



March 17, 2015

«Principal»
«Title»
«Firm»
«Street_Address»
«City_State_Zip»

Re: Request for Design Qualifications-Powerhouse Riverwalk

Dear : Mr. «Last_Name»

The City of Beloit is soliciting interest from engineering firms for the design of an 850' public riverwalk along the west side of the redeveloped Blackhawk Powerplant, including a portion of riverwalk potentially cantilevered off of the existing Blackhawk Powerplant. This project is in the approved federal 2014-2018 Transportation Alternative Program, Project I.D. #5989-05-25 and will be state let. Additional details are included in the attached Concept Definition Report (titled WisDOT 2014 – 2018 Transportation Alternatives Program (TAP) Pre-Scoping Application and consisting of 20 pages). Construction is currently funded and estimated at \$1.1 million. If interested, you are invited to submit your statement of qualifications for the project. You must be on the WisDOT Roster of Eligible Engineering Consultants and also be familiar with the WisDOT process for bridge and multi-use path design.

Submittal is due by *4:00 P.M., Friday, April 10, 2015*. **Late submissions will be rejected.** Statements of qualification should not exceed 20 pages. Please furnish five (5) copies. Consultants will be scored on the following evaluation criteria:

- Credentials / Qualifications / Experience
 - Demonstrated structural design ability with similar size/scope projects
 - Project management skills and experience
 - Knowledge and experience of public involvement and agency coordination
 - Knowledge and experience of WisDOT Facilities Development Manual and PS&E process for roadways and structures
 - Knowledge of State of Wisconsin Standard Specifications for Highway and Structure Construction



- Sub-consultants
- Workload – Ability and capacity to complete the design within the required timeframe. The anticipated PS&E date is May 1, 2017 and LET date is August 8, 2017. This project is required to have construction begin by August 1, 2018 or the grant is rescinded.
- Recent Projects
- Familiarity
- Location (response time to job site for unexpected issues) - This will account for no more than 10% of the evaluation criteria

Firms will be selected using the Qualification Based Selection Process. Any submittals that include proposed design cost will be disqualified. The City may choose to interview, or they may make a selection based on the responses. Upon successful negotiations with the selected consultant, the City and WisDOT will enter into a three party design engineering services contract with the consultant. If you have questions you may call me at (608) 364-6735.

Sincerely,

Jason Dupuis, P.E.
Transportation Engineer
City of Beloit



WisDOT 2014-2018 Transportation Alternatives Program (TAP) Pre-Scoping Application

This pre-scoping application is required for each proposed Wisconsin Department of Transportation (WisDOT) state fiscal year (SFY) 2014-2018 program cycle TAP project. Review and utilize TAP guidelines and pre-scoping application instructions when completing this document.

As discussed in the WisDOT TAP Guidelines, this pre-scoping application constitutes the first step of a two-stage application procedure administered by WisDOT. **Successful pre-scoping applicants will receive notification from WisDOT to submit a second, TAP project application.**

Project Applicant and Application Type

Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: **City of Beloit**

Sponsor Type (Check appropriate box):

- Local government (check one): County City Village Town
- Regional transportation authority Transit agency
- State or federal natural resource/public land agency
- School district or school(s) Tribal Nation

Project Title: **Powerhouse Riverwalk**

Describe location, boundaries and length of the project: **Along the west side of the proposed reconstruction of the Blackhawk Powerplant, approximately 850 ft. in length.**

County: **ROCK**

Street Address of Project (if located on a highway or road): **852 Pleasant St, Beloit, WI 53511**

Note: For infrastructure projects, attach one black and white project location map on one sheet of paper, size 8½ by 11.

Check a box below if any of the listed Transportation Management Area (TMA) represents the area from which you are submitting a project (refer to <http://www.dot.wisconsin.gov/projects/planorg/docs/map.pdf> for additional information):

- Appleton Area Metropolitan Planning Organization (MPO)
- Green Bay MPO
- Madison Area MPO
- Minneapolis-St. Paul MPO
- Southeastern Wisconsin Regional Planning Commission

If none of the above, project application is from:

- Area with population between 5,000 and 200,000
- Area with population of 5,000 or less

Project Representative Contact Person(s) Information:

Primary Public Sponsor Agency Contact Information:

Name: **Mike Flesch** Title: **City Engineer** Street Address: **2400 Springbrook Ct** Phone: **(608)364-6690**

Municipality: **City of Beloit** State: **WI** Zip: **53511**

Fax: **(608) 364 - 2879** E-mail: **fleschm@ci.beloit.wi.us**

Secondary Public Sponsor Agency or Private Organization Contact Information (if applicable):

Organization / Agency Name: **Beloit College**

Name: **Dan Schooff** Title: **Dir. Corporate Relations** Street Address: **700 College St** Phone : **(608) 363-2408**

