



## ⇒ Transportation Enhancements in Wisconsin ⇒

*Celebrating more than a decade of enhancing our communities and improving quality of life*

Wisconsin Department of Transportation  
1993–2004



*(about the front cover)*

*No geographical feature defines a sense of place quite like a beautiful lakefront, and the people of Manitowoc and Two Rivers on the western shore of Lake Michigan can certainly testify to that. The Mariner's Trail, a bike and pedestrian trail extending along the lake side of STH 42, has become so popular that on a summer day, it is actually, in some spots, congested. Local citizens and tourists alike have embraced the trail and flock to it in droves.*

*"This trail is far more successful than we ever imagined it would be and not just on beautiful days. It gets heavy use all year long, even in the dead of winter. And the indigenous plantings that were part of the project have not only worked to beautify the trail, but they have brought birds back."*

**Bill Handlos**  
Director of Public Works  
and City Engineer  
Manitowoc



*(page 10 top right)*

*The Fox River Trail, tucked into a narrow corridor between State Highway 57 and the Fox River, is a true multi-purpose trail serving as both a recreational and commuter facility. With the river on one side, it has the benefit of virtually no cross traffic, making it extremely safe. Initially met with some resistance by residents unfamiliar with the benefits of such a trail, it now holds the distinction of being one of the most popular bicycle and pedestrian trails in the state of Wisconsin.*

*"Prior to the development of the trail, this corridor was not multi-modal by any stretch of the imagination. The people of this community have benefited from the trail in many ways—personally and economically. And in terms of where the trail is situated, well it's bulletproof providing scenery, and safety for all who use it. This is a really good thing. And now that it's here, and people see how it benefits them, our opportunities for creating more trails have increased greatly."*

**Peter Flucke**  
President  
WE BIKE

# Wisconsin Department of Transportation

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# Wisconsin Department of Transportation

## Transportation Enhancements in Wisconsin

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### **Background**

The United States Congress created the Transportation Enhancement (TE) Program in 1991 as part of the Intermodal Surface Transportation Efficiency Act (ISTEA). In doing so, it recognized that people want more for their money than just roads; they want balance in our approach to transportation. Transportation today must be much more than getting from point A to point B. It must be multi-modal, improve quality of life and serve as a catalyst for economic growth. The Transportation Enhancement program addresses these desires and for more than a decade has served Wisconsin by improving its communities, offering transportation choices and enhancing the natural and man-made environment. These types of benefits support the Federal Highway Administration's stated priorities in the areas of environmental stewardship and streamlining, safety and mobility.

TE projects have helped make walking and bicycling easier in communities all over the state by providing funding for sidewalks, bike lanes and rails to trails conversions. Additionally, monies have been used to restore historic buildings, beautify streetscapes and provide transportation museums and visitor centers resulting in increased tourist traffic and stronger regional economies. Some communities have capitalized on acquiring, restoring and preserving scenic areas while others use the program to aid in environmental stewardship and safety efforts.

### **Federal Local Partnership**

A public entity such as local government, a state agency or an Indian Tribal Nation must sponsor an eligible TE project. In Wisconsin, engineering and design, real estate and construction are eligible for funding. Construction and real estate related projects must cost \$100,000 or more to be eligible. Design and non-construction projects costing \$25,000 or more are also eligible. Projects can receive reimbursement for up to 80% of the project application cost estimate.

Eligible projects must demonstrate a clear relationship to surface transportation and fit into one of the following 12 categories. Monies may be used for the purpose of:

- » Providing facilities for pedestrians and bicyclists.
- » Providing safety and educational activities for pedestrians and bicyclists.
- » Acquiring scenic easements and scenic or historic sites.
- » Sponsoring scenic or historic highway programs, including the provision of tourist and welcome centers.
- » Landscaping and other scenic beautification.
- » Preserving historic sites.
- » Rehabilitating and operating historic transportation buildings and structures.
- » Preserving abandoned railway corridors.
- » Controlling and removing outdoor advertising.
- » Conducting archeological planning and research.
- » Mitigating water pollution due to highway runoff or reducing vehicle induced wildlife fatalities.
- » Establishing transportation museums.

## **TE Projects in Wisconsin**

Wisconsin is a state rich in character, vibrant in culture and drenched in scenic beauty. From the clear blue waters of Lake Michigan to the breathtaking bluffs and vistas of the Great River Road, there is something for everyone. Wisconsin embodies the term quality of life. Our communities, whether rural or urban, are a reflection of their citizens with each one unique. Some are steeped in history, while others offer endless recreational opportunities. The Wisconsin Department of Transportation's Transportation Enhancement (TE) program provides communities the opportunity to enhance and improve the unique features that make them wonderful places to live, work and play.

The TE program responds to the wish of many communities for funding to accomplish something "above and beyond" what is normally done on transportation projects. There are many ingredients in a successful transportation recipe that are not traditionally considered, such as picturesque streetscapes, scenic bike and walking trails and historic building restoration. All contribute to the quality of life and the economic livelihood of Wisconsin's local communities. And the TE program helps to make many of them possible.

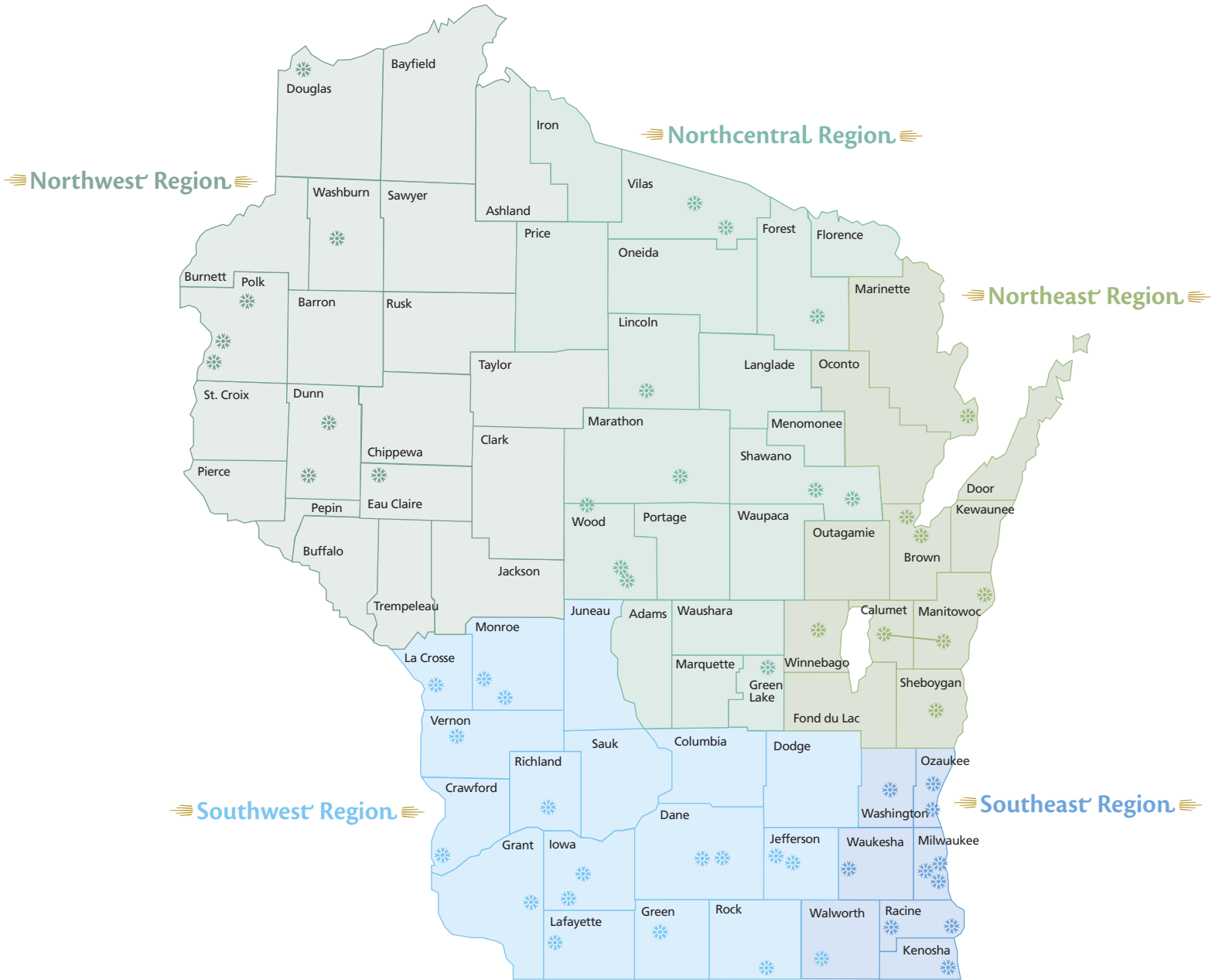
In Wisconsin, federal TE funds have been awarded through the Statewide Multi-modal Improvement Program (SMIP). In addition to the TE Program, SMIP has included the state's Bicycle and Pedestrian Facilities Program (until 1995) and the STP—Discretionary (until 2003) programs. The common denominator among the three sub-programs has been the eligibility of bicycle and pedestrian related projects, by far the most requested type of project. TE funds have also been used for bicycle, pedestrian, streetscaping and landscaping improvements on state highway projects.

