



WisDOT 2018-2022

**DRAFT**  
1-12-2018

## 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 Allouez**

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: **Doty School Safe Routes to School Project**

Describe location, boundaries and length of the project: **Located in the southeast part of Allouez, starting east of Doty School on Longview Avenue to East River Drive (1,500 ft of sidewalk), and East River Drive from Hoffman Road to Lebrun Road (3,915 ft of sidewalk).**

County: **Brown**

Street Address of Project (if located on a highway or road): **The 700 block on Longview Avenue at Doty School and east to East River Drive, and north/south along East River Drive.**

**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: **Jeff Piette** Title: **Engineer** Street Address: **1900 Libal Street** Phone: **(920)448-2800**  
Municipality: **Village of Allouez** State: **WI** Zip: **54301**

Secondary E-mail: [Jeff@villageofallouez.com](mailto:Jeff@villageofallouez.com)

### 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: **Village of Allouez**

Name: **James Rafter** Title: **Village President** Street Address: **1900 Libal Street** Phone : **(920) 448-2800**  
Municipality: **Village of Allouez** State: **WI** Zip: **54301**  
E-mail: [jrafter@villageofallouez.com](mailto:jrafter@villageofallouez.com)

## 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://wisconsindot.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.

The Doty School SRTS project will construct sidewalk to connect the existing sidewalk on the north side of Longview Avenue at Doty School east to East River Drive to provide a safe walking route for students, and install sidewalk along the west side of East River Drive from the south village limits (LeBrun Street) north to connect with the sidewalk on Hoffman Road. These sidewalks will provide a safe walking route for students along East River Drive and Longview Avenue to access Doty School without walking in the streets. This project also includes two pedestrian crossings on Longview Avenue to connect the sidewalk alleys from the south to Longview Avenue and provide crosswalks to the Longview sidewalk on the north side of the street.

Allouez has installed a portion of the Longview Avenue sidewalk in 2017 (Webster to Delahaut) and plans to install the Delahaut to Libal sidewalk in 2019 as part of a street reconstruction project. This will provide sidewalk continuity to Webster Avenue as a school route.

## 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: Longview Avenue (eastern section)

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

Name of Roadway: East River Drive (southern section)

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

If yes, year: 2018

Project ID:

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

Roadway Project Scope: Village project to pulverize and pave East River Drive from Longview Avenue to LeBrun Street. Village funded project as a maintenance project.

### 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: **Longview Avenue, East River Drive**

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

*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:

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.

List any other funding (past or present) used within the proposed project limits (i.e. DNR Stewardship)  
**None**

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:**

<input type="checkbox"/> None	<input type="checkbox"/> Less than ½ acre	<input type="checkbox"/> More than ½ acre
<input type="checkbox"/> Parklands	<input type="checkbox"/> Large parcels	<input checked="" type="checkbox"/> 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://wisconsindot.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://wisconsindot.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	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Archaeological sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Historical sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Designated Main Street area	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Lakes, waterways, floodplains	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:	Sidewalk on a portion of East River Drive is located in the 100-year floodplain.		
Wetland	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Stormwater management	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Hazardous materials sites	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Hazardous materials on existing structure	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Upland habitat	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Endangered/threatened/migratory species	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Section 4(f)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Section 6(f)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Not Investigated
Comments:			
Through/adjacent to tribal land	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			

### Miscellaneous Issues

**Construction Schedule Restrictions** (trout, migratory bird, local events): **None**

**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:

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?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If Y, link to plan:
Is project identified in a bicycle-pedestrian plan?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	If Y, link to plan:
Is project identified in an outdoor recreation plan?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If Y, link to plan:
Is project identified in a comprehensive plan?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If Y, link to plan:
Is project identified in any other planning document?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	If Y, link to plan:

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

This project is included in the Allouez Safe Routes to School plan dated February 2012. The village of Allouez completed a significant portion of the the sidewalk west of Longview Avenue (west of the Doty School and west of this project) on this school route, and the remaining west portion will be completed during the 2019 Street and Utility Reconstruction Project funded by the village of Allouez. This will complete the entire school routes if this SRTS project is also completed.

