

WisDOT 2011-2014 SMIP Application

Project Description

<p>Project Name Holmen Downtown Revitalization Project</p> <p>Project Location</p> <p>Municipality: Village of Municipality Name: Holmen County: La Crosse</p> <p>Street Address of Project (if located on a highway or road): Main St.</p> <p>Describe location, boundaries and length of the project: Linden Dr. - Halfway Creek bridge</p> <p>MPO Name</p> <p>Name of the MPO the project is represented by: LaCrosse Area Planning Committee</p> <p>Name, Location of Public Sponsor and Sponsor Type</p> <p>Sponsor Name: Village of Holmen</p> <p>Sponsor Location: Holmen, WI.</p> <p>Sponsor Type: <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town <input type="checkbox"/> Tribal Nation</p> <p>(Check appropriate box)</p> <p>Project Prioritization If a sponsor is submitting more than one project in an urbanized area within an MPO, the sponsor will rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. MPO staff will use the local ranking as a guide for their review and prioritization decision. MPO staff will complete this ranking before the review committee meets. Local sponsor prioritization for projects outside of MPO areas is also strongly recommended. This project's rank is: 1 of 1.</p> <p>Project Representative Contact Person(s) Information</p> <p>Primary Public Sponsor Agency Contact Information</p> <p>Name: Robert A. Haines, P.E. Title: Director of Public Works Street Address: 421 S. Main St. Phone : (608)526-6322</p> <p>Municipality: Holmen State: WI Zip: 54636</p> <p>FAX : (608) 526 - 4357 E-mail: haines@holmenwi.com</p> <p>Secondary Public Sponsor Agency or Private Organization Contact Information</p> <p>Organization / Agency Name:</p> <p>Name: Title: Street Address: Phone :() -</p> <p>Municipality: State: WI Zip:</p> <p>FAX : () - E-mail:</p>

Project Activity

<p>SMIP Category</p> <p>Check the appropriate boxes to indicate the program(s) for which you are applying:</p> <p><input checked="" type="checkbox"/> Transportation Enhancements (TE) Program</p> <p>TE Projects must fit into one of the following 12 categories AND relate to surface transportation.</p>
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Historic projects must be on or eligible for **the Wisconsin or National Register(s) of Historic Places**, or **officially designated as a local landmark**. If you are unsure, check with the Wisconsin Historical Society.

Indicate which ONE of these twelve categories best identifies your project:

- Provision of facilities for pedestrians/bicycles.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
- Historic Preservation.
- Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals).
- Establishment of transportation museums.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Control and removal of outdoor advertising.
- Environmental mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity.
- Archeological planning and research.

Bicycle and pedestrian projects eligible under the TE program will **also** be eligible for BFPF with **some minor differences**, as indicated in the Program Guidelines. Check the **BFPF box below** if your project meets BFPF requirements.

Bicycle and Pedestrian Facilities Program (BFPF)

Project Summary (100 words or less, you may copy and paste your response from a Word Document)

Holmen proposes a project to improve existing bicycle & pedestrian facilities in it's downtown business district, and to beautify the area with decorative street lighting and fixtures as well as streetside landscaping. The project will consist of 6 categories: construction of a bike trailhead parking lot, installation of curb bulb-outs at intersections, installation of decorative crosswalks, installation of decorative street lighting, repairs to existing sidewalks and repairs to existing curb & gutter. Local funds are proposed to be used to acquire a private gravel parking lot, with grant funds proposed to be used to improve the parking lot after it's purchase. Decorative crosswalks will be stamped & colored concrete, while decorative street lights will be cast iron poles with LED fixtures. Installation of benches & trash receptacles along with tree plantings are proposed as part of the curb bulb-outs.

Project Costs and Dates

Project Costs Complete the Project Costs table for the appropriate fiscal years of the application/project cycle (2011, 2012, 2013/14). If your project will be constructed in phases throughout multiple years, schedule the project costs as appropriate and describe them in the project description. For complex projects that contain many construction cost elements, such as streetscaping and landscaping, attach a detailed breakdown of project costs as part of responding to the **Narrative Response/Attachment 1**. This will not count against your 3-page text limit.

Project Dates Indicate the estimated month and year in which the project will begin according to each phase of the project. Design work is typically completed in six months, real estate transactions and railroad crossing approvals take at least a year to complete, and projects should be built within one construction season unless the project is very large.

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.

