



FFY 2024-FFY 2026 BIL Local Bridge Program Application

NOTE: This application is required for each new potential FFY 2024 - FFY 2026 program cycle project. Please review the application instructions (see link below) to assist you in completing the application.

[FFY24-26 Local Bridge Application Instructions](#)

Project Description

Project Sponsor: **Town of** Barton Facility Owner: **Town of** Barton

Project Location:

Municipality: **Town of** Barton County: Washington

On Route: Woodford Drive

At Route (Start): Salisbury Road Offset: 0.11 (tenths of a mile)

Toward Route (End): River Drive

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>

Existing Bridge ID#: P-66-0063

Length of Project: 109 (feet)

Average Daily Traffic (ADT): 0 ADT Year: 2023 Posted or Statutory Speed Limit(s): 25 (mph)

Functional Classification: **Local Road**

Existing Facility

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

Feature the Structure Passes Over: Milwaukee River

Clear Roadway Width of Bridge: 15.2 (feet) Bridge Length: 109 (feet)

Number of Spans: 1 Approach Pavement Width: 20 (feet)

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

Most Recent Inspection Date: November 16, 2018

Bridge Build Year: 1891

Bridge Rehabilitation Year: 1979

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: 0 tons

Sufficiency Rating: 0.0

Structurally Deficient

Functionally Obsolete

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

Existing bicycle accommodations? Yes No

If YES to either of previous two questions, are bicycle/pedestrian accommodations designated as part of a regional or local bicycle or pedestrian system?

Yes No

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

Approach Pavement Type: **Asphalt**

Sub-standard alignment? Horizontal: Yes No

Vertical: Yes No

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

Owner of Railroad facility: No active facility, but a rails to trails pathway exists 1200' west of the bridge

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

NOTE: If there are pertinent railroad considerations, design funds may be included for Railroad Review Costs.

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

Is this project within a F4R site? Yes No If yes, has an evaluation been completed:

NOTE: Refer to the following link, *Facilities Repeatedly Requiring Repair and Reconstruction (F4R)*

<https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/f4r.aspx>

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, substandard width or substandard features that are problematic. Include and separately identify any 100% locally funded components of the project that are part of the overall improvement.

This through truss bridge has been closed to vehicular traffic for more than 20 years. The bridge is both structurally deficient and functionally obsolete. A wooden bridge lies just west of this location, and has received unauthorized loads traversing it, even though it is properly load posted. The wooden bridge will be closed to vehicular traffic, and the new bridge at the location of P-66-0063 will allow for a second means of access since the roadway to the south of this area is in the floodplain and floodway. This bridge will allow for a quicker route for residents in the area, so we anticipate future traffic volumes to be in the 250-750 range. Floodplain clearances may require additional approach work.

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 Toolswebpage:

<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 (BOS) is required to be submitted with this application. Submitting the bridge rehabilitation report to the BOS by **January 6, 2023 will ensure that the state review will be complete by the **March 24, 2023** due date for the application.**

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

Clear Roadway Width of Bridge: 26 (feet) Bridge Length: 110 (feet) Number of Spans: 2

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.

Total Approach Work: **Between 300 and 600 feet (long)**

Approach #1 – Direction from Bridge: **West** Approach #1 Length: 200 (feet)

Approach #2 – Direction from Bridge: **East** Approach #2 Length: 100 (feet)

Approach Pavement Type: **Asphalt** Approach Pavement Width: 22 (feet)

Approach Shoulder Type: **Asphalt** Approach Shoulder Width: 4 (feet)

Sidewalk One side or both: One Width: 10 (feet) Length: 300' plus bridge (feet)

Are bicycle/pedestrian accommodations required as part of a local or regional plan? Yes No If yes, specify:

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

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 | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| Archaeological 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 checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| If located in floodplain, specify | <input type="checkbox"/> Zone A | <input checked="" type="checkbox"/> Zone AE - if Zone AE, provide Base Flood Elevation 915.80 | | |
| Wetland | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| Stormwater management | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input 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 type="checkbox"/> No | <input checked="" type="checkbox"/> Not Investigated | Comments: |
| Upland habitat | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" 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 type="checkbox"/> No | <input checked="" type="checkbox"/> Not Investigated | Comments: |
| Section 6(f) | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" 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): Yes No

If yes, please explain.

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

The Town would like a 10' multi-purpose pathway on the south side of the bridge

CONFIDENTIAL INFORMATION

Cost Estimate, Project Priority, and Scheduling

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.

NOTE: 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 and Construction

Construction:

Project Priority: 1

FY 2023 FY 2024 FY 2025 FY 2026 FY 2027

| | Total | State/Fed Share (80%) | Local Share (20%) |
|--|-----------|-----------------------|-------------------|
| Participating Structure Cost | \$988218 | \$790574 | \$197644 |
| Participating Approach Cost | \$178682 | \$142946 | \$35736 |
| Total Participating Construction Cost | \$1166900 | \$933520 | \$233380 |
| Non-Participating Structure Cost (100% Local) | \$ | \$0 | \$ |
| Non-Participating Approach Cost (100% Local) | \$ | \$0 | \$ |
| Total Non-Participating Construction Cost | \$ | \$0 | \$ |
| A. Subtotal Construction Costs | \$1166900 | \$933520 | \$233380 |
| B. Construction Engineering Costs (Coordinate with WisDOT Region) | \$200000 | \$160000 | \$40000 |
| C. State Review for Construction (Provided by WisDOT Region) | \$12500 | \$10000 | \$2500 |
| Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C) | \$1379400 | \$1103520 | \$275880 |

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.

Design:

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

80% State/Federally Funded (“Design Only” projects are not allowed)

Project Priority: 1

FY 2023 FY 2024 FY 2025 FY 2026 FY 2027

| | Total | State/Fed Share | Local Share |
|--|--------------|------------------------|--------------------|
| A. Design Plan Development | \$122739 | \$98121 | \$24548 |
| B. State Review for Design (Provided by WisDOT Region) | \$7364 | \$5891 | \$1473 |
| Total Design Cost Estimate with State Review (sum lines A and B) | \$130103 | \$104082 | \$26021 |

NOTE: WisDOT Region staff, in agreement with the local sponsor, 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.

NOTE: Costs for Railroad Review of plans will be added to the design costs when there are railroad considerations.

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

Project Priority:

FY 2023 FY 2024 FY 2025 FY 2026 FY 2027

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

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

Project Priority:

FY 2023 FY 2024 FY 2025 FY 2026 FY 2027

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

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: | Approved State Funding Amount: |
| Construction: \$ | Construction: \$ |
| Design: \$ | Design: \$ |
| Real Estate: \$ | Real Estate: \$ |
| Utility: \$ | Utility: \$ |
| TOTAL: \$ | TOTAL: \$ |

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: Kris Turner

Title: Town of Barton Chairman

Accepted (please type your initials here electronically): KT

Contact Information and Signatures

| | |
|--|---------------------------------|
| Application prepared by a consultant? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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:

- uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or
- 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://wisconsin.gov/rdwy/fdm/fd-08-05.pdf>

| | |
|--|--|
| Sponsor Agency: Town of Barton | |
| Contact Person: Kris Turner | (Note: must be Head of Government or Designee) |
| Title: Town Chairman | |
| Address: 3482 Town Hall Road, Kewaskum, WI 53040 | |
| Telephone: 262-334-2765 | |
| Email: barton.chairman@gmail.com | |
| 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): Kris Turner | Date: 3-23-23 |
| 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 below. | |
| 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): |
| Additional WisDOT comments on application: |