Since its inception WisDOT's TE program has funded more than 500 projects throughout the state. The following pages showcase and highlight some of the projects made possible by the TE Program. Some larger, some smaller; some rural, some urban; but all make Wisconsin a better place to call home.

## TE Facts at a Glance

- » Since 1993, more than 500 projects worth about \$140 million in federal funds have been awarded to communities throughout the state primarily using TE funding.
- » Bicycle and pedestrian related projects are by far the most requested and awarded category of projects, with almost 60% of the funding going to projects in these categories.
- » Other popular projects include historic preservation of transportation related structures, particularly railway depots and various streetscaping and landscaping improvements in downtown areas.
- » Of the more than 500 state and local TE projects funded in Wisconsin since 1993, about 60% have been Bicycle/Pedestrian projects (of which about 7% have involved use of an abandoned railroad corridor). Scenic /Landscape/Streetscape projects represent about 21% of the total, while Historic Preservation and related efforts comprise about 18%.
- » 65 of Wisconsin's 72 counties have been awarded at least one project during the life of the program.

# Highlighted Transportation Enhancement Projects by Region





## ≡ Northeast Region ≡

Kiel-New Holstein  
Bicycle and Pedestrian Trail  
*Calumet and Manitowoc Counties*

Broadway and Hubbard Street  
Reconstruction and Beautification  
*Green Bay*

Robinson-Herrling Sawmill  
Restoration and Reconstruction  
*Sheboygan County*

Mariner's Trail-Bicycle  
and Pedestrian Trail  
*Manitowoc and Two Rivers*

Winneconne Bridge  
Improvements STH 116  
*Winnebago County*

Menominee River Pedestrian Bridge  
*Marinette*

Fox River Bicycle and Pedestrian Trail  
*Green Bay-Village of Greenleaf*

## ≡ Northcentral Region ≡

Railroad Depot Restoration  
*Shawano*

Eagle River Hwy 45-17 Bypass/Bridge  
Landscaping and Period Lighting  
*Vilas County*

Mountain Bay  
State Trail  
*Green Bay to Wausau*

Webster Street  
Bicycle and Pedestrian Bridge  
*Berlin*

Camp Five Museum  
Locomotive Overhaul  
*Laona*

Wildwood Station  
Bicycle and Pedestrian Trail  
*Marshfield*

West River Bank  
Bicycle and Pedestrian Trail  
*Wisconsin Rapids*

Wausau River Edge Parkway  
*Wausau*

North Trout Lake Trail Extension  
*Boulder Junction*

Prairie River Bridge Preservation  
*Merrill*

Riverview Expressway Bridge  
*Wisconsin Rapids*

## ≡ Northwest Region ≡

Osaugie Bicycle  
and Pedestrian Trail  
*Superior*

Soo Line Station  
Rehabilitation  
*Colfax*

Soo Line "S" Bicycle  
and Pedestrian Bridge  
*Eau Claire*

Historic Lake Bank  
Corridor Revitalization  
*Menomonie*

Gandy Dancer Trail Box  
Culvert-STH 35  
*Luck*

National Scenic River  
Enhancement-STH 87  
*St. Croix Falls*

Osceola Depot Restoration  
*Polk County*

Veteran's Cemetery Wayside  
*Washburn County*

## ≡ Southwest Region ≡

New Glarus Beautification  
*Green County*

Maunasha River Bike Path  
*Waterloo*

Historic La Crosse Landing  
*La Crosse*

Coon Creek Accessible  
Fishing Area  
*Coon Valley*

Richland Center Railroad  
Depot Restoration  
*Richland Center*

Elroy-Sparta State Trail  
STH 71 Underpass  
*Monroe County*

Southwest Commuter  
Bicycle and Pedestrian Path  
*Madison*

Riverwalk Bike  
and Pedestrian Path  
*Beloit*

St. Feriole Island  
Riverfront Improvements  
and Dousman Depot  
*Prairie du Chien*

Capital City Trail E-Way Segment  
*Madison, Fitchburg,  
Blooming Grove*

US 151 corridor enhancements  
*Iowa, Lafayette and Grant Counties*

Milwaukee Street Bicycle  
and Pedestrian Bridge  
*Jefferson*

Mineral Point Railroad  
Depot Restoration  
*Iowa County*

Wyoming Valley and Percussion  
Rock Overlook  
*Iowa County*

La Crosse River State Trail/Sparta  
Elroy State Trail Connection  
*Monroe County*

## ≡ Southeast Region ≡

Main Street Streetscaping  
*Racine*

Milwaukee Riverwalk:  
East Wells Street to  
East Mason Street  
*Milwaukee*

Riverfront Parkway IV-Lower Trail  
and Upper Overlook  
*West Bend*

Lakefront Bicycle  
and Pedestrian Trail  
*Milwaukee*

Miller Valley Streetscaping  
*Milwaukee*

Village of Okauchee  
Bicycle and Pedestrian Trail  
*Waukesha County*

Historic Interurban  
Depot Preservation  
*Cedarburg*

Harborpark Promenade  
*Kenosha*

Walworth Avenue  
Brick Street Renovation  
*Delavan*

Burlington Riverfront  
Pedestrian and Bicycle Trail  
*Racine County*

Ozaukee County  
Interurban Trail  
*Port Washington,  
Grafton, Belgium*

# ≡ Northeast Region ≡

(top)

**Project Name:** Kiel-New Holstein Bicycle and Pedestrian Trail

**Community:** Kiel and New Holstein

**Award Date:** 1998

**Grant Awarded:** \$136,000

This 10' wide 2.5-mile bike and pedestrian trail connects two cities as it meanders through a picturesque pastoral setting. The trail gets heavy use because of its close proximity to residential neighborhoods, schools, employers and recreational facilities such as the indoor swimming pool in Kiel and the outdoor swimming complex in New Holstein. The trail also serves cross-country skiers in winter. Because the trail is visible to vehicles traveling along STH 32/57, commuters are constantly reminded that there is a viable alternative between the two cities.

(bottom left and bottom right)

**Project Name:** Broadway and Hubbard Street Reconstruction and Beautification

**Community:** Green Bay

**Award Date:** 1999

**Grant Awarded:** \$223,052

The addition of plantings and flowers, entrance kiosks, street furniture, bike racks and trash receptacles to the entrance to Broadway Village in downtown Green Bay has made it infinitely more inviting for pedestrians and bicyclists. Prior to that, this area, nominated to be on the National Registry of Historic Places, was too wide with no barriers between the street and the buildings. Pedestrians weren't drawn into the commercial district, rather it was primarily a thoroughfare for truck traffic. The street-scape project is a fundamental component to the revitalization of Broadway Village and the Fox River riverfront on its eastern border.



