



## WisDOT 2022-2026

### 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 OR 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

#### Project Applicant

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

Sponsor Name: **City of Sheboygan**

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)

☐ Non-Profit entities responsible for administration of local transportation safety programs

☐ Tribal Nation

Project Title: **Calumet Dr. Median Improvements**

Describe location, boundaries and length of the project: **N. 27<sup>th</sup> St - Mueller Rd**

County: **Sheboygan**

Street Address of Project (if located on a highway or road): **N/A**

**Note: For infrastructure projects, attach an electronic project location map in PDF Format, size 8½ by 11.**

## Project Contact

### Primary Public Sponsor Agency Contact Information:

Name: **Kevin Jump, PE** Title: **Project Manager** Street Address: **2026 New Jersey Ave** Phone: **(920)459-3440**  
Municipality: **Sheboygan** State: **WI** Zip: **53081**

Secondary E-mail: **Kevin.Jump@SheboyganWI.gov**

### Secondary 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: **City of Sheboygan Public Works**

Name: **David Biebel** Title: **Director of Public Works** Street Address: **2026 New Jersey Ave** Phone :  
**(920) 459-3440**  
Municipality: **Sheboygan** State: **WI** Zip: **53081**  
E-mail: **David.Biebel@SheboyganWI.gov**

## MPO, if applicable

Select one, if applicable,

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

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

### MPO Project Prioritization

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

**Please Note: MPO Project Prioritization is due by January 28, 2022.**

## 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 Calumet Drive (WIS 42) project would replace the existing Two Way Left Turn Lane (TWTL) with a raised median between Mueller Road and North 27th Street in the City of Sheboygan. Left turn lanes will be constructed to maintain existing access through the project limits. This project is proposed to reduce the speeds through this section of roadway, provide a more aesthetic entrance into the City of Sheboygan, and to promote pedestrian usage through improved access and lighting.

Calumet Drive is a principal arterial that serves as the main north/south route through the City of Sheboygan. The project limits are from Mueller Road to North 27th Street, with neither intersection included. The proposed project would remove the existing TWLTL and replace it with a combination of a raised median and specific left turn lanes to maintain access through this section of Calumet Drive. The raised median would be landscaped, and lighting would be added to provide a gateway to the city of Sheboygan. Improving the aesthetic and physical character of the Calumet Drive corridor can help calm traffic, promote use by cyclists and pedestrians, and enhance the economic and social vitality of the surrounding area. One of the most critical elements of these beautification efforts is the inclusion of trees planted which not only provide aesthetic benefits, but also reduce glare from oncoming vehicles and filter vehicle emissions and traffic noise. The construction of lighting through the project will improve the visibility for all users, reducing conflicts between vehicles, pedestrians, and bicyclists.

In addition to the beautification of the entrance to the City, the new median would be used to provide additional pedestrian crossings. The crossings at Mueller Road and North 27th Street would be improved with new pavement marking and signing to better delineate these existing crossings. Additional crossings would be added at the entrance to Quarry Beach Adventure Park and at Evergreen Park Road, improving pedestrian access to these public areas.

## 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 close proximity of public parks, schools, libraries, public transit, employment and/or retail centers, and residential areas. 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 18, 2022**.

## 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: Choose an item.

If yes, does the project physically cross a rail facility?

☐ Yes ☐ No

Owner of Rail Facility:

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: **Calumet Street**

Does this project cross a state or federal highway?

☒ Yes ☐ No

Does this project run parallel to a state or federal highway?

☒ Yes ☐ No

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

Will this project be constructed as part of another planned road project?

☐ Yes ☒ No

If Yes, specify if this is a state, county, or local project and when the road project is scheduled for construction:

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)

**N/A**

Is the project on an existing right of way (ROW)?

☒ Yes ☐ No

**(NOTE: It is recommended that local funds be used to acquire right of way)**

If Yes, have you obtained a permit from the WisDOT Regional Office Maintenance Section to conduct work on the right of way?

