

## Department of Public Works

City Hall  
730 Washington Ave.  
Racine, WI 53403  
262.636.9121 - Public Works  
262.636.9191 - Engineering



Richard M. Jones, P.E.  
Commissioner of Public Works

Thomas M. Eeg, P.E.  
Asst. Comm. of Public Works/Operations

John C. Rooney, P.E.  
Asst. Comm. of Public Works/Engineering

August 31, 2009

Mr. Bob Schmidt  
Wisconsin Department of Transportation  
Southeast Region  
141 N.W. Barstow Street  
P.O. Box 798  
Waukesha, WI 53187-0798

Dear Mr. Schmidt:

Enclosed is an application for the Statewide Multi-Modal Improvement Program, Local Transportation Enhancements Program for the City of Racine.

The project is Seventh Street (STH 20) Streetscaping from Main Street (STH 32) to Marquette Street, in keeping with the City's downtown plan. This project consists of the construction of streetscaping elements along Seventh Street from Main Street (STH 32) to Marquette Street.

There are two primary objectives of this project; to enhance and encourage alternative transportation modes, primarily pedestrian, and to provide beautification of the corridor.

The design will include bump outs at the intersections to reduce roadway crossing distance and to provide a traffic calming measure. Streetscaping features such as decorative planters, trash receptacles, decorative directional signs, benches, trees and decorative sidewalk and crosswalk treatments will aesthetically enhance the corridor, further encouraging pedestrian usage. Bike racks will also be strategically placed to encourage additional alternatives to the automobile.

The City of Racine has received authorization from the Wisconsin Department of Transportation to reconstruct this same segment of roadway in 2011 as part of the Connecting Highway Program.

We look forward to your positive review of this application and approval of our project for funding under this program.

If you have any questions or need additional information, feel free to contact me at (262) 636-9460.

Sincerely,

A handwritten signature in black ink, appearing to read "John C. Rooney".

John C. Rooney, P.E.  
Assistant Commissioner of Public Works/Engineering

Enclosure

cc: R. Jones

*Wisconsin Department of Transportation (WisDOT)*  
*Statewide Multi-Modal Improvement Program (SMIP)*  
**FYs 2009-2011 PROJECT APPLICATION FORM FOR:**

*Local Transportation Enhancements (TE) Program*  
*Bicycle and Pedestrian Facilities Program (BFP)*

(This form is available from WisDOT in a rich text format (rtf) that you can fill in electronically. If desired in this format, please contact us by e-mail and we can return to you as an e-mail attachment)

1. Project Name: Seventh Street Streetscaping
  
2. Project Location: Municipality: City of Racine County: Racine  
Street Address of Project (if applicable): Seventh Street  
Describe location and boundaries of the project: (STH 32) Main Street to Marquette Street
  
3. Name of the MPO the project is represented by: Southeastern Wisconsin RPC (SEWRPC)  
**NOTE:** A Wisconsin map with areas covered by MPOs is located on page 13 of the Guidelines section.
  
4. Name and Location of Public Sponsor: Public Works Department, City of Racine  
Indicate Sponsor Type:  State  County  City  Village  Town  Indian Nation
  
5. If public sponsor is submitting more than one application, prioritize this project here: (e.g., 1 of 5):  
1 of 2. This is required for projects in urbanized areas with MPOs, recommended for others.
  
6. Primary Contact Person of Public Sponsor Agency:

Name: John C. Rooney Title: Asst Comm Pub Works/Engineer  
Address: 730 Washington Ave Phone: (262) 636-9460  
Municipality: City of Racine State: WI Zip: 53403  
FAX: (262) 636-9545 E-mail: john.rooney@cityofracine.org

Secondary Contact of Non-Profit or Other Agency Submitting Application through Public Sponsor:

Name: Richard Jones Title: Comm Public Works/City Engin  
Address: 730 Washington Avenue Phone: (262) 636-9122  
Municipality: City of Racine State: WI Zip: 53403  
FAX: (262) 636-9142 E-mail: richard.jones@cityofracine.org



9. **PROJECT COSTS:** An accurate cost estimate is critical because the sponsor will be responsible for any costs that exceed the project award amount. List the broad categories of expenses in the following table. To ensure the reasonableness of estimates a more detailed budget should be included in your answer to Question 12, particularly for projects with many Construction components such as streetscaping and landscaping projects. **Construction related projects must be \$200,000 total and over**, including any Design related costs. Because of the significant federal requirements that must be met when FHWA funds are used to purchase Real Estate and delays that can result, **Real Estate costs are eligible only for costs of \$100,000 total or more**. Purchase of materials should be listed under Construction as the costs can only be reimbursed after the materials are installed. **All other projects must be \$25,000 federal share and over**. This applies to all non-construction projects including Preliminary Engineering work such as developing project specific design work, environmental documents and Plans, Specifications and Estimates (PS&Es). Please note that you should submit a separate application and budget for each project or stand-alone project segment you are willing to accept funding for, e.g., Preliminary Engineering (P.E.) or a bike trail section that could function as a separate facility. We will not split or partially fund project requests. Note that due to previous year project commitments, major new funds are only available in state Fiscal Year 2010. It is possible that Regions may be able to meet requests for Design work in early 2009 for cases where Design work is needed prior to letting a project for Construction by July of 2009. This will depend on the status of projects already scheduled and the number and size of requests received.

