



# Transportation Alternatives Program (TAP) Application

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

Review and utilize TAP guidelines and application instructions when completing this document.

As discussed in the WisDOT TAP Guidelines, this application will go through a two step process. The first step will be an assessment by the region as to eligibility and whether or not the project will be able to meet the rigorous, statutorily mandated commencement deadline. The second step will be an assessment of the relative merits of the application compared to other eligible applications. **Applicants will be notified if their application is found ineligible.**

## Application Type

Select one and only one box for the application type. Please note that projects which are within the boundaries of a TMA will need to either compete locally within the MPO or as part of the Statewide solicitation. Refer to this map (<http://wisconsindot.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

- Appleton Area Metropolitan Planning Organization (MPO) –
- Green Bay MPO
- Madison Area MPO
- Southeastern Wisconsin Regional Planning Commission (Milwaukee and Round Lake Beach)

If none of the above, project application is from:

- Area with population between 5,000 and 200,000
- Area with population of 5,000 or less
- Region-wide:           % of population within a TMA area  
  % of population between 5000 and 200,000, &  
  % of population between 5000 and 200,000

## Project Applicant

### Name, Location of Public Sponsor and Sponsor Type:

Sponsor Name: **Village of Egg Harbor**

Sponsor Type (Check appropriate box):

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

Project Title: **Walk, Bike & Eggsplore Egg Harbor**

Describe location, boundaries and length of the project: **The project is located on both CTH G and STH 42 in the Village of Egg Harbor. These highways are the primary travel corridors within the Village. The project is divided into three segments, each of which provides access to the Village’s commercial center:**

- **Segment #1: STH 42 from South Trail Drive to Harbor School Road (1800-ft).**
- **Segment #2: CTH G from Beach Trail to STH 42 (800-ft).**
- **Segment #3: STH 42 from CTH E to Church Street (2100-ft).**
- **Total project length is 4700-ft; refer to attached location map for additional information.**

County: **Door**

Street Address of Project (if located on a highway or road):

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

### Project Contact

#### Primary Public Sponsor Agency Contact Information:

Name: **Ryan Heise** Title: **Administrator** Street Address: **7860 Hwy 42** Phone: **(920)868-3334**  
Municipality: **Village of Egg Harbor** State: **WI** Zip: **54201-0175**

Secondary E-mail: **rheise@villageofegg Harbor.org**

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

Organization / Agency Name:

Name: Title: Street Address: Phone : ( ) -  
Municipality: State: **WI** Zip:  
E-mail:

#### Head of the Local Public Sponsor Agency or Private Organization Contact Information:

Organization / Agency Name:

Name: Title: Street Address: Phone : ( ) -  
Municipality: State: **WI** Zip:  
E-mail:

### MPO, if applicable

Select one, if applicable,

- Bay Lake RPC (Sheboygan),
- Brown County Planning Commission (Green Bay)
- Chippewa-Eau Claire MPO (WCWRPC – Eau Claire)
- Dubuque Metropolitan Area Planning Study
- Duluth/Superior Metropolitan Interstate Committee (Superior)
- East Central Wisconsin RPC (Appleton, Oshkosh)
- Fond du Lac MPO (Fond du Lac)
- Janesville MPO (Janesville)
- La Crosse Area Planning Committee (La Crosse)
- Madison Area MPO (Madison)
- Marathon County MPO (Wausau)
- Southeastern Wisconsin RPC (SEWRPC - Waukesha)
- Stateline Area Transportation Study (Beloit)

Refer to this map (<http://wisconsin.gov/Documents/doing-bus/local-gov/plning-orgs/map.pdf>) for more information about the TMA areas.

### MPO Project Prioritization

If an MPO is submitting more than one project in an urbanized area within an MPO, the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local

ranking will be used as a guide in project selection. **Project Priority:**

**Please Note: MPO Project Prioritization is due by April 20, 2018.**

### Project Activity

#### TAP Eligibility Category:

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

- Bicycle-Pedestrian Facilities: construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation (**this category includes on-road bicycle lanes, sidewalks, etc.**)
- Safe routes for non-drivers, including children, older adults, and individuals with disabilities
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Safe Routes to School (SRTS) (this category includes infrastructure and non-infrastructure activities)  
**NOTE:** Applicants proposing a project within the SRTS eligibility category **MUST** complete the 'School Demographics' and 'Safe Routes to School Plan' sections on page A-5 below.

**Project Summary** (400 words or less). Please copy and paste your response from a Word Document.

Applicants must fill out the project summary field below. This summary is also the first question in the narrative section.

#### WALK, BIKE, EGGSPLORE EGG HARBOR

The Village of Egg Harbor is proposing to construct pedestrian facilities and on-road bike accommodations on both CTH G and STH 42. STH 42 is classified as a minor arterial and CTH G is classified as a major collector; these highways are the primary travel corridors within the Village. The purpose of the project is to provide bike and pedestrian connectivity to the Village's commercial center, public beach, parks, village hall, public library, and other points of interest within the Village. The total project length is 4700-ft. The project is divided into three segments as summarized below and shown on the attached location map.

##### Segment #1: STH 42 from South Trail Drive to Harbor School Road (1800-ft).

The existing shoulders are paved and meet the requirements for on-road bike accommodations, however, there are no pedestrian facilities provided. The proposed project includes constructing concrete sidewalk on the west side of the highway beginning at South Trail Drive and extending north to match into the existing temporary asphalt sidewalk at the Harbor School Road intersection. This improvement will require urbanization of the west side of STH 42. The on-road bike accommodations will be maintained. Street lighting and landscaping are included with the proposed improvements.

##### Segment #2: CTH G from Beach Trail to STH 42 (800-ft).

Currently there are no bike accommodations or pedestrian facilities on the existing highway. The

proposed project includes urbanizing CTH G, with concrete sidewalk constructed primarily on the east side of the roadway. The travel lanes will be widened to provide on-street bike accommodations. The project begins at the existing shared use path (Beach Trail) and extends north to STH 42. Pedestrian crossing improvements will be provided at the intersections with STH 42 and Dock Road. Street lighting and landscaping will be included as part of the improvements.

**Segment #3: STH 42 from CTH E to Church Street (2100-ft).**

The existing shoulders are paved and meet the requirements for on-road bike accommodations, however, there are no pedestrian facilities provided. The Village is proposing to construct concrete sidewalk on the east side of the highway beginning at end of the temporary asphalt sidewalk at CTH E and extending north to Church Street. This improvement will require urbanization of the east side of STH 42. The on-road bike accommodations will be maintained. Street lighting and landscaping will be included as part of the improvements.

**Project Benefit**

Check all applicable project benefits, then describe in application narrative:

- ENVIRONMENTAL**
  - Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
  - Increases access and connection to the natural environment.
- PUBLIC HEALTH** - Project would have a demonstrable impact upon public health of applicant community.
- ECONOMIC JUSTICE** - Project would go beyond community enhancement to address a specific "communities of concern," including elderly, disabled, minority, and low income population? The project within ½ mile of affordable housing complex(s). The project improves low income access to transit, jobs, education, and essential services.
- SAFETY** - Project addresses a specific safety concern. The project contains or addresses:
  - Collision data
  - Lack of adequate safe crossing or access
  - Lack of separated facility
  - High speed/volume
  - Provides sidewalk or pathway, with curb-cuts
  - Provides bike lanes, markings, and signage
  - Implements traffic calming measures
  - Signage and/or markings directed to safety concern
  - Provides crosswalk enhancement (striping, refuge island, signal, etc.)

For SRTS Projects there is:

  - Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
  - Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
  - Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
  - High level of parental concern documented in survey data.
  - Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
  - Children are walking but application shows that unsafe conditions exist.

- HISTORICAL AND/OR PRESERVATION SIGNIFICANCE** – Project would have strong historical or preservation benefit.
- ECONOMIC DEVELOPMENT** – Project facilitates economic development by increasing bicycle/ pedestrian traffic in commercial corridors or by creating a destination that will help retail.

**Local Resolution of Support**

There is or there will be a local resolution of support for the proposed project, executed by a governing body that has the authority to make financial commitment on behalf of the project sponsor (i.e., County Board, City Council, or Regional Planning Commission Policy Board).

Yes  No

Please note that a resolution **will be required** for an application to be eligible, which means a **copy of the resolution** should be submitted to the **Region Local Program Manager** no later than **5:00 PM April 20, 2018**.

**WisDOT History of the Project Area**

Is the proposed project on a State/ Connecting Highway  County Highway  Local Road

Name of Roadway: **The project is located on both STH 42 and CTH G**

Does the proposed project intersect a State/ Connecting Highway  County Highway  Local Road

Name of Roadway: **Project Segment 2 intersects Dock Road (Village Street)**

Has there been or will there be a road improvement project in this project area?  Yes  No

If yes, year: **2009**

Project ID: **4140-21-71**

If yes, describe project:  State Highway Project  STP  Local Bridge  LRIP  Other  
 Pavement Replacement  Reconstruction  New Construction

Roadway Project Scope:

**In 2009 there was a milling and resurfacing project on STH 42 throughout the Village of Egg Harbor; this included the limits of segment #1 and segment #2 shown on the project location map. As part of that same project, additional temporary asphalt sidewalk was constructed in the Village’s commercial center. This asphalt sidewalk was extended to the limits of the curb & gutter sections on STH 42. Additional on-street parking stalls were also provided within the commercial center; these stalls were constructed within the existing terrace areas. The Village was responsible for the costs associated with the temporary asphalt sidewalk and the additional parking stalls.**

**Existing Facilities & Projects that Impact the Proposed Project**

Rail Facilities:

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

If yes, specify: **SELECT**

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

Will an easement from OCR be required?  Yes  No

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

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

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

*If Yes, provide the name of the road or street:* **CTH G**

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

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

If Yes to any of these questions attach an existing typical cross-section of the roadway, showing right of way, travel lanes, shoulder and sidewalk (if applicable). Examples are available in [FDM15-1-5](#) attachment [5.3](#) of the WisDOT facilities Development Manual.