## ≡ Northeast Region ≡



*(top)*

**Project Name:** Robinson-Herrling Sawmill Restoration and Reconstruction  
**Community:** Old Wade House historic site Greenbush in Sheboygan County  
**Award Date:** 1998  
**Grant Awarded:** \$400,000

Sawmills played an integral part in the development and livelihood of many of Wisconsin's communities. The Wisconsin Historical Society restored and reconstructed a water-powered sawmill and dam at Wade House state historic site in Greenbush. On the banks of the Mullet River the sawmill filled an important economic and social role within this rural community from the time of statehood. The mill was constructed in 1848, and production increased steadily so that by 1860 it produced 160,000 board feet of lumber. This lumber was used for plank road, building and bridge construction, railroad development, piers and wharves. The current historic site at Greenbush preserves and interprets the Wade House Inn and the Wesley Jung Carriage Museum which also received TE funding. With the addition of a restored mill, this historic setting provides a unique and important educational program relevant to understanding early state transportation history and its role in Wisconsin's settlement and development.



*(bottom and front cover)*

**Project Name:** Mariner's Trail-Bicycle and Pedestrian Trail  
**Community:** Two Rivers and Manitowoc  
**Award Date:** 1999  
**Grant Awarded:** \$569,240

The four-mile Mariner's Trail extends along the Lake Michigan side of STH 42 connecting downtown Two Rivers with an existing bicycle trail on the north side of Manitowoc which follows the lakefront route to downtown Manitowoc. The eight-foot wide paved trail links not only city centers but also roadside beaches, rest areas, the local Chamber of Commerce Visitor Center as well as a medical center. It offers views of gorgeous Lake Michigan scenery and has greatly improved safety along this corridor for bicyclists, walkers and joggers in an area that sees over 300,000 visitors annually.



*(top left)*

**Project Name:** Winneconne Bridge Improvements STH 116  
**Community:** Village of Winneconne  
**Award Date:** 2000  
**Grant Awarded:** \$215,424

The village of Winneconne is divided into two equal sections on either side of Lake Butte des Morts and joined by the Charles White Bridge on STH 116. The bridge is vital to vehicular, pedestrian and bicycle traffic not to mention the local economy, and traffic counts range from 6000 cars per day to more than three times that amount in April through October. Additionally, the pedestrian and bicycle count exceeds 300 per day including children walking to school. Lastly, fishing is allowed from the sides of the bridge, and, typically, there are 10–15 persons fishing per hour with many more during the spring bass/walleye run. To better accommodate the needs of everyone, the village built a fishing platform on the south side of the bridge, leaving the sidewalk open to unobstructed bike and pedestrian traffic. Additionally, period lighting, benches, planters and garbage receptacles were added creating a quiet respite overlooking the beautiful Wolf River and Lake Butte des Morts.



## ≡ Northeast Region ≡

*(top right)*

**Project Name:** Fox River Bicycle and Pedestrian Trail  
**Community:** Green Bay/Village of Green Leaf  
**Award Date:** 1998  
**Grant Awarded:** \$395,600

The Fox River State Recreational Trail stretches 13.5 miles from downtown Green Bay to the Village of Greenleaf. Built on railroad corridor formerly owned by the Wisconsin Central Railroad, the trail follows the Fox River extending south along the east bank. From the trailhead, roughly five miles of the urban section is asphalt-paved. The trail connects Green Bay's business district with De Pere's and winds its way through the village of Allouez on the way connecting business districts with residential neighborhoods. The corridor parallels the extremely busy STH 57, so it provides a practical alternative to the use of a motor vehicle. In addition to being practical, the Fox River Trail provides numerous recreational opportunities connecting four local parks and Heritage Hill State Park as well as providing waterfront access. Furthermore, the trail has spurred economic activity for local restaurants and other tourist related businesses.



*(bottom middle)*

**Project Name:** Menominee River Pedestrian Bridge  
**Community:** Marinette  
**Award Date:** 1998  
**Grant Awarded:** \$96,000

The Menominee River Pedestrian Bridge provides a safe link from the Marinette County Historical Museum situated on Stephenson Island, one of the city's finest parks, to the Stephenson Public Library, Wisconsin Tourist Information Center and central business district on the other side of the river. Before the 140-foot long 6-foot wide bridge was built, residents and visitors were forced to walk on a narrow sidewalk immediately adjacent to the very heavily traveled USH 41, a harrowing experience. In addition to adding to the scenic beauty of this small town surrounded by the waters of the Menominee River and Lake Michigan's Green Bay, this structure helps reduce vehicle trips between the city and the island.



## Northcentral Region

*(top left)*

**Project Name:** Railroad Depot Restoration  
**Community:** Shawano  
**Award Date:** 2000  
**Grant Awarded** \$64,400

Located at the intersection of STH 22, Main Street and the Mountain Bay Trail, the former C&NW Railroad depot was the perfect spot for a much-needed rest stop. For bikers using the popular Mountain Bay Trail connecting Green Bay to Wausau, the stop is strategically located near the middle portion of the trail. Today the stop serves bikers and, in the winter, snowmobilers. Additionally, it has turned out to be the ideal location for businesses such as a store and a bicycle repair shop and has fit into a broader long-range plan for capital improvements along Shawano's historic Main Street by enhancing its appearance and pedestrian friendliness.

*(bottom left)*

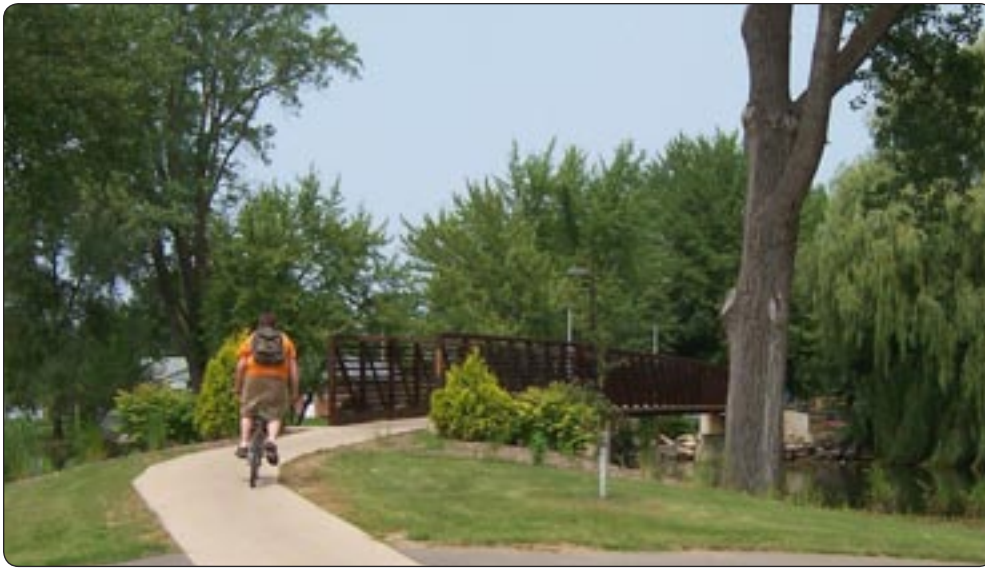
**Project Name:** Eagle River Hwy 45 - 17 Bypass / Bridge Landscaping and Period Lighting  
**Community:** Eagle River  
**Award Date:** 1999  
**Grant Awarded:** \$182,960

Northern Wisconsin is more than a destination; it's a state of mind. Just mentioning it evokes thoughts of wooded pine forests and clear, deep blue lakes. Thousands of tourists make it an annual destination. The community of Eagle River plays host to many tourists, and realizes the importance of having a road project that's not only functional but inviting as well. The Hwy 45-17 bypass and bridge construction project included period lighting, trees and bushes, sidewalks, recreation trail and other amenities. The landscaping and lighting tie in well with work done in the downtown Eagle River, a designated Main Street Community.

