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

LOCAL ROAD IMPROVEMENT PROGRAM SUPPLEMENTAL GRANT (LRIP-S)

New this year under the 2022-2023 Local Road Improvement Program (LRIP) the State is offering an additional grant opportunity of which it has allocated $100 million for County, Town and Local road improvements. Of the $100 million, approximately $25 million in total has been set aside for Cities and Villages. The program will reimburse local governments up to 90 percent of the total eligible costs with the community responsible for the balance.

The deadline for the grant is Dec. 1st. If selected the sunset date for final reimbursement of program funding is June of 2027. Projects will be scored at a state level on a handful of criteria that include safety, reconstruction, traffic, economic benefits to the community and pedestrian and bike facilities.

Staff has targeted Greene Avenue (Libal St. east East River Dr.) as a potential candidate for the LRIP-S grant. In 2019 the Village had submitted this project under the State's Multi-Modal Local Supplement (MLS) Program and unfortunately we did not receive the MLS grant funding.

The limits of the street reconstruction project extend from Libal St. east to East River Drive. In addition to the replacement of the deteriorating pavement, the scope of the proposed project also includes new sidewalk and the placement of rapid flashing beacons at Greene Ave and Webster Ave.

The construction of new sidewalk will fill in an existing gap and provide a safe continuous walkway for pedestrian use from Green Isle Parkway to the Fox River Trial. In addition, the project scope includes the placement of rapid flashing beacons at the intersection of Greene and Webster Ave. The placement of the RFB's will improve the safety of the existing pedestrian crossing and address the concerns of many that use the existing crossing.

Street projects submitted for Local Road Improvement Program funding that include the construction of new sidewalk require a resolution of the Village Board supporting the new pedestrian facilities. The needed resolution will be distributed at the time of the meeting, an example of what will be required has been included for your reference.

2020-2021 MULTIMODAL LOCAL SUPPLEMENT (MLS) APPLICATION

Wisconsin Department of Transportation
9/2019

TO BE SUBMITTED UNDER LRIP-S GRANT

PROJECT AND SPONSOR: GENERAL INFORMATION

Improvement Type: ☒ Road ☐ Bridge ☐ Transit ☐ Railroad ☒ Bicycle/Pedestrian ☐ Harbor ☐ Multiple

Primary Project Sponsor Village of Allouez	☐ City ☒ Village ☐ Town ☐ County ☐ Tribal Govt.	County Brown
Secondary Project Sponsor (If Applicable)	☐ City ☐ Village ☐ Town ☐ County ☐ Tribal Govt. ☐ Other	County

Anticipated Project Construction Schedule Date 2024 (Calendar Year)	Funding Request Design/Construction ☒ Construction ☐	Is Project Shovel Ready? Yes ☐ No ☒
PROJECT IMPROVEMENT DESCRIPTION	*ONLY FILL OUT THE SECTIONS BELOW THAT CORRESPOND TO THE IMPROVEMENT TYPE(S). ALL APPLICANTS MUST FILL OUT SECTIONS F-H.*	

SECTION A: ROAD OR BRIDGE IMPROVEMENTS (NOTE: Connecting highways are not eligible for MLS funding)

1. LOCATION & GENERAL INFORMATION: Complete for each Road or Bridge Improvement Application

On Route Greene Avenue	At Route – Start (include offset if applicable) Libal Street Start Offset	Toward Route – End East River Drive
Surface Type **70=Hot Mix Asphalt Pavement**	Surface Thickness 4 (inches)	Travel Width (Per Lane) 11 (feet) 0 (inches)
Left Shoulder 3 (feet) 0 (inches)	Right Shoulder 3 (feet) 0 (inches)	☒ Curb and Gutter?

REQUIRED: Attach an 8½ x 11 map showing project location.