Will this project be constructed as part of another planned road project?  Yes  No  
If Yes, specify if this is a state, county, or local project and when the road project is scheduled for construction:

The Door County Highway Department is planning a milling and resurfacing project on CTH G that includes the section of the highway included with this application. The County had originally scheduled their project for the 2018 or 2019 construction years. However, the County and Village have been coordinating on this schedule so it could be timed concurrently with the Village's proposed bike and pedestrian improvements on CTH G. The improvements included with this application will require modifications to the existing pavement grades and cross slope; i.e. any paving done by the County prior to these improvements would need to be removed as part of the Village's project. The result would be higher costs if the improvements are not constructed concurrently. The maintenance agreement between the County and Village for CTH G (and other County Highways located within the Village) states that the County is responsible for any maintenance or improvements on the two travel lanes. The Village in turn is responsible for any maintenance or improvements outside the travel lane limits, i.e. curb & gutter, bike lanes, parking lanes, terrace areas, and sidewalk. The cost of the County's proposed travel lane improvements, as well as the cost of the Village's proposed parking lane, is included in the attached cost estimate as non-participating items.

Will any exceptions to standards be requested?  Yes  No  
If Yes, provide a brief description of the exceptions that may be requested:

### Real Estate (RE) /Right of Way (ROW)

Was any real estate acquired or transferred in anticipation of this project?  Yes  No  
If yes, please explain.

A small area of right-of-way is needed at the corner of CTH G and STH 42 in order to construct the proposed bike and pedestrian improvements on CTH G. This property is currently being redeveloped and negotiations have been on-going as part of the Village's site review process. The Village is aware of the requirements of Section 11.2, Records Management, found in the *LPA MANUAL for RIGHT OF WAY ACQUISITION*. Acquisition will be completed in accordance with these requirements and is anticipated to be completed in early 2018. The parcel acquisition documentation will be forwarded to the WisDOT NE Region upon completion of the acquisition. No other fee acquisition is required in order to construct the proposed improvements.

List any other funding (past or present) used within the proposed project limits (i.e. DNR Stewardship)  
**With the exception of the WisDOT 2009 resurfacing project on STH 42, no other funding has been used within the project limits.**

Is the project on an existing right of way (ROW)?  Yes  No  
**(NOTE: It is recommended that local funds be used to acquire right of way)**

If Yes, have you obtained a permit from the WisDOT Regional Office Maintenance Section to conduct work on the right of way?  Yes  No

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

None  Less than ½ acre  More than ½ acre  
 Parklands  Large parcels  Temporary interests

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

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

<http://wisconsin.gov/dtsdManuals/re/lpa-manual/lpa-manual-ch11.pdf>

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

If yes, Please read Section 6.2, Relocation Assistance, found in the *LPA MANUAL for RIGHT OF WAY ACQUISITION* to determine if relocation assistance was properly offered and documented

<http://wisconsin.gov/dtsdManuals/re/lpa-manual/lpa-manual-ch6.pdf>

If right of way is required, acquisition will occur through a transfer of an adequate interest in real property.

Yes  No

FHWA has determined that an adequate real property interest excludes licensing agreements (LA), which agreements will not be considered.

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

### Environmental/Cultural Issues

Agriculture  Yes  No  Not Investigated

Comments: **There are no agricultural areas abutting the project.**

Archaeological sites  Yes  No  Not Investigated

Comments: **The Wisconsin State Historical Society website has been reviewed and no archaeological resources have previously been identified in the project area. This project will result in ground disturbance exceeding 0.5 acres which will require an archaeological survey to be completed as part of the environmental investigations for the project.**

Historical sites  Yes  No  Not Investigated

Comments: **The Wisconsin State Historical Society website has been reviewed and there are no properties listed on the National Register of Historic Places (NRHP). There is one structure on the website (residence) that is located within segment #1 that has been previously surveyed but is not listed as potentially eligible for the NRHP.**

**The Egg Harbor Historical Society has a designated walking tour brochure that identifies properties that have historical significance to the Village. There are five such properties located within the limits of segment #1, including the previously surveyed property listed above, and one property within the limits of segment #2. An architectural history survey will need to be performed as part of the environmental investigations for the project to determine if any of the properties are potentially eligible for the NRHP.**

Designated Main Street area  Yes  No  Not Investigated

Comments:

Lakes, waterways, floodplains  Yes  No  Not Investigated

Comments: **There is an existing single cell box culvert (structure C-15-3277) located at the south end of segment 1 that will need to be extended in order to accommodate the new sidewalk. This structure (cross sectional area = 5-ft x 6-ft) passes storm water from a drainage-way that is not shown as navigable or within**

a floodway area according to Wisconsin DNR and Door County mapping. A formal navigability review will need to be completed by the DNR as part of the environmental investigations for the project.

Wetland  Yes  No  Not Investigated

Comments: **A review of the Door County wetland mapping indicates that there are no mapped wetlands within the proposed construction limits. The nearest mapped wetland is located upstream of structure C-15-3277. A wetland determination/investigation will be required as part of the environmental investigations for the project.**

Storm water management  Yes  No  Not Investigated

Comments: **Converting the existing roadways from rural to urban will require post construction reduction of total suspended solids (TSS) in accordance with Trans 401.106(3)(b). The estimated project cost includes the construction of bio-filters for TSS reduction.**

Hazardous materials sites  Yes  No  Not Investigated

Comments: **The Wisconsin DNR's "Remediation and Redevelopment" database has been reviewed. There are no known hazardous materials sites listed in the database for the proposed project limits.**

Hazardous materials on existing structure  Yes  No  Not Investigated

Comments: **Although a hazardous materials review was not conducted for the structure, the existing box culvert will remain in place and hazmat disposal issues are not anticipated.**

Upland habitat  Yes  No  Not Investigated

Comments: **There is upland habitat present adjacent to the box culvert that may be impacted by the proposed extension of the structure.**

Endangered/threatened/migratory species  Yes  No  Not Investigated

Comments: **A preliminary environmental assessment was performed using the DNR's Natural Heritage Inventory (NHI) Public Portal. The results indicated that no endangered, threatened and special concern animals and plants; natural communities and other natural features are present within the project area. A full endangered resources review will be conducted as part of the environmental investigations for the project.**

Section 4(f)  Yes  No  Not Investigated

Comments:

**The existing storm sewer system on STH 42, that drains the commercial center of the Village, includes a storm sewer pipe that traverses through Harbor View Park in order to discharge to the bay of Green Bay. The proposed storm sewer on CTH G will need to connect to an existing storm sewer manhole located within the southernmost limits of the Park. This project qualifies for a 4(f) exception per CFR Title 23, Part 774.13 (d). The temporary occupancy of Harbor View Park will not constitute a Section 4(f) use because each of the following 5 conditions is met:**

- 1. Duration is temporary, i.e., less than the time needed for construction of the project, and there will be no change in ownership of the land.**
- 2. Scope of the work is minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal.**
- 3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.**

4. The land being used will be fully restored, i.e., the property will be returned to a condition which is at least as good as that which existed prior to the project.

5. There will be a documented agreement of the official(s) with jurisdiction over the Section 4(f) resource (Village of Egg Harbor) regarding the above conditions.

The potential does exist that a Section 4(f) evaluation may be required if it is determined that any of the existing properties discussed above in the historic sites portion of this application are determined to be eligible for the NRHP.

Section 6(f)  Yes  No  Not Investigated

Comments: It is not known at this time if LAWCON funds were utilized for property acquisition or improvements at Harbor View Park. Coordination with the DNR will be required in order to determine if the park is covered by Section 6(f).

Through/adjacent to tribal land  Yes  No  Not Investigated

Comments:

### Miscellaneous Issues

**Construction Schedule Restrictions** (trout, migratory bird, local events):

The local economy of the Village Egg Harbor and Door County is heavily dependent on tourism. As a result, it is proposed that most of the construction operations needed to complete the project be performed prior to the Memorial Day Holiday and after the Labor Day Holiday. With this construction schedule restriction, construction operations for the project will need to extend across two construction seasons. In addition, the Village's annual Pumpkin Patch Festival occurs during a weekend in October; no construction operations will be allowed during the weekend of the Festival. The Village typically requires these same restrictions on all their projects.

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

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

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

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

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

Will the facility be snowplowed in the winter?  Yes  No

Comment:

Although this is not a trail project, it is important to note that the Village takes on the responsibility for snow removal for sidewalks located within the Village. The Village provides this service because not all businesses are open during the winter months and some residential properties are seasonal as well; this ensures that all sidewalks will be maintained for safe year round use. The Village will also be responsible for snow removal on the sidewalks being constructed as part of this TAP project.