	FY 2009 (Begins 7/1/08)	FY 2010 (Begins 7/1/09)	FY 2011 (Begins 7/1/10)	TOTALS Must = sum of FYs 2009-11
Preliminary Engineering/Design	\$	\$	\$	\$
Real Estate (\$100,000 min. total)	Not available	\$	\$	\$
Railroad Crossings	Not available	\$	\$	\$
Construction	Not available	\$	\$500,000	\$500,000
<b>TOTAL</b>	\$	\$	\$	\$
Public Sponsor: Funds (min.20%):		\$	\$100,000	\$100,000
Federal Funds (max. 80%):		\$	\$400,000	\$400,000
<b>TOTAL</b>	\$	\$	\$500,000	\$500,000

**Note:** We may be able to schedule lower cost items like Design in FY 2009. Higher cost phases such as Construction will generally need to wait until FY 2010 to 2011 and possibly 2012. The above line item categories include the most common project phases. Starting in 2008, eligible utility relocation related costs will need to be funded 100% locally and can only be funded in cases where each utility is \$50,000 or more which is unlikely for these projects. Also starting in 2008, state Delivery related costs will need to be added. We will contact each successful recipient after project approval with the additional costs that could be 10% or more of the project, depending on size and complexity of review and oversight needed for the project.

10. When will the project begin? (Please indicate month and year for each applicable phase):

P.E./Design            October 2009

Real Estate            N/A

Railroad Crossings   N/A

Construction           April 2011

Please note that each project will be reviewed by the WisDOT Disadvantaged Business Enterprise (DBE) office for an

assessment of the potential for the project to be assigned a **DBE goal** as a percentage of the award amount. Only WisDOT certified firms may be used to meet DBE goals.

11. Please confirm your understanding of the following project conditions by **initialing** below:

***Person initialing and signing 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.

JCR Accepted.

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

JCR Accepted.

c. The sponsor must fund project costs in excess of the amounts indicated in Question 9 (i.e., cost overruns) at no expense to state/federal funding sources.

JCR 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.

JCR 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 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, etc. Each 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. Applicants need to become familiar with the requirements in these documents as necessary to complete their projects.

JCR 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 snow plowing of facilities as part of the maintenance agreement where year round use by bicyclists and pedestrians is expected.

JCR 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 various stipulations protected the public interest in the project for its useful life.

JCR 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, etc. These costs will vary with the size and complexity of the project. Costs could be a higher percentage of small projects and higher in total but lower on a percentage basis for large projects. We will contact if your project is approved for the amount that needs to be added, which could be 10% or more of your initial estimate. The Sponsor agrees to add these costs that will be 80% federally funded with the balance local.

JCR Accepted.

12. On **NO MORE THAN THREE, 8 1/2" x 11", DOUBLE SPACED, SINGLE-SIDED PAGES (11 point font minimum)**, please answer the following questions regarding the project you are applying for:

a) 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 the following as applicable to your bicycle or pedestrian project:

- Does your community have a bicycle or pedestrian plan?
- Summarize the bicycle and pedestrian projects that you have developed over the past 5 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 put into action by your community (participation in Bike-to-Work Week, bike rack installation, bike safety courses, pedestrian road-shows, police on bikes, etc.).
- Does your community assess adjacent property owners for sidewalk improvements? (Only needs to be answered if you are applying for TE funded sidewalks or other pedestrian improvements.)
- Clearly indicate any plans to charge fees to access your proposed facility, how the fees will be used and whether the trail/path will be snowplowed in winter months.

b) 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 detail on the historic, architectural and other significance of the project. Including a picture with the application is particularly helpful for evaluating historic projects.

c) 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. Beware that certain cost items such as parking improvements, street work not related to bike/ped usage, utilities like sanitary sewer and other items not strictly related to the TE project must be excluded. Street light fixtures are expected to be of a decorative, antique-look type.

d) Realistically, how much usage or impact will the proposed facility have on an **annual** basis? - e.g., how many bicycle or pedestrian users, visitors, viewers, etc., of the facility per year. For bicycle and pedestrian facilities there should be significant non-recreational usage of the trail such as for shopping, work, school trips, etc.

e) Broadly describe other project benefits (not already covered above) related 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; promotion of economic development, tourism, safety, etc.