Length of Project (rounded to nearest tenth of a mile): 0.4	Average Daily Traffic (ADT): 1500	ADT % Truck: 3.00	Pavement Condition Rating: 3.00-PASER

Improvement Type: ☐ Replacement ☐ Rehabilitation ☐ Pavement Replacement ☒ Reconstruction

2. BRIDGE INFORMATION: Complete for Bridge Improvement Applications ONLY

Bridge Type (if Other, specify in narrative): SELECT	Feature the Structure Passes Over:	Number of Spans:	Detour Length:
Clear Roadway Width of Bridge (feet):	Bridge Length (feet):	Approach Pavement Width (feet):	Total Approach Length (feet)
Structure ID (If Applicable):	Bridge Build Year:	Bridge Rehabilitation Year:	Posted or Statutory Speed Limit(s): (mph)
Deck Rating: Substructure Rating: Superstructure Rating:			Current Load Posting: (if none, enter N/A)

SECTION B: TRANSIT IMPROVEMENTS

Transit Improvement Type:
☐ Vehicle Purchase ☐ Facility Construction ☐ Equipment Purchase ☐ Other (describe)

Number of Vehicles for Purchase	Vehicle Purchase Type:	Facility Type:	Facility Improvement Description
Equipment Purchase Description:		Other Improvement Description:	

SECTION C: RAILROAD IMPROVEMENTS

Type of Railroad Improvement SELECT	Total Annual Rail Carloads	New Rail Facility? Yes ☐ No ☐	Rail Operator:
Total Annual Eliminated Truck Traffic (Estimated in Tons):		Preserve Existing Rail Line? Yes ☐ No ☐	Restore Inactive Rail Line? Yes ☐ No ☐

REQUIRED: Attach an 8½ x 11 map showing project location.

SECTION D: BICYCLE/PEDESTRIAN IMPROVEMENT

Bicycle/Pedestrian Improvement Type:
☒ Facilities ☐ Railroad Corridor Conversion ☐ Historic Preservation ☐ Other (describe)

Improvement Location: Greene Ave, S Webster-East River	Known Safety Issues? Yes ☒ No ☐ If Yes, specify: ped

Will the proposed improvement utilize local forces to complete the construction activities? Yes ☐ No ☒

REQUIRED: Attach an 8½ x 11 map showing project location.

2020-2021 MULTIMODAL LOCAL SUPPLEMENT APPLICATION *(continued)*

Wisconsin Department of Transportation

SECTION E: HARBOR IMPROVEMENTS

Harbor Improvement Type: Dredging ☐ Port Infrastructure Expansion ☐ Dock Walls (Rehabilitation/Construction) ☐ Other ☐	
Total Annual Transportation Economic Impact (Estimated):	Total Annual Benefit to Local Economy (Estimated):
REQUIRED: Attach an 8½ x 11 map showing project location.	

SECTION F: PROPOSED IMPROVEMENT NARRATIVE (REQUIRED FOR ALL APPLICATIONS)

This is a field to provide a detailed description of the project beyond what has already been provided in previous sections. Prepare the project narrative in a Word document, complete a spell check, and cut and paste the summary into the application form. Provide supporting project documentation such as any permits/licenses (including issuing agency & start/end dates) and any relevant transportation/bike-pedestrian/comprehensive planning documents. Describe potential project impact on regional economic activity, including freight movement (e.g., specific shipping/receiving facilities), worker access to employment opportunities and overall economic connectivity enhancements. Describe potential project impacts on safety and regional quality of life. Describe any relevant environmental/cultural issues, including any Section 4(f) and Section 6(f) concerns.

Include any information that demonstrates the viability of the proposed project by showing its value based on service life, economic benefits or in comparison to other alternatives. This may include benefit-cost analysis or other calculations.

A separate attached document not exceeding 1 page (double spaced, 10 pt. font) may be substituted for this section.

The Greene Avenue Multi-Modal Corridor Completion Project is aimed at improving the multi-modal connectivity on Greene Avenue between Heritage Hill State Park and Green Isle Community Park, as well as completing the bicycle and pedestrian connection between the Fox River State Trail and the Resch Family East River Trail. These state and regional facilities are utilized by thousands of individuals annually. This project is designed to improve access and grow these already vibrant regional resources.