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

Comment:

Anticipated fee for trail use:  Yes  No

Comment:

Anticipated equestrian use on trail:  Yes  No

Comment:

**Other Funding Sources:** Has the municipality anticipated, requested or been approved for other federal or state funding from WisDOT for the improvement?  Yes  No

If yes, please indicate all of the other funding sources that are anticipated, have been requested or approved with the associated project ID(s):

Highway Safety Improvement Program (HSIP)	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Local Roads Improvement Program (LRIP)	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Railroad Programs	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Surface Transportation Program – Rural	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Surface Transportation Program - Urban	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
CMAQ	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Transportation Enhancements Program			Approved ID:
Bicycle & Pedestrian Facilities Program			Approved ID:
Safe Routes to School			Approved ID:
Transportation Economic Assistance Program	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Flood Damage Aids	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
State Funding (Describe):	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:
Other:	<input type="checkbox"/> Anticipated	<input type="checkbox"/> Requested	Approved ID:

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

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

**The Village adopted a bike and pedestrian plan in 2003 as an amendment to the 1998 comprehensive plan. An updated plan was prepared in 2010. Both plans can be found by using the following link:**  
[http://eggharborwi.govoffice2.com/index.asp?Type=B\\_BASIC&SEC={A62FD44D-F578-433C-BBF8-1B434A496011}&DE=](http://eggharborwi.govoffice2.com/index.asp?Type=B_BASIC&SEC={A62FD44D-F578-433C-BBF8-1B434A496011}&DE=)

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

**The Village's project is included on Door County's 2014 Bicycle, Pedestrian, and Recreational Facilities Master Plan which can be found at the following location:**  
<http://map.co.door.wi.us/planning/Door%20County%20Bicycle,%20Pedestrian,%20and%20Recreational%20Facilities%20-%20Appendices.pdf>

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

**The Village's 2008 comprehensive plan references the 2003 bike plan which can be found at e following link:**  
[http://eggharborwi.govoffice2.com/index.asp?Type=B\\_BASIC&SEC={A62FD44D-F578-433C-BBF8-1B434A496011}&DE=](http://eggharborwi.govoffice2.com/index.asp?Type=B_BASIC&SEC={A62FD44D-F578-433C-BBF8-1B434A496011}&DE=)

Is project identified in any other planning document?  Yes  No If Y, link to plan:

**The Village's 2012 Downtown Strategy Plan discusses the bicycle and pedestrian improvements included in this application. This plan can be found at the following link:**  
[http://eggharborwi.govoffice2.com/index.asp?Type=B\\_BASIC&SEC={A62FD44D-F578-433C-BBF8-1B434A496011}&DE=](http://eggharborwi.govoffice2.com/index.asp?Type=B_BASIC&SEC={A62FD44D-F578-433C-BBF8-1B434A496011}&DE=)

The Village adopted a resolution to become a Green Tier Legacy Community in 2017. The goal of the green tier community network is to develop strategies that lead to a sustainable future. These strategies encourage walking and bicycling as modes of transportation within a community to curb the number and length of trips by vehicles. These strategies improve existing infrastructure by incorporating the multi-modal elements of a complete streets transportation system. Following is a link to Village's signed resolution:

[http://eggharborwi.govoffice2.com/vertical/sites/%7B569578EA-93E6-481F-B733-DF3296C08FEE%7D/uploads/Signed\\_Resolution\\_2017-17\\_Green\\_Tier\\_Legacy.pdf](http://eggharborwi.govoffice2.com/vertical/sites/%7B569578EA-93E6-481F-B733-DF3296C08FEE%7D/uploads/Signed_Resolution_2017-17_Green_Tier_Legacy.pdf)

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

The Village is planning to construct bicycle and pedestrian improvements within the Village's commercial center as a separate locally funded project, refer to attached location map for project limits. This section of STH 42 currently includes temporary asphalt sidewalk and on-street bike accommodations. These existing pedestrian facilities do not meet current ADA standards. The Village is proposing to construct ADA compliant concrete sidewalk, maximize the area available for pedestrians, while still providing bicycle accommodations either on-road or via a shared use path. Other improvements include enhanced crosswalks, traffic calming measures, improved street lighting, landscaping, and other amenities such as public benches. Coordination between the Village and WisDOT for this locally funded project has been on-going since January of 2015. The actual construction for this improvement has not yet been scheduled.

The Village's plans for the commercial center discussed above included an enhanced pedestrian crossing at the CTH G approach of the intersection of STH 42. This enhancement includes relocation of the crossing and a pedestrian refuge island for improved safety. This enhancement is now included with the CTH G improvements that are part of this application. Refer to the project narrative for additional information regarding safety concerns at this intersection.

**School Demographics** (Complete ONLY if submitting a project within the SRTS Programming / Planning eligibility category)

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

**Optional:** Alternatively, SRTS project applicants may submit a narrative response/attachment 1 detailing school demographics provided that all fields below are answered in such attachment.

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

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

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

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

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

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

Percentage of students living within one mile of the school:

Percentage of students living within two miles of the school:

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

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

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

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

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

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

**CONFIDENTIAL INFORMATION**

**Project Costs, Priorities, and State Fiscal Years:**

**NOTE: do not include pages A-7 and A-8 in the Concept Definition Report (CDR) for approved TAP projects.**

Complete the table below for the appropriate fiscal years of the application/project cycle (2018-2022). If a sponsor proposes to construct a project in phases throughout multiple years, schedule the project costs as appropriate and provide further details in the project description.

In addition to the table below, **attach a detailed breakdown of project costs in Microsoft Excel**. This detailed breakdown must clarify assumptions made in creating the budget such that a third party reviewer would be able to substantiate the assumptions.

Submit a separate application and budget for each project or stand-alone project segment for which you are willing to accept funding, or for a bike trail section that could function as a separate facility. Project requests are not considered for partial funding.

Applicants may work with the Local Program Manager within their region for assistance to more accurately estimate costs. All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. Also, WisDOT Region staff 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.

**NOTE: Requesting design and construction projects in the same fiscal year is not allowed.**

**Project Prioritization**  
 If a sponsor is submitting more than one project the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority:**

**Construction:**  
**Basis for Construction Estimate:**  Itemized  Per Square Foot  Past Projects  
 Other, please specify:

**Schedule Preference:**  FY 2021  FY 2022

**Construction:**

Federal Share of the Participating Construction Cost (80%)	<b>\$ 1,312,000</b>
Local Share of the Participating Construction Cost (20%)	<b>\$ 328,000</b>
Non-Participating Construction Cost (100% Local)	<b>\$ 157,500</b>
<b>A. Subtotal Construction Costs</b>	<b>\$ 1,797,500</b>
<b>B. State Review for Construction</b> (Contact WisDOT Region) <span style="float: right;">Percentage: <b>3 %</b></span>	<b>\$ 53,925</b>
<b>Construction with State Review Cost Estimate</b> (sum lines A and B)	<b>\$1,851,425</b>



Describe the degree to which this project was planned for and the local support and commitment for the project. If this project is part of a plan, describe that plan and the project's priority in that plan. If this is a planning project describe how this project will be integrated into other efforts. For SRTS projects, describe walk/ bike audits, parent surveys and data on crashes that support the selection of this project.

### **3. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTIMODAL**

How will the project be implemented on time? What obstacles or problems must be overcome to implement this project, and in light of project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years? Please describe prior experience with other multimodal projects and success in delivering those projects in the year in which they were scheduled. For example, were you able to deliver the project in the year it was programmed? Have you ever had to turn back awarded federal funds? Please explain. If problems were experienced in the past, what will be done on this project to ensure successful completion? Describe the project sponsor's commitment to multimodal programs and facilities generally like a complete streets ordinance, advisory committees, or inclusion of multimodal accommodations in any other local program projects.

### **4. PROJECT UTILITY & CONNECTIVITY**

#### **For Infrastructure Projects**

Describe the degree to which this project serves utilitarian rather than recreational purposes and how, if at all, the project adds connectivity to the state's multi-modal transportation network, including bicycle, pedestrian and transit facilities. Describe how, if at all, the proposed project would connect to these existing land uses: park, school, library, public transit, employment and/or retail centers, residential areas, other. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network. Implementation of plan would serve a broad geographic area and adds connectivity to the state's multimodal transportation network. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

#### **For Safe Routes to School Programming Projects**

Will the project get a higher percentage of children walking and biking to school - addresses clear safety problems for children already walking/biking. Address the following desired outcomes: reduction in parent concerns that keep them from allowing children to walk/bike; potential for changes in hazard busing; change in policy limiting walking/biking to school; increased school commitment to promoting walking/biking; improved driver behaviors in the school zone; making it more appealing for children to walk/bike; more law enforcement participation in walking/biking issues

### **5. PROJECT BENEFIT- ENVIRONMENTAL, LIVABILITY, ECONOMIC JUSTICE, PUBLIC HEALTH, HISTORICAL PRESERVATION, & SAFETY**

*NOTE: A TAP project should contribute to a community benefit. No applicant's project is expected to contribute to all the benefits listed on A-3 of the application, but a project that contributes to more than one benefit or has significant impact on a particular benefit will receive more points.*

Describe the benefits likely derived from the proposed project, this description should correspond to the project benefit section on page A-3.

### **6. PROJECT CAPITALIZES ON, SUPPLEMENTS OR AUGMENTS AN EXISTING ROAD IMPROVEMENT PROJECT**

There is a way to tie the multimodal project to an existing road improvement project that allows the project sponsor to take advantage of the resources of a larger project.

- For SRTS projects: The project addresses safety and education issues of walking and biking to school due to a recent or anticipated road improvement project.

