



La Crosse Area Planning Committee

*Metropolitan Planning Organization
Serving the La Crosse/La Crescent Urbanized Area*

Peter Fletcher, Director Jackie Eastwood, Transportation Planner
La Crosse County Administrative Center
212 6th Street North Room 2300 La Crosse, WI 54601
PH: 608.785.5977 Web: www.lacrossecounty.org/mpo

DATE: **MAY 2, 2022**
FROM: **PETER FLETCHER, DIRECTOR**
TO: **TECHNICAL ADVISORY COMMITTEE**
SUBJECT: **MAY 11, 2022 TECHNICAL ADVISORY COMMITTEE MEETING**

The next meeting of the La Crosse Area Planning Committee TAC will be on **Wednesday, May 11, 2022 at 2:30 p.m.** The meeting will be held remotely via TEAMS and/or teleconference call – meeting access/monitoring instructions detailed below.

AGENDA

1. Approval of minutes of the March 9, 2022 Meeting.
2. Recommendation to approve amending the 2022-2025 Transportation Improvement Program.
3. 2022 WisDOT STP-U/TAP/Carbon Reduction solicitations update.
4. Carbon Reduction Program project ranking.
5. Recommendation to approve project application for BIL FFY 22 STP-Urban program.
6. Recommendation to approve modifications to the 2022-2027 STP-Urban program application selections.
7. Other updates and information items.
8. June 2022 agenda items:
 - 2022-2025 TIP Amendment
 - BIL STP-U FFY 2023 project ranking
9. Other business; Adjourn; Next meeting to be announced.

Public Access: Any person may access the meeting utilizing the following options.

MEETING ACCESS/MONITORING INSTRUCTIONS:

Option 1: Use the link below to join the TEAMS meeting on your desktop/laptop/phone to stream audio, video or both. If you do not have TEAMS on your desktop/laptop/phone, after you activate the link “Click here to join the meeting” you will have to follow several prompts to join the meeting.

[Click here to join the meeting](#)

Option 2: Join by phone (audio only): 1-262-683-8845, and enter 360693795# at the prompt

[+1 262-683-8845](tel:+12626838845),[360693795#](tel:+12626838845) United States, Kenosha

Phone Conference ID: 360 693 795#

If you need assistance participating in this meeting, please contact Jackie Eastwood at 608.785.6141 or at jeastwood@lacrossecounty.org at least one week in advance of the meeting.

Technical Advisory Committee

Voting Members: Chris Dahl, Bob Fisher, Matt Gallager, Bob Gollnik, Charlie Handy, Jarrod Holter, Jim Krueger, Becky Lakowske, Joe Langeberg, Christina Peterson, Anna Pierce, Loren Schwier, Andrea Trane, Ian Turner, Voni Vegar, Bill Waller, Kurt Wayne

Non-voting Members: Karl Buck, Evan Gross, James Kuehn, Bobbi Retzlaff, Francis Schelfhout



La Crosse Area Planning Committee

Metropolitan Planning Organization
Serving the La Crosse/La Crescent Urbanized Area

Peter Fletcher, Director Jackie Eastwood, Transportation Planner
La Crosse County Administrative Center
212 6th St N ☎ Room 2300 ☎ La Crosse, WI 54601-2300
PH: 608.785.5977 Website: www.lacrossecounty.org/mpo

Minutes of Technical Advisory Committee Meeting, March 9, 2022

Minutes of the meeting of the Technical Advisory Committee held on Wednesday, March 9, 2022 at 3:01 by Microsoft Teams.

Members Present/On Call: Voting: Charlie Handy, Joe Langeberg, Bob Gollnik, Anna Pierce, Jarrod Holter, Chris Dahl, Jim Krueger, Stephanie Sward (alternate for Matt Gallagher), Loren Schwier, Bill Waller, Bob Fisher. Non-voting: Francis Schelfhout, WisDOT; Jim Kuehn, WisDOT; Karl Buck, Wis FHWA. **Guests and Staff:** Jack Zabrowski, Peter Fletcher, Jackie Eastwood.

Peter Fletcher called the meeting at 3:01 p.m.

1) Approval of the minutes of the January 12, 2022 TAC meeting:

Jim Krueger motioned to approve the minutes of the January 12, 2022 meeting; Bob Gollnik seconded. All were in favor.