**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: **Doty School** 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 [www.villageofallouez.com](http://www.villageofallouez.com)    ☐ 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%)	\$399,960
Local Share of the Participating Construction Cost (20%)	\$ 99,990
Non-Participating Construction Cost (100% Local)	\$ 0

**A. Subtotal Construction Costs** **\$499,950**

**B. State Review for Construction** (Contact WisDOT Region) Percentage: **2.5 %** **\$ 12,500**

**Construction with State Review Cost Estimate** (sum lines A and B) **\$512,450**

Allouez will provide construction engineering and observation services at its cost.

☒ **Design:**

☐ 100% Locally Funded (state review is required to be included as 100% locally funded) **OR**

☒ 80% Federally Funded ("state review only" projects are not allowed)

☒ FY 2019 ☐ FY 2020

**A. Plan Development** (Contact WisDOT Region) Percentage: **10 %** **\$51,250**

**B. State Review for Design** (Contact WisDOT Region) Percentage: **2 %** **\$10,250**

**Design with State Review Cost Estimate** (sum lines A and B) **\$61,500**

☐ **Real Estate:** (Recommend funding with local funds.)

☐ FY 2019 ☐ FY 2020 ☐ FY 2021 ☐ FY 2022

**Total Real Estate Cost** (round to next \$1,000) **\$**

☐ **Utility:** (Compensable utility costs must be \$50,000 minimum per utility.)

Recommend funding with local funds.

☐ FY 2019 ☐ FY 2020 ☐ FY 2021 ☐ FY 2022

**Total Utility Cost** (round to next \$1,000) **\$**

☐ **Other:** (Planning or SRTS Programming):

☐ FY 2019 ☐ FY 2020 ☐ FY 2021 ☐ FY 2022

**Total Other Cost** (round to next \$1,000) **\$**

**NOTE:** WisDOT Policy link: <http://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/rdwy/default.aspx>.

**NOTE:** WisDOT Region staff may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

## **Narrative Response**

Provide a narrative response attachment answering questions 1 through 3, making sure to provide information in response to each sub-question. Please limit the response to (6) six pages, using a **minimum 11-point font size**.

### **1. PROJECT DESCRIPTION AND OVERVIEW.**

This is the summary from page A-3 of the application. It is a general overview of the project, including type of facility or project, location (please attach a location map or maps) and any other information about the project. It is brief. Limited to about 400 words.

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

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.

#### **For Planning Projects**

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.**

- The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs.
- This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- 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.
- 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.
- 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.
- n. 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.
- o. Federally-funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

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: \_\_\_\_\_ Title: \_\_\_\_\_

Accepted (please initial here): \_\_\_\_\_

### Fiscal Authorization and Signature

Application prepared by a consultant? ☐ Yes ☒ No

If yes, consultant information and signature required below.

Consultant Company Name: \_\_\_\_\_

Company Location (City, State): \_\_\_\_\_

Consultant Signature (electronic only): \_\_\_\_\_

Date: \_\_\_\_\_

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

See FDM [8-5](#) for additional information.

Sponsor Agency: **Village of Allouez**

Contact Person: **James Rafter**

(Note: must be Head of Government or Designee)

Title: **Village President**

Address: **1900 Libal Street**

Telephone: **920-448-2800**

Email: [jrafter@villageofallouez.com](mailto:jrafter@villageofallouez.com)

Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.

Head of Government/Designee Signature (electronic only): \_\_\_\_\_

Date: \_\_\_\_\_

### 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:



## **Project Summary**

Using the Safe Routes to School, Bicycle and Pedestrian Plan, Allouez staff has prioritized Doty Elementary as the school that would most benefit from additional sidewalks and intersection improvements. Feeder sidewalks will be located on two sides of the campus, as well as improvements to high volume intersections, providing a safer alternative for students to travel to school.