☒ Yes ☐ No

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



**None**



**Less than ½ acre**



**More than ½ acre**



**Parklands**



**Large parcels**



**Temporary interests**

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

**N/A**

**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 *Local Program Real Estate Manual (LP RE Manual)*:

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

**PLEASE NOTE:** Except for existing or new sidewalks, and existing bicycles or pedestrian pathways, State law prohibits the use of condemnation to establish or extend a recreational trail, a bicycle way, a bicycle lane, or pedestrian way. Refer to Section 6.3.5, Condemnation Limitations, found in the LP RE Manual:

<https://wisconsindot.gov/dtsdManuals/re/lpa-manual/lpa-manual.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 *LP RE Manual* to determine if relocation assistance was properly offered and documented: <http://wisconsindot.gov/dtsdManuals/re/lpa-manual/lpa-manual-ch6.pdf>

Does the project include the need for new ROW for a sidewalk, recreational trail, or bike/pedestrian way?

☐ Yes ☐ No

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

☐ Yes ☐ No

**For real estate questions, please contact Abigail Ringel, WisDOT Local Public Agency Real Estate Statewide Facilitator, at (414) 220-5461 or [Abigail.Ringel@dot.wi.gov](mailto:Abigail.Ringel@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: <b>The Pigeon River crosses under the road within the project limits</b>			
Wetland	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments:			
Storm water management	<input checked="" type="checkbox"/> Yes	<input 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 type="checkbox"/> No	<input checked="" 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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Not Investigated
Comments: <b>May require coordination of work adjacent to park entrances</b>			
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 anticipated**

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

## 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 detailing school demographics provided that all fields below are answered in such attachment.**

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

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

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

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

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

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

Percentage of students living within one mile of the school:

Percentage of students living within two miles of the school:

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

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

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

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

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

If no; **in no more than 400 words**, attach a Word document describing 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 (2022-2026). 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:**

☒ **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 2023    ☐ FY 2024    ☐ FY 2025

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

	Total Funding	Federal Funding	Local Funding
<b>A. Design Plan Development</b>	<b>\$80,000</b>	<b>\$60,000</b>	<b>\$20,000</b>
<b>B. State Review for Design</b> (provided by WisDOT Region)	\$	\$	\$
<b>Total Design Cost Estimate with State Review</b> (sum lines A and B)	\$	\$	\$



<input checked="" type="checkbox"/> <b>Construction:</b> <b>Basis for Construction Estimate:</b> <input checked="" type="checkbox"/> Itemized <input type="checkbox"/> Per Square Foot <input type="checkbox"/> Past Projects <input type="checkbox"/> Other, please specify: <b>Schedule Preference:</b> <input type="checkbox"/> FY 2024 <input checked="" type="checkbox"/> FY 2025 <input type="checkbox"/> FY 2026			
	<b>Total Funding</b>	<b>Federal Funding</b>	<b>Local Funding</b>
Total Participating Construction Cost	\$465,000	\$372,000	\$93,000
Total Non-Participating Construction Cost	\$1,000	\$0	\$1,000
<b>A. Subtotal Construction Costs</b>	<b>\$466,000</b>	<b>\$372,000</b>	<b>\$94,000</b>
<b>B. Construction Engineering Costs</b> (Coordinate with WisDOT Region)	\$	\$	\$
<b>C. State Review for Construction</b> (Provided by WisDOT Region)	\$	\$	\$
<b>Total Construction Cost Estimate with Construction Engineering and State Review</b> (sum lines A, B and C)	\$	\$	\$

☐ **Real Estate:** (Recommend funding with local funds.)  
☐ FY 2023    ☐ FY 2024    ☐ FY 2025  
**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 2023    ☐ FY 2024    ☐ FY 2025    ☐ FY 2026  
**Total Utility Cost** (round to next \$1,000) \$

☐ **Other:** (Planning or SRTS Non-Infrastructure Programming):  
☐ FY 2023    ☐ FY 2024    ☐ FY 2025    ☐ FY 2026  
**Total Other Cost** (round to next \$1,000) \$

**NOTE:** WisDOT Policy link: <http://wisconsindot.gov/rdwy/fdm/fd-18-01.pdf>.

**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 6, making sure to provide information in response to each sub-question. Please limit the response to three (3) double-spaced pages, using a **minimum 11-point font size and a 1-inch margin**.