2) Recommendation to approve amending the 2022-2025 Transportation Improvement Program:

Charlie Handy motioned to recommend to the Policy Board to approve amending the 2022-2025 Transportation Improvement Program as presented; Jarrod Holter seconded. All were in favor.

3) 2022 WisDOT STP-U/TAP solicitations update:

Peter Fletcher stated that as a result of the new Bipartisan Infrastructure Law (BIL), WisDOT added two STP-U solicitations. The first was released on January 31 for FY 2022. Applications are due April 1 and projects can be for construction only. The second was released on February 28 for 2023-2026. Applications are due on June 3 and projects can be for design and construction. Because only one project has been submitted for the April 1 due date, with no other applications expected, the TAC will not have to meet for a ranking process. It is anticipated that several projects will be submitted for the second solicitation which will require a June TAC meeting. Funded projects will be announced in July.

Peter continued with an update on the TAP. He stated that projects submitted for the current 2022-2026 cycle will be ranked by the CTAT on March 10. The ranked projects will then go to the Policy Board on March 16 for final approval. The approved list is then submitted to WisDOT. As a result of the BIL, an additional TAP solicitation will come out in August. WisDOT is considering an annual solicitation and possible allocation to each MPO like what occurs with the STP-U. Another program that came out with the BIL is the STP-Local. There has been some confusion over eligibility because the map of eligible roads and the FAQs contradict each other. The map is accurate; the FAQs are not.

4) Other updates and information items:

Peter Fletcher reported on the Amtrak PR event that took place at the Amtrak Station. He stated that there were many government officials in attendance. The event announced an agreement between states for improvements. The added service is scheduled for 2024, but an agreement between CP, Amtrak, and other railroads has put the project ahead of schedule. It could begin as soon as the middle of next year or even by the end of this year.

5) May 2022 agenda items:

- 2022-2025 TIP amendment

6) Other Business; Adjourn; Next meeting to be announced:

The next meeting will be held virtually on Wednesday, May 11, 2022.

Charlie Handy motioned to adjourn at 3:17 PM.; Bob Gollnik seconded. All were in favor.



La Crosse Area Planning Committee

Metropolitan Planning Organization

Serving the La Crosse/La Crescent Urbanized Area

Peter Fletcher, Director Jackie Eastwood, Transportation Planner
La Crosse County Administrative Center
212 6th Street North ☎ Room 2300 ☎ La Crosse, WI 54601-1200
PH: 608.785.6141 Website: www.lacrossecounty.org/mpo

May 2, 2022

To: Technical Advisory Committee Members

From: Peter Fletcher, Director

Subject: Carbon Reduction Program

The Bipartisan Infrastructure Law of 2021 (BIL) established a Carbon Reduction Program that provides funding for projects that reduce transportation emissions. In Wisconsin, the program is being administered through WisDOT. MPOs representing population areas between 50,000 and 200,000 select their projects that meet eligibility guidelines for the Carbon Reduction Program. The LAPC program allocation for 2022 is \$261,541. The LAPC must submit selected projects to WisDOT by June 1, 2022.

Similar to the STP-Urban program, the TAC will provide a recommended ranking of projects to the LAPC Policy Board. WisDOT has established a May 6, 2022 deadline for accepting applications. Due to the compressed timeline of the new program and our meeting schedule, it was not possible to include applications in the agenda packet. Jackie and I will conduct a review and preliminary ranking of the projects for consideration at the meeting. We will also provide you with the application materials as soon as they are available. Thank you for your assistance in the administration of this new program.



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 application instructions in link below:

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

Program: STP-Urban **Population Category for STP Projects:** 50,000 to 200,000

Project Description

Project Sponsor: **County of La Crosse** Facility Owner: **County of La Crosse**

Project Location:

Municipality: **Town of Onalaska** County: **La Crosse**

On Route: **CTH ZM**

At Route (Start): **CTH Z** Offset: **0.5** (tenths of a mile)

Toward Route (End): **CTH OT**

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: **Urban Collector**

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-standarized-bridge-plan-pilot.aspx>

Existing Facility for STP-Rural and STP-Urban Projects

Number of Lanes: **2** Cross Section: Rural Urban
Pavement Type: **Asphalt** Pavement Width: **20**
Pavement Rating: **3** Year Last Improved: **1988**
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 (wisconsin.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? **July 2022**

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 (wisconsin.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? **July 2022**