*(right)*

**Project Name:** Mountain Bay State Trail  
**Community:** Brown, Shawano and Marathon Counties  
**Award Date:** 1994  
**Grant Awarded:** \$856,782

This project, part of a three county cooperative effort to develop a pedestrian/bicycle trail along 84 miles of abandoned rail corridor resulted in a trail that stretches from Rib Mountain in Marathon County to Green Bay in Brown County hence the name Mountain Bay. And in between the trail passes through the forests, lakes and the farm fields of Shawano County. Monies were used to deck and rail existing bridge structures, put in signs and provide a limestone screen base suitable for pedestrians, bicyclists and snowmobiles. The addition of the trail has helped add more than \$3 million per year to the local communities along the Mountain Bay Trail converting an unused railway corridor into a recreational destination.



## ⇒ Northcentral Region ⇒

*(top left)*

**Project Name:** Webster Street Bicycle and Pedestrian Bridge

**Community:** Berlin

**Award Date:** 1993

**Grant Awarded:** \$112,000

The city of Berlin was born in 1847 out of the need for a Fox River crossing on the road from Fond du Lac to Stevens Point. Berlin was the most feasible place. The city straddles both sides of the Fox and is known today for its stately, ornate and well-preserved stock of Victorian homes. Berlin, proud of its heritage, takes an active role in preserving the city's historic districts. With the city divided by the river and only one way to cross it, the STH 49 bridge was heavily used by everyone and particularly dangerous for pedestrians and bicyclists. The construction of the Webster Street Bicycle and Pedestrian Bridge made travel much safer, especially for children. It links schools, recreational facilities, neighborhoods and shopping areas providing a safer alternative to the heavily traveled STH 49 bridge.



*(bottom middle)*

**Project Name:** Camp Five Museum Locomotive Overhaul

**Community:** Laona

**Award Date:** 2000

**Grant Awarded:** \$396,960

A 1916 Vulcan steam locomotive rides the rails again at Camp 5 Museum taking riders back in time when lumberjacks labored in the pine forests of Northern Wisconsin. The museum is dedicated to preserving the history of the early logging days in the state. Camp 5 Museum hosts just under 20,000 visitors annually. Part of the museum experience is a ride on a train consisting of historical coaches, cabooses and the overhauled Vulcan. The locomotive was disassembled, inspected, repaired and reassembled over a six-month period in late 2002 and early 2003. The steam locomotive enhances the educational experience and sharpens historical understanding for visitors.



*(right)*

**Project Name:** Wildwood Station Bicycle and Pedestrian Trail

**Community:** Marshfield

**Award Date:** 2000, 2002

**Grant Awarded:** \$348,600

The 0.8-mile Wildwood Station Trail runs through the center of Marshfield on a former railroad corridor. The project extends from the city's west corporate limits at Lincoln Ave. to Oak Ave. near the city's center. The trail serves as a connector for future proposed trails and provides a much safer route for people living in the adjacent neighborhoods. In Marshfield there are many areas where sidewalks don't exist, and pedestrians are forced to share the roadway with vehicles. Between Lincoln and Oak avenues, the trail preserves a 100' wide corridor of vegetation on either side providing benefits to the environment and wildlife.



## Northcentral Region

*(top)*

**Project Name:** West River Bank Bicycle and Pedestrian Trail

**Community:** Wisconsin Rapids

**Award Date:** Series of awards from 1994–2002

**Grant Awarded:** \$413,200

In the heart of central Wisconsin on the banks of the Wisconsin River lies Wisconsin Rapids, a hard-working river town with a proud heritage defined by the paper industry. The community's forward thinking long range-plan to revitalize its downtown area included the extension of its surrounding bike trail system into the central business district. Over a number of years various improvements were made and segments were added to the Ahdawagam Trail System. Today the system affords not only numerous recreational opportunities but also a practical option for many commuters in the Wisconsin Rapids area. It connects the Stora Enso industrial complex with the Dotmar paper mills in the Village of Port Edwards and the City of Nekoosa and its residential areas.



*(bottom)*

**Project Name:** Wausau River Edge Parkway

**Community:** Wausau

**Award Date:** 1998

**Grant Awarded:** \$96,466

The Wisconsin River is the city of Wausau's most important natural resource and defines its character. Capitalizing on that fact, this project added yet another link to Wausau's River Edge Parkway, a nine-mile bicycle-pedestrian facility that extends from the north city limits to the south city limits on both sides of the grand Wisconsin River. For the most part, the parkway extends along the riverbanks, but in some instances it is routed onto adjacent streets connecting residential and commercial areas with existing parkland along the river edge.



Phil Van Valkenberg



## Northcentral Region

(top left)

**Project Name:** North Trout Lake Trail Extension  
**Community:** Boulder Junction  
**Award Date:** 1998  
**Grant Awarded:** \$158,400

Thousands of tourists annually flock to Boulder Junction to enjoy the spectacular beauty of the forests and recreate in the crystal clear lakes of Wisconsin's Northwoods. The North Trout Lake Trail Extension connects the Town of Boulder Junction Public Park to the picnic area, beach, campground, boat landing and nature trail operated by the DNR at South Trout Lake and Firefly Campground. The 4.2 mile, 10 foot wide asphalt pathway provides safer pedestrian and bicyclist access to recreational facilities and gives new meaning to the words "scenic route".

(top right)

**Project Name:** Prairie River Bridge Preservation  
**Community:** Merrill  
**Award Date:** 1999  
**Grant Awarded:** \$495,238

The city of Merrill, often noted for its handsome century-old courthouse, recognized the importance of preserving and restoring its historic stone arch bridge, one of the last of its kind in the state. Located on State Highway 64, the bridge serves the city and surrounding area as a major arterial on an important east/west thoroughfare. Badly in need of repair, the bridge received new tuck-pointing, the curb and sidewalk were replaced, and the railings were painted. In addition to visually enhancing the city, the restored hard-working bridge handles more than 11,000 vehicles daily not counting heavy pedestrian and bike traffic.

(bottom)

**Project Name:** Riverview Expressway Bridge  
**Community:** Wisconsin Rapids  
**Award Date:** 2000  
**Grant Awarded:** \$977,600

Nestled in Wisconsin's Central Sands region with the Wisconsin River winding its way through the city, Wisconsin Rapids and surrounding Wood County recognized the need to greatly enhance its bike trail system by adding safety features to the Riverview Expressway Bridge. At the time the grant was awarded, the bridge had more than 24,000 vehicles crossing it on any given day with truck traffic representing at least 5% of that number. The installation of a multi-use, bi-directional path that separates bicyclists and pedestrians from vehicles greatly improves safety on this 40 mile per hour facility. In addition, the Riverview Expressway Bridge is part of both the state and Wood county bike plans and serves as a critical link in a broader bike path system that spans both the east and west sides of the Wisconsin River serving commuters, school children and recreational riders in and around the city of Wisconsin Rapids.





Eau Claire Leader-Telegram

## Northwest Region

*(left)*

**Project Name:** Osaugie Bicycle and Pedestrian Trail

**Community:** Superior

**Award Date:** 1994

**Grant Awarded:** \$96,000

Along the asphalt-paved Osaugie Trail pedestrians, bicyclists and in-line skaters can enjoy the bustle and beauty of Superior's harbor and shoreline and have access to the many attractions the city has to offer. This multi-purpose handicapped accessible trail stretches almost 10 miles and connects the Richard Bong WWII Heritage Center and Harbor View Park on the north end with access to Wisconsin Point and its miles of lovely beaches on the south end. And in between, are numerous historical attractions, marinas and a true Northwood's forest all within the city limits.

