



WisDOT FFY22 STP-Urban, STP-Rural and Local Bridge Program Application CONSTRUCTION ONLY

NOTE: This application is for Federal Fiscal Year 2022 (FFY22) construction projects funded by the Bipartisan Infrastructure Law (BIL). An individual application is required for each new potential FFY22 STP-Urban, STP-Rural and Local Bridge program project. Please review the

[FFY22 STP-Urban/Rural and Local Bridge Application Instructions](#)

Program: **SELECT** **Population Category for STP Projects:** **SELECT**

Project Description

Project Sponsor: **SELECT** Facility Owner: **SELECT**

Project Location:

Municipality: **SELECT**

County:

On Route:

At Route (Start):

Offset:

(tenths of a mile)

Toward Route (End):

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>

For STP Projects Functional Classification: **SELECT**

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

For Local Bridge Projects Existing Bridge ID#:

For Local Bridge Projects Does the bridge project meet the parameters for Standardized Bridge Plans?

☐ Yes ☐ No

<https://wisconsindot.gov/Pages/doing-bus/local-gov/lpm/lp-standardized-bridge-plan-pilot.aspx>

Existing Facility for STP-Rural and STP-Urban Projects

Number of Lanes: Cross Section: ☐ Rural ☐ Urban

Pavement Type: **SELECT** Pavement Width:

Pavement Rating: Year Last Improved:

Existing Sidewalk or Bicycle Accommodation? ☐ Yes, one side ☐ Yes, both sides ☐ No

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

After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot.gov), it is expected that the project team can meet the PS&E date of August 1, 2022 with little to no concerns or issues? ☐ Yes ☐ No

Owner of Railroad facility

NOTE: Rail improvements are not eligible for STP program funding.

NOTE: It is unlikely that a late summer 2022 PS&E can be met if there are any railroad considerations, unless there has been previous discussion with the railroad company.

Does the project have a current Statewide Transportation Improvement Program (STIP) number? ☐ Yes ☐ No

If No, what is the anticipated date?

Existing Facility for Local Bridge Projects

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

Feature the Structure Passes Over:

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

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

Bridge Rehabilitation Year:

Sufficiency Rating:

☐ Structurally Deficient

☐ Functionally Obsolete

Existing sidewalk? ☐ Yes, one side ☐ Yes, both sides ☐ No

After consulting the WisDOT Regional Railroad Coordinator Map (wisconsindot.gov), it is expected that the project team can meet the PS&E date of August 1, 2022 with little to no concerns or issues? ☐ Yes ☐ No

Owner of railroad facility:

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

NOTE: It is unlikely that a late summer 2022 PS&E can be met if there are railroad considerations, unless there has been previous discussion with the railroad company.

Does the project have a current Statewide Transportation Improvement Program (STIP) number? ☐ Yes ☐ No

If No, what is the anticipated date?

Proposed Improvement for STP-Urban and STP-Rural projects

**Federal Fiscal Year 2022 STP-Rural, STP-Urban, Local Bridge
SELECTION CRITERIA FORM**

Project Sponsor:

County:

Select Project Type: **STP – Rural** ☐

STP - Urban ☐

Local Bridge ☐

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

☐ Rural Cross Section

☐ Urban Cross Section

New Pavement Type: **SELECT** If Combination, explain:

☐ Sidewalk One side or both: Width: Length:

New bicycle accommodations ☐ Yes ☐ No If yes, specify:

☐ Roundabout Location:

NOTE: Refer to [FDM 11-26](#) for modern roundabout information.

☐ Structure Structure Type: **SELECT** Work Required: **SELECT**

Traffic Management During Construction: **SELECT**

Proposed Improvement for Local Bridge projects

NOTE: Per [Trans 213](#), an independently funded engineering study must be undertaken prior to application for all proposed bridge rehabilitation projects.

NOTE: An optimal work recommendation created by the WisDOT Bureau of Structures is available at the [WisDOT Local Project Tools webpage](#).

Improvement Type: ☐ Bridge Replacement: **SELECT**

☐ 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 (BOS) is required to be submitted with this application. Submitting the bridge rehabilitation report to the BOS by March 4, 2022 will ensure that the state review will be complete by the April 1, 2022 due date for the application.

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

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

NOTE: Approach costs are limited to only those costs that are necessary to render the bridge serviceable (to reach the attainable touchdown points using current standards.) WisDOT approval is needed at application for approach lengths greater than 100 feet. See FDM 3-20-1 for additional details.