Proposed Improvement for STP-Urban and STP-Rural projects

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

Project Sponsor: **La Crosse County**

County: **La Crosse**

Select Project Type: **STP – Rural**

STP - Urban

Local Bridge

Improvement Type: **Pavement Replacement** If Combination, explain: Overall Length: **2580** (feet)

Rural Cross Section

Urban Cross Section

New Pavement Type: **Hot Mix Asphalt** 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 checked="" 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 checked="" type="checkbox"/> N/A	<input type="checkbox"/>
3. The existing bridge structure to be removed is not designated as historic.	<input type="checkbox"/> <input checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/> N/A	<input type="checkbox"/>
15. No federal funding may be put into the real estate.	<input checked="" 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 checked="" 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	\$475600	\$380480	\$95120
Participating Structure Cost	\$	\$	\$
Total Participating Cost	\$475600	\$380480	\$95120
Non-Participating Roadway Cost (100% Local)	\$	\$0	\$
Non- Participating Structure Cost (100% Local)	\$	\$0	\$
Total Non-Participating Construction Cost	\$	\$0	\$
A. Subtotal Construction Costs	\$475600	\$380480	\$95120
B. Construction Engineering Costs (Coordinate with WisDOT Region)	\$71340	\$57072	\$14268
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)	\$549940	\$439952	\$109988

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.**

- a. All Federal Funding will be limited at the estimate amount unless an increase is approved by WisDOT. Additional costs incurred over the limit will be 100% the responsibility of the project sponsor.

- b. A federally funded design project must be tied to a construction project. Stand alone design projects are no longer eligible for funding (this does not apply to MPO area projects).
- c. Only new projects may apply, existing projects are ineligible for additional funds through the new cycle process. Existing projects requiring additional funds are encouraged to use the existing Project Change and Cost Increase processes.
- 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: **Joe Langeberg** Title: **La Crosse County Highway Commissioner**

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/rdwy/fdm/fd-08-05.pdf>

Sponsor Agency: La Crosse County Highway Department	
Contact Person: Joe Langeberg, PE	(Note: must be Head of Government or Designee)
Title: Highway Commissioner	
Address: 301 Carlson Road, West Salem, WI 54669	
Telephone: 608-786-3813	
Email: jlangeberg@lacrossecounty.org	
<p>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.</p>	
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:

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

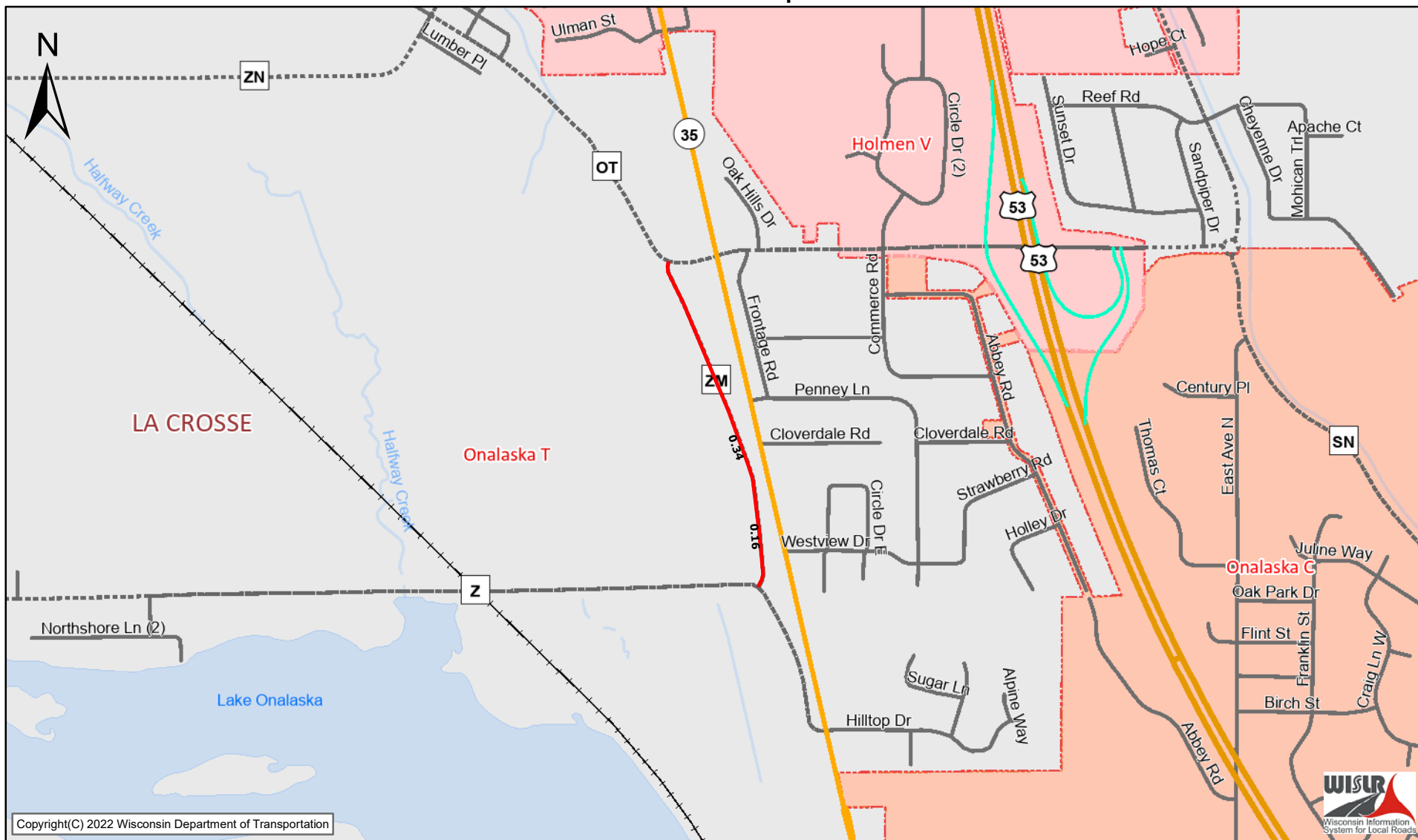
FOR WISDOT USE ONLY – enter the following information at application review	
NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-6.	
Subprogram:	Project Improvement Type:
Region Reviewer’s Name:	
Reviewer’s Title:	
Date Received:	
WisDOT Region Reviewers Signature:	Date:
FOR WISDOT USE ONLY – enter the following information after project approval	
Project ID(s):	

