

VILLAGE OF ALLOUEZ

Allouez Village Hall • 1900 Libal Street • Green Bay, Wisconsin 54301-2453
Phone No.: (920) 448-2800 • Fax No.: (920) 448-2850

Department of Public Works

RIVERSIDE DRIVE PROJECT DESIGN QUESTIONS

The following are questions to decide regarding the project.

#3: Decision on approximate CSS budget above \$300,000 from WisDOT and general concepts from village sooner than later (September 2015). Overall design of CSS items can be refined through final design.

Decision needed:
July 21st

Confirm sidewalk locations along Riverside Drive. See the map of the sidewalks included. East side full length of Riverside Drive. West side is between Allouez Avenue and north of St. Joseph Street. *See pages 2+3.*

Decision needed:
July 21st

Include bike lanes (4 ft wide) in project. The state budget funding may impact this decision. If bike lanes remain in project this helps lower vehicle speeds. If bike lanes deleted roadway will probably stay the same width. *See page 4.*

3. Decide on Community Sensitive Solutions (CSS) options for the roadway on the attached cost spreadsheet. This includes highway median landscaping, tree planting, lighting, and sidewalk treatments. *See page 5.*
4. Option of pedestrian crosswalk at St. Joseph Street to improve connection to the west side sidewalk and businesses. *See page 20.*

Decision needed:
July 21st

Option of pedestrian crosswalk at Lazzare Avenue. The signalized crosswalk at Hwy 172 is close and is a safer crossing. The median that would be used for an additional crosswalk is south of Lazzare and closer to the signalized crossing.

6. Further consideration of installation of flashing lights or other traffic controls at selected pedestrian crossings. Allouez must request and fund the flashing lights.
7. Future Village efforts to provide Fox River trail access points via hard surface walkways as funds may be available.
8. Connect the existing St. Joseph Street sidewalk to the Riverside Drive east sidewalk as funds may be available. 4

#7 & #8: Village items that don't have direct impacts to WisDOT project. Keep WisDOT project team updated on decisions in case further coordination w/ project is needed.

#6: Decision on crosswalks by Fall 2015 so they can be incorporated into final design and plat if any additional R/E is needed.

#4: Does the village want the intersection set up for a future signal at this location? That would impact R/W more than adding the cut through. Decision by September 2015.

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RIVERSIDE DRIVE PROJECT DESIGN QUESTIONS

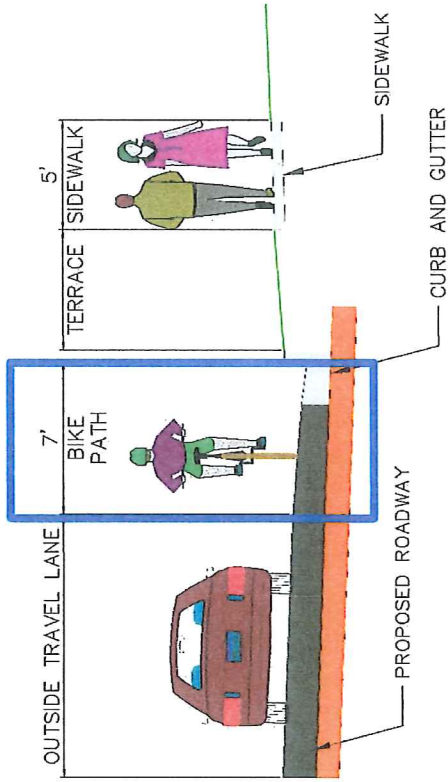
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1. Confirm sidewalk locations along Riverside Drive. See the map of the sidewalks included. East side full length of Riverside Drive. West side is between Allouez Avenue and north of St. Joseph Street. *See pages 2 + 3.*
2. Include bike lanes (4 ft wide) in project. The state budget funding may impact this decision. If bike lanes remain in project this helps lower vehicle speeds. If bike lanes deleted roadway will probably stay the same width. *See page 4.*
3. Decide on Community Sensitive Solutions (CSS) options for the roadway on the attached cost spreadsheet. This includes highway median landscaping, tree planting, lighting, and sidewalk treatments. *See page 5.*
4. Option of pedestrian crosswalk at St. Joseph Street to improve connection to the west side sidewalk and businesses. *See page 20.*
5. Option of pedestrian crosswalk at Lazarre Avenue. The signalized crosswalk at Hwy 172 is close and is a safer crossing. The median that would be used for an additional crosswalk is south of Lazarre and closer to the signalized crossing.
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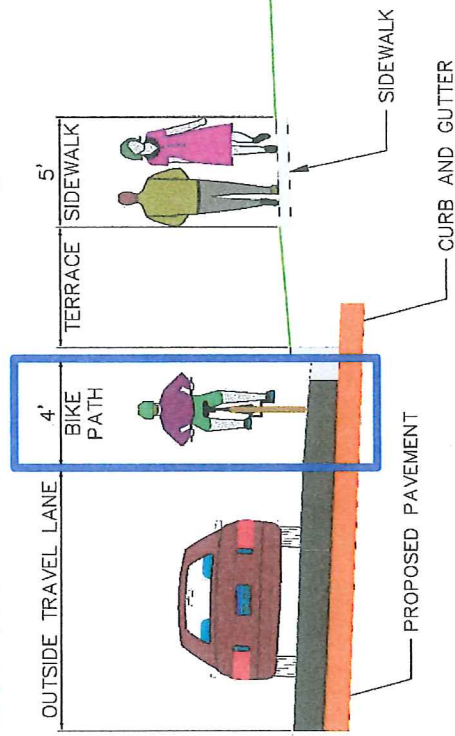


Bicycle Accommodations October 8, 2014



Before

Bicycle Accommodations June 17, 2015



After



RIVERSIDE DRIVE CSS DESIGN OPTIONS

Design Options	Base Case (Grass Medians)	Option 1 (Plain Conc Median)	Option 2 (Colored Concrete)	Option 3 (Stamped Conc)	Option 4 (Mulched Medians)	Option 5 (Best Option)
Pedestrian Crosswalks	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500
Red broom conc.	No charge	No charge	No charge	No charge	No charge	No charge
White Stripe (paint)	n/a	n/a	n/a	\$10,000	\$10,000	\$10,000
Striping (fiberglass)	n/a	n/a	n/a	\$10,000	\$10,000	\$10,000
Highway Medians						
Narrow Medians						
Plain concrete	No charge	No charge	No charge	No charge	No charge	No charge
Colored concrete	n/a	n/a	\$7,500	\$7,500	\$7,500	\$7,500
Stamping concrete	n/a	n/a	n/a	\$27,000	\$27,000	\$27,000
Wide Highway Medians						
DOT lawn	No charge	n/a	n/a	n/a	n/a	No charge
Conc median	n/a	\$104,000	\$104,000	\$104,000	n/a	No charge
Colored concrete	n/a	n/a	\$17,250	\$17,250	n/a	No charge
Stamping concrete	n/a	n/a	\$62,000	\$62,000	n/a	No charge
Mulch Bark (1)	n/a	n/a	n/a	n/a	26,500	\$25,000
Planting Mix (1)	n/a	n/a	n/a	n/a	\$51,750	\$50,000
Median Subtotals	No charge	\$104,000	\$128,750	\$217,750	\$112,750	\$82,500
Residential Sidewalks (East Side)						
4" Conc Sidewalk	No charge	No charge	No charge	No charge	No charge	No charge
Colored curb	n/a	n/a	\$3,750	\$3,750	\$3,750	\$3,750
Broom finish	n/a	n/a	n/a	\$5,000	\$5,000	\$5,000
Colored borders	n/a	n/a	\$2,500	\$2,500	\$2,500	\$2,500
Stamping borders	n/a	n/a	n/a	\$4,750	\$4,750	\$4,750
Commercial Sidewalks (West Side)						
Terrace lawn	No charge	n/a	n/a	n/a	n/a	n/a
Colored concrete	n/a	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000
Terrace (between curb and sidewalk)	n/a	n/a	n/a	\$13,500	\$13,500	\$13,500
Stamping concrete	n/a	n/a	n/a	\$77,500	\$77,500	\$77,500
Sidewalks Subtotals	No charge	\$48,000	\$54,250	\$77,500	\$77,500	\$54,250
Tree Plantings (1)						
Deciduous (Blvd)	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Ornamental (Med)	n/a	n/a	n/a	n/a	\$7,500	\$3,750
Roadway Lighting (Village Share)						
Overhead Street Lights	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000
WPS (75 lights)	n/a	n/a	\$150,000	\$150,000	\$150,000	\$150,000
Sidewalk Décor (35)	n/a	n/a	\$590,500	\$705,250	\$615,250	\$523,500
Total Estimated Cost	\$257,500	\$409,500	\$300,000	\$356,200	\$366,000	\$332,400
CSS Estimated Cost Share	\$82,500	\$234,500	\$175,000	\$290,500	\$249,250	\$191,100
Village Cost Share	\$175,000	\$175,000	\$290,500	\$349,050	\$249,250	\$191,100