	FY 2011 (Begins 7/1/10)	FY 2012 (Begins 7/1/11)	FYs 2013-2014 (7/1/12 and 7/1/13)	FYs TOTALS
PE / Design	\$ 90000	\$ 0	\$ 0	\$ 90000
Real Estate (\$100,000 minimum)	not available	\$ 0	\$ 0	\$ 0
Railroad Crossing	not available	\$ 0	\$ 0	\$ 0
Construction (\$200,000 minimum)	not available	\$ 210700	\$ 193500	\$ 404200
FY Project Cost Totals	\$ 90000	\$ 210700	\$ 193500	\$ 494200
Project Match Amounts Indicate Public Sponsor and Federal Funds designation of the total project cost per FY year. The total cost should be the same as the amounts indicated in the table above.				
Public Sponsor Funds	\$ 90000	\$ 42140	\$ 38700	\$ 170840
Federal Funds	\$ 0	\$ 168560	\$ 154800	\$ 323360
Total	\$ 90000	\$ 210700	\$ 193500	\$ 494200
Funding Type Percentage/Ratio (Typically projects are funded with 80% Federal and 20% Local Funds. Indicate clearly any percentages differing from this. Total dollar amounts must correlate to percentage totals below)				
Total % (Public Sponsor)	% 100	% 20	% 20	% 34.5
Total % (Federal)	% 0	% 80	% 80	% 65.5
Project Dates Select the estimated month and year to begin each applicable phase.				
PE / Design	January	2011		
Real Estate	January	2011		
Railroad Crossings	MONTH	SELECT FY YEAR		
Construction	July	2011		

Narrative Response/Attachment 1

Please note this change in the format from last cycle’s application. The Narrative Response used to be part of the application form but now we are asking you to submit it as Attachment 1 along with the other attachments via e-mail. **Narrative Response/Attachment 1** Provide up to **three** pages of **double-spaced** narrative (**minimum 11 point font size**) describing your project. **Respond to the following questions as they relate to your project:**

1. For bicycle and/or pedestrian facilities, clearly indicate the location, length, width and surface materials and any connections to existing or planned facilities. Also answer or respond to the following as applicable to your project:

- Does your community have a bicycle or pedestrian plan?
- Summarize the bicycle and pedestrian projects that you have developed over the past five years being sure to include any bicycle and pedestrian projects that have been incorporated into larger street or highway projects (such as paved shoulders and bike lanes). A one-sentence description including the project length is sufficient.

- Summarize any other non-project bicycle and pedestrian efforts currently being held in your community such as Bike-to-Work Week, bike rack installation, bike safety courses, pedestrian road-shows, police on bikes, and Safe Routes to School programs.

2. For historic related projects, how does the project relate to Wisconsin's past or present surface transportation system? Document that the project is on or eligible for the National and/or State Register of Historic Places or a local landmark designated under a locally adopted landmarks ordinance. If not already on a register, provide documentation from the Wisconsin Historical Society that the project meets eligibility standards for the register. Provide details on the historic, architectural and other significance of the project. Including a picture with the application is particularly helpful for evaluating historic projects.

3. For landscaping/streetscaping applications, clearly detail the types of amenities and improvements that will be part of the project. Indicate how the improvements will promote opportunities for walking and biking. Exclude costs related to parking improvements, street work not related to bicycle and pedestrian usage, utilities like sanitary sewer and other items not strictly related to the proposed project. If your project includes street light fixtures they are expected to be of a decorative, antique style.

4. Provide a realistic estimate of how much the proposed facility will impact usage by estimating how many bicycle or pedestrian users, visitors, or viewers will visit the facility on an annual basis. Bicycle and pedestrian facilities should comprise a significant non-recreational usage of the trail for everyday activities such as shopping, work, and school trips in order to reduce automobile usage.

5. Broadly describe other project benefits, not already covered above, that relate to any of the following: improvement to Wisconsin's multi-modal transportation system (bicycle, pedestrian or transit), preservation of state historic, environmental and scenic resources, and promotion of economic development, tourism, and safety.

6. Reference Project Costs and Dates on this application form and provide detail if applicable or appropriate.

Existing Facilities and Projects

Does this project cross a railroad or is it within 1,000 feet of a railroad? Yes No

Is this project tied to an existing state highway project? Yes No

If Yes to the previous question, type project ID:

If the project is tied to a state highway project, is it funded with Community Sensitive Design (CSD)/Context Sensitive Solutions (CSS) money? Yes No If Yes to the previous question, indicate amount:

Is the project on an existing right of way? Yes No

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

Is this project on or parallel to a local road or street? Yes No If Yes, provide the name of the road or street: CTH DH (Main St.) and CTH D (State St.)