Preliminary Opinion of Probable Cost

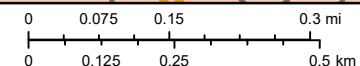
Item	Unit	Item Description	Cat 10	Unit Price	Total Costs	% of total:
204.0150	LF	REMOVING CURB AND GUTTER			\$ -	0.00%
205.0100	CY	EXCAVATION COMMON	3600	\$ 10.00	\$ 36,000.00	7.57%
213.0100	EACH	FINISHING ROADWAY (PROJECT) 01.	1	\$ 1,000.00	\$ 1,000.00	0.21%
305.0110	TON	BASE AGGREGATE DENSE 3/4-INCH	500	\$ 24.00	\$ 12,000.00	2.52%
305.0120	TON	BASE AGGREGATE DENSE 1 1/4-INCH	5000	\$ 14.00	\$ 70,000.00	14.72%
312.0110	TON	SELECT CRUSHED MATERIAL	500	\$ 20.00	\$ 10,000.00	2.10%
455.0605	GAL	TACK COAT	498	\$ 10.00	\$ 4,975.52	1.05%
460.6224	TON	HMA PAVEMENT 4 MT 58-28 S	1690	\$ 125.00	\$ 211,226.81	44.41%
522.1012	EACH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	1	\$ 1,000.00	\$ 1,000.00	0.21%
601.0409	LF	CONCRETE CURB & GUTTER, 30-INCH TYPE A	170	\$ 65.00	\$ 11,050.00	2.32%
608.0412	LF	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH	52	\$ 52.00	\$ 2,704.00	0.57%
619.1000	EACH	MOBILIZATION	1	\$ 40,000.00	\$ 40,000.00	8.41%
624.0100	MGAL	WATER		\$ 40.00	\$ -	0.00%
625.0500	SY	SALVAGED TOPSOIL		\$ 3.00	\$ -	0.00%
628.1504	LF	SILT FENCE		\$ 3.50	\$ -	0.00%
628.1520	LF	SILT FENCE MAINTENANCE		\$ 1.00	\$ -	0.00%
628.1905	LF	MOBILIZATIONS EROSION CONTROL		\$ 250.00	\$ -	0.00%
628.1910	EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL		\$ 300.00	\$ -	0.00%
628.7560	EACH	TRACKING PAD		\$ 250.00	\$ -	0.00%
629.0210	CWT	FERTILIZER TYPE B		\$ 300.00	\$ -	0.00%
630.0140	LB	SEEDING MIXTURE NO. 40		\$ 40.00	\$ -	0.00%
630.0200	LB	SEEDING TEMPORARY		\$ 20.00	\$ -	0.00%
643.5000	EACH	TRAFFIC CONTROL	1	\$ 5,000.00	\$ 5,000.00	1.05%
646.1005	LF	MARKING LINE PAINT 4-INCH		\$ 1.25	\$ -	0.00%
646.6120	LF	MARKING STOP LINE PAINT 18-INCH			\$ -	0.00%
650.4500	LF	CONSTRUCTION STAKING SUBGRADE	2574	\$ 1.50	\$ 3,861.00	0.81%
650.5000	LF	CONSTRUCTION STAKING BASE	2574	\$ 1.50	\$ 3,861.00	0.81%
650.9910	LS	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL(PROJECT) 01.5721-00-75	1	\$ 500.00	\$ 500.00	0.11%
650.9920	LF	CONSTRUCTION STAKING SLOPE STAKES	80	\$ 3.00	\$ 240.00	0.05%
690.0150	LF	SAWING ASPHALT		\$ 4.00	\$ -	0.00%
690.0250	LF	SAWING CONCRETE		\$ 4.00	\$ -	0.00%
					\$ -	0.00%