Greene Avenue is an east-west collector roadway and bicycle route, linking three main north-south roads in the village – Webster Avenue/CTH X, Libal Street, and East River Drive. The project limits are within the existing right-of-way from Webster Avenue (CTH X) to the entrance of Green Isle Community Park on East River Drive. The section of Greene Avenue between Libal Street and East River Drive would be reconstructed and sidewalk would be added on the southern side. The existing roadway in this area will be shifted to the north to accommodate the walk. All existing curb ramps on Greene Avenue, between Webster Avenue and East River Drive, will be reconstructed to comply with the Americans with Disabilities Act. A Rapid Flashing Beacon would be added to the crosswalk at Webster Avenue. Webster Avenue is a five-lane Urban County Trunk Highway (2-lanes in each direction with left-turn lane), with an annual average daily traffic of 22,700 vehicles. The established bicycle route on Greene Avenue would be improved to meet current standards between Libal St. and East River Dr. and signed throughout the project limits.

The improvements mentioned above will complete the plans for Greene Avenue as a major multi-modal corridor as identified in several area studies including, the Village of Allouez Comprehensive Bicycle and Pedestrian Plan and the Village of Allouez Safe Routes to School Plan. These plans call for five main east-west roadways to include sidewalk and bicycle accommodations. This project will be the fifth of the five identified roadways to be completed. Since 2013, approximately $1.4 million has been invested to complete the Greene Avenue multi-modal corridor. This multi-phased work has included the addition of a sidewalk, roadway reconstruction, and bicycle route signage between the section of Webster Avenue and Libal Street; reconstructing the drive and the addition of sidewalk at the entrance to Green Isle Community Park; and the construction of a multi-use trail to the west of Greene Avenue that extends on the southern border of Heritage Hill State Park from Webster Avenue down to the Fox River State Trail and includes a signalized crossing at Riverside Drive/STH 57.

In addition to improving multi-modal connectivity along this corridor, the project also improves safety and increases the economic vitality of the regional assets located on this corridor. One economic benefit is the establishment of additional pedestrian access to a neighborhood commercial area at the intersection of Greene Avenue and Libal Street, which will enable people of all ages and physical abilities to safely reach jobs and shopping without having to drive. Another economic benefit is that more people will be encouraged to attend Heritage Hill State Park's many annual events because the improved pedestrian facilities will provide safer access from the neighborhoods where many of the 70,000+ annual patrons park their vehicles. Providing a safe pedestrian connection to Heritage Hill State Park and Greene Isle Community Park not only encourages more people to walk safely to the parks from within the local neighborhoods, but it saves on the cost of adding additional parking to both parks for influx events and limits the impervious surface, which reduces the need for additional stormwater treatment.

The Village of Allouez is committed to making Greene Avenue a truly multi-modal corridor that improves the economic vitality and livability of the area. The village has already invested in multi-modal improvements to the corridor and has the backing from the community as demonstrated by the attached letters of support.

2020-2021 MULTIMODAL LOCAL SUPPLEMENT APPLICATION *(continued)*

Wisconsin Department of Transportation

SECTION G: COST ESTIMATE/FUNDING (REQUIRED FOR ALL APPLICATIONS)

☐ Yes ☒ No Has the county/municipality/town/tribal government requested or been approved for other federal or state funding from the Wisconsin Department of Transportation (WisDOT) for the improvement?
If Yes, please specify the Local Program: **WisDOT Project I.D.:**

☒ Yes ☐ No The Multimodal Local Supplement provides up to 90% state funding with a minimum 10% Local match. We anticipate the award process to be very competitive. Would the project sponsor accept a lower cost share to obtain funding?