Municipality: **City of Beloit** State: **WI** Zip: **53511**

Fax: **(608)363-2717** E-mail: **schooffd@beloit.edu**

Project Activity

TAP Eligibility Category:

Indicate which **ONE** of below categories best identifies the proposed project:

- Bicycle-Pedestrian Facilities: construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation (**this category includes on-road bicycle lanes, sidewalks, etc.**)
- Safe routes for non-drivers, including children, older adults, and individuals with disabilities
NOTE: please refer to the corresponding WisDOT TAP Guidelines for more information regarding this new eligibility category
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Safe Routes to School (SRTS) (this category includes infrastructure and non-infrastructure activities)

NOTE: Applicants proposing a project within the SRTS eligibility category **MUST** complete the 'School Demographics' and 'Safe Routes to School Plan' sections on page A-6 below.

Project Summary (100 words or less)

Please copy and paste your response from a Word Document.

Applicants must fill out the project summary field below. **OPTIONAL:** Applicants may provide an optional attachment **Narrative Response/Attachment 1** with additional project detail. This attachment may not exceed one double-spaced page using a minimum of 11-point font size. See page A-10.

The Powerhouse will be a unique redevelopment in Wisconsin. Beloit College is partnering with Alliant Energy/WPL to turn a mothballed 100 year old powerplant into a student activity and rec. center. The City of Beloit enthusiastically seeks a TAP grant to add a public riverwalk to this project. The riverwalk will fill in a key 850 ft. gap in Beloit's trail system, moving bike and ped. traffic to a beautiful stretch of the Rock River and away from a busy highway. Without the generous support of the WisDOT TAP grant, this opportunity will be lost.

Existing Facilities & Projects

Rail Facilities:

Does a railroad facility exist within 1,000 feet of the project limits? Yes No

If yes, specify: **SELECT**

If yes, will the project physically cross a rail facility? Yes No

Is the proposed project location in an area with known safety issues? Yes No

If yes, specify: (consider applying for Highway Safety Improvement Program (HSIP) funds if applicable)

Is this project on or parallel to a local road or street? Yes No

If Yes, provide the name of the road or street: **US Hwy 51/Pleasant Street**

Does this project cross a state or federal highway? Yes No

Does this project run parallel to a state or federal highway? Yes No

Will this project be constructed as part of another planned road project? Yes No

If Yes, specify if this is a state, county, or local project and when the road project is scheduled for construction:

Does the proposed project cross a signalized and/or un-signalized intersection? Yes No

If yes, does the proposed project cross mid-block? Yes No

Is the crossing at-grade or separated?

If yes, is design and construction of intersection crossing included in funds requested? Yes No

If such funds are not requested, specify why.

Does applicant anticipate requesting any exceptions to standards Yes No

If Yes, explain WHY and provide a brief description of the anticipated exceptions:

Environmental/Cultural Issues

Agriculture Yes No Not Investigated

Comments:

Archaeological sites Yes No Not Investigated

Comments:

Historical sites Yes No Not Investigated

Comments: **Adjacent project rebuilds and preserves a powerplant built in stages from 1913 to 1948, but the building is not listed on the National Register of Historic Places**

Designated Main Street area Yes No Not Investigated

Comments: **Site is not within the Main Street Area, but Beloit has one of the first designated Main Street areas (1988), and this project fills in a key gap in connecting the Main Street area to the High School and river path system**

Lakes, waterways, floodplains	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments: Beloit College and Alliant/WPL have been working with the Wisconsin DNR on all the issues related to this redevelopment.			
Wetland	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Stormwater management	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments: The full redevelopment project will address stormwater management			
Hazardous materials sites	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments: Site entered into the Voluntary VPLE program at DNR, will require capping with clean fill. (VPLE is not a grant program.)			
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 checked="" type="checkbox"/> No	<input 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 checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			

Miscellaneous Issues

Construction Schedule Restrictions (trout, migratory bird, local events): **no**

Local Force Account (LFA): Will the proposed project utilize municipal employees to complete any portion of the construction activities? Yes No

If yes, explain the desired LFA portion of the project.

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

NOTE: Please review WisDOT TAP Guidelines for restrictions on certain LFA work as of July 1, 2015.

Real Estate: Was any real estate acquired or transferred in anticipation of this project? Yes No

If yes, please explain.