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

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

Will this project be constructed as part of another planned road project? Yes No

Does this project include funds to build sidewalks? Yes No If Yes, does the municipality have a sidewalk ordinance? Yes No If Yes, provide a brief description of the ordinance: Adjacent property owners are required shovel snow

Will any exceptions to standards be requested? Yes or No if you are applying for a TE bike/ped project or the BFPF program. Yes No

If Yes to the previous question, provide a brief description:

Will the project use municipal employees to complete any of the construction activity? Yes No

Recreational Trail Facilities

If the project is a multi-use path, will the facility be snowplowed in the winter? Yes No
 Comment: only the addition of a trailhead parking lot is included in this project, which will be plowed

If No to the above question, will the facility be open to snowmobile use in the winter? Yes No
 Comment:

If the project is a multi-use trail, will a fee be charged for use? Yes No Comment:

If the project is a multi-use trail, will it be open to equestrian use? Yes No Comment:

Real Estate Issues

Does the project sponsor own all of the property on which the project is located? Yes No

Will this project require an easement? Yes No Comment:

Will this project require a real estate transaction? Yes No Unknown Comment: parking lot parcel will need to be acquired

Environmental/Cultural Issues

Will any recreational areas be impacted by this project? This could include parks, playgrounds, recreation areas, wildlife and waterfowl refuge, or any significant historic site. Yes No Comment:

Will wetlands be impacted by this project? Yes No Unknown Comment:

Will endangered/threatened/migratory species be impacted by this project? Yes No Unknown
 Comment:

Are hazardous materials present in the construction corridor of the project location? Yes No
 Unknown Comment:

If submitting a bicycle/pedestrian project, will the project impact historic and/or archeological resources?
 Yes No Unknown Comment:

If this is a streetscaping project, is it located in a recognized historic district? Yes No Unknown
 Comment:

If this is a streetscaping project, is it located in a designated Main Street area? Yes No

Unknown Comment:

If submitting a historic facilities project, is the property on the national, state and/or historic register?

Yes No Unknown Comment: NA

If No to the above question, has the applicant checked the property's eligibility status with the Wisconsin

Historical Society? Yes No Unknown Comment:

Key Program Requirements Confirmation

Please confirm your understanding of the following project conditions by **typing your initials** in the boxes after each paragraph. ***The person's initials and signature on the application must have fiscal authority for the public sponsor.***

a. The sponsor must provide matching dollar funding of at least 20% of project costs.

MW Accepted

b. This is a reimbursement program. The sponsor must finance the project until federal reimbursement funds are available.

MW Accepted

c. The sponsor must fund project costs in excess of the amounts indicated in Project Costs and Dates (i.e., cost overruns) at no expense to state/federal funding sources.

MW Accepted

d. The sponsor must not incur costs for any phase of the project, until that phase has been authorized for federal charges and the Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be reimbursable. Local Force Account (LFA) work only allowed on TE funded projects.

MW Accepted

e. The 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, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. Beginning with this program cycle, 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.

MW Accepted

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.

MW Accepted

g. The 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.

MW Accepted

h. The 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. We will contact you if your project is approved for the additional amount, which could be 10% or more than the initial estimate. The sponsor agrees to add these costs to the project under the same match requirements 80% / 20% match requirements.

MW Accepted

Fiscal Authorization and Signature

Name of person with fiscal authority: **Mary Willett** (Head of Government or designee) Title:

Administrator

Address: **421 S. Main St., PO Box 158, Holmen, WI. 54636**

Telephone: **(608) 526-6305**

Email: **willett@holmenwi.com**

Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual on the signature line below confirms that the information in this project application is accurate. A local official with fiscal authority must be named on the signature line. I understand that completion of this application does not guarantee project approval for federal funding. Typing in the signature line (which will show as a cursive script) and the date is sufficient for this application.

Applicant Signature: *Mary M. Willett*

Date: 7-28-10

Attachments

Required items: Completed application form, narrative response and a map. There are four total attachments (two are optional). Please note file formats for attachments in list below.

Required Attachment 1: Narrative Response. This is a change from last application cycle. Please provide **three** pages **double-spaced**. Format is Microsoft Word or PDF with a **minimum 11 point font**.

Required Attachment 2: One black & white printable map of the project site on 8½ x 11 size paper.

Optional Attachment 3: One picture of the project site (Black and White or Color). Preferred formats are JPEG, GIF or a PDF. Consider inserting the picture into a Word document with a caption.

Optional Attachment 4: No more than six additional one page attachments. These may include: a detailed project cost estimate, letters of support and additional photos or maps.

All attachments must be formatted to print on 8½ x11 size paper.

Make sure to consider file size when preparing your attachments for email.

Attachments must be black & white. However Attachment 3, a picture, may be in color. **Tip:** insert your photos or images in a word document to save space for allowed number of attachments.