*(not pictured)*

**Project Name:** Soo Line Station Rehabilitation

**Community:** Colfax

**Award Date:** 1994

**Grant Awarded:** \$244,600

The Chippewa Valley of Northwest Wisconsin is an area blessed with scenic beauty and rich in history. The Village of Colfax recognized this and seized the opportunity to restore its 1913 stone railroad station and steam engine support facilities deemed eligible for listing on the National Register. Today the site serves as a museum providing visitors with the opportunity to take in the history of the Soo Line's glory days of the late nineteenth and early twentieth centuries. In addition, the restored facility provides a park. Economic benefits to the region include increased tourism.

*(right)*

**Project Name:** Soo Line "S" Bicycle and Pedestrian Bridge

**Community:** Eau Claire

**Award Date:** 1999

**Grant Awarded:** \$304,000

The Soo Line Railroad "S" Bridge, constructed in 1910, existed largely in its original condition until its renovation in 2002. The bridge, shaped in the form of an "S" was determined by the City of Eau Claire as a potential candidate for the National Register of Historic Buildings. It spans the scenic Eau Claire River and connects many neighborhoods to the city center and downtown area. The renovation included repair of the piers, structural cross bracing and painting. A deck, railings and lighting were added for the benefit of the more than 100,000 bicyclists and pedestrians who use the bridge every year. The bridge is a key component in a regional bike trail system linking the Eau Claire City Center with the Chippewa River, Red Cedar and Old Abe trails providing a 70-mile recreational trail network. The American Public Works Association (APWA) named it Project of the Year in 2002 in the Historical Preservation/Restoration Category.



*(top)*

**Project Name:** Historic Lake Bank Corridor Revitalization

**Community:** Menomonie

**Award Date:** 1998

**Grant Awarded:** \$314,660

Menomonie, a city with a lumber baron past and an eye on the future grasped the opportunity to create the historic atmosphere of a late 19th century community and, at the same time, provide a safe bicycle and pedestrian path for UW Stout students, residents and visitors with scenic views of Lake Menomin. This project enhanced highways 12, 29 and 25 by providing antique lighting, benches and brick pavers. Additionally, the corridor provides easy access to the nationally designated Downtown Historic District of Menomonie and Mabel Tainter Theater. Four overlooks were added to the banks of Lake Menomin, and native grasses, wildflowers and trees were planted for the benefit of passing motorists, pedestrians and bicyclists.

## ≡ Northwest Region ≡

*(bottom)*

**Project Name:** Gandy Dancer Trail Box Culvert-STH 35

**Community:** Township of Luck

**Award Date:** 1994

**Grant Awarded:** \$120,000

This 98-mile recreational trail follows the old Minneapolis, St. Paul and Sault Ste. Marie railroad grade from St. Croix Falls north to Superior. Crews, who built and maintained the tracks in the late 19th and early 20th centuries, used railroad tools manufactured by the Chicago-based Gandy Tool Company. They often used vocal and mechanical rhythms to synchronize the swinging of their hand tools or the movement of their feet when building the railroad, and that is how the trail got its name. The trail winds its way through the forests and balsam lowlands of northwestern Wisconsin. The construction of a box culvert on the Gandy Dancer in Polk County just south of the village of Frederic provides users of the trail with a safer crossing under STH 35.





## ≡ Northwest Region ≡

*(top left)*

**Project Name:** National Scenic River Enhancement-STH 87

**Community:** St. Croix Falls

**Award Date:** 2000

**Grant Awarded:** \$564,464

The natural beauty of the St. Croix River, a designated National Scenic Riverway, is nothing short of stunning. Whether calm or dancing, its sparkling clean waters surrounded by wooded bluffs and historic towns, offer 252 miles of recreational opportunities. This project continued an historic theme adding historic lights, brick pavers and crosswalks, and expanded sidewalks for pedestrian safety. Other amenities included flower planters, ornamental cast iron and wood benches, traditional looking trash bins, bollards and bike racks to accommodate the users of the Gandy Dancer State Bike Trail. More than 350,000 tourists visit Interstate Park, Wisconsin's oldest state park, and they travel this corridor of STH 87 to enjoy the scenic overlook and access downtown St. Croix Falls.

*(top right)*

**Project Name:** Osceola Depot Restoration

**Community:** Osceola

**Award Date:** 1993

**Grant Awarded:** \$200,000

A wonderfully restored depot in Osceola greets visitors to the Osceola & St. Croix Valley Railway. It was built in 1916 to replace an earlier wooden structure. At the time it was unusual for the Soo Line railroad to build such a substantial brick depot in a small town, but a local businessman persuaded the railroad to give his town a more upscale design. Today the Osceola Historical Society has restored it, and excursion trains of the Minnesota Transportation Museum operate from the depot site. All trains depart from and return to the depot, tickets are sold at the ticket window, and the baggage room now houses a store for souvenirs and refreshments. Additionally, the site serves a role in historical interpretation where volunteer depot and train personnel appear in period costume to further enhance the historical effect. Depot restoration combined with Main Street restoration in Osceola help attract visitors boosting the local economy.

*(bottom right)*

**Project Name:** Veteran's Cemetery Wayside

**Community:** Washburn County

**Award Date:** 2000

**Grant Awarded:** \$603,600

Nestled in the Northwoods off USH 53 amongst the pines and poplars is the Veteran's Cemetery Wayside. The 10-acre site has a parking lot, well, septic system, outbuildings, picnic area, a scenic overlook area and an entrance road. The wayside, located across USH 53 from the Veteran's Cemetery, provides a safe and scenic place for visitors and their vehicles, so that they don't need to be parked on the highway when visiting the cemetery. The average daily traffic along this stretch of USH 53 is approximately 10,000 vehicles. The site is necessary to accommodate those attending funerals and other veteran's events at the adjacent Washburn County Veteran's Cemetery.



*(bottom)*

**Project Name:** New Glarus Beautification  
**Community:** Village of New Glarus  
**Award Date:** 2000  
**Grant Awarded:** \$368,800

Nestled in pastoral Green County is “America’s Little Switzerland”. Capitalizing on its Swiss heritage, the Village of New Glarus works hard to maintain its unique identity by ensuring that the design of its buildings is in the traditional Swiss style. This approach has served the community very well by helping to attract tourists to its quaint commercial district and its many local celebrations including the William Tell Festival. This project further enhanced 3½ blocks in the downtown area with decorative lighting, banners, sidewalk and stone pavers, signs, benches and other enhancements. In keeping with the Swiss style, the project helped to further enhance New Glarus as a destination of choice for tourists.



## Southwest Region

*(top)*

**Project Name:** Mauneshia River Bike Path  
**Community:** City of Waterloo  
**Award Date:** 2000  
**Grant Awarded:** \$284,400

The City of Waterloo was developed along the banks of the Mauneshia River. Like many older river towns, the city was constructed with its back to the river. Today communities long for a different approach, and any that are fortunate enough to have such an important natural feature look to embrace it. Waterloo did just that when it developed a bicycle and pedestrian path from Firemen’s Park to the Town of Portland. The one-mile path includes a pedestrian bridge crossing and provides a link between new residential developments, a new industrial park, the downtown area and local schools. The trail not only provides a direct east/west route for pedestrians and bicyclists but also preserves a public green space corridor along the river frontage.