Right of Way (ROW) (**NOTE: It is recommended that local funds be used to acquire right of way**) Is the project on an existing right of way? Yes No If Yes, have you obtained a permit from the WisDOT Regional Office Maintenance Section to conduct work on the right of way? Yes No

Check all boxes that apply to ROW acquisition for this project:

None Less than 1/2 acre More than 1/2 acre

Parklands Large parcels Temporary interests

Maintenance (only complete this section if project application involves a trail project):

Will the facility be snowplowed in the winter? Yes No

Comment:

If no to the above question, will the trail allow snowmobile use in the winter? Yes No

Comment:

Anticipated fee for trail use: Yes No

Comment:

Anticipated equestrian use on trail: Yes No

Comment:

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 Anticipated Requested Approved ID:

Surface Transportation Program - Rural Anticipated Requested Approved ID:

Surface Transportation Program - Urban Anticipated Requested Approved ID:

Congestion Mitigation & Air Quality Improvement Program Anticipated Requested Approved ID:

Transportation Enhancements Program Approved ID:

Bicycle & Pedestrian Facilities Program Approved ID:

Safe Routes to School Approved ID:

Transportation Economic Assistance Program Anticipated Requested Approved ID:

Flood Damage Aids Anticipated Requested Approved ID:

State Funding (Describe): Anticipated Requested Approved ID:

Other: Anticipated Requested Approved ID:

Planning:

Is project identified in a long-range transportation plan? Yes No If Y, link to plan:

Is project identified in a bicycle-pedestrian plan? Yes No If Y, link to plan:

Is project identified in an outdoor recreation plan? Yes No If Y, link to plan:

Is project identified in a comprehensive plan? Yes No If Y, link to plan:

Is the project identified in any other planning document? Yes No If Y, link to plan: **2010 Life at**

the Center: <http://tinyurl.com/TAPbeloit>

Does your community have a Complete Streets policy or ordinance?

Yes No If Y, provide link:

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

School Demographics (Complete ONLY if submitting a project within the SRTS eligibility category)

What are the name(s) and demographics for each school affected by the proposed program or project?

Optional: Alternatively, SRTS project applicants may submit a narrative response/attachment 2 detailing school demographics provided that all fields below are answered in such attachment.

School name: School population: Grades of students at school:

Estimated number of students currently walking to school (if known):

Estimated number of students currently biking to school (if known):

Does the school have any policies related to walking or biking?

Distance eligibility for riding a bus: Number of children not eligible for busing:

Number of students eligible for busing because of a hazard situation:

Percentage of students living within one mile of the school:

Percentage of students living within two miles of the school:

Percentage of students eligible for free or reduced-cost school meals:

Community(s) served by school: Community(s) population:

Please provide other pertinent demographic information about the community or school:

Safe Routes to School Plan (Complete ONLY if submitting a project within the SRTS eligibility category)

Does your school or community have a Safe Routes to School plan? Yes No

If yes, can it be viewed online? Yes, the website address is No, it is attached with the application.

If no, please describe, **in no more than 400 words**, any SRTS-related planning efforts undertaken by the school or community .

Narrative Response/Attachment 3

Provide a narrative response attachment answering the question below. Applicants must limit their response to **one double-spaced** page, using a **minimum 11-point font size**.

1. Detail the Applicant's experience with application, administration, and completion of projects funded by WisDOT through the following improvement programs: Bicycle & Pedestrian Facilities Program; Congestion Mitigation & Air Quality Improvement Program; Safe Routes to School; and/or Transportation Enhancements. **Provide project IDs if applicable.** If the Applicant has not previously received funding through these improvement programs, describe any experience administering and completing projects in compliance with federal funding requirements.

Key Program Requirements Confirmation

Please confirm your understanding of the following project condition by typing your name, title and initials at the bottom of this section. A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.	
This pre-scoping application constitutes the first step of a two-stage application procedure administered by WisDOT. Successful pre-scoping applicants will receive notification from WisDOT to submit a second, more comprehensive TAP project application.	
I confirm that I have read and understand the project condition above:	
Name: <u>Michael F Flesch, PE</u>	Title: <u>City Engineer</u>
Accepted (please initial here): <u>LNA</u>	

Fiscal Authorization and Signature

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: 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#fd08-05-3.1	
Sponsor Agency: City of Beloit	
Contact Person: Larry N. Arft	(Note: must be Head of Government or Designee)
Title: City Manager	
Address: 100 State Street Beloit, WI 53511	
Telephone: 608-364-6614	
Email: arftn@ci.beloit.wi.us	

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): *Larry N Arft*

Date: 12/13/2013

Application and Attachments

Submit applications and attachments utilizing the contact information contained in the corresponding TAP Pre-Scoping Application Instructions. Applicants must **submit eligible pre-scoping applications on or before 5PM on December 13, 2013**, and must include the following documents:

- A completed application **in Microsoft Word format**;
- Narrative Response/Attachment 3: maximum of **one double-spaced** page, **minimum 11-point font size**.
- Cost Estimate Detail as required in the 'Project Costs and Dates' section of this application;
- For infrastructure projects, a project map printed in black & white, on one sheet of 8½ by 11 paper.

OPTIONAL Attachment

- Narrative Response/Attachment 1: maximum of **one double-spaced** page, **minimum 11-point font size**.