Letters of support will not count against the three pages maximum for the project description.

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

FOR WisDOT USE ONLY
Region Reviewer's Name:
Reviewer's Title:
Date Received:
Date Reviewed:
Comments:
Reviewer's Signature:

Village of Holmen Downtown Revitalization Project

2010 Transportation Enhancement Grant Application

ATTACHMENT 1 – NARRATIVE & PROJECT COST ESTIMATE BREAKDOWN

7-27-10

The Village of Holmen is proposing a project to improve existing pedestrian facilities in its downtown business district (DBD), and to beautify the DBD with decorative fixtures and landscaping features. Holmen's DBD is defined as the area along Main Street from Linden Drive to the Halfway Creek bridge, and the area along State Street from Main Street to 1st Avenue East (see project location map). The proposed project limits include the entire DBD, which is approximately 0.4 miles in length. Both Main St. and State St. are county trunk highways under the jurisdiction of La Crosse County (CTH DH & CTH D, respectively). La Crosse County has indicated that they will allow the proposed improvements to be constructed, and the Holmen Village Board has indicated they will allocate the required funds to finance the entire project in the appropriate budget years should the grant application be approved. Holmen does have a Safe Routes To School (SRTS) Plan which the proposed pedestrian improvements do not conflict with, and they in fact supplement several of the infrastructure improvements suggested in the SRTS plan. The proposed project includes 6 types of improvements, which are as follows:

Construct a bike trailhead parking lot

The Village will acquire an existing privately-owned gravel parking lot at the northwest corner of the Main St./Mill St. intersection using 100% local funding for the purchase of the 0.61 acre parcel. After purchasing the property, the design of the parking lot will be done by the Holmen Public Works Department and the reconstruction and paving of the parking lot will be grant funded. The parking lot abuts an on-street segment of the Halfway Creek Trail and is 600' northeast of the trailhead located in Halfway Creek Park. The Halfway Creek Trail is an unpaved bicycle & pedestrian-only seasonal recreational trail built by the Village in 2007 that connects with the Holland Bluffs Trail to the north and the Great River State Trail to the south. No motorized vehicles or horses are allowed on the Halfway Creek Trail, and the trail includes a 0.2 mile paved wheelchair-accessible segment within Halfway Creek Park. No fees are currently charged for trail usage and none are proposed to be charged for either trail or parking lot usage in the future. The parking lot is intended to be open to all public use, so both trail users and DBD customers are expected to benefit from its construction.

No parking lots dedicated to trail users currently exist, although there are 2 shared parking lots at Halfway Creek Park that sometimes have available parking stalls. These 2 lots are both municipally-owned and both provide parking to Halfway Creek Park and the Holmen American Legion. However, when special events such as wedding receptions occur at either the park or the American Legion, all parking stalls are typically occupied in both of these 2 shared lots.

Construct curb bulb-outs at intersections

Curb bulb-outs are proposed to be constructed at all Main St. intersections within the project limits, except for the Mill St. and Lake St. intersections. Bulb-outs at Mill St. and Lake St. would interfere with the bike lane on the west side of Main St. and would eliminate at least 2 badly needed parking stalls on

the east side on Main St. The bulb-outs are expected to improve pedestrian safety primarily by reducing the crossing distance on 48' wide Main St. to 32'-36', which would be a significant reduction (25%-33%) in the crossing distance. Because 2 elementary schools, a middle school and the public library are all located within ½ mile of Holmen's DBD, both children walking to school and DBD customers are expected to benefit from the safety improvements. These bulb-outs are already proposed as an improvement to the Main St./State St. intersection in the 2007 La Crosse County Roadway Plan. Design of the bulb-outs will be done by the Holmen Public Works Department.

Bulb-outs will be designed according per the standards of the Wisconsin DOT's Facilities Development Manual and/or other applicable guidelines. Each bulb-out is expected to include an ADA compliant curb ramp for a crosswalk, a street light, at least one reflective delineator post, and either a tree or other type of landscaping. In addition, a bench and trash receptacle will be installed at either side of Main St. at each intersection (at approximately every other bulb-out).

Install colored & stamped concrete crosswalks

Painted crosswalks which already exist at all intersections within the project limits are proposed to be replaced with colored and stamped concrete crosswalks. Currently none of the existing crosswalks include crosswalk warning signs, so portable signs are proposed to be installed at the centerlines of Main St. and State St. at all crosswalk locations. In addition, all existing curb ramps within the project limits, even those where curb bulb-outs are not proposed, will be replaced with ADA compliant curb ramps. The combination of the colored and stamped crosswalks and the additional signing is expected to increase driver awareness of the crosswalks, thereby improving pedestrian safety.