## Key Program Requirements Confirmation

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

**WisDOT will deem ineligible any application that does not provide confirmation to this section.**

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

the project. The sponsor agrees to add these costs to the project under the same match requirements 80% / 20% match requirements.

- j. Projects that are fully or partially federally funded must be designed in accordance with all applicable federal design standards, even if design of the project was 100% locally funded.
- k. As the project progresses, the state will bill the project sponsor for work completed that is ineligible for federal reimbursement. Upon project completion, a final audit will determine the final division of costs as between the state and the project sponsor. If reviews or audits reveal any project costs that are ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- l. \*\*\*For 100% locally-funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding only for state review of design projects.
- m. The project sponsor acknowledges that the requisite project commencement requirement and that failure to comply with the applicable commencement deadline will jeopardize federal funding. Commencement is within four years of the date of the project award. The project must be commenced within four (4) years of the project award date according to Sec. 85.021, Wis. Stats. For construction projects, a project is commenced when construction is begun. For planning projects, a planning project is commenced when the planning study is begun. For non-infrastructure projects that do not fall within any of the above categories, a project is considered commenced on the date that WisDOT receives the first reimbursement request from the project sponsor, as noted on form DT1713 in the 'Date Received' field.
- o. The project sponsor acknowledges that the requisite project completion timeline for approved TAP projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline will jeopardize federal funding.
- p. Federally-funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

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

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

Name: Ryan Heise, MPA

Title: Village Administrator

Accepted (please initial here): RH

### Fiscal Authorization and Signature

Application prepared by a consultant?  Yes  No

If yes, consultant information and signature required below.

Consultant Company Name: **McMahon Associates, Inc.** Company Location (City, State): **Neenah, WI**

Consultant Signature (electronic only): Michael R. Simon, P.E.

Date: **1-26-18**

**NOTE:** On Local Program projects, it is not permissible for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project. A municipality could start their consultant selection process early enough and make the application part of the scope of services with the understanding that all costs incurred prior to authorization will be the responsibility of the local municipality. See FDM [8-5](#) for additional information.

Sponsor Agency: <b>Village of Egg Harbor</b>	
Contact Person: <b>Ryan Heise, MPA</b>	(Note: must be Head of Government or Designee)
Title: <b>Village Administrator</b>	
Address: <b>7860 State Hwy 42, Egg Harbor, WI 54209</b>	
Telephone: <b>920-868-3334</b>	
Email: <a href="mailto:rheise@villageofegg Harbor.org">rheise@villageofegg Harbor.org</a>	
<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>	
<b>Head of Government/Designee Signature (electronic only): <i>Ryan Heise, MPA</i>      Date: 1-26-18</b>	

### Application and Attachments

Submit applications and attachments utilizing the contact information contained in the corresponding TAP Pre-Scoping Application Instructions. Applicants must **submit eligible applications on or before 5PM on January 26, 2018**, and must include the following documents:

- A completed application **in Microsoft Word format**
- Narrative Response/Attachment 3: maximum of **one double-spaced page, minimum 11-point font size**
- Cost Estimate Detail as required in the **'Project Costs and Dates'** section of this application
- For infrastructure projects, a project map printed in black & white, on one sheet of 8½ by 11 paper
- If available, a **local resolution of support** for the proposed project
- If right of way was acquired in anticipation of this project**, attach a detailed list of available, completed project and parcel acquisition documentation (**see page A-2**)

**OPTIONAL Attachment**

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

**NOTE: Do not include additional attachments (photos, letters of support, etc.)**

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

<b>FOR WISDOT USE ONLY –This information must be entered on the spreadsheet and on the application.</b>
WisDOT Region comments on application, including eligibility concerns:
Region Reviewer's Name:
Reviewer's Title:
Date Received:

## WALK, BIKE & EGGSPORE EGG HARBOR

### 1. PROJECT DESCRIPTION AND OVERVIEW

The Village of Egg Harbor is proposing to construct pedestrian facilities and on-road bike accommodations on both CTH G and STH 42. STH 42 is classified as a minor arterial and CTH G is classified as a major collector; these highways are the primary travel corridors within the Village. The purpose of the project is to provide bike and pedestrian connectivity between the Village's commercial center, public beach, parks, village hall, public library, and other points of interest within the Village. The total project length is 4700-ft. The project is divided into three segments as summarized below and shown on the attached location map.

#### **Segment #1: STH 42 from South Trail Drive to Harbor School Road (1800-ft).**

The existing shoulders are paved and meet the requirements for on-road bike accommodations, however, there are no pedestrian facilities provided. The proposed project includes constructing concrete sidewalk on the west side of the highway beginning at South Trail Drive and extending north to match into the existing temporary asphalt sidewalk at the Harbor School Road intersection. This improvement will require urbanization of the west side of STH 42. The on-road bike accommodations will be maintained. Street lighting and landscaping are included with the proposed improvements.

#### **Segment #2: CTH G from Beach Trail to STH 42 (800-ft).**

Currently there are no bike accommodations or pedestrian facilities on the existing highway. The proposed project includes urbanizing CTH G, with concrete sidewalk constructed primarily on the east side of the roadway. The travel lanes will be widened to provide on-street bike accommodations. The project begins at the existing shared use path (Beach Trail) and extends north to STH 42. Pedestrian crossing improvements will be provided at the STH 42 and Dock Road intersections. Street lighting and landscaping will be included as part of the improvements.

The bike accommodations on the west side include widening the travel lane to the extent possible to provide more room for bikes. The width of this travel lane is less than desirable for bike accommodations located immediately adjacent to a parking lane. However with only a 50-ft road right-of-way width, two buildings that encroach into the right-of-way and other buildings located immediately adjacent to the right-of-way, this facility is being widened to extent possible. The elimination of the parking lane within this fully developed corridor would not be prudent.

#### **Segment #3: STH 42 from CTH E to Church Street (2100-ft).**

The existing shoulders are paved and meet the requirements for on-road bike accommodations, however, there are no pedestrian facilities provided. The Village is proposing to construct concrete sidewalk on the east side of the highway beginning at end of the temporary asphalt sidewalk at CTH E and extending north to Church Street. This improvement will require urbanization of the east side of STH 42. The on-road bike accommodations will be maintained. Street lighting and landscaping will be included as part of the improvements.

#### **General**

The proposed urbanization for each of the project segments requires the installation of storm sewer within the travel lanes of the adjacent roadways, as well as replacing the asphalt pavement over the storm sewer trenches. With the existing ditches being eliminated due to urbanization, the Wisconsin DNR requires that bio-filter infiltration devices be constructed as part of the project to provide storm water quality treatment. These costs are included in the construction estimates for the project.

### 2. PROJECT PLANNING & PREPARATION & LOCAL SUPPORT

The Village of Egg Harbor is a vibrant resort community located along the waters of Green Bay. The community's economy is directly tied to the tourism industry. The Village boasts several environmental and other features that make it an attractive destination. Environmental features include the beach and marina located directly on the Bay, as well as several other parks that offer panoramic views of the Bay as well as other amenities. The Village's

commercial center is a tourist destination in itself that provides a great shopping experience. Shopping includes small boutiques, wine shops, antiques and art galleries, specialty food and farm markets, and one of the only grocery stores in the County north of Sturgeon Bay. Egg Harbor is also considered a music haven with free weekly outdoor concerts provided at the Peg Egan Performing Arts Center, and Harbor View Park that draw visitors from throughout the Region. There are many lodging options offered within the community that range from campgrounds and B&B's to full service resorts and hotels. The Village's full time population is 250 residents but this increases to a seasonal population of over 2500.

CTH G and STH 42 are the primary travel corridors for motorized vehicles as well as pedestrians and cyclists within the Village. During peak season these corridors experience congestion due to heavy auto traffic. In addition the demand for parking within the commercial center, as well as at the beach and other destinations within the Village, often times exceeds the supply. Because of this, the Village recognizes the need to encourage a mode-shift from car travel within the community to biking or walking. The environmental, public health, and safety benefits that would result from this mode shift fit the Village's vision as a Legacy Green Tier Community. These benefits in turn will result in economic benefits to the community. Currently the Village's pedestrian and bicycle facilities do not fully support this type of mode shift. Visitors staying at the resorts and hotels, as well as other community visitors, currently need to make short trips by car to reach destinations within the Village; this is due to the lack of safe pedestrian facilities on these primary travel corridors.

The Village first adopted a bicycle and pedestrian plan that included the proposed project in 2003. This plan was prepared as an amendment to the Village's 1998 Comprehensive Plan and includes the project summarized in this application. In 2010 the Village updated the plan; both plans can be found on the Village website. The 2003 plan includes a detailed segment by segment summary of proposed improvements whereas the 2010 plan provided a general overview and more detailed mapping. The Village has been implementing portions of the plans over the past several years. The links to these bike and pedestrian plans are referenced elsewhere in this application.

In 2012 the Village had a redevelopment plan prepared for the downtown area and adjoining districts. The preparation of this plan included an extensive outreach effort to obtain as much public input as possible. The public involvement meetings were held in the summer when the seasonal population is at its highest. The public input verified the Village's concern that the existing multi-modal infrastructure within the Village is not adequate to sufficiently serve the seasonal population. The redevelopment plan recognized the need to improve bicycle and pedestrian connectivity throughout the Village. These improvements were identified in the study as a way to link the Village's residences and businesses to parks, the marina, performing arts center, the library & visitor center, and the Village Hall. The link to this plan is referenced elsewhere in this application.