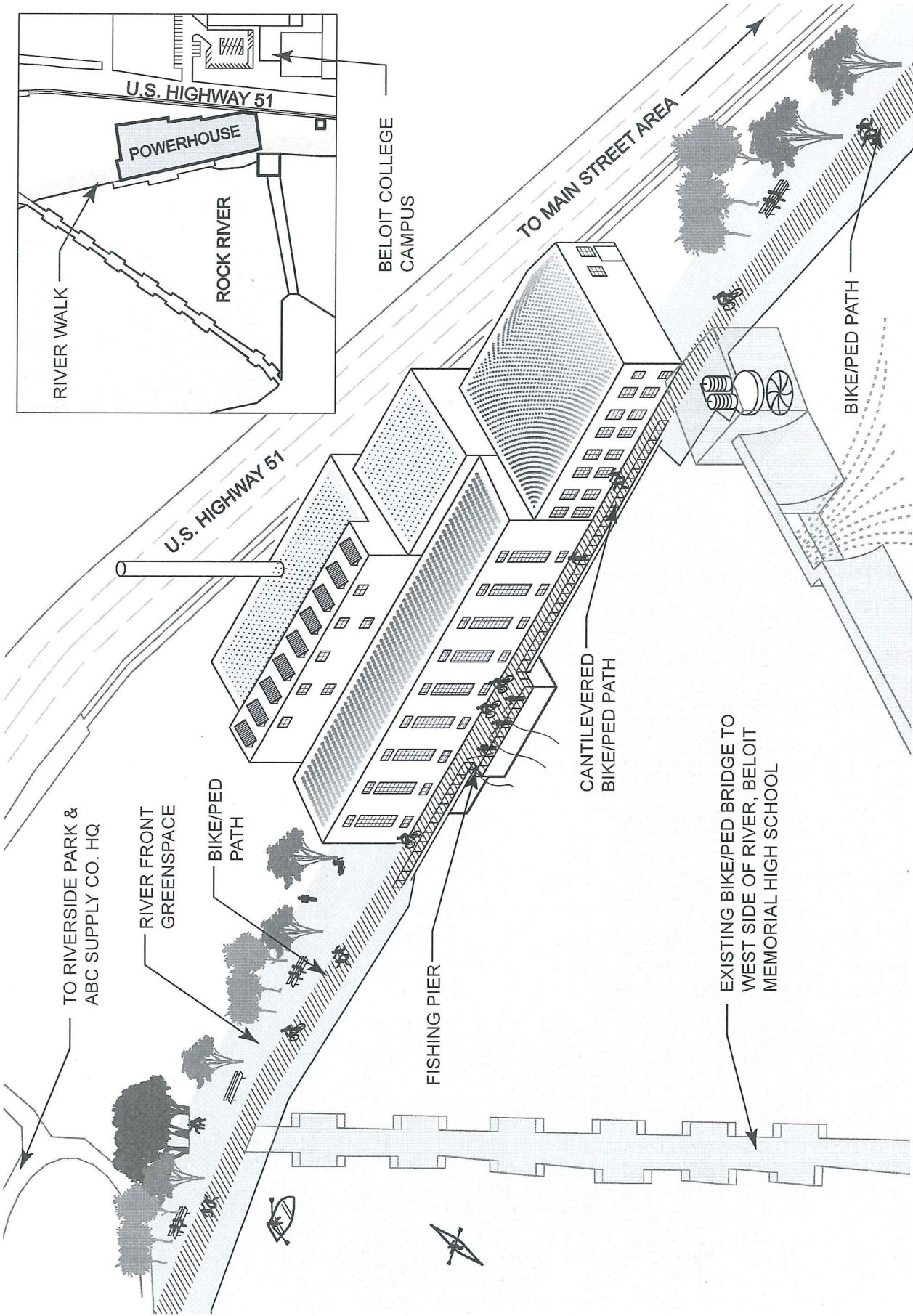
OPTIONAL Attachment only for projects within the SRTS eligibility category:

- Narrative Response/Attachment 2: School Demographics Information.

NOTE: Do not include additional attachments (photos, letters of support, etc.). Additional attachments will not be considered or reviewed.

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

FOR WISDOT USE ONLY – enter the following information at application review	
TAP Eligibility Category: BPPF	Project Improvement Type: Bicycle-Pedestrian Facilities
Anticipated Project Implementation Issues (Based upon review of 'Existing Facilities & Projects,' 'Environmental/Cultural Issues,' 'Miscellaneous Issues,' and 'Project Costs and Dates.'): A city redevelopment project is currently underway. Application states that as part of this redevelopment project the City will be working with WDNR to address lake, waterway, floodplain, stormwater management, and hazardous materials sites.	
Other WisDOT Region comments on application, including eligibility concerns: Need to consult with FHWA to determine the eligibility of drinking/water bottle fill station.	
Region Reviewer's Name: Arthur P. Sommerfield	
Reviewer's Title: Local Programs Engineer	
Date Received: 12/13/2013	
WisDOT Region Reviewer's Signature: <i>Arthur P. Sommerfield</i>	Date: 1/22/2014