### **1. Description and Overview.**

Village of Allouez is proposing a Safe Routes to Schools project at Doty Elementary School utilizing Transportation Alternatives Program funding. Without TAP financial assistance, this project would not be constructed as proposed due to lack of traditional funding sources.

Allouez staff has identified Doty Elementary, using the Allouez Safe Routes to School and Allouez Comprehensive Bicycle and Pedestrian plans, as a school that would most benefit from additional sidewalks and intersection improvements. The proposed project would include the installation of a sidewalk along the north side of Longview Avenue as well as the west side of East River Drive. This project will fill gaps in the sidewalk plan that will provide for uninterrupted connection for students to safely travel to and from school.

It is anticipated that the Village would schedule construction during the summer of 2022 so that the sidewalks would be open for the start of the 2022/23 school year.

The Doty School SRTS Project will construct sidewalk to connect the existing sidewalk on the north side of Longview Avenue at Doty School east to East River Drive to provide a safe walking route for students, and construct sidewalk along the west side of East River Drive from Hoffman Road to LeBrun Street (village south limit). These sidewalks will provide a safe walking route for students along East River Drive and Longview Avenue to access Doty School without walking in the streets. This project also includes two pedestrian crossings on Longview Avenue to connect sidewalk alleys from the south to Longview Avenue to the sidewalk on the north side of Longview. These are walkways that presently do not have crosswalks or crossing guards. The village will be installing sidewalk west of Libal Street to complete this school route in 2019 (separate from this SRTS project).

All sidewalks installed in the Doty SRTS Project will be 4-inch thick five-foot wide concrete, and located within existing village-owned right-of-way on Longview Avenue and East River Drive.

The new sidewalk will extend the existing sidewalk on the Doty School side (north side) of Longview Avenue at Glenbrooke Lane 1,500 feet east to East River Drive. This segment of sidewalk, in conjunction with the recently completed segment on Longview Avenue between Webster Avenue and Delahut Street (2017), and the future project segment on Longview between Delahut Street and Libal Street (2019) will provide a complete route for students on either side of Doty School from Webster Avenue and East River Drive to the school as identified in the Allouez Safe Routes to School Plan. Two bump-outs with pedestrian crossings will be constructed at two pedestrian crossings along Longview Avenue near Doty School.

The proposed East River Drive sidewalk from Hoffman Road to LeBrun Street is 3,900 feet in length. This sidewalk extends the sidewalk route from Doty School to the homes along East River Drive all the way to Hoffman Road. This also provides connection to the existing sidewalk from De Pere and the existing sidewalk on Hoffman Road (County XX). A project map is included that shows the sidewalk routes included. In addition to sidewalks, the project includes pedestrian crosswalks and curb ramps at all intersections, and two bump-outs and crosswalks near Doty School.

## **2. Project Planning & Preparation & Local Support.**

In May of 2011, a survey developed by the national SRTS program was distributed to parents and guardians of students who attend the five schools in the Village of Allouez. A total of 339 completed surveys were received by the schools. One of the questions asked if the parents or guardians would let their students walk or bicycle to or from school if certain improvements were made. The top six desired improvements identified in the returned surveys were:

1. Reduced amounts of traffic along routes (44% Yes)
2. Improved safety at intersections and other crossings (43% Yes)
2. Reduction of speed of traffic along routes (43% Yes)
4. Shorter distance between home and school (34% Yes)
5. Additional sidewalks or pathways (33% Yes)
5. Better weather or climate (33% Yes)

Based upon the results of the survey, it appears that many parents and guardians will feel more comfortable about their children walking or biking to school if safety is improved at intersections and other crossings, traffic is calmed along home-to-school walking and bicycling routes, and sidewalks and/or pathways are added along streets in the village.