*(top left)*

**Project Name:** Historic La Crosse Landing  
**Community:** City of La Crosse  
**Award Date:** 1999  
**Grant Awarded:** \$785,411

Once a major travel destination for riverboats and paddle wheelers, La Crosse's rich history is intrinsically tied to the Mississippi River. Restoring its landing to accommodate the large river boats of today was a must to attract and increase the number of tourists visiting the city. The rehabilitation of the landing area and levee at Riverside Park restored it to the point where it now serves as a docking place for large river boats and is able to safely handle boats such as the Julia Belle Swain, Mississippi Queen and Delta Queen. It functions just as it did 93 years ago when designed by the prestigious landscape architect and city planner, John Nolen. The levee restoration project tied in with a river walk makes full use of the waterfront bringing a pedestrian environment back to Riverside Park. Its proximity to the central business district ensures daily use by the residents of La Crosse, and the park hosts numerous festivals such as Riverfest and Jazz Fest bringing tourists to the landing. The area receives attention from riverboat enthusiasts all over the country.



*(top right)*

**Project Name:** Coon Creek Accessible Fishing Area  
**Community:** Coon Valley  
**Award Date:** 1998  
**Grant Awarded:** \$120,000

Even for the able bodied angler finding an accessible fishing spot can be a challenge. But the challenge is far greater for those bound to a wheelchair. Undaunted by challenge, three friends, one with a disability, enlisted the help of state and local governments and a group of conservationists to create an accessible fishing spot in southwestern Wisconsin. The story of the Coon Creek Fishing Area is one of true cooperation. The idea of creating an accessible fishing site at Coon Creek came about when WisDOT announced that it was necessary to replace a bridge and possibly reroute the stream through Coon Valley. The men pitched their idea, and within a short time, Coon Valley residents, WisDOT, DNR, the Vernon County Conservation Alliance and the Coon Valley American Legion Post 116 were all on board to make their dream a reality. The result is an 850' paved trail on both sides of the stream with a total of ten fishing pullouts making Coon Creek a truly accessible site.



## ≡ Southwest Region ≡

*(bottom right)*

**Project Name:** Richland Center Railroad Depot Restoration  
**Community:** Richland Center  
**Award Date:** 1999  
**Grant Awarded:** \$281,600

Richland Center, tucked away in the beautiful Driftless Region of Southwest Wisconsin, preserved a bit of history by restoring its railroad depot. Today the depot is the sole remaining structure of the railroad era in Richland Center and is eligible for listing in the National Register of Historic Places. Restoration started with a new foundation, built in the original location. Old photographs were used to guide the reconstruction of the missing passenger canopy, bay window and chimney. It was even painted in the original colors. The depot now looks much as it did when it was constructed in 1909 and stands as symbol of economic and community revitalization. The building is now a Visitor Information Center and is the trailhead for the Pine River Bike Trail. Additionally, it houses the Richland Center Chamber of Commerce, Main Street Program and the Richland County Economic Development Corporation.



## ≡ Southwest Region ≡

*(top left)*

**Project Name:** Elroy-Sparta State Trail  
STH 71 Underpass

**Community:** Town of Ridgeville

**Award Date:** 2000

**Grant Awarded:** \$184,000

The nationally recognized Elroy-Sparta State Trail holds the distinction of being the first rails-to-trails conversion in the country. Even though it is located in the rugged driftless area, bikers enjoy the benefits of a relatively flat grade accomplished by travel through three tunnels cut through limestone hills. One is almost 3/4 mile long, and the other two are slightly over a 1/4 mile each. Because of the gorgeous setting and the relatively flat trail grade, the Elroy-Sparta Trail is utilized by a proportionately higher number of younger and older cyclists. The STH 71 Underpass enhances the Elroy-Sparta State Trail replacing an unsafe at-grade crossing located within a 55 mile per hour section of the highway. The box culvert underpass greatly increases safety making the trail more attractive while the local economy benefits from the increased number of users.

*(bottom left)*

**Project Name:** Southwest Commuter  
Bicycle and Pedestrian Path

**Community:** City of Madison

**Award Date:** 1998, 2000

**Grant Awarded:** \$1,768,000

This off-road path connects the UW-Madison campus with Dane County's Nine Springs E-Way Path and the City of Fitchburg. The four-mile path runs through an established residential area with approximately 50,000 people living within one mile of it. It connects with two state bicycle trails: the Military Ridge and Capital City. Winding its way through leafy pleasant neighborhoods it connects the growing southwest side of Madison with the UW campus, Monroe Street area and downtown. Because it is constructed on a former rail corridor it provides cyclists with a much gentler grade than nearby streets and is much safer. It is estimated that the number of bicycle injuries and fatalities has been reduced by more than 10% since it was constructed. The path encourages walking and bicycling, and it serves more than 2,000 daily users helping to relieve already congested city streets.

*(right)*

**Project Name:** Riverwalk Bike and Pedestrian Path  
Beloit

**Award Dates:** 1994, 1998

**Grant Awarded:** \$1,664,625

The four-mile, 12' Riverwalk Bike and Pedestrian Path is an essential component of Beloit's comprehensive Riverfront Redevelopment Project. The multi-purpose path and related facilities link key destinations in the city including Beloit Memorial High School, Beloit College, five parks, the Beloit Mall, major employers, residential areas and the Beloit Central Business district. The first 2.9 miles of the path runs parallel to Pleasant Avenue on the east side of the Rock River; the other 1.2 miles is found on the west side of the river on an existing abandoned railroad right-of-way and bridge. Continued economic growth and quality of life in Beloit are enhanced by the preservation of the area's scenic beauty and the natural environment along the Rock River. The city has focused on its riverfront as a source of renewed community pride and identity, a center for recreation and tourism and an opportunity for economic development. Key components of the project include riverfront theme lighting, landscaping, seating pockets with views of the river, bridge decking and directional signage.



## Southwest Region

(top)

**Project Name:** St. Feriole Island Riverfront Improvements and Dousman Depot  
**Community:** Prairie du Chien  
**Award Dates:** 1993, 1994, 1998  
**Grant Awarded:** \$1,074,442

St. Feriole Island located just above the confluence of the Wisconsin and Mississippi Rivers, offers a fantastic view of the surrounding area and its bluffs. French fur traders established posts there in the late 1600s, and the British and the Americans took turns occupying it during the War of 1812. In 1827 the steamboat Virginia landed at the Lawler Park quay, and in 1857 Wisconsin's first railroad established its terminus at the Dousman Depot. With the railroad and steamboat connection, Prairie du Chien was a critical transportation hub in the settlement of the Northwestern frontier. Preserving the Dousman Depot, one of six National Landmarks on the island, involved selective site demolition, restoration of the depot, period lighting, fencing, landscaping, barrier free walkways, community activity areas and a public interpretive center. Improvements to the island's riverfront include the continuation of the riverwalk, a riverfront entry, bridge improvements, restoration of a steamboat warehouse foundation and the development of a handicapped accessible fishing area. The area continues draw more than a 60,000 tourists annually.



(bottom)

**Project Name:** Capital City Trail E-Way Segment  
**Community:** Cities of Madison and Fitchburg, Town of Blooming Grove  
**Award Date:** 1994, 1998  
**Grant Awarded:** \$720,000

This seven-and-one-half mile segment of the Capital City Trail winds gently through rolling prairie dotted with wildflowers and clusters of oak savannah providing a bicycle commuter route that connects southeast Madison, John Nolen Drive and the City of Monona with the City of Fitchburg and southwest Madison. The 10' wide E-Way segment is a vital link between the John Nolen Drive Trail in the City of Madison and the Military Ridge Trail and City of Verona. Dane County is one of the state's fastest growing counties, and this project provides transportation alternatives for commuters helping to relieve congestion on some of the heavily used traffic corridors in the area. Additionally, when the entire 27-mile Capital City Trail is complete, city, county and state trail facilities will form an unbroken link connecting the Glacial Drumlin Trail with the Military Ridge Trail through the City of Madison providing a continuous 140-mile trail across Wisconsin.