Must do for safety

Accentuates the medians-enhances safety.

Lawn reduces village cost.

Enhances landscaping.

Costs could be lower. Provide at Hwy 172, Allouez, St. Joseph.

Median enhancement costs.

Enhances landscaping.

Borders behind sidewalk at slopes

Commercial area is enhanced.

Budget for this cost.

Limited trees in medians.

WPS lighting best for village.

Enhances landscaping in selected village areas.

(1) If total cost is over the CSS ceiling, eligible for 80% funding, with 20% village share.

See page 5 + 6.

See page 9.

See page 11.

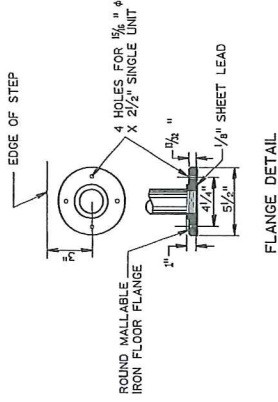
See page 11.

See pages 11 + 12.

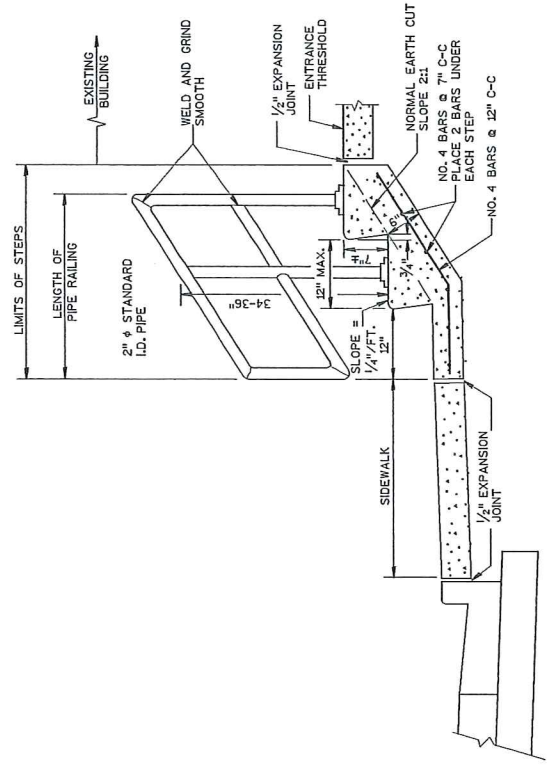
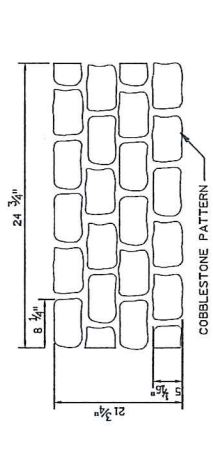
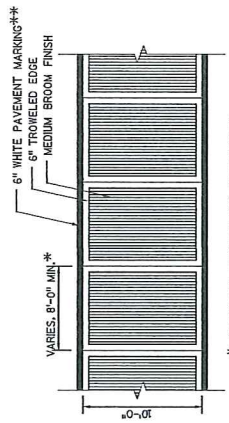
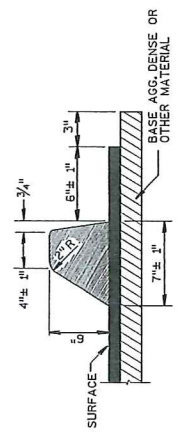
See pages 13 + 14.

2

2



NOTE:
 THE EXACT LOCATION, WIDTHS, & NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
 STEEL REINFORCEMENT AND ANODIZED BLACK PIPE RAILING NOT REQUIRED ON STEPS WITH 2 RISERS OR LESS.
 MINIMUM WIDTH OF STEP EQUALS 4 FEET.
 RAILING TO BE PLACED ON LEFT ASCENDING SIDE OF STEPS ONLY.



STA 200+45.6, 30 RT
 STA 200+47.5, 30 RT
 STA 200+49.4, 30 RT
 STA 200+51.3, 30 RT
 STA 505+83.550, 31 LT
 STA 505+85.452, 31 LT

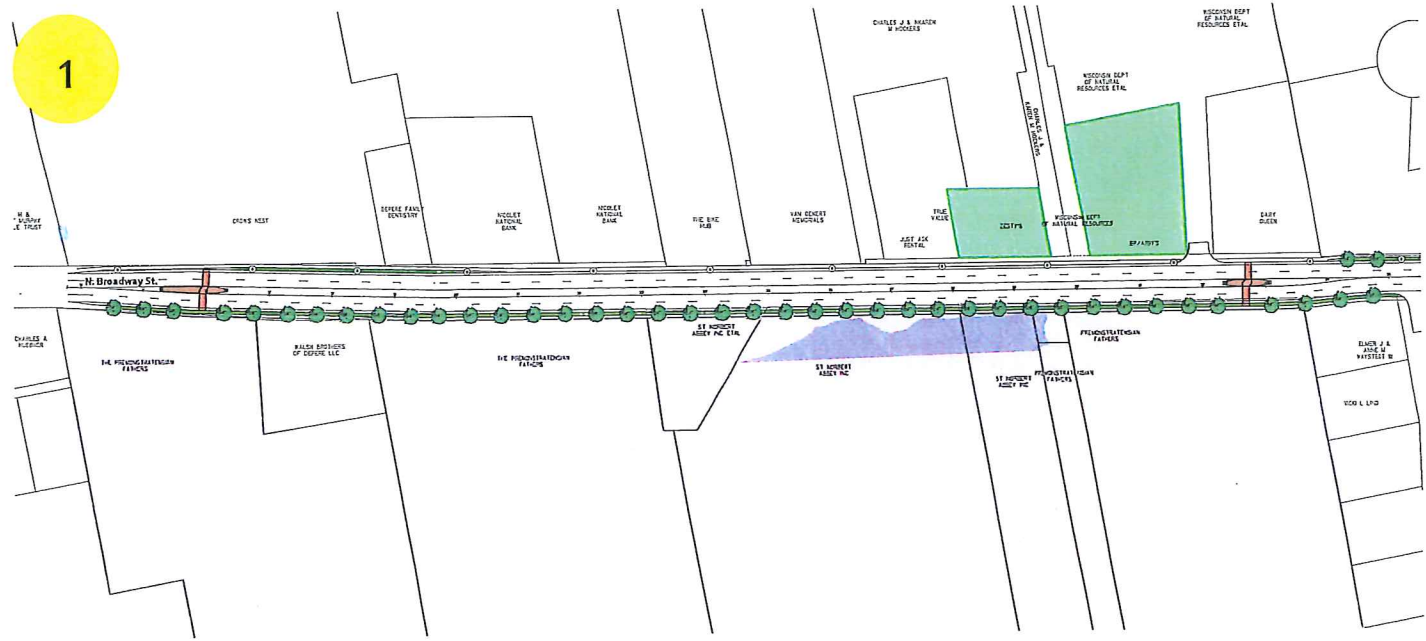
PROJECT NO: 4075-28-71	COUNTY: BROWN	CONSTRUCTION DETAILS	SHEET 32
HWY: STH 96	PLLOT DATE : 3/24/2014	PLLOT BY : T.1015djd	PLLOT SCALE : 200.0000 ST / 31"
FILE NAME : X:\320590\113689_01\INTER\cdgn\CVL\CVL15D\40752800\SheetPLOT\40752871_021001.ccd.dgn			