The 2012 Village of Allouez SRTS plan noted the following observations for this project location at Doty School:

- A handful of students walked east along Longview after leaving school. These students had to walk in the street because sidewalks do not exist east of the school property. There are also no sidewalks on the south side of Longview Ave.
- ...many of the nearby streets do not have sidewalks or other walkways, so students who walk and bike are often forced onto streets for some or most of their trips.

The SRTS plan further recommended the following improvements for the proposed project area

- Add sidewalks to the north side of Longview between the Doty School property and East River Dr.
- Add mid-block bump-outs on both sides of Longview east of Doty School
- Add a sidewalk on the west side of East River Dr.

The Village of Allouez recently approved a Comprehensive Bicycle and Pedestrian Plan in 2017. The purpose of this plan is to consolidate planning strategies concerning pedestrian and bicycle transportation and recreation into one functional plan. The adoption of this plan demonstrates



the village's commitment to providing pedestrian and bicycle accommodations in the community. The Longview Avenue and East River Drive sidewalks are recommended in the 2017 plan.

- 3. History of Sponsor Success, Deliverability and Commitment to Multimodal.** The Village of Allouez completed a Safe Routes to School Study and Plan in 2012, and this project is a recommendation in the plan.

In 2017, the Village approved a village-wide pedestrian and bicycle plan, which is a continuation of the SRTS Study and Plan. This bike and pedestrian plan provides improved access throughout the Village. The sidewalk included in the Doty School SRTS project on East River Drive is included in the village-wide pedestrian plan. This plan includes sidewalks on other routes in the village which will be constructed in conjunction with street reconstruction projects. These reconstruction projects are planned for specific years in the next ten years.

The current Webster School SRTS Project, currently bid and awaiting contract award for construction, will be completed in the summer of 2018. This project is also a recommendation of the Allouez SRTS Plan. This project is delayed about one-year from the original schedule due to a historical survey and temporary easements, but the Village had originally requested the shorter project schedule.

The village has committed by village board decision to winter maintenance of the planned sidewalk additions so that the school routes are maintained open for every day use.

The Village will retain a consulting engineering firm, at village cost, to assist with the topographic survey, design, and construction administration services for the project. Project delivery will be similar to the recent Webster School SRTS project.

The topographic survey will be completed in late 2018, and the design will be completed in 2019. It is not anticipated that easements will be a concern because these streets are 70 and 80 foot ROW. The 2022 construction timeline fits well with other village projects.

In addition to the sidewalk projects, the village has completed three major multi-use trails in the past 5 years. All projects have been successfully completed on time and within budget.

**4. Project Utility and Connectivity**

**- Infrastructure Projects –**

The new facilities are being proposed to accommodate utilitarian trips. Although some people will use the new facilities for non-utilitarian purposes after they are built, the reason they are being proposed is to enable and encourage kids to transport themselves to and from school on foot. Increasing the number of students walking to school is expected to reduce congestion on the streets during drop-off and pick-up and improve traffic flow. The facilities will also provide ancillary connections to other area amenities, such as retail/employment developments on Webster Avenue and Hoffman Road, as well as apartment and other residential developments

along the route. Additional connections will be made with existing facilities in the City of De Pere and Wiese Park, Kiwanis Park, and the East River Trail.

**SRTS Programming Projects.**

This project will provide a safe sidewalk route for students to walk to school, and reduce students currently walking in the streets to school. This is clearly a safety benefit.

This project will result in more students walking to school because of the sidewalk route and safety. This will enable the school to promote more student walking to school.

**5. Project Benefit – Environmental, Livability, Economic Justice, Public Health, Historical Preservation, and Safety**

- **Environmental** – Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel. **Increases access and connection to the natural environment.**
- **Safety** – Project addresses a specific safety concern. The project contains or addresses:
  - Lack of adequate safe crossing or access
  - Provides sidewalk or pathway, with curb-cuts.
  - Provides crosswalk enhancement (striping, refuge island, signal, etc.)