Estimated Improvement Cost (NOTE: Attach separate spreadsheet showing detailed cost breakdown):	
Design Costs: $ 204,000.00	
State Review for Design Cost Estimate (Provided by WisDOT, if applicable): $	
Construction Costs: $ 1,360,000.00	
State Review for Construction Cost Estimate (Provided by WisDOT, if applicable): $	
Total Improvement Costs (without State Review): **$ 1,564,000.00**	Total Improvement Costs (with State Review, if applicable): $ **NOTE: For WisDOT use only.**

NOTE: WisDOT state oversight estimates are based on the complexity of the project. Not all projects will require state oversight.

Additional Funding Comments:
This is an optional field to enter funding-related comments and estimated cost calculations.

Project costs estimated assuming the project will be administered and let locally (by the Village of Allouez). If the project is to be administered by WisDOT, the construction and design costs will need to be increased by 15%.

See attached estimate for detailed costs.

SECTION H: SIGNATURE (REQUIRED FOR ALL APPLICATIONS)

This request is made by the undersigned under proper legal authority to make such request for the designated County/Municipality/Town/Tribal Government.

☐ City ☒ Village ☐ Town ☐ County ☐ Tribal Government	County
Allouez	Brown

X _____ 12/5/19
(Head of Government/Designee – Signature) (Date – mm/dd/yyyy)

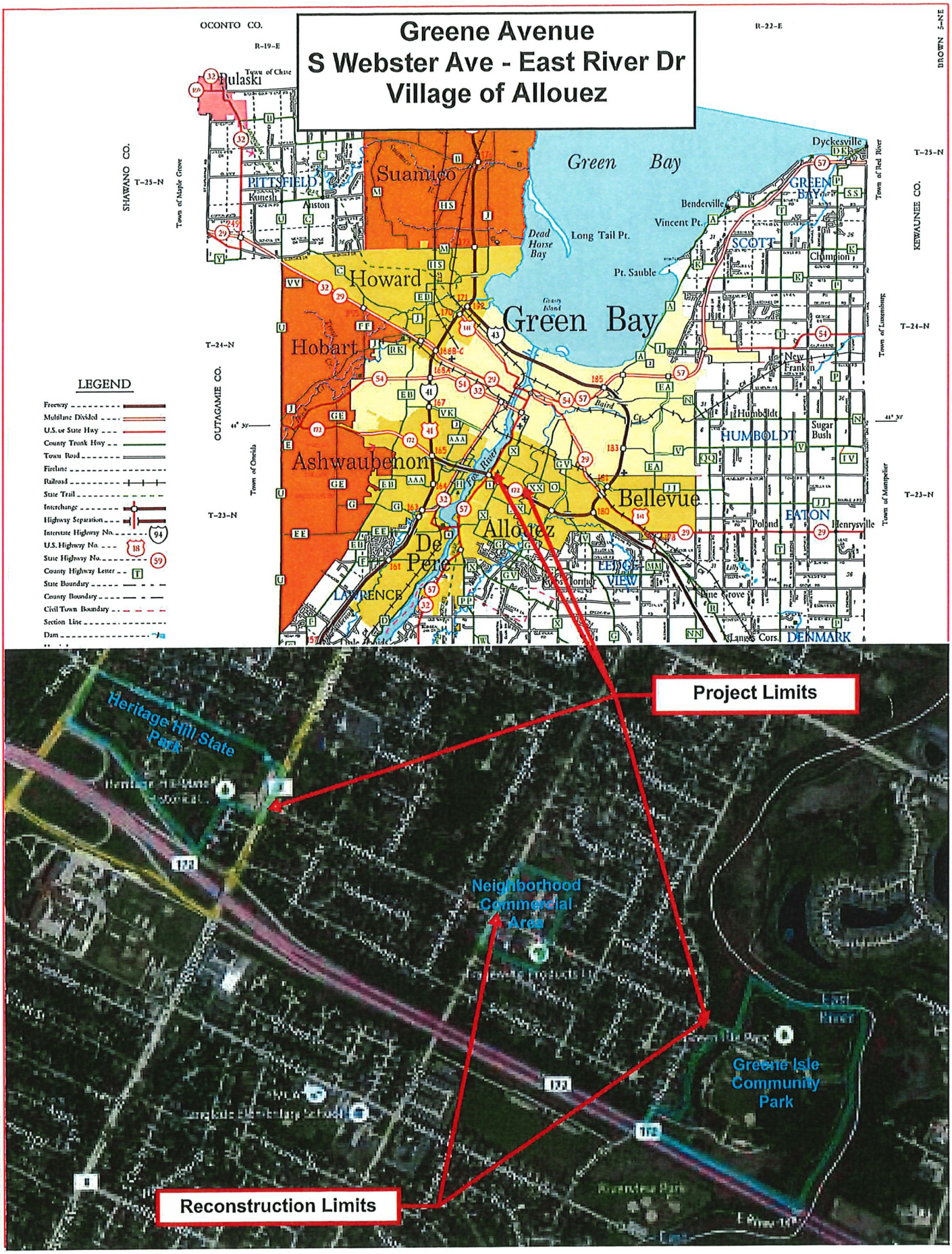
Sean Gehin, P.E. Director of Public Works
(Print Name) (Title)