BELOIT
Gateway to Wisconsin

City of Beloit and Beloit College TAP Pre-Application
Project Map
December 13th, 2013

Beloit
College

City of Beloit and Beloit College 2013 TAP Pre-application Narrative Response/Attachment 1

This TAP grant pre-application, submitted by the City of Beloit and in partnership with Beloit College, seeks to fill in an important gap in our trail system. In an award-winning public private partnership that dates back to 1989, the City of Beloit has rebuilt and animated its riverfront. The riverfront is the setting for numerous and diverse uses including travel to and from work. The center city overlooking the river is the location of corporate headquarters, the local high school, and many community gatherings. Much of the community efforts to revitalize the city center have focused on the public parks, trails, and programming that surround the broad river area. The State of Wisconsin and the Wisconsin Department of Transportation have been important partners in this effort.

Alliant/Wisconsin Power and Light (Alliant/WPL) and Beloit College have entered into an exciting partnership to transform the Blackhawk Generating Station, a closed 50 MW powerplant, into a world-class student activity and recreation center called the Powerhouse. Beloit has been the willing host of this powerplant since 1913. Its three different phases of construction provided needed power to the community and state's industry. Now, rather than tearing the 350 ft by 150 ft building down, the two parties have entered into an agreement that should give a new and active life to this huge building in the center of our city.

If all goes as planned, construction on the project could commence in 2016 with occupancy by the fall of 2017 or 2018. This grant provides an opportunity to provide a public riverwalk on the west side of the powerplant. The riverwalk would be modeled after the walk along the Monona Terrace in Madison, providing public access to the river and trail system while allowing for separate use of the adjacent building. This is an opportunity that would be lost if the grant is not approved.

Near the Powerhouse, the current pedestrian path runs adjacent to UW Hwy 51, without a terrace or separation between foot and car traffic. The proposed riverwalk offers a remedy, and more importantly, offers pedestrians a river amenity that will not be constructed without the support of this grant.

The connection to the river and the unique site makes this a worthy investment from the TAP selection committee. The community has planned for these connections dating back to 1989 and has received broad private investment in this trail system. We have no doubt that if built, this riverwalk will be vibrant with public use and will be a vital link connecting key parts of our community.



WisDOT 2014-2018 Transportation Alternatives Program (TAP) Second-Round Application

This application is required for each proposed Wisconsin Department of Transportation (WisDOT) state fiscal year (SFY) 2014-2018 program cycle TAP project. Refer to [TAP guidelines](#) and application instructions when completing this document.

As discussed in the WisDOT TAP Guidelines, this application constitutes the second step of a two-stage application procedure administered by WisDOT. **WisDOT will only review applications received from pre-scoping applicants who received notification from WisDOT to submit a second application.**

Project Applicant and Application Type

<p>Name, Location of Public Sponsor and Sponsor Type: Sponsor Name: City of Beloit</p> <p>Project Title: Powerhouse Riverwalk</p> <p>Application/project ID, as provided in notification letter from WisDOT requesting submission of second-round application: SWBP19</p>
<p>Project Representative Contact Person(s) Information: Primary Public Sponsor Agency Contact Information: Name: Mike Flesch Title: City Engineer Street Address: 2400 Springbrook Ct Phone: (608)364-6690</p> <p>Municipality: City of Beloit State: WI Zip: 53511</p> <p>Fax: (608) 364 - 2879 E-mail: fleschm@ci.beloit.wi.us</p>
<p>Secondary Public Sponsor Agency or Private Organization Contact Information (if applicable): Organization / Agency Name: Beloit College Name: Dan Schooff Title: Dir. Corporate Relations Street Address: 700 College St. Phone : (608) 364-2408</p> <p>Municipality: City of Beloit State: WI Zip: 53511</p> <p>Fax: (608)363-2717 E-mail: schooffd@beloit.edu</p>

Project Activity

<p>Note: Refer to pre-scoping application.</p> <p>TAP Eligibility Category:</p> <p>Indicate which ONE of below categories <u>best</u> identifies the proposed project:</p> <p><input checked="" type="checkbox"/> Bicycle-Pedestrian Facilities: construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation (this category includes on-road bicycle lanes, sidewalks, etc.)</p> <p><input type="checkbox"/> Safe routes for non-drivers, including children, older adults, and individuals with disabilities</p>
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NOTE: please refer to the corresponding WisDOT TAP Guidelines for more information regarding this new eligibility category

- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Safe Routes to School (SRTS) (this category includes infrastructure and non-infrastructure activities)

Existing Facilities and Projects

Note: Refer to pre-scoping application. Did pre-scoping application indicate 'Yes' in response to any of the below 'Existing Facilities & Projects' questions?

- Is this project on or parallel to a local road or street?
- Does this project cross a state or federal highway?
- Does this project run parallel to a state or federal highway?