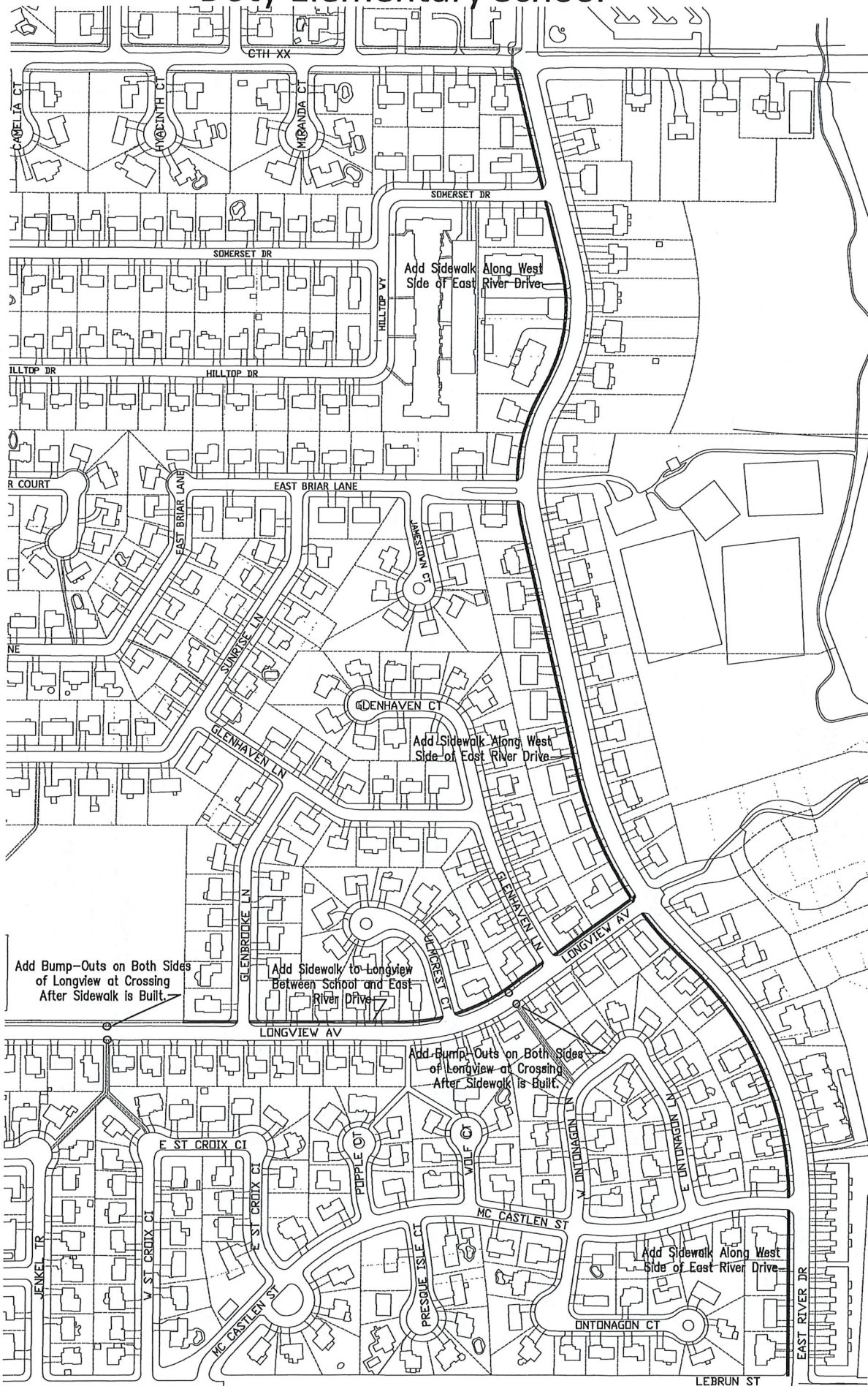
For SRTS Projects there is:

Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist

- Children are walking but application shows that unsafe conditions exist.



# Proposed Improvements East of Doty Elementary School









[illegible]