X _____
(Secondary Project Sponsor – Signature, if applicable) (Date – mm/dd/yyyy)

_____
(Print Name) (Title)

WisDOT will contact the primary project sponsor upon review of the application if any questions or a need for additional project documentation.

Submit completed application(s) to the following WisDOT email address: DOTLocalPrograms@dot.wi.gov


Greene Avenue
S Webster Ave - East River Dr
Village of Allouez
OCONTO CO.
R-19-E
R-22-E
BROWN CO.
T-25-N
T-24-N
T-23-N
SHAWANO CO.
OUTAGAMIE CO.
KEWAUNEE CO.
Town of Chase
Pulaski
Town of Maple Grove
PITTSFIELD
Kunesh
Auston
Suamico
Green Bay
Dyckesville
GREEN BAY
Benderville
Vincent Pt.
Long Tail Pt.
Dead Horse Bay
SCOTT
Champion
Pt. Sauble
Howard
Hobart
Green Bay
New Franklin
Humboldt
HUMBOLDT
Sugar Bush
Ashwaubenon
Bellevue
EATON
Poland
Henrysville
Allouez
De Pere
LAWRENCE
HEIGHTS VIEW
Lanes Cors.
DENMARK
Town of Oneida
Town of Red River
Town of Lawrence
Town of Montpelier
LEGEND
Freeway
Multilane Divided
U.S. or State Hwy
County Trunk Hwy
Town Road
Firelane
Railroad
State Trail
Interchange
Highway Separation
Interstate Highway No.
U.S. Highway No.
State Highway No.
County Highway Letter
State Boundary
County Boundary
Civil Town Boundary
Section Line
Dam
Heritage Hill State Park
Project Limits
Neighborhood Commercial Area
Greene Isle Community Park
Reconstruction Limits

DAVID STEFFEN

STATE REPRESENTATIVE • 4TH ASSEMBLY DISTRICT

December 5, 2019

State of Wisconsin
Department of Transportation
Ryan Spaight
MLS Program Manager

RE: Greene Avenue Multimodal Corridor Completion Project – Letter of Support

Dear Mr. Spaight,

I am writing to in support of the Village of Allouez' application for the Greene Avenue Multimodal Corridor Completion Project. The funds will be utilized to improve the multi-modal connectivity on Greene Avenue between Heritage Hill State Park and Green Isle Community Park, as well as completing the bicycle and pedestrian connection between the Fox River State Trail and the Resch Family East River Trail.

I am very pleased to note that in addition to the improvements mentioned above, this project will also increase safety and economic vitality along this corridor. With thousands of people visiting every year, providing a safe pedestrian connection to Heritage Hill State Park and Greene Isle Community Park is of great importance.