Traffic Management During Construction: **SELECT**

The applicant must show evidence that criteria 1-16 (below) has been addressed to be eligible for the Federal Fiscal Year 2022 STP-Rural, STP-Urban or Local Bridge programs funding.	Check If Criterion <u>Can</u> Be Met Or Not Applicable	Check If Criterion <u>Cannot</u> Be Met
1. The project will utilize the existing facilities, staying within the existing subgrade shoulder points or curb and gutter or include minimal grading to allow for minor pavement elevation changes provided Selection Criteria 5 and 6 can still be met.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
2. If the project is a bridge project, the existing bridge structure does not cross a railroad. If the project is a roadway project, the project would not impact a railroad crossing.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
3. The existing bridge structure to be removed is not designated as historic.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
4. There are no historic properties that are listed on the inventory or on the list of locally designated historic places under Wis. Stat. 44.45. If a FHWA action is required, the project must meet criteria for the Section 106 Screening List.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
5. Total ground disturbance will be less than 1 acre and a Wisconsin Pollutant Discharge Elimination System (WPDES) Transportation Construction General Permit will not be required.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
6. Threatened or endangered species will not be impacted by the project. Migratory birds are not present, or impacts would be avoided or minimized through netting or other avoidance and minimization measures.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
7. The proposed project is or will be included in the Transportation Improvement Program prior to letting if the proposed project is in a non-attainment or maintenance area for criteria air pollutants.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
8. There are no Section 4(f), Section 6(f) or other specially-funded (Dingell-Johnson, Pittman-Robertson, Stewardship Funds, Wetland Reserve Program, etc.) resources that will be impacted.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
9. Based on the estimate of the beam depth of the new structure, the new structure will meet local floodplain requirements	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
10. The bridge does not cross any streams designated as Section 10 or Section 9 waters; does not cross any state or national wild or scenic river or within the associated 1000' scenic river corridor.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
11. The bridge or roadway project will not require diversion of a stream, modification to the stream channel or temporary fill below the ordinary high-water mark.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
12. Any work to be done or any fill to be permanently placed in the water or wetlands will meet the non-reporting criteria (no pre-construction notification) of the U. S. Army Corps of Engineers Transportation Regional General Permit for Wisconsin.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
13. If the project is a bridge deck replacement over a waterway, debris will be minimized from entering waterway, using WisDOT Standard Specifications Section 203 and CMM Section 645.6.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
14. If the project includes culvert replacement or modification, the culvert is not located on a waterway with a waterbody index code (WBIC) as identified onto DNR's surface water data viewer: (Surface Water Data Viewer Wisconsin DNR).	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
15. No federal funding may be put into the real estate.	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>
16. Any needed Right of Way should be minimal, simple, and nominal in value (parcels under \$10,000).	<input type="checkbox"/> <input type="checkbox"/> N/A	<input type="checkbox"/>

CONFIDENTIAL INFORMATION

Cost Estimate

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: All applications must include a sheet documenting the calculations performed to create the estimate(s).

Construction

	<u>Total</u>	<u>Federal Share</u>	<u>Local Share</u>
Participating Roadway Cost	\$	\$	\$
Participating Structure Cost	\$	\$	\$
Total Participating Cost	\$	\$	\$
Non-Participating Roadway Cost (100% Local)	\$	\$0	\$
Non- Participating Structure Cost (100% Local)	\$	\$0	\$
Total Non-Participating Construction Cost	\$	\$0	\$
A. Subtotal Construction Costs	\$	\$	\$
B. Construction Engineering Costs (Coordinate with WisDOT Region)	\$	\$	\$
C. State Review for Construction (Provided by WisDOT Region)	\$	\$	\$
Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C)	\$	\$	\$

NOTE: All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. WisDOT Region staff, in agreement with the local sponsor, may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

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: \$	

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.**

- 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.
- d. 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).
- 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 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 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.
- 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 80% federal and 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: _____ Title: _____

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: 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 **unless** the municipality either:

a. uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or

b. uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

In both cases, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality.

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

Sponsor Agency:	
Contact Person:	(Note: must be Head of Government or Designee)
Title:	
Address:	
Telephone:	
Email:	
Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.	
Head of Government/Designee Signature (<u>electronic only</u>):	Date:
Local Unit of Government Agency (when owner differs from sponsor):	
Owner Signature (when owner differs from sponsor) (<u>electronic only</u>):	Date:

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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:
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):	