Participating Construction Cost (20%)	\$
Non-Participating Construction Cost (100% Local)	\$

A. Subtotal Construction Costs **\$80,000**

B. State Review for Construction (see instructions, page I-10, Table 1) Percentage: **20 %** **\$16,000**

Construction with State Review Cost Estimate (sum lines A and B) **\$96,000**

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)

FY 2014 FY 2015

A. Plan Development (see instructions page I-10, Table 1) Percentage: **20 %** **\$16,000**

B. State Review for Design (see instructions, page I-10, Table 1) Percentage: **8 %** **\$6000**

Design with State Review Cost Estimate (sum lines A and B) **\$22,000**

Real Estate: (Recommend funding with local funds.)

FY 2014 FY 2015

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

CONFIDENTIAL INFORMATION (continued)

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.)

FY 2014 FY 2015

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

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

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: \$

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. 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).
- b. The project sponsor must provide matching dollar funding of at least 20% of project costs.
- c. The project construction contract must be let within two years of project award. Projects not let within three years of project award shall be dropped. For dropped projects, the local sponsor shall reimburse the state for any costs incurred by the state on behalf of the project. If at any time during project design the sponsor or WisDOT determines that the construction contract may not be let within two years, the sponsor shall meet with WisDOT and attempt to find a solution, or risk being charged for all project costs incurred.
- d. 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.
- e. As the work progresses, the state will bill the project sponsor for work completed which is not chargeable to federal 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.
- f. 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.
- g. 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.
- h. 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.
- i. 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.
- j. 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 (j) listed above:

Name: Jeffrey Polenske Title: City Engineer

Accepted (please type your initials here): _____

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://roadwaystandards.dot.wi.gov/standards/fdm/08-05.pdf>

Sponsor Agency: **City of Milwaukee**

Contact Person: **Jeffrey Polenske** (Note: must be Head of Government or Designee)

Title: **City Engineer**

Address: **841 N Broadway, Room 701, Milwaukee, WI 53202**

Telephone: **414-286-2400**

Email: **jeffrey.polenske@milwaukee.gov**

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): **Jeffrey S. Polenske**
Date: **6/24/2013**

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

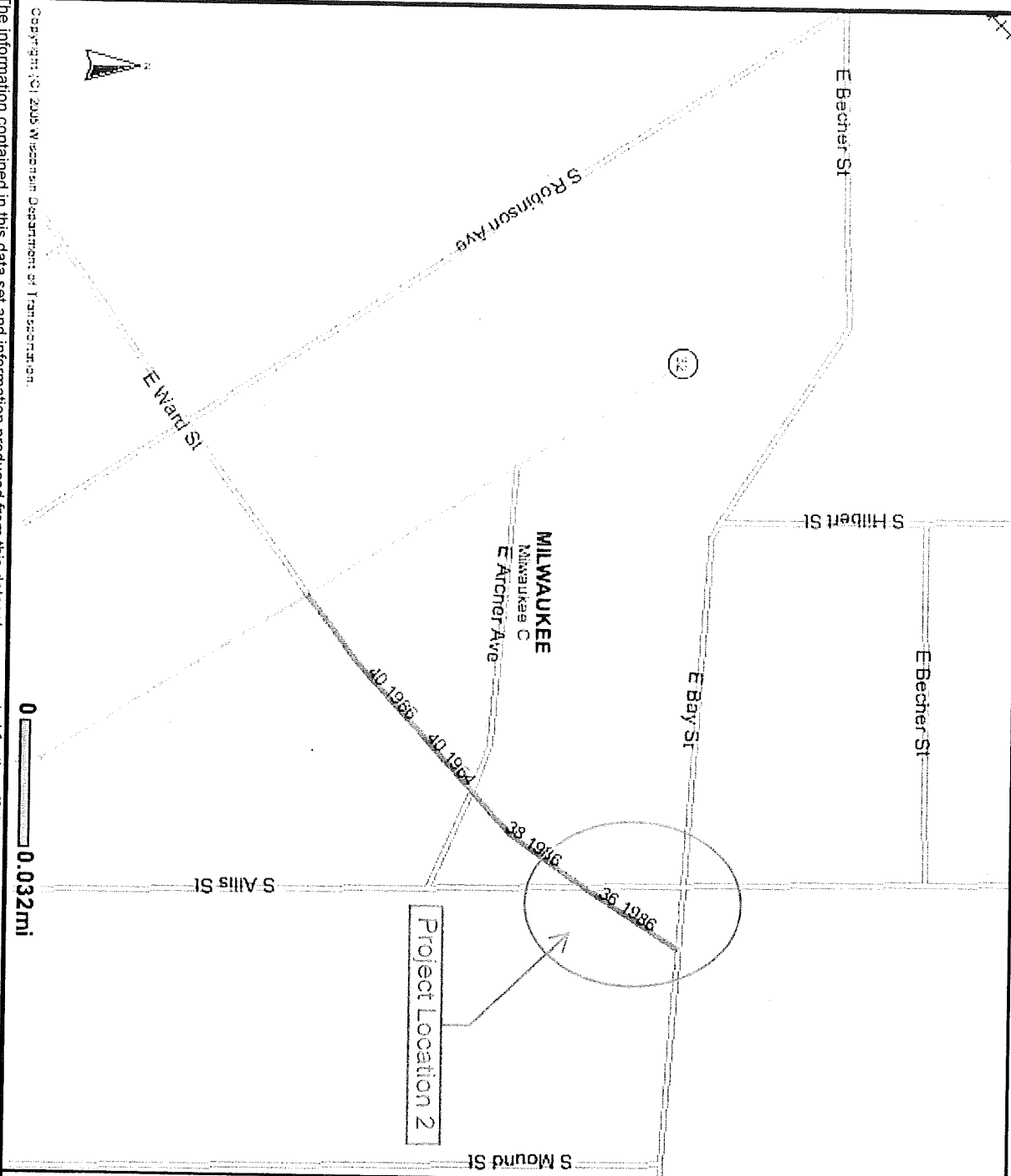
Owner Signature (when owner differs from sponsor) (electronic only): _____ Date: _____