Replace existing street lights with decorative poles and LED fixtures

Existing utility pole-mounted street lights within the project limits will be replaced with 18' tall decorative cast iron poles at 100' intervals on alternating sides of Main St. Energy-efficient LED street light fixtures will be used, and electrical outlets will be included on each pole to accommodate decorative lighting during the Christmas holiday season. A control cabinet will be installed at the Holmen Village Hall so that all the new street lights will have a single power source and photocell controlled on/off switch. All poles will be hard-wired to the control cabinet, so installation of conduit and wiring (some bored & some trenched) for the full length of the project is also included.

Repair existing sidewalks & replace narrow sidewalks

All sidewalk repairs will occur between Roberts St. and Lake St., where existing sidewalks include both 4' wide sidewalk and 7.5' wide commercial sidewalk. Two sections of 4' sidewalk, 120' and 190' on the east and west sides of Main St., respectively, are of substandard width and will be replaced with 7.5' commercial sidewalks. The replacement of these 4' sections will establish a consistent 7.5' sidewalk width between Roberts St. and Lake St. In addition, several deteriorated slabs of the 7.5' commercial sidewalk will also be replaced. Removal of a few bushes and some landscaping will be required where sidewalk widening occurs, and several traffic signs will need to be removed and replaced.

Repair existing curb & gutter sections

All curb and gutter (C&G) repairs will also occur between Roberts St. and Lake St., where most existing C&G is severely deteriorated. Nearly all joints have broken concrete, and numerous small sections of curb head have disintegrated and are completely missing. Deteriorated sections will be removed and replaced, and some asphalt pavement will need to be removed and replaced to accommodate the C&G replacement.

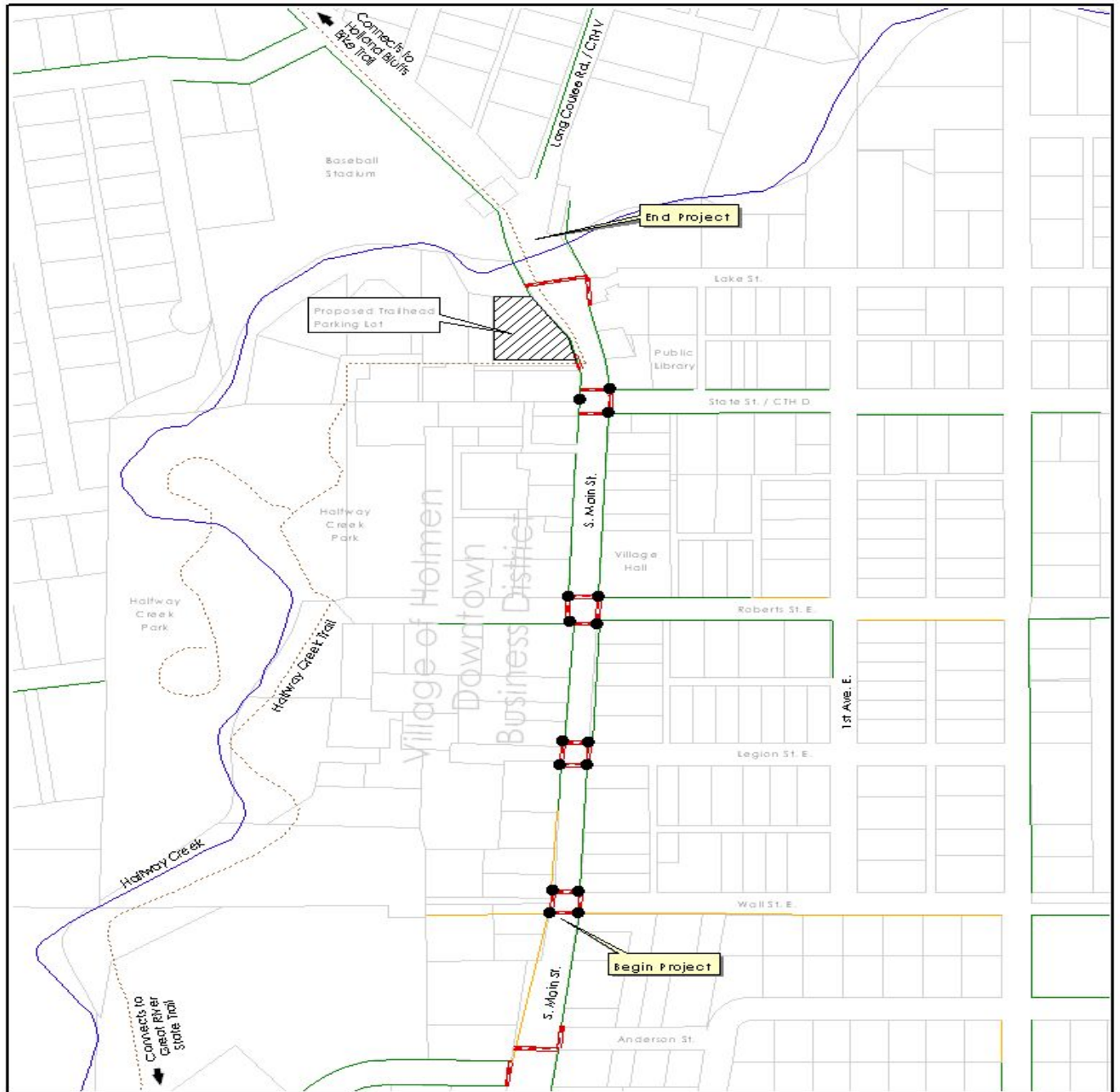
If awarded funding, the design of the trailhead parking lot, curb bulb-outs and street lighting by the Holmen Public Works Department would begin in 2011 and construction of all the improvements would occur in 2012 – 2013. Acquisition of the parking lot property using 100% local funds will also begin in 2011. The entire project is expected to cost approximately \$500,000, with just over \$404,000 in grant program improvements (only 80% of which will be grant funded) and an estimated \$90,000 in non-grant land acquisition and engineering costs. The cumulative benefits of all 6 types of downtown improvements are expected to be as follows:

- Improved pedestrian safety due to shorter crosswalks & improved driver awareness of crosswalks.
- Increased pedestrian traffic due to improved safety & increased DBD patronage.
- Increased bicycle trail usage due to increased parking availability for non-local trail users.
- Promotion of DBD economic development due to better pedestrian safety, more available parking, and a more appealing downtown atmosphere after the elimination of dilapidated and substandard street infrastructure.

Village of Holmen Downtown Revitalization Project
 2010 Transportation Enhancement Grant Application

ATTACHMENT 2 – PROJECT LOCATION MAP

7-27-10

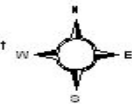


VILLAGE OF HOLMEN
 Traffic Enhancement Grant

Date: July 2010
 Scale: 1" = 300'
 Created: BPS

- Proposed Curb Bulb-Out
- Proposed Decorative Crosswalk
- Trails
- Sidewalk
- Existing
- Proposed

0 300 Feet



Village of Holmen Downtown Revitalization Project
2010 Transportation Enhancement Grant Application

ATTACHMENT 3 – PROJECT SITE

7-27-10



HOLMEN DOWNTOWN REVITALIZATION PROJECT
TRANSPORTATION ENHANCEMENT GRANT APP. 2010

Main St. @ Linden Dr. - Halfway Creek bridge
Cost Estimate updated 7/27/2010

<u>Bike Trailhead Parking Lot</u> Soller property	<u>Item</u>	<u>Units</u>	<u>Unit</u>		<u>Total</u>		<u>Remarks</u>
			<u>Cost</u>	<u>Quantity</u>	<u>Cost</u>	<u>Cost</u>	
	purchase 0.612 ac lot	LS	\$ -	1	\$ -		local funding to be used
	design	LS	\$ -	1	\$ -		locally funded, by Holmen DPW
	grading & shaping	LS	\$ 1,500.00	1	\$ 1,500		
	CABC	TONS	\$ 16.00	200	\$ 3,200		some existing but use new to shape
	2" AC pavement	TONS	\$ 70.00	250	\$ 17,500		155' x 115' x 2" x 250lbs/SY
	riprap spillway	LS	\$ 2,000.00	1	\$ 2,000		site currently surface drains to creek
	fence @ N. side	LF	\$ 20.00	120	\$ 2,400		4' chain link
	concrete driveway apron	SY	\$ 55.00	30	\$ 1,650		Mill St. driveway only
	signs & pavement marks	LS	\$ 3,000.00	1	\$ 3,000		parking & lot ID signs
	restoration/landscaping	LS	\$ 1,000.00	1	\$ 1,000		includes 15CY topsoil
	misc. costs	LS	\$ 3,000.00	1	\$ 3,000		say 10% of purchase
					\$ 35,250	TOTAL COST	

Notes : Usable area = 155' x 115' = 0.41ac, includes lanes thru lot
 Rybold lot @ W. Roberts St. is possible alternative site?