If yes to any of these questions,

Provide the name of the road, street, or highway: **US Hwy 51/Pleasant Street**

Attach an existing typical cross-section of the roadway, showing right of way, travel lanes, shoulder and sidewalk (if applicable). Examples are available in [Section 5.3](#) of the WisDOT Facilities Development Manual.

Safety

Note: Refer to pre-scoping application.

If pre-scoping application indicated that proposed project was in a location with known safety issues, provide a **narrative of 400 words** or less specifically describing the number and severity of crashes at the proposed project location.

Pertinent data is available on the [WisTransPortal System](#), a system which is accessible for local municipalities.

Real Estate

NOTE: Refer to pre-scoping application. Did pre-scoping application indicate 'Yes' in response to either of the below 'Real Estate' questions?

- Real Estate: Was any real estate acquired or transferred in anticipation of this project?
- Is the project on an existing right of way?

If yes to either of these questions,

List any other funding (past or present) used within the proposed project limits (i.e. DNR Stewardship)

If right of way was acquired in anticipation of this project, attach a detailed list of available, completed project and parcel acquisition documentation. Refer to Section 11.2, Records Management, found in the *LPA MANUAL for RIGHT OF WAY ACQUISITION*

(https://trust.dot.state.wi.us/extntgtwy/dtid_real_estate/repm/lpa/lpa-manual-ch11.pdf).

If right of way was acquired in anticipation of this project, did the acquisition contain any buildings or relocation? Yes No

If yes, Please read Section 6.2, Relocation Assistance, found in the *LPA MANUAL for RIGHT OF WAY ACQUISITION* to determine if relocation assistance was properly offered and documented (https://trust.dot.state.wi.us/extntgtwy/dtid_real_estate/repm/lpa/lpa-manual-ch6.pdf).

For real estate questions, please contact Kerry Paruleski, WisDOT Local Public Agency Real Estate Statewide Facilitator, at (414) 220-5461 or kerry.paruleski@dot.wi.gov.

Narrative Response/Attachment 1

Provide a narrative response attachment answering questions 1 through 3, making sure to provide information in response to each sub-question. Please limit the response to **three double-spaced** pages, using a **minimum 11-point font size**.

1. For Safe Routes to School Project Applications:

- Why is the project/activity needed? What are the current conditions for bicycling and walking? What problems or issues need resolution to get more students walking and biking? How will the proposed project address these problems?
- How many students will benefit from the proposed project?
- Describe any existing or planned activities or projects at the affected school(s) that enhance biking or walking to school.
- Describe how you plan to ensure the long-term success of Safe Routes to School.

2. For Bicycle and Pedestrian Projects:

- Clearly indicate the location, length, width, surface materials, and any connections to existing or planned facilities.
- How many new or replacement trips are expected and from which modes i.e. biking or walking?
- How much of the new or replacement use is for work or other utilitarian trips?
- How many auto trips will be eliminated?
- What is the average trip distance of auto trips that will be eliminated?

3. For all projects, to the extent not already addressed in answers to the questions above, describe project benefits by answering the following questions:

Timeline

- How will the project sponsor ensure that the project is implemented on time, in accordance with the Project Costs and Dates section of the pre-scoping application?
- What obstacles or problems must be overcome to implement this project?
- In light of project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years, and project completion within approximately six years.

Connectivity

- How, if at all, does the proposed project add connectivity to the state's multi-modal transportation network, including bicycle, pedestrian and transit facilities?
- Describe whether the proposed project is within ½ mile of any of the listed facilities; and describe how, if at all, the proposed project would connect to these existing land uses: public park, school, library, public transit, employment and/or retail centers, residential areas, other.

Safety

- Describe how the proposed project makes transportation facilities safer and less intimidating for non-motorists.
- If the proposed project location has undergone a walk or bike audit, provide any pertinent information regarding safety concerns revealed in that audit.

Miscellaneous

- What will make this project a success, especially as compared to other proposed projects of the same or similar type?

Key Program Requirements Confirmation

Please confirm your understanding of the following project conditions by **typing your name, title and initials** at the bottom of this section. **A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.**

WisDOT will deem ineligible any application that does not include a complete response to this section.