### 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. Provide data that supports the selection of your project.

## **3. 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. Make specific reference to distance between modal connections and destinations. 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

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

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

*NOTE: A TAP projects should contribute to a community benefit. Projects that contributes to more than one benefit or have significant impact on a particular benefit will receive more points.*

## **5. 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.

## Key Program Requirements Confirmation

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

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

- a. Private organizations proposing projects must have a public project sponsor such as a local government unit.
- b. The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs.
- c. This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- d. 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.
- e. 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.
- f. 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.**
- g. 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.
- h. 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.
- i. 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.
- j. 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.

- k. 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.
- l. 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.
- m. \*\*\*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.
- n. The project sponsor acknowledges that the requisite project commencement requirement and that failure to comply with the applicable commencement deadline will jeopardize federal funding. Commencement is within four years of the date of the project award. The project must be commenced within four (4) years of the project award date according to Sec. 85.021, Wis. Stats. For construction projects, a project is commenced when construction is begun. For planning projects, a planning project is commenced when the planning study is begun. For non-infrastructure projects that do not fall within any of the above categories, a project is considered commenced on the date that WisDOT receives the first reimbursement request from the project sponsor, as noted on form DT1713 in the 'Date Received' field.
- o. The project sponsor acknowledges that the requisite project completion timeline for approved TAP projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline will jeopardize federal funding.
- p. Federally-funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See *Hildebrand v. Menasha*, 2011 WI App. 83.

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

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

Name: David Biebel

Title: Director of Public Works

Accepted (please initial here): DHS

### 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 **unless** the municipality either:

**a.)** uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or

**b.)** uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

In either case, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality. See FDM 8-5-3 for additional information: <https://wisconsin.gov/rdwy/fdm/fd-08-05.pdf#fd8-5-3>

Sponsor Agency: **City of Sheboygan**

Contact Person: **David H. Biebel**

(Note: must be Head of Government or Designee)

Title: **Director of Public Works**

Address: **2026 New Jersey Avenue**

Telephone: **920-459-3440**

Email: **David.Biebel@sheboyganwi.gov**

Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below is confirming 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): **David H. Biebel**

Date: **1/25/22**

### Application and Attachments Checklist

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 28, 2022**, and must include the following documents:

- ☒ A completed application **in Microsoft Word format**
- ☒ Narrative Response: maximum of **three double-spaced** pages, **11-point font size with 1-Inch margins**
- ☒ Cost Estimate Detail as required in the **'Project Costs and Dates'** section of this application
- ☒ For infrastructure projects, an 8½ by 11 project map submitted in PDF format
- ☐ If available, a **local resolution of support** for the proposed project
- ☐ **Non-Profit Entities Only:** A resolution ratified by "Secondary Municipal Agency" listed on page A-2, certifying the Non-Profit as "Responsible for administration of local transportation safety programs"
- ☐ **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**)
- ☒ **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 Non-Infrastructure Applicants Only:** School Demographics Information (Page A-7)
- ☐ **SRTS Applicants Only:** Description of Existing Planning Efforts (400 words or less)
- ☒ Up to **three pages** of additional attachments (photos, letters of support, etc.)