HOLMEN DOWNTOWN REVITALIZATION PROJECT
TRANSPORTATION ENHANCEMENT GRANT APP. 2010

Main St. @ Linden Dr. - Halfway Creek bridge

Cost Estimate updated 7/27/2010

<u>C&G Repairs</u>	<u>Item</u>	<u>Units</u>	<u>Unit</u> <u>Cost</u>	<u>Quantity</u>	<u>Total</u> <u>Cost</u>	<u>Remarks</u>
Legion CE - Mill W. side	remove & replace C&G	LF	\$ 25.00	515	\$ 12,875	S. side CE thru Mill radius
	patch AC pavement	SF	\$ 10.00	515	\$ 5,150	assume 1' to get forms in?
Roberts - State E. side	remove & replace C&G	LF	\$ 25.00	495	\$ 12,375	all thru State curb ramp
	patch AC pavement	SF	\$ 10.00	495	\$ 4,950	
State - Zeiglers E. side	remove & replace C&G	LF	\$ 25.00	170	\$ 4,250	to S. end of Zeiglers
	patch AC pavement	SF	\$ 10.00	170	\$ 1,700	
	traffic control	LS	\$ 1,000.00	1	\$ 1,000	entire length of project
					\$ 42,300	TOTAL COST

NOTES: subtract bulb-outs (40' each)

HOLMEN DOWNTOWN REVITALIZATION PROJECT
TRANSPORTATION ENHANCEMENT GRANT APP. 2010

Main St. @ Linden Dr. - Halfway Creek bridge
Cost Estimate updated 7/27/2010

<u>Sidewalk Repairs</u>	<u>Item</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Quantity</u>	<u>Total Cost</u>	<u>Remarks</u>
State St. @ N. Side	remove & replace 7' x 4" SW	SF	\$ 5.00	600	\$ 3,000	80' x 7.5'
	remove AC alley	SY	\$ 3.00	18	\$ 54	16' x 10' @ library
	6" concrete alley apron w/SW	SY	\$ 55.00	12	\$ 660	16' x 10'
	remove & replace signs	EA	\$ 100.00	2	\$ 200	
State St. @ S. side	remove & replace 7' x 4" SW	SF	\$ 5.00	120	\$ 600	2 slabs
Main St. @ E. side	remove narrow SW	SF	\$ 2.00	480	\$ 960	120' x 4' @ N. of V. Hall
	grading/remove bushes	LS	\$ 400.00	1	\$ 400	
	install 4" x 7' SW	SF	\$ 3.50	900	\$ 3,150	120' x 7.5'
	restoration	LS	\$ 1,000.00	1	\$ 1,000	
	remove & replace 4" x 7' SW	SF	\$ 5.00	320	\$ 1,600	7.5' x 8.5' x 5 slabs S. of State
	remove & replace 4" x 7' SW	SF	\$ 5.00	1240	\$ 6,200	all 165' x 7.5' N. of State
	remove & replace signs	EA	\$ 100.00	5	\$ 500	also 10 done as bulb-outs
	remove curb ramps	EA	\$ 200.00	2	\$ 400	13 removed as bulb-outs
	new curb ramps	EA	\$ 600.00	2	\$ 1,200	13 done as bulb-outs
	ADA ramp treatments	EA	\$ 250.00	2	\$ 500	Lake St.
Main St. @ W. side	remove & replace 4" x 7' SW	SF	\$ 5.00	900	\$ 4,500	14 slabs x 7.5' x 8.5'
	remove & replace signs	EA	\$ 100.00	5	\$ 500	
	remove curb ramps	EA	\$ 200.00	3	\$ 600	Mill & State
	new curb ramps	EA	\$ 600.00	3	\$ 1,800	
	ADA ramp treatments	EA	\$ 250.00	3	\$ 750	Mill & Lake St.
	remove narrow SW	SF	\$ 2.00	760	\$ 1,520	Roberts - Frame Shop, 190' x 4'
	grading/remove bushes	LS	\$ 400.00	1	\$ 400	
	install 4" x 7' SW	SF	\$ 3.50	1425	\$ 4,988	190' x 7.5'
	restoration	LS	\$ 1,000.00	1	\$ 1,000	
					\$ 36,482	TOTAL COST

NOTES:

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Main St. @ Linden Dr. - Halfway Creek bridge
Cost Estimate updated 7/27/2010