Beginning in January of 2015, the Village began coordination with the WisDOT Northeast Region regarding bicycle and pedestrian improvements on STH 42. The intent was to begin incorporating the improvements identified in the bike plan and the redevelopment plan discussed above. The Village's original goal was to begin constructing improvements using 100% Village funds in late 2015 or 2016. A design charette was held over a 2 day period in April of 2015 to obtain additional public input regarding specific features of the project. A summary report of the design charette can be found at the following link to the Village's website:

[http://eggharborwi.govoffice2.com/index.asp?Type=B\\_PR&SEC={92A78B61-2212-42F1-BEC9-815B1641A1A4}](http://eggharborwi.govoffice2.com/index.asp?Type=B_PR&SEC={92A78B61-2212-42F1-BEC9-815B1641A1A4})

In August of 2016, the Village held two public involvement meetings for their "Enhance Egg Harbor" initiative. These meetings focused on improvements to the STH 42 corridor through the Village's commercial center, as well as improvements on CTH G and the sidewalk extensions north and south of the downtown area. A summary of the Village's proposed capital improvement projects, including the Village's current prioritization, was presented at the meeting. These meetings were again held during the summer so that input could be received by as many summer residents and visitors as possible. The meeting presentation, a YouTube Video presented at the meeting, meeting notes, and a meeting follow-up document (Enhance Egg Harbor FAQ) can be found on the Village's website at the following link:

As a result of the input received at these public involvement meetings, the Village Board made the decision to re-prioritize the north and south sidewalk extensions on STH 42, and the bike and pedestrian improvements on CTH G, ahead of the improvements for the downtown section of STH 42. Business owners and residents in these areas had expressed concerns about being “disconnected” from the downtown area because of the lack of pedestrian facilities and connectivity. The CTH G project also received additional emphasis from the Village Board as a result of the Door County Highway Department’s proposed project on CTH G and the benefits of timing the bike and pedestrian improvements concurrently.

### **3. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTIMODAL**

The Village foresees no issues with implementing the project in time to begin construction in SFY 2021. Preliminary plans have already been prepared and used to identify the environmental concerns and develop the detailed project costs included with this application. The Village is not applying for funding for design engineering services, so the efforts needed to finalize the plans can begin immediately. As discussed above, the improvements have been in the planning stages for several years with an on-going public involvement and outreach process. These projects have already been vetted by the public and have strong support. Coordination with the WisDOT for improvements on STH 42 has been on-going since 2015 in terms of allowable design features and permitting requirements. Coordination with the Door County Highway Department has also been ongoing over the same time period for improvements on CTH G.

There is only one minor fee acquisition parcel of right-of-way required for the project. The acquisition of this parcel is already being discussed with the property owner as part of the site review process for the redevelopment of the property. Based on public comments received during the public involvement process, support for the project is strong and delays in obtaining temporary easements are not anticipated. There are no known environmental issues, and final investigations can begin immediately. Although this is the first time applying for federal funds under the TAP program, the Village is well aware of the potential delays that can occur and has done its due diligence to help ensure that the project will be completed within the required time frame.

The Village does have a history of successfully delivering locally funded multi-modal projects. These projects include the shared use path known as the Beach Trail that traverses through Nature Park adjacent to CTH G, the paved trail connection from CTH G through Beach Park to the beach area, and the paved trail connection from STH 42 through Harborview Park to the Marina. These projects are key components of the Village’s multi-modal system and show the Village’s commitment to improving its multi-modal infrastructure.

Egg Harbor is a legacy “Green Tier Community”. The goal of the green tier community network is to develop strategies that lead to a sustainable future. Transportation demand management is one of the strategies utilized. This strategy works by reducing Green House Gas (GHG) emissions and Vehicle Miles Traveled (VMT) by influencing healthier individual behavior. These strategies encourage walking and bicycling as modes of transportation within a community to curb the number and length of trips by vehicles. Transportation strategies also aim to reduce GHG emissions and VMT by improving the overall performance of a transportation system. These strategies improve existing infrastructure by incorporating the multi-modal elements of a complete streets transportation system. Each of these strategies is part of the *Walk, Bike, and Eggsplore Egg Harbor* project, and will continue to be implemented as part of future Village projects. A link to the Village’s website for the signed resolution that was adopted to become a Green Tier Community is included elsewhere in this application.

More information regarding the Green Tier program can be found at the following link:

<http://greentiercommunities.org/>

Another important initiative that reflects the Village’s commitment to multi-modal transportation is the *Eggy-Bike* Bike-Share Program. The Village’s initial investment in early 2017 included the purchase of fourteen, 7-speed bikes

that are free for use by the public. This program is funded through room tax dollars and donations from 14 local business sponsors. In addition, the Village purchased a bike “rescue” station that includes the tools necessary for making bike repairs, air to fill tires, etc. This station is available for use by the public and is centrally located, along with the Eggy-Bikes, near the public restrooms at the Marina.

The Village has made a recent multi-modal commitment to Door County in the form of a monetary donation made to provide signing for the designated bike routes identified in the County’s Bike plan. This plan is referenced elsewhere in this application.

Another planned improvement by the Village that is tentatively scheduled for 2018 is the addition of lighting along the Beach Trail primarily in the form of lighted bollards. This trail is in a wooded area and the lighted bollards will provide an improved sense of safety and will extend the hours of trail usage.

#### **4. PROJECT UTILITY & CONNECTIVITY**

The Village’s goal is to provide safe and efficient multi-modal system throughout the Village. This multi-modal system will provide connectivity between area businesses and residences to the parks, beach, marina, village hall, new library & information center, and other points of interest within the Village as shown on the attached location map. The *Walk, Bike, Eggsplore Egg Harbor* project is essential in helping the Village reach this goal.

The businesses within the limits of the STH 42 segments of the proposed project have informed the Village that they feel disconnected from the Village’s commercial center due to the lack of pedestrian facilities. This was a primary concern that was identified during the public involvement process for both the downtown redevelopment and Enhance Egg Harbor initiatives. On the northernmost segment of STH 42 the businesses include several hotels and resorts, restaurants, a hardware store, and various specialty shops. On the southernmost section of STH 42 the businesses are primarily specialty shops. Due to the lack of safe pedestrian facilities, people traveling between these areas to the commercial center currently utilize motorized vehicles to reach their destinations. The number of related vehicle miles traveled due to the lack of pedestrian facilities is especially significant at the north end of STH 42 due to the number of resorts and hotels in that area. The proposed project will help unify the local business community.

In addition to businesses, another destination in the center district of the Village is the Peg Egan Performing Arts Center. The Center is located one block east of STH 42 and live musical performances occur every Sunday night at this outdoor venue during the summer months. The Center is a region wide attraction that features national acts. The average attendance for these concerts is 1500 with the more well-known performers attracting much larger crowds. These crowds can overtax the available parking in the area. Providing a multi-modal link from the resorts and hotels on the north end of Village to this venue will open more spaces for visitors coming from outside the Village that need to drive.

Currently there is a gap in the Village’s existing multi-modal network on CTH G between STH 42 and the Beach Trail. Pedestrian and bikes must share the same narrow travel lanes as motorized vehicles in order to traverse this gap in the system. This gap affects people traveling to and from businesses on CTH G as well as the public beach at Beach Park. The Village has made a significant investment in the beach area with more improvements planned for 2018. The Egg Harbor Beach is one of the premier beaches in all of Door County and is considered a regional destination. Although the exact number of visitors to the beach is unknown, the Village does operate a kayak rental facility at the beach that typically rents approximately 45,000 units in a single season. Based on that number, it is likely that overall number of visitors to the beach per season is at least three to four times this amount. The Village has already maximized the available parking in this area and vehicle parking is an issue. By completing the gap in the multi-modal system more people will be encouraged to bike and walk to the beach area instead of driving. Over the years the Village has invested in increasing the number of stalls in their off-street parking areas. With the gap in the system completed, people will be able to park in these areas and walk or bike to the beach. If they do not have a bike, they are welcome to utilize the “Eggy-Bike” bike-share program. In addition to accessing the Beach from these

parking areas, visitors will be able to walk to each of the parks and other destinations within the Village. It should also be noted that there is a large resort located immediately adjacent to the Beach Park, as well as many other seasonal and year round residences, that will be able to use the new multi-modal connection to travel to and from the Village Center.