- a. Private organizations proposing projects must have a public project sponsor such as a local government unit.
- b. The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs.
- c. This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- d. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or other costs that are ineligible for federal reimbursement. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly executed officers or officials, agrees and authorizes the state to set off and withhold the required reimbursement amount as determined by the state from any monies otherwise due and payable by the state to the municipality.
- e. The project sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- f. The project sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include, but are not limited to, the following: a Qualifications Based Selection (QBS) process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & Bicycle Facilities Handbook; ADA regarding accessibility for the disabled; MUTCD regarding signage; U.S. Department of the Interior standards for historic buildings. Each WisDOT Region can provide copies of the current *Sponsor's Guide to Non-Traditional Transportation Project Implementation*, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. **Applicants who plan to implement their projects as Local Let Contracts using the Sponsor's Guide must become certified that they are capable of undertaking these projects.**
- g. If applying for a bicycle facility, it is understood that All Terrain Vehicles (ATVs) are not allowed. Snowmobile use is only allowable by local ordinance. Trail fees may only be charged on a facility if the fees are used solely to maintain the trail. WisDOT reserves the right to require that facilities be snowplowed as part of a maintenance agreement where year round use by bicyclists and pedestrians is expected.
- h. The project sponsor agrees to maintain the project for its useful life. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds or additional stipulations protecting the public interest in the project for its useful life.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. The project sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of Design and Construction documents for compliance with federal and state requirements,

appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same match requirements 80% / 20% match requirements.

- k. Projects that are fully or partially federally funded must be designed in accordance with all applicable federal design standards, even if design of the project was 100% locally funded.
- l. As the project progresses, the state will bill the project sponsor for work completed that is ineligible for federal reimbursement. Upon project completion, a final audit will determine the final division of costs as between the state and the project sponsor. If reviews or audits reveal any project costs that are ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- m. For 100% locally-funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding only for state review of design projects.
- n. The project sponsor acknowledges that the requisite project commencement and completion timeline for approved TAP projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline will jeopardize federal funding.
- o. Federally-funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

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

Name: _____ Title: _____

Accepted (please initial here): _____

Fiscal Authorization and Signature

WisDOT will deem ineligible any application that does not include a complete response to this section.

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#fd08-05-3.1>

Sponsor Agency: **City of Beloit**

Contact Person: **Larry N. Arft**

(Note: must be Head of Government or

Designee)

Title: City Manager	
Address: 100 State Street, Beloit, WI 53511	
Telephone: 608-364-6614	
Email: arft@ci.beloit.wi.us	
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 with authorization to allocate funding on behalf of the applicant, 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:

Application and Attachments

NOTE: *Submit applications and attachments utilizing the contact information provided in the corresponding TAP Second-Round Application Instructions.**

Applicants must e-mail eligible second-round applications on or before 5PM on March 28, 2014, and must include the following documents:

- A completed second-round application **in Microsoft Word format** (WisDOT will not consider or review applications submitted in PDF format);
- Narrative Response/Attachment 1: maximum **three double-spaced** pages, using a **minimum 11-point font size**;
- A local resolution of support for the proposed project, executed by a governing body that has the authority to make financial commitment on behalf of the project sponsor (i.e., County Board, City Council, or Regional Planning Commission Policy Board); and
- If right of way was acquired in anticipation of this project**, attach a detailed list of available, completed project and parcel acquisition documentation (see page A-2).

OPTIONAL Attachment

- If proposed project crosses or runs parallel to a local road, street, or state or federal highway**, attach an existing typical cross-section of the roadway, showing right of way, travel lanes, shoulder and sidewalk (if applicable) (see page A-2).

NOTE: Do not include additional attachments (photos, letters of support, etc.). WisDOT will not consider or review additional attachments.

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

FOR WISDOT USE ONLY – enter the following information at application review.	
TAP Eligibility Category: BPPF	Project Improvement Type: Bicycle-Pedestrian Facilities
Anticipated Project Implementation Issues (Based upon review of 'Existing Facilities & Projects,' 'Environmental/Cultural Issues,' 'Miscellaneous Issues,' and 'Project Costs and Dates.'): A city redevelopment project is currently underway. Application states that as part of this redevelopment project the City will be working with WDNR to address lake, waterway, floodplain, stormwater management, and hazardous materials sites.	

Other WisDOT Region comments on application, including eligibility concerns: **This project would make a short connection to existing trail network along the Rock River at the former Blackhawk Generating Station. Beloit College will be renovating the building space for a student activity and recreation center. The path will be built along the river side of the building and connect to the Beloit College campus, Beloit schools, residential neighborhoods, downtown Beloit and other commercial and industrial areas. Design for the trail is anticipated to begin in FY 2017 with construction in FY 2018. Need to consult with FHWA to determine the eligibility of drinking/water bottle fill station.**

Region Reviewer's Name: **Arthur P. Sommerfield**

Reviewer's Title: **Local Programs Engineer**

Date Received: **3/28/2014**

WisDOT Region Reviewer's Signature: *Arthur P. Sommerfield*

Date: **4/22/2014**

2014-2104 TAP Second Round Application
City of Beloit and Beloit College
Narrative Response/Attachment 1
Page 1

Introduction

The City of Beloit and Beloit College are enthusiastic partners in this Transportation Alternatives Program grant application. If funded, the planned connection will dramatically improve an 850 foot stretch of our community's trail system. Moving from a sidewalk with no terrace next to a highway, to a riverwalk echoing the CityDeck in Green Bay or the path along the Monona Terrace in Madison, will continue to animate the riverfront and will remove a barrier to bike and pedestrian travel.