**FOR WISDOT USE ONLY –This information must be entered on the spreadsheet and on the application.**

WisDOT Region comments on application, including eligibility concerns:

Region Reviewer's Name:

Reviewer's Title:

Date Received:

## **Project Narrative**

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

The Calumet Drive (WIS 42) project would replace the existing Two Way Left Turn Lane (TWTL) with a raised median between Mueller Road and North 27th Street in the City of Sheboygan. Left turn lanes will be constructed to maintain existing access through the project limits. This project is proposed to reduce the speeds, provide a more aesthetic entrance into the city, and to promote pedestrian usage through improved access and lighting.

Calumet Drive is a principal arterial that serves as the main north/south route through the City of Sheboygan. The project limits are from Mueller Road to North 27th Street, with neither intersection included. The proposed project would remove the existing TWLTL and replace it with a combination of a raised median and specific left turn lanes to maintain access through this section of Calumet Drive. The raised median would be landscaped, and lighting would be added to provide a gateway to the city of Sheboygan. Improving the aesthetic and physical character of the Calumet Drive corridor can help calm traffic, promote use by cyclists and pedestrians, and enhance the economic and social vitality of the surrounding area. One of the most critical elements of these beautification efforts is the inclusion of trees planted which not only provide aesthetic benefits, but also reduce glare from oncoming vehicles and filter vehicle emissions and traffic noise. The construction of lighting through the project will improve the visibility for all users, reducing conflicts between vehicles, pedestrians, and bicyclists.

In addition to the beautification of the entrance to the city, the new median would also provide additional pedestrian crossings. Along this stretch of Calumet Drive there are entrances to three of the largest parks in the City of Sheboygan. These parks provide year-round activities within their 276 total acres. In 2018 construction of a large fully accessible ADA playground was completed in Evergreen Park, increasing the pedestrian, bicycle, and vehicular traffic in the area. The existing crossings at Mueller Road and North 27th Street would be improved with new pavement markings and improved signing, Additional crossings would be added at the entrance to Quarry Beach Adventure Park and at Evergreen Park Road, improving pedestrian access to these public areas.

The addition of a raised median along this stretch of Calumet Drive would greatly assist in allowing pedestrians the ability to cross the four-lane traffic as safely as possible. The Pigeon River School, located on the north side of

Calumet, often use the Evergreen Park for school activities as well as after school use when younger children are crossing Calumet un-supervised.

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

The City of Sheboygan is committed to making Calumet Drive a gateway to the city while improving the safety of the traveling public. This section of Calumet Drive has long been identified as the north gateway to the city, with a strong desire to improve the aesthetics. The city has recently prioritized this effort, utilized internal staff to prepare a preliminary plan for these improvements, and has coordinated the planning of these improvements with the Parks Department to ensure the improvements meet their user's needs.

## **3. Project Utility & Connectivity**

The proposed improvements have no impact on the vehicular utility or connectivity to the overall roadway network. The addition of 2 additional pedestrian crossings will enhance the pedestrian network by providing more direct access to the trails and facilities located within these recreational facilities.

## **4. Project Benefit**

### Environmental – *Increases access and connection to the natural environment*

The proposed project includes the addition of two pedestrian crossings that will improve access to Evergreen Park and Quarry Beach Adventure Park. These parks provide numerous opportunities to connect to the natural environment, including hiking trails, cross county ski trails, biking trails, and fishing. The network of trails within these parks connects with the trails in Maywood Park, located approximately ¼ mile to the west.

### Safety - *Lack of adequate safe crossing or access*

Calumet Drive currently does not have direct pedestrian crossings into the parks located on each side of the road. The lack of a direct connection to these two locations encourages unsafe mid-block pedestrian crossing movements. The addition of the two new crossings, along with the new median creating a pedestrian refuge, will improve pedestrian safety.

### Safety - *Implements traffic calming measures*

The current roadway includes 2 lanes of traffic in each direction and a two way left turn lane. Wide, open roadway sections persuade drivers to increase their speed as they feel more “comfortable” due to the unconstrained

conditions. This section of Calumet Drive has a posted speed limit of 35 mph; however, normal traveling speeds are significantly higher than this. With the two parks and higher bicycle and pedestrian users in this area, a lower traveling speed is desired. Within the proposed project limits, there are limited access points making the TWLTL unnecessary. The construction of a raised/landscaped median will narrow the pavement area, calming traffic as drivers instinctively slow down to improve safety for pedestrians and bicyclists.