13. I have read and understood the above statements.

Signed on behalf of City of Racine, Wisconsin  
(Name of Sponsor)

By John C. Rooney  
(Name of Person with Fiscal Authority)

Asst. Commissioner of Public Works/Eng  
(Title of Person Signing)

  
(Signature of Person)

9-8-09  
(Date)

***Please remember to include the required 8 1/2" x 11" black and white map for you project***  
**Completed applications consist of 1 original and 3 copies of pages 1-5 plus attachments. Avoid stapling, at least for original that we will use for copying. Applications must be submitted to the appropriate WisDOT Region office or postmarked with an official Post Office date stamp (private postage meter stamp will not be acceptable after deadline) by Friday, April 18, 2008 to be eligible for funding.**

**-- NO LATE APPLICATIONS WILL BE ACCEPTED --**

12.

a. N/A

b. N/A

c. The project is located in Downtown Racine on Seventh Street (STH 32/20) from Main Street to Marquette Street. The project has a two-fold purpose:

1. To encourage alternative transportation to the automobile, i.e., walking, biking. This corridor is already served by mass transit.
2. To enhance the corridor aesthetically.

The project consists of design and construction of streetscaping elements, including bump outs, decorative sidewalks, trees, benches, decorative crosswalk treatments, decorative trash receptacles, planters, newspaper racks, bike racks and festoon outlets.

In order to encourage pedestrian traffic, people must feel comfortable given the high traffic volume. In addition, the space needs to be well defined and the area must be aesthetically pleasing.

This project will include the construction of bump outs which reduces the distance a pedestrian must walk to cross the street. In addition, bump outs appear to reduce the roadway width to automobile drivers, resulting in a traffic calming effect. Slower traffic provides a greater degree of comfort to pedestrians.

In addition, the various streetscaping elements help to define the pedestrian area and to provide separation between the traffic and the pedestrian.

The final element to encourage pedestrian usage is to create an aesthetically pleasing space. The use of decorative pavement, along with the selection of architecturally appropriate elements will achieve this goal. Main Street in downtown Racine is a perfect example of the success of a well-planned streetscaping project has on encouraging

pedestrians within a Central Business District.

An additional element is the strategic placement of bicycle racks. This corridor is three blocks from the Lake Michigan Pathway and four blocks from the Root River Pathway. Both of these projects were funded by WisDOT through CMAQ funds. This project provides the perfect impetus to further utilize these facilities as an alternative transportation mode to the automobile.

- d. The project is expected to be constructed in conjunction with the reconstruction of Sixth Street between Main Street and Grand Avenue. The streetscaping project will enhance the downtown area of one of Wisconsin's largest cities by providing a pedestrian friendly environment for shoppers and tourists. The traffic volume on this stretch of Seventh Street is 5,500 vehicles per day in one direction. The pedestrian volume is very high due to the numerous shops, restaurants and government office buildings. Its close proximity to Monument Square, Sixth Street and Main Street will contribute to a high volume of pedestrian usage.
- e. The City of Racine has extensive experience with the management of large scale projects and is confident with the ability to proceed in a timely manner on this project. The City of Racine has adopted a Downtown Development Plan and the streetscaping of Seventh Street is a major component of that plan. There is strong local support from the Downtown Racine Corporation for the streetscaping of Seventh Street. The streetscaping will enhance the downtown shopping area and will provide pedestrians with a more enjoyable atmosphere to shop and tour downtown Racine.



This project brings together the various modes of transportation, auto, pedestrian, bicycle and bus. It connects the Seventh Street Corridor to City Hall on the west to Downtown Main Street to the east.

This project also maximizes previous WisDOT investments in the Racine area by linking the two bike trails and the Main Street area. This project will provide a tremendous lift to the economic vitality of the Seventh Street Corridor.



**SEVENTH STREET**  
MARQUETTE STREET TO MAIN STREET



## Seventh Street Streetscaping Enhancement Grant Estimate

Streetscaping Item	Quantity	Units	Price	Extended Price
Trash Receptacles	32	Each	\$ 1,400.00	\$ 44,800.00
Benches	24	Each	\$ 1,800.00	\$ 43,200.00
Festoon Outlets	48	Each	\$ 300.00	\$ 14,400.00
Roundabout Landscaping	1	L.S.	\$ 200,000.00	\$ 200,000.00
Trees	40	Each	\$ 500.00	\$ 20,000.00
Tree Grates	40	Each	\$ 1,400.00	\$ 56,000.00
Tree Outlets	40	Each	\$ 150.00	\$ 6,000.00
48" diam. Planters	8	Each	\$ 2,800.00	\$ 22,400.00
Newspaper Racks	1	Each	\$ 5,500.00	\$ 5,500.00
Decorative Parking Meter Sleeve	60	Each	\$ 100.00	\$ 6,000.00
Bumpouts (12 each)	1600	Sq. Ft.	\$ 6.00	\$ 9,600.00
Decorative Pavers (Sidewalk Strip @ tree grate)	2400	Sq. Ft.	\$ 10.00	\$ 24,000.00
2" conduit (tree outlets)	5600	Lin. Ft.	\$ 3.00	\$ 16,800.00
electric wire (tree outlets)	5600	Lin. Ft.	\$ 1.20	\$ 6,720.00
2" conduit (festoon outlets)	5600	Lin. Ft.	\$ 3.00	\$ 16,800.00
electric wire (festoon outlets)	5600	Lin. Ft.	\$ 1.80	\$ 10,080.00
Decorative Street & Tertiary Signs	24	Each	\$ 300.00	\$ 7,200.00
<b>Construction Total</b>				<b>\$ 509,500.00</b>