## 5. PROJECT BENEFIT– ENVIRONMENTAL, LIVABILITY, ECONOMIC JUSTICE, PUBLIC HEALTH, HISTORICAL PRESERVATION, & SAFETY

The proposed *Walk, Bike, and Eggsplore Egg Harbor* project will provide environmental, public health, safety, and economic benefits to the Village as well as the Door County Region in general. These benefits are discussed in items 3 and 4 above and summarized as follows:

- **Environmental Benefits** – Residents, as well as area visitors, currently do not have pedestrian facilities on STH 42 north and south of the Village center; and there are no bike accommodations or pedestrian facilities within the project limits on CTH G. The proposed pedestrian and bike improvements will encourage a mode-shift from car travel to biking or walking. The improvements will also improve connectivity to the area parks, Beach, and the Marina each of which provide panoramic views of the Bay. The existing Beach Trail will also see an increase in usage once the multi-modal gap on CTH G is completed; this trail traverses through the Nature Park and includes informational plaques and viewing areas explaining the natural features of the Park.
- **Public Health Benefits** - The multi-modal connectivity throughout the Village provided by the project will encourage residents and area visitors to walk or bike for short-distance trips. This effectively reduces carbon monoxide, nitrogen oxides, and sulfur dioxide emissions from automobiles, which improves overall air quality and the environment. The multi-modal improvements will provide greater opportunities for everyday exercise which effectively combats obesity, diabetes, heart disease, and stroke, and will improve the overall health of the community.
- **Safety Benefits** – Providing a separated pedestrian facility along both STH 42 and CTH G will improve safety by moving users away from the travel lanes. A primary safety improvement provided by the project will be the enhanced pedestrian crossing on CTH G at the intersection of STH 42. The Village conducted a traffic study at the intersection of CTH G and STH 42 during a typical summer weekend. The study was performed on a Thursday, Friday, and Sunday of a non-holiday weekend in late July of 2015. The intersection met the 8-hour volume warrants, as well as pedestrian warrants, for each of the three days for the installation of traffic signals. Due to the seasonal nature of traffic in the community, the installation of traffic signals is not being considered. However, the traffic study did identify several safety concerns for pedestrians at the intersection. The location of the existing pedestrian crossing results in poor visibility for pedestrians making the crossing, as well as for drivers being able to see the pedestrians in the crosswalk. The skew of the intersection increases the length of the crosswalk which results in pedestrians needing additional time to cross this heavily traveled intersection. The proposed improvements include relocating the crossing to improve visibility, and providing a pedestrian refuge area so that the crossing can be made in stages.
- **Economic Benefits** - The Village of Egg Harbor’s economy is heavily dependent on tourism. In addition to the area restaurants and shops, the primary tourism destinations within the Village include the Marina, Beach, and Peg Egan Performing Arts Center. Providing improved multi-modal connectivity to each of these and other destinations within the community will make the Village an even more desirable location to visit and stay for extended periods of time. An increase in tourism represents an increase of dollars spent within the community. The increased tourism dollars also represents a positive return on the Village’s investments in the Beach, Marina, Peg Egan Center, and other features within the community. In addition, the multi-modal connectivity provides area residents and visitors a more affordable transportation option especially when fuel prices spike. This in turn provides an increase in disposal income which can also be spent within the Village.

## **6. PROJECT CAPITALIZES ON, SUPPLEMENTS OR AUGMENTS AN EXISTING ROAD IMPROVEMENT PROJECT**

The Door County Highway Department is planning a milling and resurfacing project on CTH G that includes the section of the highway included with this application. The County had originally scheduled their project for the 2018 or 2019 construction years. However, the County and Village have been coordinating on this schedule so it could be timed concurrently with the Village's proposed bike and pedestrian improvements on CTH G. The improvements included with this application will require modifications to the existing pavement grades and cross slope; i.e. any paving done by the County prior to these improvements would need to be removed as part of the Village's project. The result would be higher costs if the improvements are not constructed concurrently. The maintenance agreement between the County and Village for CTH G (and other County Highways located within the Village) states that the County is responsible for any maintenance or improvements on the two travel lanes. The Village in turn is responsible for any maintenance or improvements outside the travel lane limits, i.e. curb & gutter, bike lanes, parking lanes, terrace areas, and sidewalk. The cost of the County's proposed travel lane improvements, as well as the cost of the Village's proposed parking lane, is included in the attached cost estimate as non-participating items.

Although currently unscheduled, the Village is planning to construct bicycle and pedestrian improvements within the Village's commercial center as a separate locally funded project, refer to attached location map for project limits. This section of STH 42 currently includes temporary asphalt sidewalk and on-street bike accommodations. These existing pedestrian facilities do not meet current ADA standards. The Village is proposing to construct ADA compliant concrete sidewalk, maximize the area available for pedestrians, while still providing bicycle accommodations either on-road or via a shared use path. Other improvements include enhanced crosswalks, traffic calming measures, improved street lighting, landscaping, and other amenities such as public benches. Coordination between the Village and WisDOT for this locally funded project has been on-going since January of 2015. The opportunity exists for the Village to construct this locally funded project concurrently with the TAP project to take advantage of the potential cost savings of a larger project. However, at this time a commitment has not been made to combine the projects.

It should be noted that as a potential cost saving measure, the Village had also discussed the possibility of incorporating the proposed improvements as part of a future reconstruction project by the DOT on STH 42. However, the WisDOT currently has no schedule for making any improvements on this section of STH 42. The DOT maintains a 6-year improvement program and this section of STH 42 is not in the program. The last work on this section of STH 42 was in 2009. Typically, the next roadway improvement by the DOT would occur 10 to 15 years after the previous rehabilitation project. However, the type of improvement that will eventually be constructed next is unknown. In discussing this issue with the DOT, the next improvement could be less than the previous improvement, i.e. it could be a simple seal coat or a minimal mill and overlay. The DOT's current emphasis is on maintaining their current pavements rather than reconstructing them. The DOT's best guess right now is that the reconstruction of STH 42 is still two improvement cycles away. Based on this information, the DOT's reconstruction of STH 42 may not occur until sometime between 2034 and 2039.

w:\PROJECTS\IE0003\950163\CADD\GIS\Attachment1\_A.mxd January 23, 2018 kpk



Future Bike and Pedestrian Improvements to be 100% Locally Funded

New Library and Visitor Information Center

Egg Harbor Marina

Beach Trail

Existing Box Culvert to be Extended

**Mapped Features**

- Proposed Sidewalk and On-Road Bike Accommodations
- Existing Temporary Asphalt Sidewalk and On-Road Bike Accommodations
- Existing Shared Use Path or Sidewalk
- Municipal Boundary
- Parcel Line
- Recreational Area

0 1,000 Feet

Source: Door County, 2011-14.

**McMAHON**  
ENGINEERS ARCHITECTS  
McMAHON ASSOCIATES, INC.

**ATTACHMENT 1  
PROPOSED BIKE AND  
PEDESTRIAN IMPROVEMENTS  
VILLAGE OF EGG HARBOR  
DOOR COUNTY, WISCONSIN**

Disclaimer: The property lines, right-of-way lines, and other property information on this drawing were developed or obtained as part of the County Geographic Information System or through the County property tax mapping function. McMAHON ASSOCIATES, INC. does not guarantee this information to be correct, current, or complete. The property and right-of-way information are only intended for use as a general reference and are not intended or suitable for site-specific uses. Any use to the contrary of the above stated uses is the responsibility of the user and such use is at the user's own risk.





**STH 42 Egg Harbor**  
**Initial Cost Estimate for Southern Sidewalk Extension**  
**Project ID XXXX-XX-XX**  
**South Trail Road - Harbor School Road**  
**3/15/2018**  
**7/1/2020**

**SEGMENT #1**

Date:  
Let Date:

PARTICIPATING ITEMS					
ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
<b>1</b>	<b>REMOVALS</b>				
1.01	Clearing & Grubbing	STA	3	\$500.00	\$ 1,500
1.02	Removing Asphaltic Surface (Existing Asphalt Walk)	SY	470	\$3.00	\$ 1,400
1.03	Removing Curb & Gutter	LF	200	\$3.00	\$ 600
1.04	Removing Guardrail	LF	300	\$2.00	\$ 600
1.05	Removing Box Culvert Inlet	EACH	1	\$500.00	\$ 500
<b>SUBTOTAL REMOVALS</b>					\$ 4,600
<b>2</b>	<b>EARTHWORK</b>				
2.01	Excavation Common	CY	350	\$15.00	\$ 5,300
2.02	Excavation Rock	CY	150	\$15.00	\$ 2,300
<b>SUBTOTAL EARTHWORK</b>					\$ 7,600
<b>3</b>	<b>BASE</b>				
3.01	Base Aggregate Dense 1 1/4"	TON	1,300	\$10.50	\$ 13,700
3.02	Backfill Structure	CY	150	\$20.00	\$ 3,000
<b>SUBTOTAL BASE</b>					\$ 16,700
<b>4</b>	<b>PAVEMENT</b>				
4.01	HMA Pavement Type MT 58-28 S	TON	210	\$100.00	\$ 21,000
4.02	Tack Coat	GAL	20	\$5.00	\$ 100
<b>SUBTOTAL PAVEMENT</b>					\$ 21,100
<b>5</b>	<b>ROADWAY MISCELLANEOUS</b>				
5.01	Concrete Curb and Gutter 18" Type D	LF	1,075	\$15.00	\$ 16,100
5.02	Concrete Sidewalk 5-inch	SF	5,555	\$4.50	\$ 25,000
5.03	Curb Ramp Detectable Warning Field Nat Patina	SF	10	\$40.00	\$ 400
5.04	Restoration (includes topsoil, seed, fert)	SY	1,500	\$7.00	\$ 10,500
5.05	Trees	Each	20	\$400.00	\$ 8,000
5.06	Tree Care Cycles	Each	2	\$900.00	\$ 1,800
5.07	Finishing Roadway	Each	1	\$2,000.00	\$ 2,000
5.08	Sawing Asphalt	LF	1,800	\$2.00	\$ 3,600
<b>SUBTOTAL ROADWAY MISCELLANEOUS</b>					\$ 67,400
<b>6</b>	<b>DRAINAGE/STORM SEWER</b>				
6.01	Storm Sewer Pipe Reinf Conc 12"	LF	75	\$50.00	\$ 3,800
6.02	Storm Sewer Pipe Reinf Conc 24"	LF	650	\$80.00	\$ 52,000
6.03	Biofilters	Each	2	\$20,000.00	\$ 40,000
6.04	Storm Sewer Connection to Box Culvert	Each	1	\$5,000.00	\$ 5,000
6.05	Steel Plate Cover (for exist inlet on box culvert)	Each	1	\$1,000.00	\$ 1,000
6.06	Adjusting Manhole Covers	Each	4	\$300.00	\$ 1,200
6.07	Manholes w/ Casting	Each	5	\$2,400.00	\$ 12,000
6.08	Inlets w/ Casting	Each	3	\$1,500.00	\$ 4,500
<b>SUBTOTAL DRAINAGE/STORM SEWER</b>					\$ 119,500
<b>SUBTOTAL ROADWAY COSTS (ITEMS 1-6)</b>					\$ 236,900
<b>7</b>	<b>TRAFFIC CONTROL (incl Detour)</b>				
7.01	Lump Sum (PRORATED FROM SISTER BAY)	Each	2.5	% of Items 1-6	N/A
<b>8</b>	<b>EROSION CONTROL</b>				
8.01	Lump Sum (PRORATED FROM SISTER BAY)	LS	2.5	% of Items 1-6	N/A
<b>9</b>	<b>LIGHTING</b>				
9.01	Concrete Bases Type 5	Each	19	\$650.00	\$ 12,400
9.02	Conduit	LF	1,900	\$4.50	\$ 8,600
9.03	Wire	LF	6,000	\$1.00	\$ 6,000
9.04	Concrete Control Cabinet Bases Type 6	Each	1	\$1,000.00	\$ 1,000
9.05	Electrical Service Meter Breaker Pedestal	LS	1	\$1,000.00	\$ 1,000
9.06	Lighting Control Cabinets 120/240 30-in	Each	1	\$5,500.00	\$ 5,500
9.07	Decorative Light Poles and Assemblies	Each	19	\$4,000.00	\$ 76,000
<b>10</b>	<b>SIGNING/MARKING</b>				
10.01	Lump Sum (PRORATED FROM SISTER BAY)	LS	2.0	% of Items 1-6	N/A
<b>TOTAL ROADWAY COSTS (Items 1-10)</b>					\$ 363,900
<b>11</b>	<b>STRUCTURES</b>				
11.01	Bar Steel Reinforcement HS Structures	LB	2,000	\$1.00	\$ 2,000
11.02	Box Culvert Extension (incl. rem. & replacing endwalls)	CY	25	\$1,000.00	\$ 25,000
<b>12</b>	<b>MOBILIZATION</b>				
12.01	Lump Sum (PRORATED FROM SISTER BAY)	LS	0	% of Items 1-11	N/A
<b>CONSTRUCTION SUBTOTAL (Items 1-12)</b>					\$ 390,900
<b>13</b>	<b>CONTINGENCIES</b>				
13.01	Lump Sum (PRORATED FROM SISTER BAY)	LS	5	% of Items 1-12	N/A
<b>14</b>	<b>INFLATION ADJUSTMENT</b>				
14.01	Lump Sum (PRORATED FROM SISTER BAY)	Annual Inflation		2.5%	\$ 43,500
<b>TOTAL CONSTRUCTION COST for SOUTHERN SIDEWALK EXTENSION</b>					\$ 460,000

NON-PARTICIPATING ITEMS					
ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
<b>5</b>	<b>ROADWAY MISCELLANEOUS</b>				
5.01	Reconstruct Sanitary Manholes	Each	4	\$1,500.00	\$ 6,000
5.02	Internal Rubber Chimney Seals (Sanitary Sewer)	Each	4	\$350.00	\$ 1,400
<b>TOTAL NON-PARTICIPATING COSTS for SOUTHERN SIDEWALK EXTENSION</b>					\$ 7,500

CTH G Egg Harbor  
Initial Cost Estimate for  
Project ID XXXX-XX-XX  
Existing Trail - STH 42  
3/15/2018  
7/1/2020

SEGMENT #2

Date:  
Let Date:

PARTICIPATING ITEMS					
ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
<b>1</b>	<b>REMOVALS</b>				
1.01	Clearing	ID	100	\$15.00	\$ 1,500
1.02	Grubbing	ID	100	\$15.00	\$ 1,500
1.03	Removing Curb & Gutter	LF	250	\$2.50	\$ 600
1.04	Removing Sidewalk	SY	110	\$6.00	\$ 700
1.05	Removing Concrete Bases	EACH	2	\$150.00	\$ 300
1.06	Removing Storm Sewer	LF	50	\$20.00	\$ 1,000
1.07	Removing Storm Sewer Structures	EACH	3	\$350.00	\$ 1,100
<b>SUBTOTAL REMOVALS</b>					\$ 6,700
<b>2</b>	<b>EARTHWORK</b>		% of Items 1 & 3-4		\$ -
2.01	Excavation Common	CY	50	\$20.00	\$ 1,000
2.01	Excavation Common (additional for 2' wider roadway)	CY	100	\$20.00	\$ 2,000
2.02	Excavation Rock	CY	25	\$30.00	\$ 800
<b>SUBTOTAL EARTHWORK</b>					\$ 3,800
<b>3</b>	<b>BASE</b>				
3.01	Base Aggregate Dense 1 1/4"	TON	100	\$15.00	\$ 1,500
<b>SUBTOTAL BASE</b>					\$ 1,500
<b>4</b>	<b>PAVEMENT</b>				
4.01	Concrete Driveway 6-Inch (incl's sidewalk thru d/w)	SY	70	\$45.00	\$ 3,200
4.02	Asphaltic Surface Driveways & FE's	TON	25	\$150.00	\$ 3,800
<b>SUBTOTAL PAVEMENT</b>					\$ 7,000
<b>5</b>	<b>ROADWAY MISCELLANEOUS</b>		% of Items 1 & 3-4	N/A	\$ -
5.01	Concrete Curb and Gutter 18" Type D	LF	1,600	\$15.00	\$ 24,000
5.02	Concrete Sidewalk 5-Inch	SF	6,600	\$4.50	\$ 29,700
5.03	Concrete Sidewalk 5-Inch Stamped (50% of terrace)	SF	500	\$10.00	\$ 5,000
5.04	Curb Ramp Detectable - Warning Field Nat Patina	SF	50	\$35.00	\$ 1,800
5.05	Coloring Concrete	CY	10	\$100.00	\$ 1,000
5.06	Concrete Steps	SF	30	\$75.00	\$ 2,300
5.07	Topsoil and Sod Lawn (50% of terrace + behind walks)	SY	1,500	\$12.50	\$ 18,800
5.08	Sod Water	MGAL	10	\$50.00	\$ 500
5.09	Temporary Safety Fence	LF	1,100	\$3.00	\$ 3,300
5.10	Cold Weather Covering, Plastic	LS	1	\$5,000.00	\$ 5,000
<b>SUBTOTAL ROADWAY MISCELLANEOUS</b>					\$ 91,400
<b>6</b>	<b>DRAINAGE/STORM SEWER</b>		% of Items 1 & 3-4	N/A	\$ -
6.01	Storm Sewer Pipe Reinf Conc 12"	LF	200	\$55.00	\$ 11,000
6.02	Storm Sewer Pipe Reinf Conc 24"	LF	800	\$75.00	\$ 60,000
6.03	Biofilters	Each	1	\$50,000.00	\$ 50,000
6.04	Manholes w/ Casting	Each	3	\$3,000.00	\$ 9,000
6.05	Inlets w/ Casting	Each	10	\$2,000.00	\$ 20,000
<b>SUBTOTAL DRAINAGE/STORM SEWER</b>					\$ 150,000
<b>SUBTOTAL ROADWAY COSTS (ITEMS 1-6)</b>					\$ 260,400
<b>7</b>	<b>TRAFFIC CONTROL (incl Detour)</b>				
7.01	Lump Sum (PRORATED FROM SISTER BAY)	Each	10.0 % of Items 1-6	N/A	\$ 26,000
<b>8</b>	<b>EROSION CONTROL</b>	LS	1.5 % of Items 1-6	N/A	\$ 3,900
<b>9</b>	<b>LIGHTING</b>				
9.01	Concrete Bases Type 5	Each	8	\$650.00	\$ 5,200
9.02	Conduit	LF	800	\$4.50	\$ 3,600
9.03	Wire	LF	2,400	\$1.00	\$ 2,400
9.04	Concrete Control Cabinet Bases Type 6	Each	1	\$1,000.00	\$ 1,000
9.05	Electrical Service Meter Breaker Pedestal	LS	1	\$1,000.00	\$ 1,000
9.06	Lighting Control Cabinets 120/240 30-In	Each	1	\$5,500.00	\$ 5,500
9.07	Decorative Light Poles and Assemblies	Each	8	\$4,000.00	\$ 32,000
<b>10</b>	<b>SIGNING/MARKING</b>				
10.01	Lump Sum (PRORATED FROM SISTER BAY)	LS	2.0 % of Items 1-6	N/A	\$ 5,200
<b>TOTAL ROADWAY COSTS (Items 1-10)</b>					\$ 346,200
<b>11</b>	<b>STRUCTURES</b>				
<b>12</b>	<b>MOBILIZATION</b>	LS	0 % of Items 1-11	N/A	\$ -
<b>CONSTRUCTION SUBTOTAL (Items 1-12)</b>					\$ 346,200
<b>13</b>	<b>CONTINGENCIES</b>	LS	5 % of Items 1-12	N/A	\$ 17,300
<b>14</b>	<b>INFLATION ADJUSTMENT</b>		Annual Inflation	2.5%	\$ 38,500
<b>TOTAL PARTICIPATING COSTS for CTH G</b>					\$ 410,000