As the Wisconsin State Representative of the Village of Allouez, I know how important and beneficial this project will be to those that not only call Allouez home, but also to the many visitors who make their way to the area. This grant will help move forward on this project that would not only improve the area but those surrounding areas as well. I am in full support of this project and believe the improvements will have a positive impact on the community.

Sincerely,

David Steffen

PLANNING COMMISSION

Brown County

305 E. WALNUT STREET, ROOM 320
P.O. BOX 23600
GREEN BAY, WISCONSIN 54305-3600

PHONE (920) 448-6480 FAX (920) 448-4487
WEB SITE www.co.brown.wi.us/planning

CHUCK LAMINE, AICP
PLANNING DIRECTOR

November 25, 2019

Ryan Spaight
MLS Program Manager
Wisconsin Department of Transportation
Hill Farms State Office Building
4822 Madison Yards Way
Madison, WI 53705

Dear Mr. Spaight:

I'm writing in support of the Village of Allouez's Multimodal Local Supplement (MLS) grant request to improve Greene Avenue between Heritage Hill State Park and Green Isle Park.

Greene Avenue has been identified in the Village of Allouez's Comprehensive Plan, Bicycle and Pedestrian Plan, and Safe Routes to School Plan as one of the village's most important multimodal transportation corridors for many years. The village has already invested a significant amount of its own money to improve multimodal accessibility and safety along portions of Greene Avenue, and the requested MLS grant funding will help the village complete this multimodal improvement project.

In addition to improving the driving lanes to better accommodate personal and commercial vehicles, the Greene Avenue project will add a sidewalk that will enable people of all ages and physical abilities to safely reach a commercial area as well as Green Isle Park. The proposed improvement of the pedestrian crossing at the busy Greene Avenue/Webster Avenue intersection will also make it much easier and safer to reach Heritage Hill State Park and the Fox River State Trail from the eastern half of the village.

As Brown County's Principal Planner and MPO Director, I have had the opportunity to work with the village to develop plans that are designed to improve the local and regional economy as well as the area's multimodal transportation system. Based on my experience, I strongly believe that the Greene Avenue multimodal improvement project will have a very positive impact on the village's economy and on Heritage Hill State Park. It is my hope that you will award this grant to the village.

Thank you.

Sincerely,

Cole Runge
Principal Planner/MPO Director

Turning Brown County Green

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
625 E County Road Y, Suite 700
Oshkosh WI 54901

Tony Evers, Governor
Preston D. Cole, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711

WISCONSIN
DEPT. OF NATURAL RESOURCES

November 19, 2019

State of Wisconsin
Department of Transportation
Ryan Spaight
MLS Program Manager

RE: Green Avenue Multimodal Corridor Completion Project - Letter of Support

Dear Ryan:

The Wisconsin Department of Natural Resources Parks Program seeks your support For the Village of Allouez's application for the Greene Avenue Multimodal Corridor Completion Project bordering Heritage Hill State Park.

Heritage Hill State Park receives over 60,000 visitors a year and during certain special events visitors utilize the intersection of Greene Avenue and Webster road to access the park. Currently, visitors must travel across a very busy 5 lane roadway thus providing safety concerns. This project will provide a safer avenue for visitors to access the main entry of the park and thus provide a more enjoyable, safe experience. Specifically, installation of a Rapid Flashing Beacon walkway at the intersection of Greene and Webster Ave. will improve visibility of motorist and pedestrians alike and provide a safer crossing for current and future visitors.

If you have any questions or concerns you are welcome to contact me at any time. Thank you for your consideration of this important project.