Project Corridor

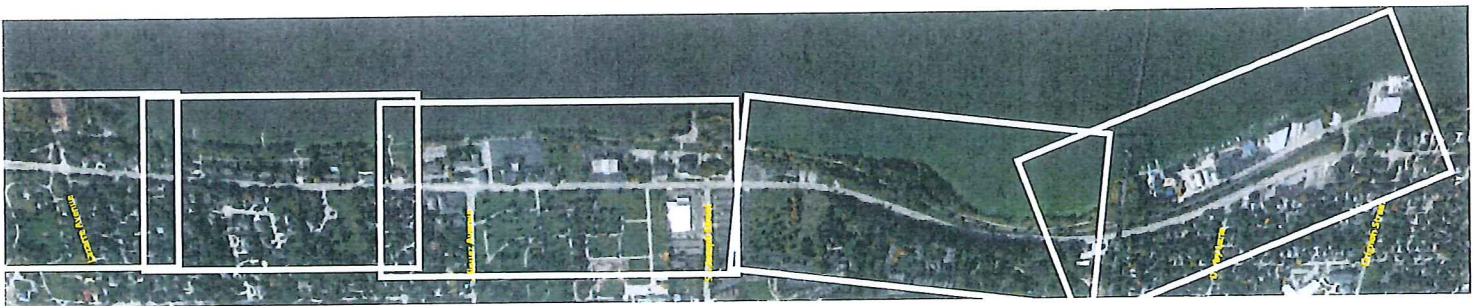
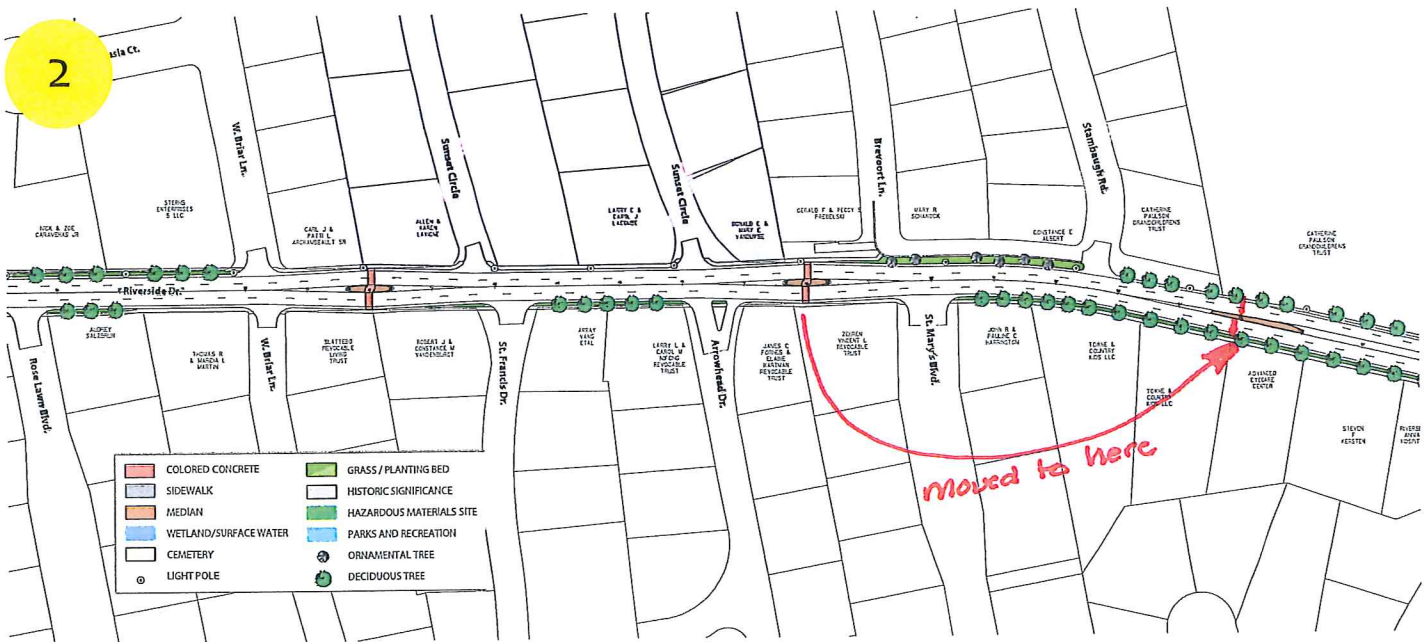
The 3+ mile WIS 57 project corridor is a unique combination of residential, office, and commercial uses, parkland and open space, cemeteries, and historically significant structures and properties.

Specifically, this corridor is capped on each end by National Register historic neighborhoods, contains two historically significant neighborhoods and two historically significant properties, a Historic State Prison, a State Park, and two cemeteries. Each of these resources has an influence on the application of CSS.

Accommodating both transient corridor users and those that call De Pere and Allouez home presents a challenge for this corridor because CSS applications must maintain corridor safety and efficiency while harmonizing the aesthetic character of the surrounding communities. In this regard, the placement of lighting, trees and other landscaping, and the application of hardscape patterns is intended to strike a balance between long-term community goals, environmental sustainability, and transportation demand.



The following eight graphics provide an overview of WIS 57 from south (left) to north (right). Graphic 1 begins on the project's far southern end in the City of De Pere. Graphic 8 ends at the northern project terminus in the Village of Allouez. CSS elements are coded by color or symbol and extend for the length of the project. A graphic key is also provided on the bottom of the next several pages for orientation.