#### Safety – *Provides crosswalk enhancement*

The crosswalks within the project limits are not protected by signals nor a stop movement on Calumet Drive. On the existing roadway, this results in a long single crossing without refuge. The two new park entrance crossings will be constructed to utilize the proposed median as a refuge area. Pedestrians can then cross two lanes of traffic at a time, with a safe location to separate the crossing instead of crossing all 5 lanes in one movement. This will provide a safer environment and improved access for slower moving pedestrians.

#### **5. History of Sponsor Success, Deliverability and Commitment to Multimodal**

The City of Sheboygan has an extensive history of delivering similar projects on time. We have completed numerous TAP and Non-Motorized Transportation Pilot Program Projects over the last decade, including Taylor Drive Multi-Purpose Trail (4996-01-58), Sidewalk Gap Improvements (4996-01-54), County Wide Bike Lane Initiative (4996-10-00), Eisner Avenue Bicycle Facilities (4996-01-56), and UP Rail Corridor Conversion (4996-01-48 / 4996-17-71). Nearly every project was completed in the year in which it was scheduled, and we have never had to turn back awarded federal funds.

From the experience gained completing the projects listed above, we have selected a project with features that minimize potential delays, such as: no real estate needed for this project, impacts to the 4(f) property within the project limits have been avoided, proposed improvements have limited excavation and all is within the right of way to minimize potential for hazardous materials impacts, no railroad crossings are within the project limits, and the majority of proposed improvements are within the existing roadway which limits the potential for environmental issues.

Our overall understanding of the WisDOT TAP project development process will ensure that this project is constructed on time.



Line Item	Item Description	UofM	Quantity	Unit Price	Total Cost
1	Mobilization	SY	1	\$40,000.00	\$40,000.00
2	Traffic Control	LS	1	\$10,000.00	\$10,000.00
3	Removing Pavement	SY	2650	\$7.50	\$19,875.00
4	Adjusting Manholes	Each	5	\$400.00	\$2,000.00
5	Concrete Curb and Gutter 30-Inch	LF	3150	\$40.00	\$126,000.00
6	Drilled Tie-Bars	Each	2100	\$9.00	\$18,900.00
7	Sawing Concrete	LF	3440	\$3.00	\$10,320.00
8	Pavement Marking 4-Inch (Yellow)	LF	4750	\$5.00	\$23,750.00
9	Pavement Marking 8-Inch Channelizing (White)	LF	405	\$12.00	\$4,860.00
10	Pavement Marking 12-Inch Diagonal (Yellow)	LF	515	\$10.00	\$5,150.00
11	Pavement Marking Left Turn Arrow	Each	7	\$300.00	\$2,100.00
12	Pavement Marking Words	Each	4	\$300.00	\$1,200.00
13	Island Nose	Each	12	\$175.00	\$2,100.00
14	Streetlight Base	Each	18	\$1,200.00	\$21,600.00
15	Lighting Assembly Type B	Each	18	\$4,000.00	\$72,000.00
16	Conduit 2-inch	LF	2000	\$3.00	\$6,000.00
17	#4 Wire	LF	8000	\$1.50	\$12,000.00
18	#6 Wire	LF	2000	\$1.00	\$2,000.00
19	Control Cabinet	Each	1	\$6,000.00	\$6,000.00
20	Slope Median Nose	SF	862	\$8.00	\$6,896.00
21	Topsoil	SY	1700	\$3.00	\$5,100.00
22	Hydro-Seed	SY	1700	\$2.00	\$3,400.00
23	Trees	Each	25	\$600.00	\$15,000.00
24	Signs	Each	10	\$400.00	\$4,000.00