<u>Curb Bulb-outs</u>	<u>Item</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Quantity</u>	<u>Total Cost</u>	<u>Remarks</u>
all intersections	remove & replace C&G	LF	\$ 25.00	864	\$ 21,600	18 x 48'
	sawcut 6" AC pavement	LF	\$ 4.00	864	\$ 3,456	18 x 48'
	remove 6" AC pavement	SF	\$ 2.00	3456	\$ 6,912	18 x 192sf
	remove curb ramps	EA	\$ 200.00	27	\$ 5,400	all even if no bulb-out
	fill material	CY	\$ 9.00	64	\$ 576	192sf x 6" x 18
	topsoil	CY	\$ 20.00	64	\$ 1,280	
	remove & replace signs	EA	\$ 100.00	10	\$ 1,000	
	curb ramp	EA	\$ 600.00	22	\$ 13,200	
	ADA ramp treatment	EA	\$ 250.00	22	\$ 5,500	
	landscaping, seeding	EA	\$ 400.00	18	\$ 7,200	per bulb-out
	benches on concrete base	EA	\$ 800.00	10	\$ 8,000	2 per intersection except Mill
	trash receptacles on base	EA	\$ 200.00	10	\$ 2,000	
	reflective delineators	EA	\$ 75.00	18	\$ 1,350	per bulb-out
	traffic control	LS	\$ 1,000.00	1	\$ 1,000	
	design	LS	\$ -	1	\$ -	locally funded, by Holmen DPW
					\$ 78,474	TOTAL COST

NOTES: 4 @ Wall, Legion & Roberts; 3 @ State; 3 @ Linden/Anderson; 0 @ Lake & Mill
assume 8' bulb-out with 8' full width length & 32' taper section
use 17 bulb-outs with 1 being a double at W. side of State = 18 total
5 curb ramps to be replaced as part of sidewalk repairs

HOLMEN DOWNTOWN REVITALIZATION PROJECT
TRANSPORTATION ENHANCEMENT GRANT APP. 2010

Main St. @ Linden Dr. - Halfway Creek bridge

Cost Estimate updated 7/27/2010

<u>Crosswalks</u>	<u>Item</u>	<u>Units</u>	<u>Unit</u>		<u>Total</u>		<u>Remarks</u>
			<u>Cost</u>	<u>Quantity</u>	<u>Cost</u>		
Main St. & all	sawcut 6" AC pavement	LF	\$ 4.00	704	\$ 2,816		11 x 32' x 2 after bulb-outs installed
side streets	sawcut 2" AC pavement	LF	\$ 3.00	640	\$ 1,920		10 x 32' x 2
	remove AC pavement	SY	\$ 2.00	597	\$ 1,194		(11 x 32' x 8') + (10 x 32' x 8')
	8" concrete xwalk	SF	\$ 8.00	5120	\$ 40,960		colored & stamped, hi-early strength
	traffic signs	EA	\$ 350.00	7	\$ 2,450		xwalk signs, portable C/L type
	pavement markings	LS	\$ 2,100.00	1	\$ 2,100		21 xwalks
	traffic control	LS	\$ 2,000.00	1	\$ 2,000		

\$ 53,440 TOTAL COST

NOTES: 1 @ Mill & Linden; 2 @ Anderson & Lake; 3 @ State; 4 @ Legion, Wall & Roberts
 Main St. = 48' F-F, use side streets = 36' F-F

TRANSPORTATION ENHANCEMENT GRANT APP. 2010

Main St. @ Linden Dr. - Halfway Creek bridge

Cost Estimate updated 7/27/2010

<u>Street Lights</u>	<u>Item</u>	<u>Units</u>	<u>Unit</u> <u>Cost</u>	<u>Quantity</u>	<u>Total</u> <u>Cost</u>	<u>Remarks</u>
18' cast iron with mast arms	remove mast arms	EA	\$ 200.00	9	\$ 1,800	existing utility poles to remain
	abandon ex. wiring	EA	\$ 100.00	9	\$ 900	
	concrete bases	EA	\$ 300.00	21	\$ 6,300	
	new poles w/LED's	EA	\$ 5,200.00	21	\$ 109,200	factory outlets included
	installation & wiring	EA	\$ 300.00	21	\$ 6,300	for xmas decorations
	conduit, trenched	LF	\$ 6.00	1900	\$ 11,400	full length of project @ E. side
	conduit, bored	LF	\$ 10.00	750	\$ 7,500	(10 Main + 5 side) x 50' + alley
	cable, installed	LF	\$ 2.00	2650	\$ 5,300	
	controller cabinet	EA	\$ 1,200.00	1	\$ 1,200	electric service + controls
	pullboxes	EA	\$ 250.00	30	\$ 7,500	
	restoration	LS	\$ 800.00	1	\$ 800	seed & mulch
	design	LS	\$ -	1	\$ -	locally funded, by Holmen DPW
					\$ 158,200	TOTAL COST

NOTES: assume new lights @ 100' spacing on alternating sides of street
 bore conduit across Main St., side streets & alley
 no driveway xings, install conduit after SW removed prior to replacement