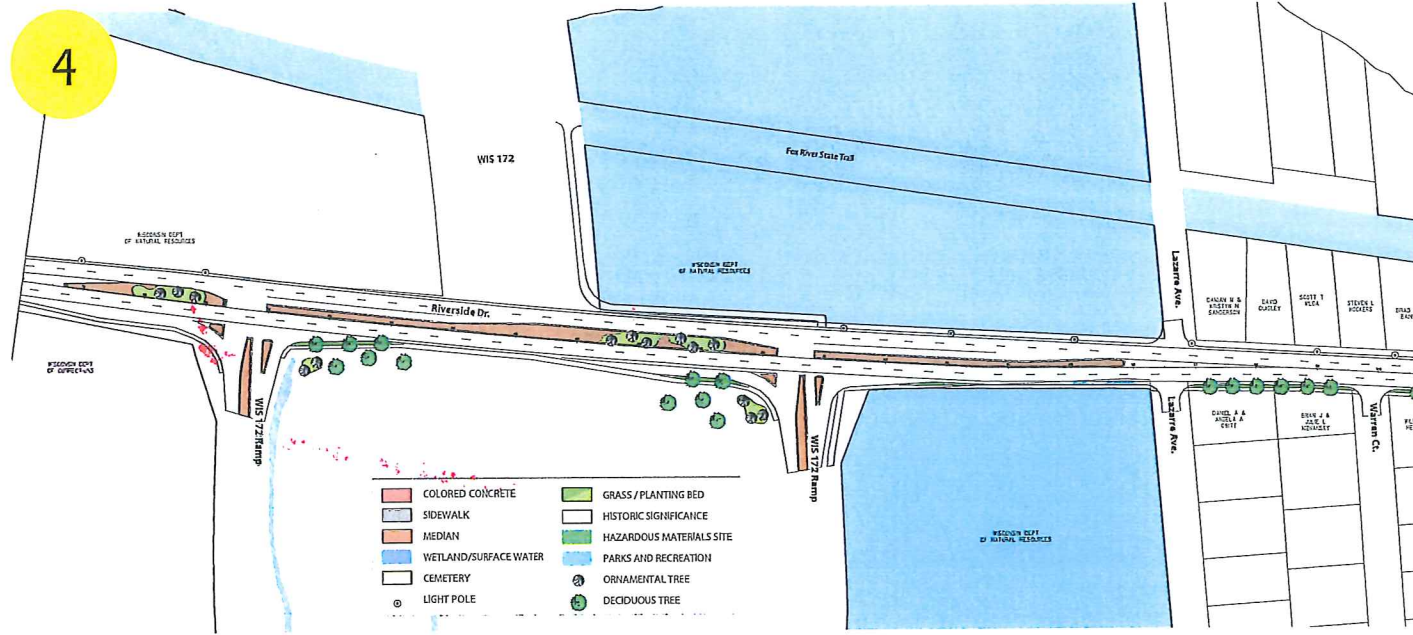


WIS 57
Brown County
CSS Meeting
MAY 20, 2015


WIS 57
Brown County

SHEET 1 OF 3

Combined 5-Lane TWLTL & Undivided Section ALTERNATIVE



5

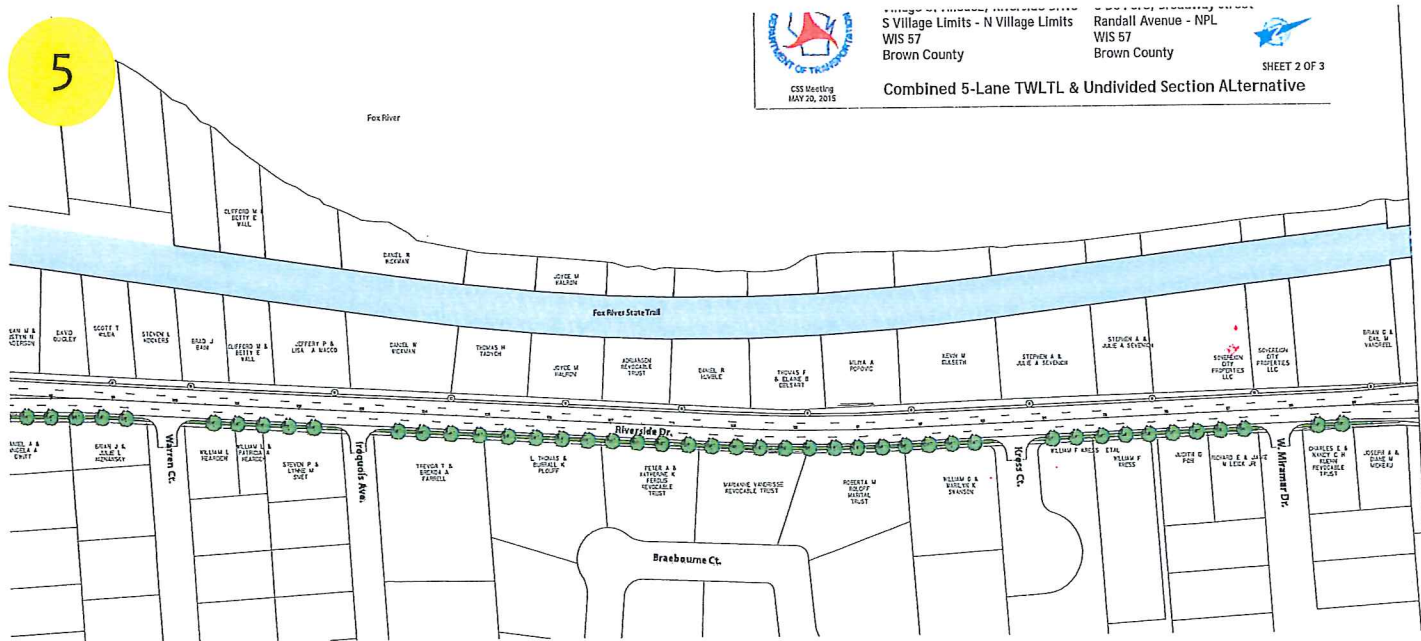


S Village Limits - N Village Limits
 WIS 57
 Brown County

Randall Avenue - NPL
 WIS 57
 Brown County

SHEET 2 OF 3
 Combined 5-Lane TWLTL & Undivided Section ALTERNATIVE

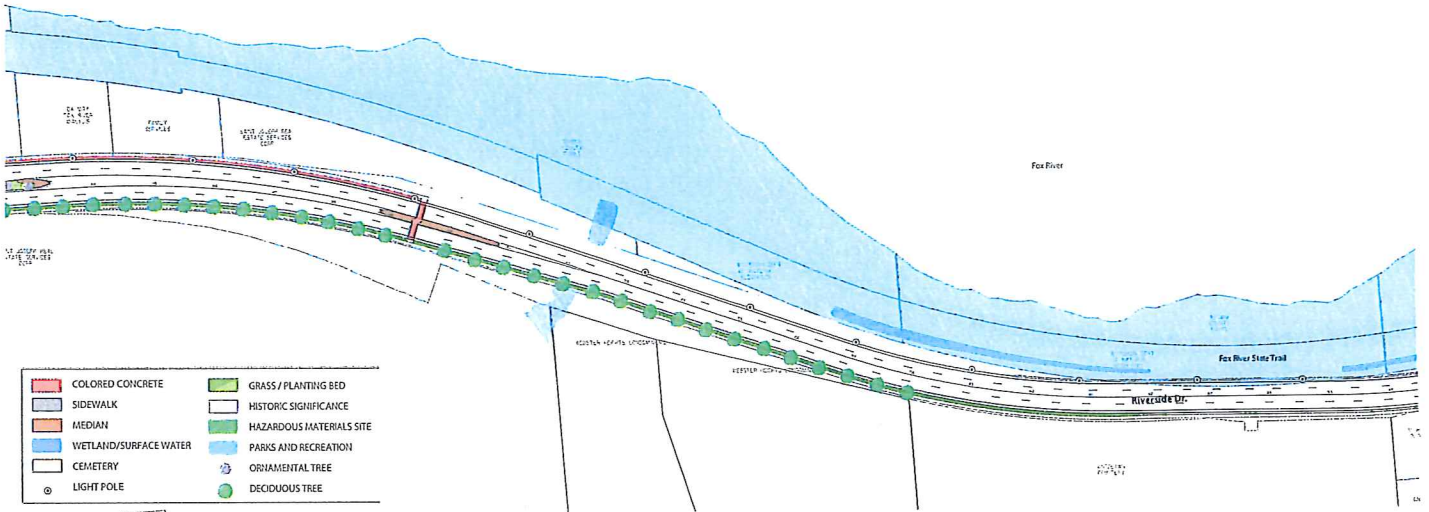
CSS Meeting
 MAY 20, 2015



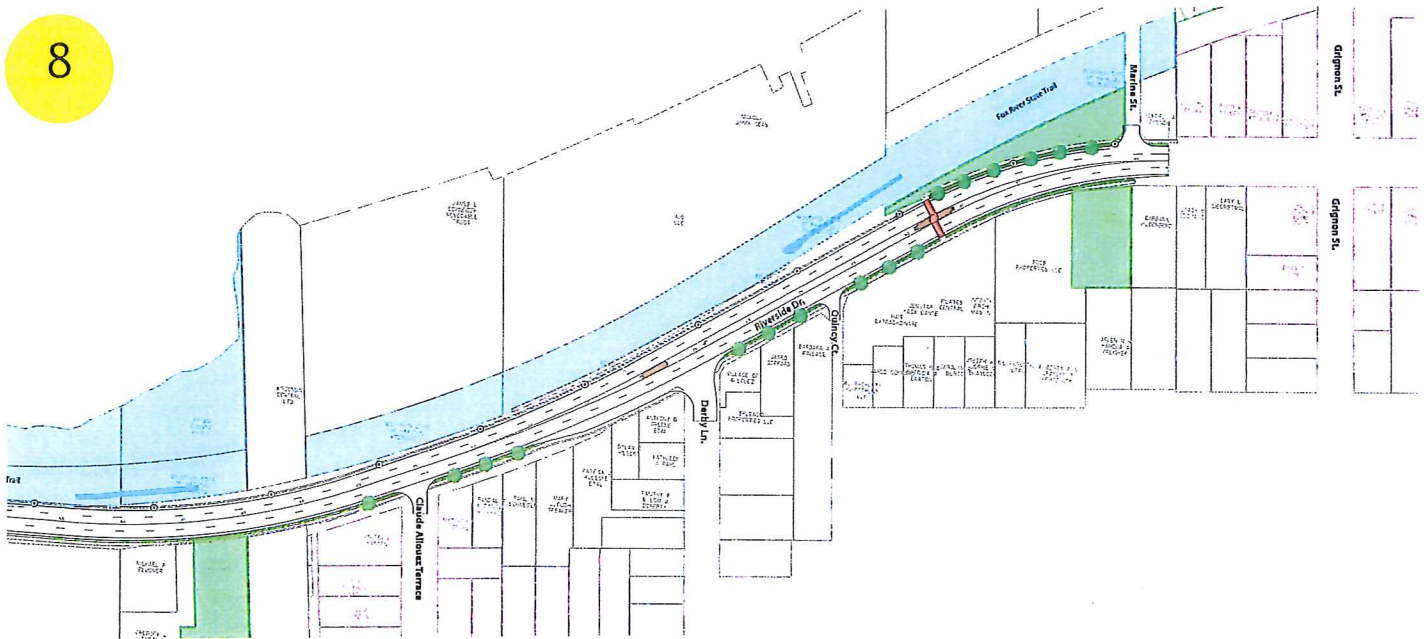
6



7



8

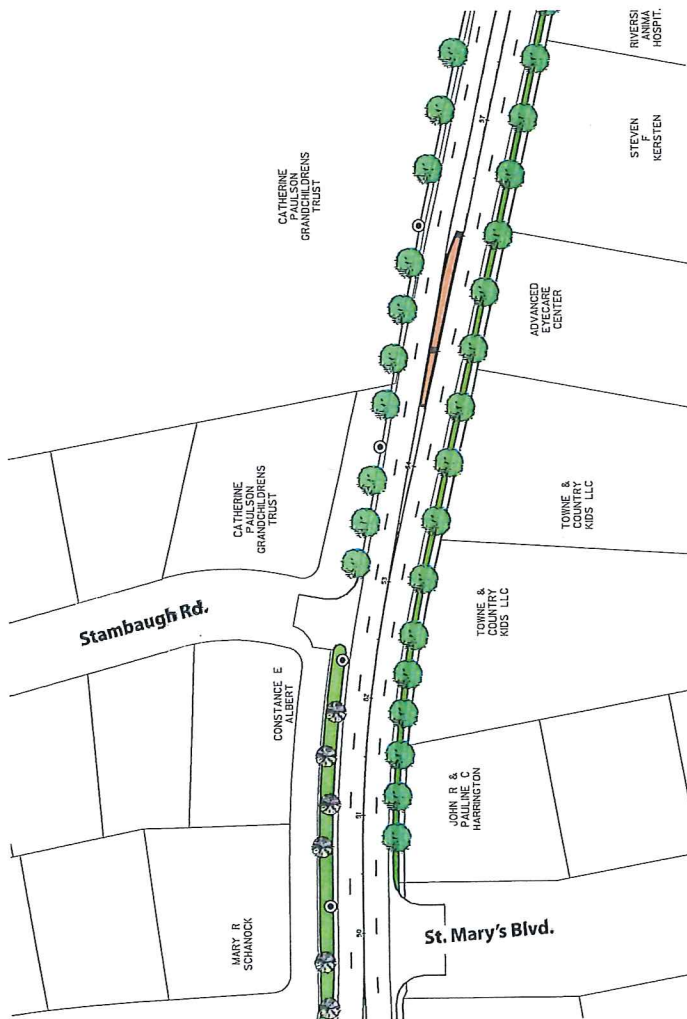


9

Deciduous Trees

Deciduous Tree spacing will vary depending on the use along WIS 57. Where residential uses abut WIS 57, deciduous trees will be spaced at 40 feet on center. In non-residential areas, deciduous trees will be spaced at 60 feet on center. The intent of this practice is to influence the speed of drivers along the corridor. By providing a roadway edge condition which is more intense in residential areas (less spacing) the cognitive effect of more friction is realized which will lead to driver awareness, and safer conditions for all users of the roadway. An example is seen below.