Phil Van Valkenberg



## Southwest Region

*(both at bottom left)*

**Project Name:** US 151 corridor enhancements  
**Communities:** Dickeyville, Belmont, Dodgeville  
**Award Date:** 2002  
**Grant Awarded:** \$1,306,000

As part of this major highway project, WisDOT monies were put toward two bicycle and pedestrian paths, and three highway landscaping and beautification projects. HWY 151 cuts through the heart of this region left untouched by the glaciers. Because of this, the area offers relief and panoramic views unrivaled in the state. This collection of projects worked together to enhance the corridor for cyclists and motorists in this scenic area of southwestern Wisconsin. Projects include a bike path underpass and path under USH 151 just east of the Grant-Lafayette County line, a two-mile bike path parallel to the highway in Grant County, bridge treatments and staining applied to mimic the native limestone of the region, and the planting of trees, shrubs and prairie plants native to the area. All projects make travel safer and add beauty to the region reminding travelers that transportation facilities can harmoniously blend in with the natural features of the local landscape.

*(top)*

**Project Name:** Milwaukee Street Pedestrian and Bicycle Bridge  
**Community:** Jefferson  
**Award Date:** 1998  
**Grant Awarded:** \$403,200

This pedestrian/bicycle bridge was built on existing abutments abandoned when the old Milwaukee Street Bridge was removed in the mid-1960s. It provides a link to the River Corridor Trail developed by the city of Jefferson to promote off-road opportunities for transportation and recreation. The bridge ties the Glacial Drumlin State Bicycle Trail to a number of city parks, including the Rotary Waterfront Park development on the banks of the Rock River and reopens a main east/west connector that, until the 1960s, had been operational for more than 100 years. This new pedestrian/bicycle crossing connects many of the city's destinations including the Rock River, Jefferson Dam, Rotary Waterfront Park, the Main Street Historic District, Central Commercial District, four public schools the court house and the city hall. It is a project that truly enhances Wisconsin's multi-modal transportation system.





*(left)*

**Project Name:** Mineral Point Railroad Depot Restoration  
**Community:** Mineral Point  
**Award Dates:** 1998, 2002  
**Grant Awarded:** \$653, 394

Mineral Point, the third oldest city in Wisconsin, is well known for its mid-nineteenth century architecture constructed by the Welsh and Cornish immigrants who settled the area to mine its vast deposits of lead and zinc. The skill of the stonemasons among them is evident in the buildings today. Constructed in 1856 of locally quarried limestone, the Mineral Point Depot represents an important example of the area's early building tradition. Nationally, it is one of few pre-Civil War passenger depots still standing. Listed on the National Register of Historic Places in 1971, it has the distinction of being the state's oldest railroad depot and the only one constructed of stone. The Preservation consisted of stabilizing the structure, upgrading and modernizing building systems and rehabilitating the interior. The depot serves as an important historic site and aids in the promotion of tourism in the area. The adjacent county-operated Cheese Country Trail provides recreational opportunities including ATV usage.



*(top right)*

**Project Name:** Wyoming Valley and Percussion Rock Overlook  
**Community:** Wyoming, Iowa County  
**Award Date:** 1993  
**Grant Awarded:** \$500,000

Breathtakingly beautiful, this project included a bicycle and pedestrian overpass, two scenic overlooks, an equestrian underpass, landscaping and bicycle lanes resulting in a very safe multimodal route. The new roadway enhancements has made the area far more accessible to pedestrians, bikers and equestrians, and the overlooks have improved traffic flow as motorists no longer have to pull onto the shoulder for a great view. This project, nestled between two 300-foot valleys, included rock cuts to blend in more naturally with the surrounding area. It received national recognition from FHWA at the 1996 National Transportation Enhancements Conference. The economic stability of the surrounding area has significantly improved with the number of tourists visiting nearby areas like Taliesin (the home of Frank Lloyd Wright), the House on the Rock, Governor Dodge State Park and the Military Ridge State Trail.



## ≡ Southwest Region ≡

*(bottom right)*

**Project Name:** La Crosse River State Trail/Sparta Elroy State Trail Connection over I-90  
**Award Date:** 2000  
**Grant Awarded:** \$496,000

Without question the Rails to Trails bike paths in Wisconsin get a great deal of use by bike enthusiasts of all ages and skill levels. This project used Enhancement monies to build a bridge providing a safe connection between two of the most popular trails in the state. The bridge length is approximately 1,240 feet with a 240' two span and 500' approaches on each end. It provides a safe crossing of I-90 for bikers, pedestrians and snowmobilers replacing the previous connection over a very narrow town road with little to no shoulder. Overall, the La Crosse River and the Elroy-Sparta state trails draw between 50,000 to 90,000 users annually.



## ≡ Southeast Region ≡

*(left)*

**Project Name:** Main Street Streetscaping  
**Community:** Racine  
**Award Date:** 2000  
**Grant Awarded:** \$1,026,080

An attractive downtown attracts people, and it's the extras that give a city a sense of place and reveal the history, character and flavor of its citizens. A major component of the City of Racine's Downtown Development Plan is streetscaping. Transportation Enhancement grant monies helped beautify Racine's Main Street with trees, tree grates, benches, paver blocks at crosswalks, trash receptacles and ornamental streetlights. This project beautifies and enhances the downtown area providing a pedestrian-friendly environment for locals and tourists visiting the many shops and attractions along or near historic Main Street including Monument Square.

*(top right)*

**Project Name:** Milwaukee Riverwalk:  
 East Wells Street to  
 East Mason Street  
**Community:** Milwaukee  
**Award Date:** 1993  
**Grant Awarded:** \$336,000

The Milwaukee Riverwalk has turned a once-neglected waterfront into a hip and happening place to see and be seen. The City of Milwaukee has a plan for the creation of a network of pedestrian walkways along the Milwaukee River from the North Avenue Dam to the harbor entrance. This particular segment of Riverwalk connecting the financial and theatre districts not only beautified a stretch of river, but also acted as a catalyst for mixed-use development of restaurants, plazas, shops, housing and employment. The design features of this vibrant urban walkway include light poles and fixtures, banners, railings, surface texture and art displays.

## ☰ Southeast Region ☰

*(top)*

**Project Name:** Riverfront Parkway  
IV-Lower Trail and  
Upper Overlook

**Community:** West Bend

**Award Date:** 2000

**Grant Awarded:** \$273,845

The Riverfront Parkway IV is part of a scenic, city trail system connecting parks, greenways and neighborhoods with West Bend's business, historic, cultural and commercial centers. Links are provided to Highways 144 and 33 as well as to a rails to trails path. Located in the scenic Kettle Moraine region this parkway offers Milwaukee River overlooks, parking, shaded grassy picnic areas, site furniture, woodlands, prairie, wetlands, landscaping, signage, fishing areas, a canoe landing and lighting. It is used by hundreds of people daily for commuting and recreation and provides easy access to a number of special events including the Kettle Moraine Jazz Festival and German Night.



*(bottom)*

**Project Name:** Lakefront Bicycle  
and Pedestrian Trail

**Community:** Milwaukee

**Award Date:** 2000

**Grant Awarded:** \$536,000

Nothing defines the city of Milwaukee quite like the gorgeous blue shoreline of Lake Michigan. And with the Santiago Calatrava designed addition to the Milwaukee Art Museum, the shoreline is just that much more stunning. The Lakefront Bike and Pedestrian Trail provides water's edge access for bikers and pedestrians creating a direct connection from the Art Museum site to the planned Lakeshore State Park. Sea wall improvements stabilize the shore-line and provide wave protection for the trail. The trail is part of a larger network of city, county and state trails linking numerous cultural and recreational facilities and is used by over a million people annually.