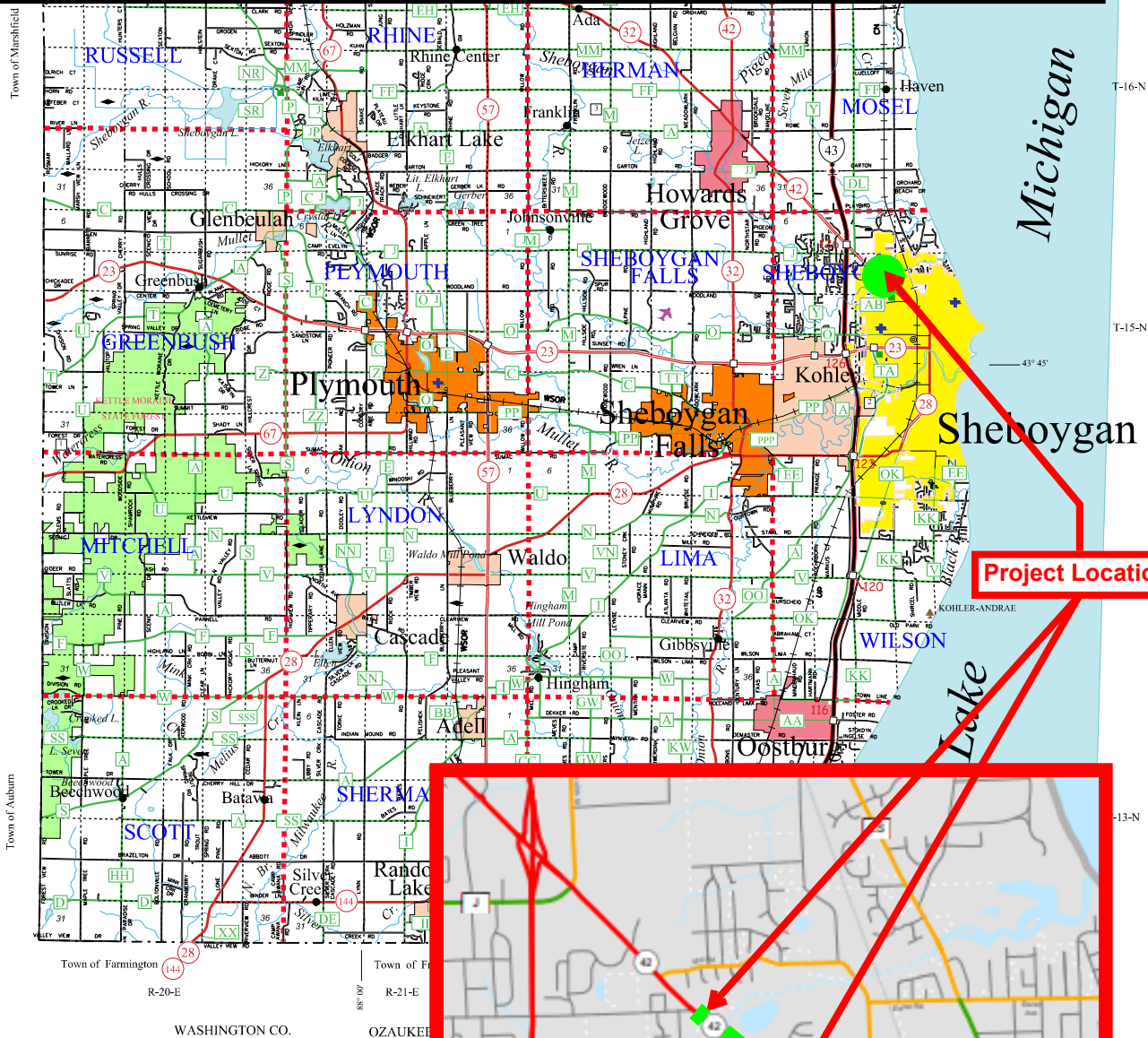
<b>Sub-Total</b>	\$420,251.00
<b>10% E&amp;C</b>	\$42,025.10