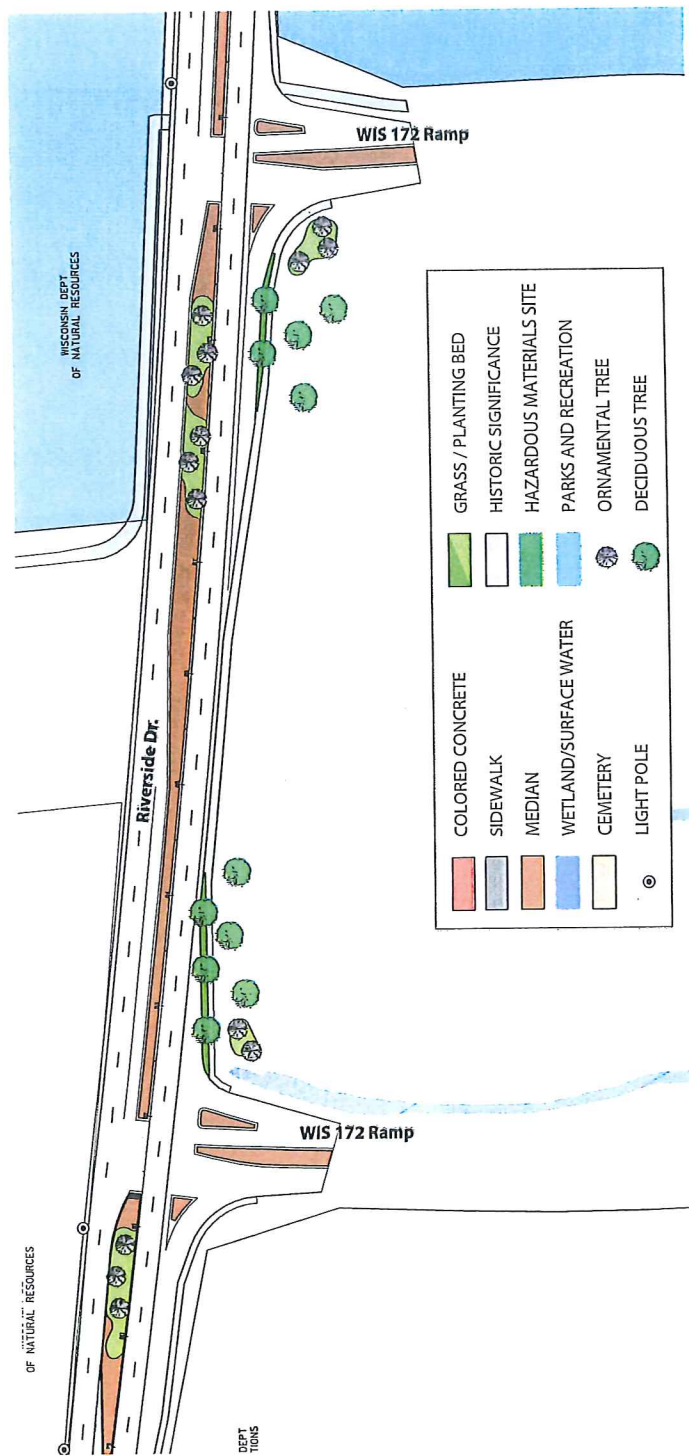
Turkish Filbert



Ornamental Trees

Ornamental trees are smaller and more decorative trees that can be used in planting beds to complement shrubs, perennials, or annuals, or they can be used where planting area width may be limited. Ornamental trees provide year round interest with unique shapes, spring flowers, fruits, and fall colors. Some varieties provide berries or pods and good nesting habitat for wildlife because of their dense, protective foliage.

Along WIS 57, ornamental trees will be best applied in roadway medians, planting beds, and adjacent to some residential areas like Stambaugh Road. The intersection of WIS 57 and WIS 172 will be another application area. Ornamental trees may also be useful for highlighting a gateway and may complement community entrance signs.



Stamped Finish - Medians

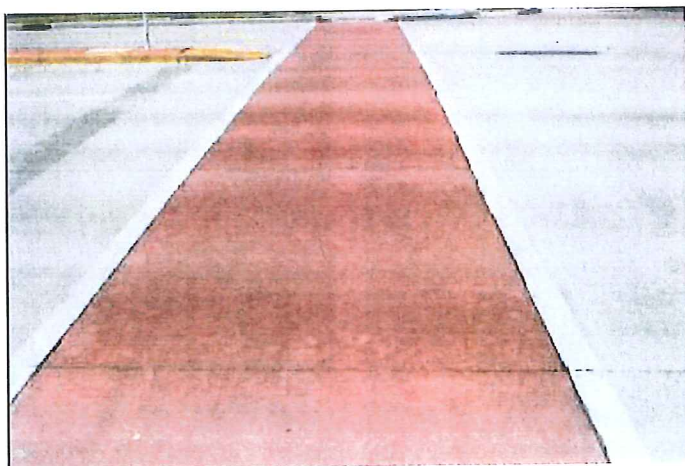
Medians along WIS 57 will utilize a stamped finish of either brick or stone pattern. These options are shown at right. The first photo of a brick pattern shows a buff color. The second, stone pattern, is a cream brown color. Median colors will correspond with the finish color of sidewalks, as shown on the following page.

Below, a red brushed finish is illustrated. This red finish is the color to be utilized on crosswalks. The brush finish illustrated here will be applied to sidewalk areas as described on the following page.

Brick Stamped Pattern



Brushed Finish



Stone Stamped Pattern

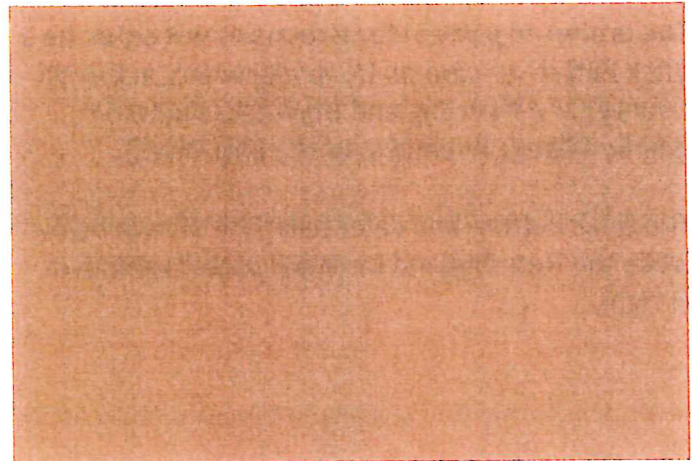


Finish Color

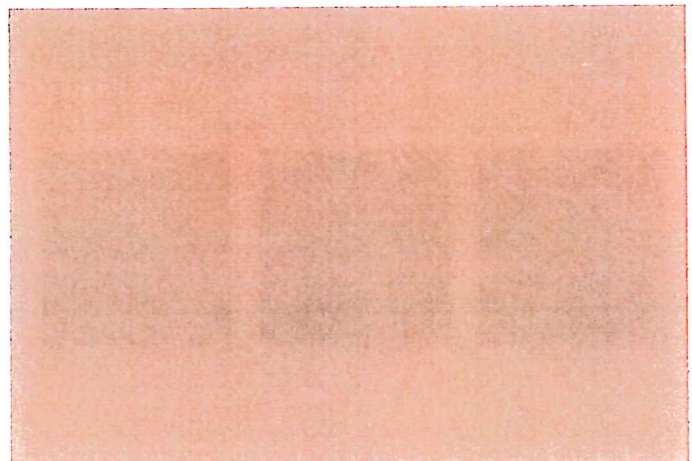
The finish colors to be utilized on sidewalks which exceed 5 feet include either Medium Tan, Gray Green, or Dawn Mist. This will be a brushed finish (shown on the previous page) which differs from the stamped finish used on the medians.

The Red color, shown below, is the color to be used on crosswalks.