Sincerely,

Michael D. Bergum

Michael D. Bergum
East Central District Park and Recreation Supervisor
Wisconsin Department of Natural Resources Parks Program
625 E County Road Y
Oshkosh, WI 54901
920-241-9936

Heritage Hill
STATE PARK

November 14, 2019

State of Wisconsin
Department of Transportation
Ryan Spaight
MLS Program Manager

RE: ***Greene Avenue Multimodal Corridor Completion Project*** **– Letter of Support**

Dear Ryan,

On behalf of Heritage Hill State Park, please accept this letter to support the Village of Allouez's application for the *Greene Avenue Multimodal Corridor Completion Project.*

As a venue that is a destination to approximately 60,000 visitors on an annual basis, we are always concerned for the safety of our pedestrians. Parking at Heritage Hill is limited to 120 vehicles; however, attendance at some of our events can exceed 2,000 people. Heritage Hill makes every effort to provide an alternative to ensure safety for these pedestrians. Depending on the event, we will either secure a shuttle service or contract with the local Sheriff's department for traffic control into the Park. Unfortunately, there are still times when visitors attend events where these services are not provided and they utilize side streets for parking, thereby needing to cross Webster Ave. for access to the Park.

The West end of Heritage Hill's property also boarders the Fox River Trail and one of our future goals is to provide access from the Park onto the trail. By making this connection, we anticipate increasing our annual attendance by 5%.

Pedestrian access to Heritage Hill off Webster Ave. has many challenges and poses a safety concern due to the following: obstacles

- It is a 5-lane Urban Country Trunk Highway (2-lanes in each direction with left-turn lane)
- The left-turn lane median is too narrow to provide protection for those crossing Webster Ave.
- The annual average daily traffic on Webster Ave. is 22,700 vehicles.

Installing a Rapid Flashing Beacon walkway at the intersection of Greene and Webster Ave. will improve safety issues for our current visitors and allow growth for the future.

If you require more information about Heritage Hill State Park, please contact us at (920) 448-5150, ext. 118 or margaret@heritagehillgb.org.

Sincerely,

Margaret M. Karius
Chief Executive Officer
Heritage Hill Corporation

Pat Drury
President
Heritage Hill Corporation

Construction Cost Estimate
GREENE AVENUE
LIBAL STREET TO E. RIVER DRIVE
12/2/2019

WisDOT Spec Section No.	Item	Unit	Unit Cost	Total Quantity	Total Costs
Webster and Greene Avenue Pedestrian Improvement					
204.0100	Removing Pavement	SY	$10.00	50	$500
204.0150	Removing Curb & Gutter	LF	$3.00	120	$360
204.0155	Removing Concrete Sidewalk	SY	$5.00	130	$650
305.0125	Base Aggregate Dense 1¼-inch	CY	$26.00	25	$650
415.0090	Concrete Pavement 9-Inch	SY	$50.00	50	$2,500
602.0415	Concrete Sidewalk 6-Inch	SF	$6.00	1,200	$7,200
602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	$50.00	50	$2,500
619.1000	Mobilization	LS	$5,000.00	1	$5,000
-	Construction Erosion Control	LS	$750.00	1	$750
-	Signs, Pavement Markings and RRFB	LS	$35,000.00	1	$35,000
643.0100.S	Temporary Traffic Control	LS	$7,500.00	1	$7,500
-	Topsoil, Seed, Fertilizer and Mulch	SY	$6.00	100	$600
690.0150	Sawing Concrete	LF	$3.00	200	$600
			Estimated Pedestrian Cost		$63,810
			20% Contingencies		$12,762
			Pedestrian SubTotal Cost		$80,000
Greene Avenue Reconstruction - Libal St to E. River Dr (2200 ft)					
204.0150	Removing Curb & Gutter	LF	$3.00	4,700	$14,100
204.0155.S	Removing Concrete Sidewalk and Driveways	SY	$5.00	1,450	$7,250
204.0210	Removing Manholes	EA	$450.00	10	$4,500
204.0220	Removing Inlets	EA	$300.00	11	$3,300
204.0245.S	Removing Storm Sewer (Various Sizes)	LF	$15.00	2,500	$37,500
205.0100	Excavation Common	CY	$13.00	4,900	$63,700
305.0125	Base Aggregate Dense 1¼-inch	CY	$26.00	3,250	$84,500
416.0160.S	Concrete Sidewalk/Driveway 6-Inch	SF	$6.00	13,500	$81,000
460.5224	4" HMA Pavement	TON	$75.00	1,600	$120,000
-	Concrete Curb & Gutter 24-inch Type D	LF	$15.00	4,700	$70,500
602.0405	Concrete Sidewalk 4-Inch	SF	$5.50	9,300	$51,150
602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	$40.00	120	$4,800
608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	$60.00	2,500	$150,000
608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	$50.00	210	$10,500
611.0535	Manhole Covers J-Special	EA	$700.00	10	$7,000
-	Inlet Cover Type H	EA	$750.00	14	$10,500
611.1230	Catch Basins 2x3-Ft	EA	$1,500.00	14	$21,000
611.2004	Manholes 4-ft Diameter	EA	$2,500.00	10	$25,000
619.1000	Mobilization	LS	$40,000.00	1	$40,000
628.2006	Erosion Mat Urban Class I Type A	SY	$2.50	5,000	$12,500
-	Construction Erosion Control	LS	$5,000.00	1	$5,000
-	Signs and Pavement Markings	LS	$12,500.00	1	$12,500
643.0100	Temporary Traffic Control	LS	$7,500.00	1	$7,500
-	Topsoil, Seed, and Fertilizer	SY	$6.00	5,000	$30,000
645.0000	Geogrid	SY	$5.00	2,000	$10,000
690.0150	Sawing Asphalt and Concrete	LF	$3.00	1,000	$3,000
-	MSE Wall	SF	$75.00	400	$30,000
-	Construction Staking	LF	$5.00	2,200	$11,000
			Estimated Reconstruction Cost		$927,800
			20% Contingencies		$185,560
			Reconstruction SubTotal Cost		$1,110,000