Beloit College and Alliant/Wisconsin Power and Light (Alliant/WPL) are partnering to transform the Blackhawk Generating Station, a closed 50 MW power plant, into a world-class student activity and recreation center called the Powerhouse. The building's three different phases of construction from 1913 to 1950 provided needed power for industry in the community and across the state. Now, rather than tearing down the 350 foot long by 150 foot wide building, the two parties have entered into an agreement that should give a new and active life to this landmark building in the center of our city.

Location and Details

This grant application envisions a riverwalk alongside the building bringing bike and pedestrian travel to the Rock River's edge. The project is planned as a minimum 11 ft wide path, with portions as wide as 23 ft, to allow easy travel in two directions. The 350 ft section immediately adjacent to the Powerhouse building will be concrete decking supported by the existing structure. The approximately 500 total feet of additional length (305 ft north and 195 ft south of the building) are planned as a 11 ft wide 6 in. thick concrete walk. There is an additional overlook planned south of the building to provide a water bottle fill station and viewing of the river and dam.

The riverwalk connects to the existing trail system on the north end of the property where the traveler has the choice of crossing a reused historic railroad bridge or staying along the river on the path that travels under the Hwy 81/Portland Ave. bridge. Both of these bridges were built with funding and support from the Wisconsin DOT and both have won awards for design and function.

Type of Trips Envisioned and Connectivity

2014-2104 TAP Second Round Application
City of Beloit and Beloit College
Narrative Response/Attachment 1
Page 2

We expect the riverwalk to support both utilitarian trips and recreational or wellness activity. Importantly, this will fill in a missing link connecting the northern 2.5 mile loop of paths on both the east and west sides of the Rock River and the .5 mile stretch south of the proposed link which connects to the Main Street area of Beloit. Along with a direct connection to the Beloit College campus this link will help connect neighborhoods and employment to offer alternatives to automotive trips. It is difficult to offer an accurate estimate for auto trip reduction, but improving this trail system piece by piece clearly seeks to advance that objective.

Key anchors connected by this project include: Beloit College (1600 faculty, staff, and students); Beloit Memorial High School (1850 students and staff); ABC Supply Corporate Headquarters; Regal-Beloit Corporate Headquarters; Beloit's Main Street area (180 businesses and an increasing number of residences); Ironworks Hotel (60 room boutique hotel); Ironworks Campus (13 different businesses occupying 400,000+ sq. ft.).

Along with the above mentioned connectivity to area businesses and community anchors, the project does directly connect to a public greenspace north of the powerplant. The project is also within one-half mile of Beloit College and Beloit Memorial High School, Riverside Park, and numerous residential neighborhoods. There is a bus stop adjacent to the project, and the northern path leads to the public library less than a mile away.

Timeline and Obstacles

The City of Beloit has successfully partnered with the Wisconsin DOT on previous TAP predecessor programs. We believe that this demonstrated success with TE and STP-D (TE) funding shows our commitment to ensuring the project will be delivered on time and within the budget specified in the pre-scoping application. Our professional staff stands ready to coordinate with district and state staff to put these vital resources to work.

Many of the obstacles to this project have already been overcome. Beloit College and Alliant/WPL have come to terms on the transfer of the retired powerplant. Beloit College will be seeking

2014-2104 TAP Second Round Application

City of Beloit and Beloit College

Narrative Response/Attachment 1

Page 3

private funding from their alumni for the reconstruction of the building. As with most private colleges this is a regular and expected path for raising capital funds. The flexibility of applying for design funding in SFY 2017 and construction funding in SFY 2018 allows Beloit College to have the final design completed for the adjacent building prior to going to the bidding for design and construction of this TAP project.

We are confident that the City of Beloit's track record of delivering projects in partnership with WisDOT and FHWA will help bring success. The City of Beloit has committed through a City Council resolution to comply with state law and policy and to have project commencement well within the four years as required.

Safety

A new riverwalk separated from the heavily traveled US Hwy 51 will lead to increased safety for all travelers. The path will be accessible to all users and will be well lit at night. Bolstered by a useful, attractive riverwalk, a vibrant student center replacing a closed building will add eyes on the street to improve overall safety in the entire area.

Conclusion

In an award-winning public private partnership that dates back twenty-five years, the City of Beloit has rebuilt and animated its riverfront. The State of Wisconsin and the Wisconsin Department of Transportation have been important partners in this effort. This grant provides an opportunity for deepening these partnerships to provide a public riverwalk on the west side of the powerplant. This is an opportunity that will be lost if the grant is not approved.

The connection to the river and the unique site makes this a worthy investment from the TAP selection committee. The community has planned for these connections dating back to 1989 and has received broad private investment in this trail system. We have no doubt that if built, this riverwalk will be vibrant with public use and will be a vital link connecting key parts of our community.