**CTH G Egg Harbor**  
**Initial Cost Estimate for**  
**Project ID XXXX-XX-XX**  
**Existing Trail - STH 42**  
**3/15/2018**  
**7/1/2020**

**Date:**  
**Let Date:**

NON-PARTICIPATING ITEMS					
ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
<b>1</b>	<b>REMOVALS</b>				
<b>SUBTOTAL REMOVALS</b>					\$ -
<b>2</b>	<b>EARTHWORK</b>		% of Items 1 & 3-4		\$ -
2.01	Excavation Common	CY	450	\$20.00	\$ 9,000
2.02	Excavation Rock	CY	175	\$30.00	\$ 5,300
<b>SUBTOTAL EARTHWORK</b>					\$ 14,300
<b>3</b>	<b>BASE</b>				
3.01	Base Aggregate Dense 1 1/4"	TON	1,100	\$15.00	\$ 16,500
3.02	Mill and Relay (Excess mat'l used as base)	SY	2,670	\$2.50	\$ 6,700
<b>SUBTOTAL BASE</b>					\$ 23,200
<b>4</b>	<b>PAVEMENT</b>				
4.01	Permeable Paver Brick System (Parking Lanes)	SF	3,000	\$11.00	\$ 33,000
4.02	HMA Pavement Type E-3	TON	360	\$65.00	\$ 23,400
4.03	Tack Coat	GAL	65	\$5.00	\$ 300
4.04	Asphaltic Material	TON	22	\$500.00	\$ 11,000
4.05	HMA Cold Weather Paving	TON	360	\$5.00	\$ 1,800
4.06	Asphaltic Surface Temporary	TON	15	\$150.00	\$ 2,300
<b>SUBTOTAL PAVEMENT</b>					\$ 71,800
<b>5</b>	<b>ROADWAY MISCELLANEOUS</b>		% of Items 1 & 3-4	N/A	\$ -
5.01	Finishing Roadway	Each	1	\$5,000.00	\$ 5,000
5.02	Street Sweeping	HRS	20	\$150.00	\$ 3,000
5.03	Trees	Each	10	\$400.00	\$ 4,000
5.04	Tree Care Cycles	Each	2	\$900.00	\$ 1,800
5.05	Sawing Asphalt	LF	200	\$2.00	\$ 400
<b>SUBTOTAL ROADWAY MISCELLANEOUS</b>					\$ 14,200
<b>6</b>	<b>DRAINAGE/STORM SEWER</b>		% of Items 1 & 3-4	N/A	\$ -
<b>SUBTOTAL DRAINAGE/STORM SEWER</b>					\$ -
<b>SUBTOTAL ROADWAY COSTS (ITEMS 1-6)</b>					\$ 123,500
<b>7</b>	<b>TRAFFIC CONTROL (incl Detour)</b>				
<b>8</b>	<b>EROSION CONTROL</b>	LS	% of Items 1-6	N/A	\$ -
<b>9</b>	<b>LIGHTING</b>				
<b>10</b>	<b>SIGNING/MARKING</b>				
10.01	Lump Sum (PRORATED FROM SISTER BAY)	LS	2.0 % of Items 1-6	N/A	\$ 2,500
<b>TOTAL ROADWAY COSTS (Items 1-10)</b>					\$ 126,000
<b>11</b>	<b>STRUCTURES</b>				
<b>12</b>	<b>MOBILIZATION</b>	LS	0 % of Items 1-11	N/A	\$ -
<b>CONSTRUCTION SUBTOTAL (Items 1-12)</b>					\$ 126,000
<b>13</b>	<b>CONTINGENCIES</b>	LS	5 % of Items 1-12	N/A	\$ 6,300
<b>14</b>	<b>INFLATION ADJUSTMENT</b>		Annual Inflation	2.5%	\$ 14,000
<b>TOTAL NON-PARTICIPATING COSTS for CTH G</b>					\$ 150,000

**STH 42 Egg Harbor**  
**Initial Cost Estimate for Northern Sidewalk Extension**  
**Project ID XXXX-XX-XX**  
**CTH E - Church St**  
**3/15/2018**  
**7/1/2020**

**SEGMENT #3**

Date:  
Let Date:

PARTICIPATING ITEMS					
ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
<b>1</b>	<b>REMOVALS</b>				
1.01	Removing Curb & Gutter	LF	600	\$3.00	\$ 1,800
<b>SUBTOTAL REMOVALS</b>					\$ 1,800
<b>2</b>	<b>EARTHWORK</b>				
2.01	Excavation Common	CY	700	\$15.00	\$ 10,500
2.02	Excavation Rock	CY	200	\$15.00	\$ 3,000
<b>SUBTOTAL EARTHWORK</b>					\$ 13,500
<b>3</b>	<b>BASE</b>				
3.01	Base Aggregate Dense 1 1/4"	TON	2,900	\$10.50	\$ 30,500
<b>SUBTOTAL BASE</b>					\$ 30,500
<b>4</b>	<b>PAVEMENT</b>				
4.01	HMA Pavement Type MT 58-28 S	TON	700	\$100.00	\$ 70,000
4.02	Tack Coat	GAL	20	\$5.00	\$ 100
<b>SUBTOTAL PAVEMENT</b>					\$ 70,100
<b>5</b>	<b>ROADWAY MISCELLANEOUS</b>				
			%	N/A	\$ -
5.01	Concrete Curb and Gutter 18" Type D	LF	2,200	\$15.00	\$ 33,000
5.02	Concrete Sidewalk 5-Inch	SF	11,000	\$4.50	\$ 49,500
5.03	Curb Ramp Detectable Warning Field Nat Patina	SF	20	\$40.00	\$ 800
5.04	Restoration (includes topsoil, seed, fert)	SY	2,500	\$7.00	\$ 17,500
5.05	Trees	Each	21	\$400.00	\$ 8,400
5.06	Tree Care Cycles	Each	2	\$900.00	\$ 1,800
5.07	Finishing Roadway	Each	1	\$2,000.00	\$ 2,000
5.08	Sawing Asphalt	LF	2,200	\$2.00	\$ 4,400
<b>SUBTOTAL ROADWAY MISCELLANEOUS</b>					\$ 117,400
<b>6</b>	<b>DRAINAGE/STORM SEWER</b>				
			%	N/A	\$ -
6.01	Storm Sewer Pipe Reinf Conc 12"	LF	50	\$50.00	\$ 2,500
6.02	Storm Sewer Pipe Reinf Conc 24"	LF	2,070	\$80.00	\$ 165,600
6.03	Storm Sewer Pipe Reinf Conc 42"	LF	37	\$150.00	\$ 5,600
6.04	Biofilters	Each	4	\$20,000.00	\$ 80,000
6.05	Manholes w/ Casting	Each	9	\$2,400.00	\$ 21,600
6.06	Inlets w/ Casting	Each	7	\$1,500.00	\$ 10,500
6.07	Inlet Median Grate 1 w/ Casting	Each	1	\$2,000.00	\$ 2,000
<b>SUBTOTAL DRAINAGE/STORM SEWER</b>					\$ 287,800
<b>SUBTOTAL ROADWAY COSTS (ITEMS 1-6)</b>					\$ 521,100
<b>7</b>	<b>TRAFFIC CONTROL (incl Detour)</b>				
7.01	Lump Sum (PRORATED FROM SISTER BAY)	Each	1.0	% of Items 1-6	\$ 5,200
<b>8</b>	<b>EROSION CONTROL</b>	LS	1.5	% of Items 1-6	\$ 7,800
<b>9</b>	<b>LIGHTING</b>				
9.01	Concrete Bases Type 5	Each	21	\$650.00	\$ 13,700
9.02	Conduit	LF	2,100	\$4.50	\$ 9,500
9.03	Wire	LF	6,000	\$1.00	\$ 6,000
9.04	Concrete Control Cabinet Bases Type 6	Each	1	\$1,000.00	\$ 1,000
9.05	Electrical Service Meter Breaker Pedestal	LS	1	\$1,000.00	\$ 1,000
9.06	Lighting Control Cabinets 120/240 30-In	Each	1	\$5,500.00	\$ 5,500
9.07	Decorative Light Poles and Assemblies	Each	21	\$4,000.00	\$ 84,000
<b>10</b>	<b>SIGNING/MARKING</b>				
10.01	Lump Sum (PRORATED FROM SISTER BAY)	LS	1.0	% of Items 1-6	\$ 5,200
<b>TOTAL ROADWAY COSTS (Items 1-10)</b>					\$ 660,000
<b>11</b>	<b>STRUCTURES</b>				
<b>12</b>	<b>MOBILIZATION</b>	LS	0	% of Items 1-16	\$ -
<b>CONSTRUCTION SUBTOTAL (Items 1-12)</b>					\$ 660,000
<b>13</b>	<b>CONTINGENCIES</b>	LS	5	% of Items 1-17	\$ 33,000
<b>14</b>	<b>INFLATION ADJUSTMENT</b>		Annual Inflation	2.5%	\$ 73,500
<b>TOTAL CONSTRUCTION COST for NORTHERN SIDEWALK EXTENSION</b>					\$ 770,000