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., programmatic, 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):	



Wisconsin Information System for Local Roads Map



0 0.032mi



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- Legend**
- 75 PCC
 - Railroads
 - Local Roads
 - Country Trunk Hwy
 - Municipal/Local Roads
 - County Forest Roads
 - Other County Roads
 - Mileage Roads
 - Statistical Road
 - CTH
 - County Trunk Hwy
 - STN and Ineligible
 - Interstate Highway
 - US Highway
 - US Connecting Highways
 - State Trunk Highway
 - STH Connecting Highways
 - On/Off Ramp
 - Connector
 - Frontage Road
 - Wyside
 - Rest Area
 - Weight Station
 - CVT
 - City
 - Town
 - Village
 - Counties

6/20/2013

Preliminary Estimate of the Cost for reconfiguring islands
in the intersection of S. Allis St., E. Ward St., E. Bay
St. (Intersection No. 2 on High Route map)

		<u>Bid Item</u>	<u>Unit Price</u>	
209	cu.yds.	Cutting	\$ 20.00	\$ 4,180.00
35	cu.yds.	Filling	20.00	700.00
1653	sq.ft.	Concrete Walk and/or Driveway Removal	1.00	1,653.00
808	lin.ft.	Curb and/or Curb and Gutter Removal	5.00	4,040.00
36	lin.ft.	Sawing	2.00	72.00
686	lin.ft.	Concrete Curb and/or Curb and Gutter	20.00	13,720.00
945	sq.ft.	5" Concrete Walk	6.00	5,670.00
639	sq.yds.	6" Concrete Base	30.00	19,170.00
73	tons	Variable Thickness Asphalt Concrete Pavement	65.00	4,745.00
443	sq.yds.	Sodding	15.00	6,645.00
25	cu.yds.	Top Soil	40.00	1,000.00
33	tons	Gravel Filling	25.00	825.00
72	sq.ft.	Detectable Warning Field	40.00	2,880.00
1	Lump Sum	Erosion Control	500.00	500.00
1	Lump Sum	Traffic Control	1,000.00	1,000.00
1	Lump Sum	Mobilization	1,000.00	1,000.00
1	Lump Sum	Finishing Roadway	200.00	200.00
			Estimated Construction Cost	\$ 68,000.00
			*Engineering and Contingencies	27,000.00
			**Estimated Storm Water Drainage Cost	0.00
			Total Estimated Cost	\$ 95,000.00

*Engineering cost includes \$8100 for design engineering, \$12100 for construction engineering and developer overhead.

**If mainline sewer construction and/or alteration is required, this cost is not included.

The estimate is for reconfiguring the islands by removing concrete curb, walk, and replacing with concrete curb, walk, sod and any necessary asphalt repairs. This estimate also includes the necessary grading.

Estimate was prepared without the benefit of a paving plan.

Estimated unit prices are based on current Department of Public Works contract prices.