<b>Total</b>	\$462,276.10
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# PROJECT LOCATION MAP

## CALUMET DRIVE

### CITY OF SHEBOYGAN



#### LEGEND

- |                        |   |                                |
|------------------------|---|--------------------------------|
| Freeway                | Dam                                     | Hospital                       |
| Multilane Divided      | Airport                                 | County Seat                    |
| U.S. or State Hwy      | Unincorporated Village                  | Fish Hatchery                  |
| County Trunk Hwy       | Game Farm                               | Public Hunt or Fish Grds.      |
| Town Road              | Public Camp & Picnic Grds.              | Ranger Station                 |
| Firelane               | State Park                              | County Park                    |
| Railroad               | Rest Area                               | Modern Facilities              |
| State Trail            | Wayside                                 | Rustic Facilities              |
| Interchange            | Kettle Moraine Correctional Institution | Univ. of Wisconsin - Sheboygan |
| Highway Separation     | Lakeland College                        |                                |
| Interstate Highway No. |   |                                |
| U.S. Highway No.       |   |                                |
| State Highway No.      |   |                                |
| County Highway Letter  |   |                                |
| State Boundary         |   |                                |
| County Boundary        |   |                                |
| Civil Town Boundary    |   |                                |
| Section Line           |   |                                |

For boundaries of public hunting and fishing grounds please contact the Department of Natural Resources

SECTION 36  
OF A T

6	5	4
7	8	9
18	17	16
19	20	21
30	29	28
31	32	33
34	35	36

Base compiled from U.S.G.S. Quadrangles  
1:100,000 Series

SHEBOYGAN 59-NE

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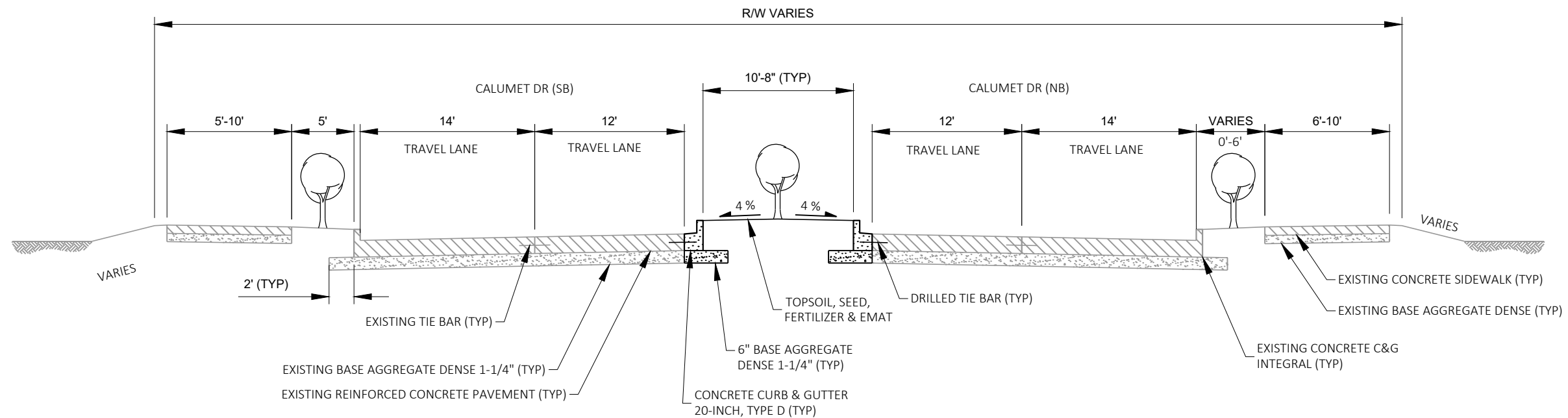
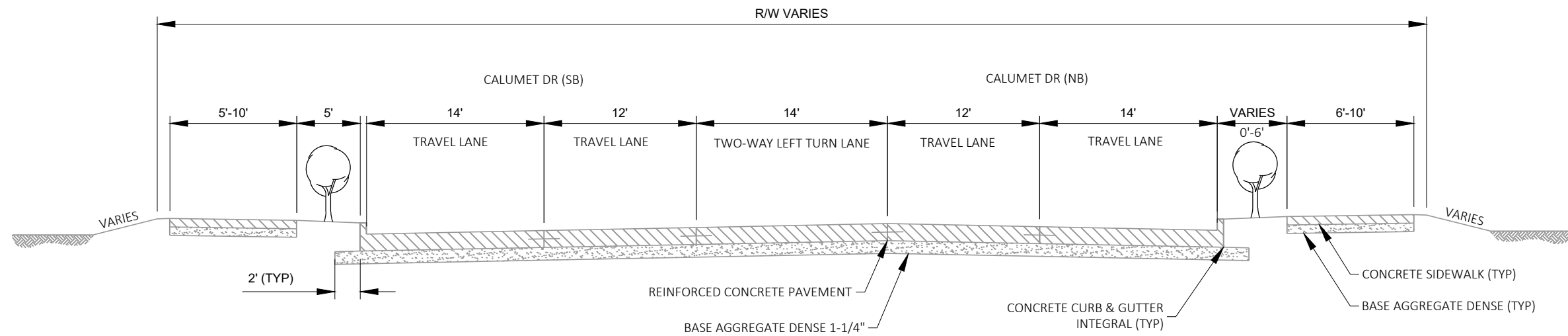