(top)

**Project Name:** Miller Valley Streetscaping  
**Community:** Milwaukee  
**Award Date:** 2000  
**Grant Awarded:** \$1,164,872

Miller Valley is an area rich in tradition and steeped in history. It is only fitting that this area surrounding Miller Brewing Company reflects the character of the industrious people who worked here in decades past and those that still do today. Improvements and enhancements on West State Street between North 35th and North 46th streets make the area friendlier, safer and more visually appealing. The street width is narrowed and the sidewalk expanded. Granite cobbles and bricks are incorporated into driving lanes to calm traffic. Decorative sidewalk borders, cast metal bollards, metal benches and trash cans, landscaping and period lighting accent the surrounding area making it more appealing for area residents and the 100,000 plus tourists who visit each year. In addition, gateway monuments flank the beginning and end of Miller Valley defining it as a destination within Milwaukee.



(bottom)

**Project Name:** Village of Okauchee Streetscaping  
**Community:** Okauchee  
**Award Date:** 2000  
**Grant Awarded:** \$380,000

Located in northwestern Waukesha County, one of the fastest growing counties in the state, the business district of Okauchee still retains much of its 19th century look and feel. This project, however, brings bicycle and pedestrian access to the village well into the 21st century. It incorporates a combination of sidewalks, bicycle paths, a round-about intersection, lighting and a new bridge with pedestrian scenic overlooks of Okauchee Lake. The signature feature of the project is the sidewalks which are stamped, colored 8-foot wide concrete taking for form of cut stone divided by planking. The emphasis on planking comes from the community's historic past, as the 1852 Milwaukee-Watertown Plank Road formerly occupied what is now the main road through the village.



≡ Southeast Region ≡



## Southeast Region

*(top right)*

**Project Name:** Historic Interurban Depot Preservation  
**Community:** Cedarburg  
**Award Date:** 1999  
**Grant Awarded:** \$279,840

The Northern Railway Depot was built in 1907. An enhancement grant in 2002 helped fund restoration of the exterior to its original splendor, creating a link to the bygone days of the Interurban rail transportation era. This historic landmark serves tourists and residents alike. Its central location combined with multi-functional use makes a strong commitment to the future through preservation of the past. In addition to meeting historic preservation needs, the building will provide facilities for pedestrians and bicyclists, tourist information and hospitality. It will also serve as a museum of local and regional history, record archive and meeting space once interior restoration work is completed by volunteers in 2005.

*(left)*

**Project Name:** Harborpark Promenade  
**Community:** Kenosha  
**Award Date:** 1999  
**Grant Awarded:** \$200,000

This bicycle and pedestrian path increases public access to Kenosha's prized Lake Michigan shoreline completing a three-mile public walkway that connects two marinas and seven parks ultimately linking to the hike/bike trail that runs throughout the city. Residents and tourists can fish, walk, in-line skate, bike and jog along the gorgeous blue waters. The Promenade is an integral part of the overall Harborpark Master Plan that transformed once delinquent industrial land into a vibrant new waterfront neighborhood, parks and public amenities including a new museum. The site has increased tourism and encouraged between \$60 and \$75 million in private investment. The Harborpark site complements the circulator trolley system connecting the new Harborpark neighborhood with Kenosha's bus system and Chicago's Metra commuter rail system.



© Joanne Babic

*(top left)*

**Project Name:** Walworth Avenue  
Brick Street  
Renovation

**Community:** Delavan

**Award Date:** 1994

**Grant Awarded:** \$657,393

Preservation of the past is the key to the future for city of Delavan. Blessed with one of the longest remaining sections of brick pavement located on a state highway (STH 11), the city moved to preserve the historic thoroughfare built in 1903 by skilled Italian immigrants. The preserved and rehabilitated brick road is now safer and smoother, properly graded for better storm drainage and has lower curb height, so that people with physical disabilities are able to access the sidewalk. In addition to being listed on the National Register of Historic Places, Walworth Avenue provides greater access to the central business district and the more than 100 businesses located on or near it.

## ⇒ Southeast Region ⇒

*(top right)*

**Project Name:** Burlington Riverfront  
Pedestrian and Bicycle Trail

**Community:** Burlington

**Award Date:** 1998, 2000

**Grant Awarded:** \$809,167

This pedestrian and bicycle path, a major component of the City of Burlington's Comprehensive Riverfront Development Project, worked to reclaim industrial lands along the Fox River for public use spurring economic development and revitalizing Burlington's downtown and central area neighborhoods. The 10' wide path with bridges over the White and Fox rivers connects several existing and proposed bike paths in the region linking communities, parks and natural areas including Elkhorn, Lake Geneva, Honey Lake Wildlife area and Honey Creek. Additionally, Burlington used some of the monies awarded to add sidewalks along a new road and ornamental features to a new bridge over the Fox River in the center of town. The bridge provides pedestrian overlooks, so walkers can more easily view the city's riverside development.



*(bottom right)*

**Project Name:** Ozaukee County Interurban Trail

**Communities:** Port Washington, Grafton and Town of Belgium

**Award Date:** 1999, 2000

**Grant Awarded:** \$1,075,805

This demonstration of regional cooperation and citizen participation resulted in a project that linked multiple existing destination-oriented bicycle and pedestrian trails in Ozaukee County. A comprehensive sign system, a key feature of this project, helps bikers find their way to a variety of services and sites at various points on the trail. The 11-mile paved trail follows an abandoned interurban railroad right of way and connects rural areas with municipal bike trails, employment sites, a Park-and-Ride lot near I-43 in Port Washington and bike trails in Milwaukee and Sheboygan counties. Located an average of two miles from Lake Michigan, the entire trail offers beautiful scenery and enhances the quality of life in the area. The city of Port Washington, the Village of Grafton and the Town of Belgium worked at the same time to further develop bike and pedestrian paths within their communities that are connected to the broader county system.



*(page 23 left)*

*When Cletus Hying, the last full-time station agent at the Mineral Point Depot, locked the door for the last time in 1969 little did he know that he would be the first one to open it again 35 years later. It was an emotional moment for Mr. Hying to see the building restored to its original beauty and opened to the public. Prior to the restoration, the Great American Station Foundation had placed the Mineral Point Depot on its list of the 10 most endangered properties in the United States. Money from the TE program helped restore it to its original grandeur. Today it serves the people of Mineral Point and Southwestern Wisconsin as a museum.*

*“The restoration project helped continue to foster the proud heritage that the city of Mineral Point has to offer. People have really taken to and embraced the museum. The TE grant program helped us do a great job and keep it a public space for all to enjoy. It is so rewarding to have been a part of it.”*

**Bob Grishaber and Suzette Trigalet**  
 Mineral Point  
 Former President and Treasurer  
 Mineral Point Railroad Society, Inc.



*(about the back cover) (Also see page 18)*

*Located in the rolling hills of south central Wisconsin, New Glarus is surrounded by farms and woodlands like those of Glarus, Switzerland, homeland of the first settlers of New Glarus. The city proudly maintains its Swiss heritage and traditions. Its European atmosphere and Swiss chalet-style architecture continues to draw visitors to the restored downtown. They come to explore the many retail shops and enjoy Swiss specialties such as fondue, Schnitzel, and Roesti potatoes, along with European-style desserts and breads in the restaurants and pubs of “America’s Little Switzerland”. The city is also located on the Sugar River State Bicycle Trail. Bicyclists find charming New Glarus a welcoming rest stop. The restored depot is a former TE project.*

*I never get tired of walking down our main street. From the architecture to the decorative cross walks, beautiful landscaping and complimentary street lighting; it is a pleasure just to be here. New Glarus has long been on the short list for tourists, but the improvements we were able to make with the help of the TE program ensure that we’re even higher on that list.*

**Mike Nevil**  
 President  
 New Glarus Chamber of Commerce



For more detailed information on the local Transportation Enhancements (TE) program:  
[www.dot.wisconsin.gov/localgov/aid/te.htm](http://www.dot.wisconsin.gov/localgov/aid/te.htm)



Wisconsin Department of Transportation  
*Frank Busalacchi, Secretary*  
[www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)