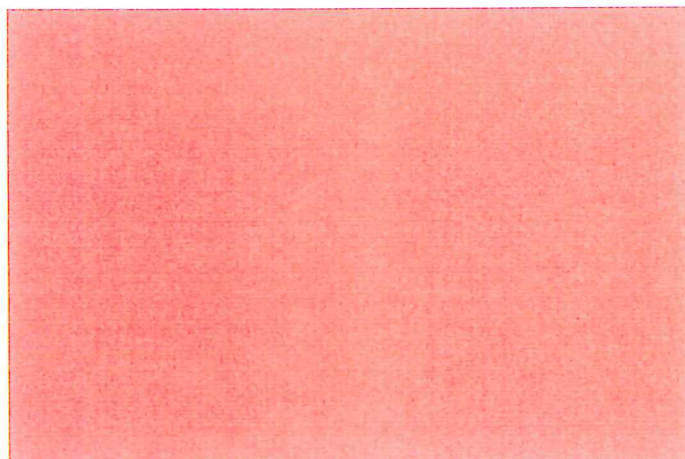
Medium Tan #33446



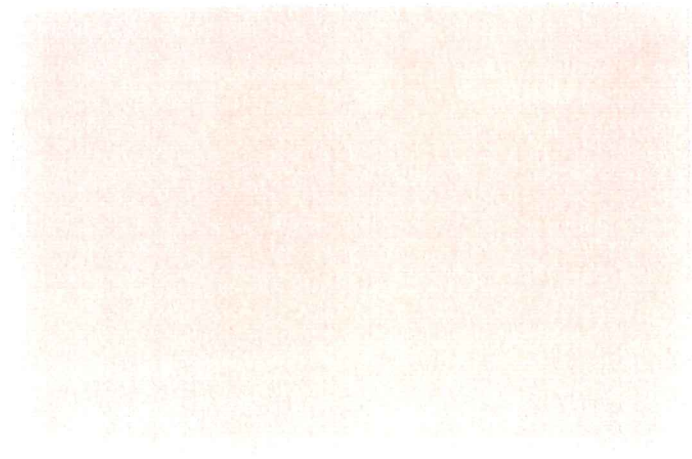
Gray Green #30372



Red #31136



Dawn Mist (Grayish Brown) #36424



Structure Pattern

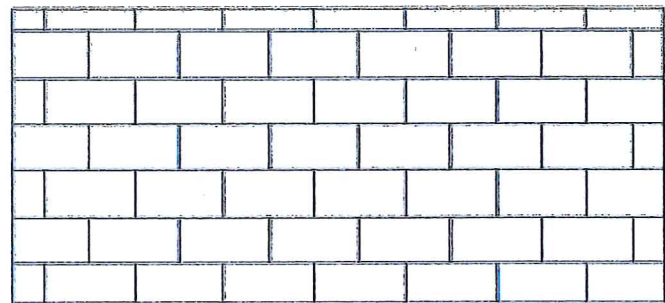
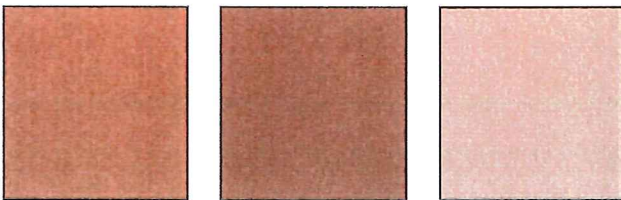
The preferred pattern for structures will either be a Brick Pattern (found on US 41 elsewhere in Brown County) or a New England Drystack (similar to nearby Allouez Avenue over the East River).

The Brick Pattern and color palette is shown below while the New England Drystack pattern is shown at right.

Brick Pattern



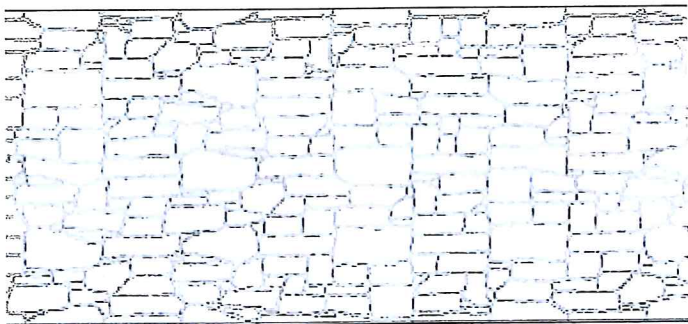
Brick Pattern Color Palette



Conceptual application of the Brick Pattern on WIS 57



New England Drystack



Conceptual application of the Dry Stack Pattern on WIS 57







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Department of Public Works

PEDESTRIAN AND BIKING DISCUSSION WisDOT Riverside Drive Project

The following are some pedestrian and biking options that are presented for further information and discussion.

Pedestrian Overpass

A pedestrian overpass (walking bridge with stairs/ramp) is a possible option for pedestrian access across Riverside Drive. The following are some considerations for this option.

1. Where would it be located? Is there high pedestrian traffic at a specific point along the route that justifies this structure?
2. The construction cost may be from \$500,000 to \$1,000,000 for an overpass. This would be locally funded.
3. Pedestrian overpasses are frequently not used if a person can cross the street as a quicker option even if the traffic volume is high.
4. *Does WisDOT consider a pedestrian overpass a feasible and fundable project?*
5. *WisDOT would not participate in the funding of a pedestrian overpass.*
6. *WisDOT agrees that point #3 above is likely to occur along this corridor; the overpass wouldn't be used as anticipated, peds would still cross at street level (quickest route).*
7. *It is ultimately a municipal decision, but WisDOT hasn't identified any locations where a pedestrian overpass would be needed and/or feasible.*

Village Path Forward: If there support from the public for the overpass further development of the concept including need and location should be considered.

Pedestrian Cross-Walks

There are five (5) pedestrian crosswalks proposed for the Riverside Drive project. These include crossings at Sunset Circle, at Taft Street, at Hwy 172 (signalized intersection), at Allouez Avenue (signalized intersection), north of St. Joseph Street near St. Francis Park, and south of Marine Street.

1. This is a reasonable number of crossings and good locations. This was a significant request by Allouez residents and has been provided by WisDOT.
2. *One question regarding the location of the crosswalks is whether one of the Sunset area crosswalks should be relocated closer to Stambaugh Road to provide better access for pedestrians from the residential area northeast of this area.*
3. *WisDOT agrees relocating this proposed crosswalk to the north would be feasible if the village feels it makes more sense for potential use. Potential locations shown in*

attachment. Please provide direction from the village so the location can be updated by the June 17 public meeting.

Village Path Forward: Further evaluation of the addition of a crosswalk at St. Joseph Street should be considered. This would connect the Allouez Avenue sidewalk directly to the commercial area on the west side of Riverside Drive. This would seem a good connection for pedestrians to access these businesses.

Village Path Forward: There is also a request for a crosswalk at Lazaar Street due to the amount of pedestrian traffic during Heritage Hill events. This is a crossing to consider, though the Heritage Hill underpass is close by.

4. No flashing lights or signals will be installed at this time as the procedure is to construct the crosswalks and then obtain the traffic data to evaluate the need for flashing lights.
 - a. *A question for WisDOT is whether it is likely that future addition of signals or flashing lights will be required?*
 - b. *Would future flashing signals be a fundable project by WisDOT?*
5. Any flashing lights/beacons, rapid flashing beacons, HAWK signals would be funded by the municipality.
6. Any pedestrian activated rapid flashing beacons or HAWK signals would need to be studied and permitted by WisDOT based on pedestrian counts after the project is completed.
7. Flashing lights/beacons on pedestrian signs are eligible to be permitted and installed now and/or with the project. This also would be a municipal cost; WisDOT wouldn't participate. At this time signs would be installed with the project at crosswalk locations. At past meetings, the direction may not have been clear as far as what is allowed as most of the questions seemed to have been related to pedestrian activated signals such as the rapid flashing beacons and HAWK systems.

Village Path Forward: Further consideration of flashing lights or other traffic controls should be considered at selected locations because of the concern about safe crossing this busy roadway.

Pedestrian Underpass at Heritage Hill Park

Use of the existing Heritage Hill pedestrian underpass has been a question. This is not included in the project for the following reasons.

1. Heritage Hill does not want this underpass opened to the public because it is a controlled access to the park.
2. The underpass, because it would be modified and part of a highway project, would need to be modified to be ADA compliant and will require lighting and perhaps other features.
3. WisDOT agrees with above reasons. Unless stance of Heritage Hill changes, opening this to the public is not feasible.

Access to Fox River Trail

Additional access to the Fox River trail has been requested by residents.

1. There are four potential locations where Fox River trail access might be provided: at the Heritage Hill stormwater pond site, at Lazarre Street, at the north end of the proposed Riverside Drive west side sidewalk to St. Francis Park, and at Marine Street. The village will incur cost to implement these access points.
2. Presently there is access to the Fox River Trail at Sunset Park and there will be access via the new Heritage Hill trail.
3. The St. Francis Park trail connection requires a sidewalk extension from the end of the Riverside Drive west sidewalk. The village would need to implement this project.
4. The stormwater pond area access to the Fox River trail will need to be developed with concurrence from the Brown County Parks Department. A hard surface trail is required.