Construction Cost (Subtotals Ped. Improvement and Reconstruction)	$991,610
20% Contingency	$198,322
Cost Escalation to 2024 (3.5 per year for 4 years)	$169,798
Total Construction Cost	**$1,360,000**
Engineering Design (15% of construction)	$204,000
Estimated Project Cost w/ Engineering	**$1,564,000**

Example Resolution

RESOLUTION NO. # 1139-15

RESOLUTION OF THE VILLAGE OF BOARD FOR BICYCLE AND PEDESTRIAN FACILITIES ALONG EAST GREEN BAY STREET BETWEEN ST. AUGUSTINE STREET AND WISCONSIN STREET VILLAGE OF PULASKI

WHEREAS, pursuant to Section 84.01 (35) of the Wisconsin Statutes, the Village of Pulaski intends to apply for 2016-2017 Municipal Street Discretionary Improvement Program (MISD) funding, for the reconstruction of East Green Bay Street between St. Augustine Street and Wisconsin Street and

WHEREAS, the Village of Pulaski recognizes a need to maintain public safety by construction of pedestrian and bicycle facilities on East Green Bay Street between St. Augustine Street and Wisconsin Street and

WHEREAS, the Village Board has not found the need to hold additional discussions on the resolution;

NOW, THEREFORE, BE IT RESOLVED by the Village Board, as follows:

The Village Board hereby finds and declares that:

1. Reconstruction of East Green Bay Street, as described, is necessary due to degradation of the existing roadway and needed pedestrian and bicycle facilities; and
2. The economic benefits of the MISD funding is desirable to facilitate the project; and

NOW THEREFORE, BE IT FURTHER RESOLVED by the Village Board as follows:

1. The Village Board hereby approves the resolution pursuant to Section 84.01 (35) of the Wisconsin Statutes to apply for MISD funding.
2. That the Village Clerk is hereby authorized and directed to provide the Village President and Village Board with certified copies of this resolution upon its adoption.

Adopted this 26th day of October, 2015

Reed Woodward, Village President

Karen Ostrowski, Village Clerk