Photo 1:

Calumet Drive (WIS 42):  
Looking Southeast.  
Evergreen Park is on the  
right and Jaycee Quarry  
Park on the left.



Photo 2:

Calumet Drive (WIS 42):  
Looking Northwest.  
Evergreen Park is on the  
left and Jaycee Quarry  
Park on the Right.

January 25, 2022

Mr. Kevin Jump, P.E.  
Engineering Division  
Department of Public Works  
City of Sheboygan  
2026 New Jersey Avenue  
Sheboygan, WI 53081

RE: Letter of Support for Calumet Drive Median Improvements, City of Sheboygan

Dear Mr. Jump:

We are pleased to provide a letter of support for the City of Sheboygan's Transportation Alternatives Program (TAP) application for proposed median improvements to Calumet Drive (State Highway 42) from North 27<sup>th</sup> Street to Mueller Road within the city. The project would replace a Two-Way Left Turn Lane (TWLTL) with a raised median throughout the corridor. The TWLTL has been in place since the 1990s, and has received complaints for motorized travel speeds in excess of the posted speed limit in the corridor.

In establishing highway safety performance targets for the Sheboygan Metropolitan Planning Area over the past several years, we have collected fatality and serious injury data and compared these with state averages. In doing this, we have noticed that the nonmotorized fatality and serious injury occurrences (when averaged over a five-year period) have exceeded the number of these occurrences at the statewide level when adjusted for vehicle miles of travel (VMT) within the metropolitan planning area. The vast majority of crashes involving nonmotorized fatalities and serious injuries in recent years has involved pedestrians.

This project will increase access and connections to the natural environment, will promote safe crossings and access to major parks along the corridor, will implement traffic calming measures, and will provide crosswalk enhancements.

We would recommend this project as the first phase of a comprehensive package of transportation enhancements along this corridor. Improved accommodations for bicyclists should also eventually occur within the corridor, as recommended in the *Sheboygan County Pedestrian and Bicycle Comprehensive Plan: 2015 Update*, as well as in the *Update to the Year 2045 Sheboygan Area Transportation Plan (SATP)*.

Thank you for the opportunity to comment on this valuable project.

Sincerely,



Jeffrey C. Agee-Aguayo  
Transportation Planner III