The reason why substituting the Fox River Trail for sidewalk on Riverside Drive is best explained by WisDOT and is summarized as follows:

- The Fox River Trail is a recreational facility that is not maintained throughout the whole year.
- The Trail requires a fee for bicyclists and in-line skaters.
- Per Trans 75 and Federal policy, WisDOT is required to construct sidewalk adjacent to the roadway unless the exceptions outlined within the law/policy are met.
- WisDOT doesn't discount the importance and usefulness of the trail to the community and the need to provide access to the trail, but it doesn't meet the requirements for bike and pedestrian accommodations along WIS 57.

Village Path Forward: Future village efforts should focus on the trail access projects as funds allow.

Pedestrian Alternatives

If WisDOT funding for sidewalks for the project is not available, the possible alternatives may include a combination of the above options. Possible options include:

1. Installing limited areas of sidewalk along the route, and retaining the existing sidewalk on the south end of Riverside Drive. New areas might include limited sidewalk at Allouez Avenue and Marine Street.
 2. Fox River Trail connections at selected locations, but at village expense.
- WisDOT encourages the inclusion of sidewalks on projects to provide transportation opportunities for all users, therefore funding for sidewalks will always be available. Depending on potential changes in guidance in the future, a cost share policy may be implemented (old policy was 80% DOT/20% municipality prior to Trans 75)
 - Connections to the Fox River Trail could be incorporated into the project, but WisDOT would require the village to acquire the necessary easements/right-of-way, environmental clearances, and participate 100% in the costs for these connections. WisDOT stance has always deferred these connections to the village, but including the construction of the connections with WisDOT's roadway work could be explored.

Village Path Forward: The village should install the balance of sidewalk on St. Joseph Street to connect to the new sidewalk on Riverside Drive. This can be done in conjunction with the HWY 57 project.

C. Berndt
June 19, 2015

4085-38-00
 Village of Allouez, Riverside Drive
 WIS 57
 Brown County

3-Jun-15

CSS Costs for the Village of Allouez based on CSS Workshop No.3 exhibits

Coloring & Broom Finish for Crosswalks (Red)

Item	Unit	Unit Price	Quantity	Total Cost	Comments
Coloring Concrete Red - Crosswalk Areas	CY	\$ 56.00	76	\$ 4,256.00	
Broom Finished Concrete Pavement Crosswalk	SF	\$ 1.11	2730	\$ 3,030.30	
				\$ 7,286.30	

Concrete Material, Coloring, & Broom Finish for Commercial Terrace
 Allouez Avenue to St. Francis Park, Left Side (Tan)

Item	Unit	Unit Price	Quantity	Total Cost	Comments
Coloring Concrete Tan - Commercial Sidewalk Area	CY	\$ 45.00	150	\$ 6,750.00	
Broom Finished Concrete Pavement Commercial	SF	\$ 1.11	12213	\$ 13,556.43	
4" Concrete Sidewalk - Commercial Sidewalk Area	SF	\$ 3.35	12217	\$ 40,926.95	
				\$ 61,233.38	

Coloring & Broom Finish for Commercial Borders - DOT Paved (Tan)
 Briar Lane to Stambaugh Road, GB Correctional Facility to Lazarre Street (Right Side)

Item	Unit	Unit Price	Quantity	Total Cost	Comments
Commercial Sidewalk Colored Boarders Allouez	CY	\$ 45.00	51	\$ 2,295.00	
Broom Finished Colored Concrete Boarders	SF	\$ 1.11	4176	\$ 4,635.36	
				\$ 6,930.36	

Coloring & Stamping Narrow Concrete Medians - DOT Paved (Tan)

Item	Unit	Unit Price	Quantity	Total Cost	Comments
Coloring Median Concrete- DOT Paved	CY	\$ 45.00	167	\$ 7,515.00	
Stamping Median Concrete- DOT Paved	SF	\$ 2.00	13460	\$ 26,920.00	
				\$ 34,435.00	

Concrete Material, Coloring, & Broom Finish for Wide Concrete Medians (Tan) - See note 1

Item	Unit	Unit Price	Quantity	Total Cost	Comments
Coloring Median Concrete - Grassy Area	CY	\$ 45.00	383	\$ 17,235.00	> 8' Color Only
Stamping Median Concrete - Grassy Area	SF	\$ 2.00	30992	\$ 61,984.00	> 8' Stamping Only
4" Concrete Sidewalk - Concrete Median	SF	\$ 3.35	30992	\$ 103,823.20	> 8' Concrete No Color
				\$ 183,042.20	

Mulch & Planting Mix for Wide Concrete Medians - See Note 2

Item	Unit	Unit Price	Quantity	Total Cost	Comments
Mulch Shredded Bark Median - Grassy Area	SF	\$ 0.85	30992	\$ 26,343.20	>8' Mulching Only
Planting Mix	CY	\$ 45.00	1150	\$ 51,750.00	>8' Planting Mix 1 Foot
				\$ 78,093.20	

Coloring & Broom Finish for Pedestrian Curbs (Tan)

Item	Unit	Unit Price	Quantity	Total Cost	Comments
Colored Pedestrian Curb	CY	\$ 45.00	83	\$ 3,750.00	
Broom Finished Concrete Pedestrian Curb	SF	\$ 1.11	4500	\$ 4,995.00	
				\$ 8,745.00	

Trees Plantings (Number of trees based on CSS Workshop No. 3 exhibits)

Item	Unit	Unit Price	Quantity	Total Cost
Deciduous Trees				
Maple State Street 2.5-Inch Cal	EA	\$ 450.00	191	\$ 85,950.00
Norway Spruce	EA	\$ 425.00		\$ 81,175.00
Green Mountain Sugar Maple	EA	\$ 150.00		\$ 28,650.00
Honey Locust	EA	\$ 320.00		\$ 61,120.00
Frontier Elm	EA	\$ 250.00		\$ 47,750.00
Kentucky Coffeetree Espresso	EA	\$ 480.00		\$ 91,680.00
Maple Armstrong	EA	\$ 430.00		\$ 82,130.00
Maple Sienna Glen	EA	\$ 400.00		\$ 76,400.00

Item	Unit	Unit Price	Quantity	Total Cost
Ornamental Trees				
			Allouez	Allouez
Crabapple Pink Spire 3" Cal	EA	\$ 225.00	24	\$ 5,400.00
American Hornbeam	EA	\$ 320.00		\$ 7,680.00
Japanese Tree Lilac 2" Cal	EA	\$ 300.00		\$ 7,200.00
Princess Diana Serviceberry	EA	\$ 250.00		\$ 6,000.00
Crabapple Prairiefire	EA	\$ 300.00		\$ 7,200.00
Malus Golden Raindrops	EA	\$ 280.00		\$ 6,720.00

Notes:

- Unit Prices shown are based on bid prices received on similar projects with similar quantities. Prices are subject to change.

1.) Placement of concrete in wide medians is at the expense of the municipality. Cost is an eligible expense towards CSS funding. The cost as shown represent paving all wide medians along the entire project corridor. Price could be reduced if a portion of the area are replaced with mulch beds or established with grass.

2.) Placement of mulch beds in wide medians is at the expense of the municipality. Cost is an eligible expense towards CSS funding. The cost as shown represent placing mulching beds within all wide medians along the entire project corridor. Price could be reduced if a portion of the area are established with grass or could increase if portions of the median area is paved with concrete at the municipalities request.

3. Trees/Plantings items are eligible for an 80% DOT/20% Village cost share if the max 3% CSS budget is exceeded

(includes planting related items: landscape mulch, planting mix, etc). Concrete related items are not eligible for this 80/20 cost share.