Subtotal (rounded): 413,500.00
 Contingency: 62,100.00 **Percentage: 15%**
Total Construction Cost Estimate: 475,600.00

WISLR Map



The information contained in this data set and information produced from this dataset were created for the official use of the Wisconsin Department of Transportation (WisDOT). Any other use while not prohibited, is the sole responsibility of the user. WisDOT expressly disclaims all liability regarding fitness of use of the information for other than official WisDOT business. Map created on February 2, 2022



- | | | | | | |
|----------------------------|-------------------------|---------------|---------------------|-----------------------|------------------------------|
| No Data | USH Connecting Highway | Frontage Road | County Roads | Local Roads | Cities/Villages/Towns |
| Railroads | State Trunk Highways | Wayside | County Trunk Hwy | Municipal/Local Roads | City |
| State Trunk Network | STH Connecting Highways | Rest Area | County Forest Roads | Ineligible Roads | Village |
| Interstate Highway | On-Off Ramp | Weigh Station | Other County Roads | Rivers | Town |
| USH Highway | Connector | | | Lakes | Counties |

LAPC 2022-2027 STP-Urban Projects

LAPC STP-U Allocation: \$4,028,896

STP-Urban Applications (Projects) Proposed Modifications

Municipality	Project	Total Project Cost	Federal Share (80%)	Local Share (20%)	LAPC STP-U Selected Projects and Funding Amount
City of La Crosse	6 th St. (State St.-Cass St.)	\$3,450,000	\$2,216,000	\$1,234,000	Funded at 80% \$2,216,000
City of Onalaska	Midwest Dr. (Theater Rd.-E. Main St.)	\$939,510	\$751,608	\$187,902	Funded at 80% \$751,608
Village of West Salem	City Loop Dr. (CTH B-Neshonoc Rd.)	\$564,195	\$451,356	\$112,839	Funded at 80% \$451,356
Village of West Salem	Mark St. (Garland St.-East Ave.)	\$164,913	\$131,930	\$32,983	Funded at 80% \$131,930
City of Onalaska*	Theater Rd. Roundabout	\$662,340	\$526,672	\$135,668	Funded at 72% \$478,002
Village of West Salem	Leonard St. (Elm St.-Hamilton St.)	\$385,488	\$308,391	\$77,097	Funded at 80% \$308,391
City of Onalaska	Transit (vans)	\$312,000	\$250,000	\$62,000	Funded at 68% \$169,611
Total					\$4,028,896

*City of Onalaska is utilizing a different funding source for the Theater Rd. roundabout.

The City of Onalaska's decision to fund the Theater Rd. roundabout through different sources leaves \$478,002 in STP-U funding. Five projects were not funded in the initial selection phase. Three of the projects would not be eligible for the remaining funds (\$478,002) as the STP-U funds would not reach 50% of project costs (STP-Urban requirement). Two projects would be eligible for the remaining STP-U funds. The Village of West Salem (Leonard St. project) and the City of Onalaska (transit vans) have tentatively approved of utilizing the remaining funds if approved by the TAC and LAPC.