



Waterloo to Watertown

Recreational Trail Routing Plan

11 March 2013

SMITHGROUP JJR

Foth



THANK YOU

City of Waterloo
 City of Watertown
 Watertown Senior Center
 Trek Bicycle Corporation
 Jefferson County Parks and Recreation

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The Steering Committee and project consultants would like to thank all those who attended the various public meetings for sharing their insights, experiences, and recommendations.

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Project Background

The cities of Watertown and Waterloo are located in Jefferson County and are situated just north of the Interstate 94 corridor, which links the cities of Madison and Milwaukee. Highway 19 runs east-west between Watertown and Waterloo, creating a secondary east-west corridor north of the interstate.

Jefferson County comprises the majority of land within Wisconsin's Glacial Heritage Area (GHA). This region is defined by gently rolling drumlin topography punctuated by wide rivers, teeming wetlands, and working farmsteads. Recreational opportunities are abundant in this region, and many cyclists travel through the GHA via the Glacial Drumlin State Trail located just south of Interstate 94.

Although there are large public land holdings between the cities of Waterloo and Watertown, it is challenging to connect these communities with the current trail infrastructure. A signed on-road bicycle route follows rural roads, but there are no off-road paths suitable for pedestrians, casual or commuter cyclists, small groups, children, or rollerbladers. Residents of both Watertown and Waterloo have expressed a strong desire to enhance connectivity between the two communities with an emphasis on increased safety for walkers, cyclists, and motorists.

The Jefferson County Parks Department engaged SmithGroupJJR as a planning consultant to develop a routing plan for a safe, off-road, multipurpose path to connect the two cities. The trail is an identified priority of the Jefferson County Bike Plan and the WDNR Glacial Heritage Area Plan.

Planning Process

The planning process engaged the communities of Waterloo and Watertown in an open and transparent dialogue. The project team hosted numerous public meetings and solicited input from the steering committee members throughout the course of the project.

At the first steering committee meeting, the group identified potential stakeholders and defined the goals that would drive the planning process. With the continued input of the steering committee, the team then analyzed the potential connections between the two communities and identified the opportunities and constraints existing within the proposed trail corridor. (See the analysis and opportunities diagram, pages 6-7.)

The team hosted three public meetings with community stakeholders in order to gain feedback to inform the decision-making process. The first of these meetings was a public involvement kick-off meeting. During the second meeting, the team hosted a workshop/discussion in order to hear feedback on the three potential route alternatives. At the final public meeting, the team presented the preferred route and outlined potential funding strategies.



Sandhill Cranes are a common sight in agricultural fields during certain times of the year.

INTRODUCTION

Existing Conditions

There are a number of public destinations within the Watertown to Waterloo corridor. Perhaps the most prominent is the Waterloo Wildlife Area, a publicly accessible 4,000-acre tract of land managed by the Wisconsin Department of Natural Resources. It is a regional destination for birders and hunters throughout the year. Trail development must be executed carefully in this area to prevent negative impacts to its ecology.

Holzhueter Farm Park is currently being developed as a new destination for mountain bikers and as a gathering place and outdoor amenity for county residents. It is located just west of the Crawfish River adjacent to the Waterloo Wildlife Area, north of Island Road.

Large private landholders in the Waterloo area include McKay Nursery and Trek Bicycle Corporation. Both parties have expressed interest in routing the trail adjacent to or through their property for the benefit of both the recreational and business communities. Knowlton Park in Waterloo is currently under construction and will serve as a trailhead to the Glacial Heritage Area (GHA) for the Waterloo region. The park is adjacent to the Trek Corporate Headquarters facility, and the improvements are the result of a partnership between Waterloo, Jefferson County, and Trek.

The scenic Crawfish River crosses the Watertown to Waterloo corridor about halfway between the two cities. It is a popular river for canoers and kayakers and is part of the GHA watertrails system. There are numerous public put-ins located along the Crawfish River and within the project study area. The Riverbend Resort, on the Crawfish River, is a private recreational destination within the corridor. The Rock River, which runs through downtown Watertown, is also popular for recreation and is part of the GHA watertrails system. There are numerous put-in points for the Rock River within the city of Watertown.

The stretch of land between the Crawfish River and the city of Watertown is home to many historic working farmsteads. Agriculture is a very important industry in this area, and it provides the backdrop for some breathtaking views of working farms in the glacial landscape. Opportunities for agri-tourism are abundant in this area.

See pages 6 - 9 for existing conditions within the corridor.



Existing snowmobile bridge across the Crawfish River

Project Goals

As part of the planning process, a set of guiding principles were established by the project team and the steering committee. These goals helped guide the trail routing process and include:

1. Improve Local and Regional Connectivity
 - Provide off-road bike/ped access between the cities of Waterloo and Watertown with connections to local amenities
 - Provide better bike/ped commuter access for Trek employees
 - Connect to the existing regional trail network within the Glacial Heritage Area
 - Serve as a link in a system of trails spanning the state from the Mississippi River to Lake Michigan
2. Celebrate Natural and Cultural Heritage
 - Provide opportunities to view and experience public natural lands while minimizing negative human impacts
 - Provide opportunities to educate trail users about the ecology and geology of the Glacial Heritage Area
 - Provide opportunities to educate trail users about agriculture and land-based production in the Glacial Heritage Area
3. Provide Safe Recreational Opportunities to Trail Users
 - Keep pedestrians and cyclists out of high-traffic areas
 - Make the trail inviting and safe for riders of all skill levels and group sizes
 - Maximize the functionality of the trail through the seasons
 - Encourage a healthy and active lifestyle for trail users and local residents
4. Create economic development opportunities in the region while minimizing construction and acquisition expenses
 - Utilize public land where feasible in order to minimize acquisition costs
 - Provide opportunities for new and existing businesses to serve hikers/riders
 - Leverage federal or state grant money to minimize negative impacts on the local tax base.

Routing Process

In order to develop a final preferred routing scheme, the project team first explored a series of routing diagrams which were then distilled into three routing alternative plans. These options are shown on pages 10 and 11. The three routing plans were discussed among project team members as well as at both steering committee and public meetings. The team collected feedback from the community and used these comments to help shape the final “Preferred Routing Plan” as shown on pages 14 and 15.

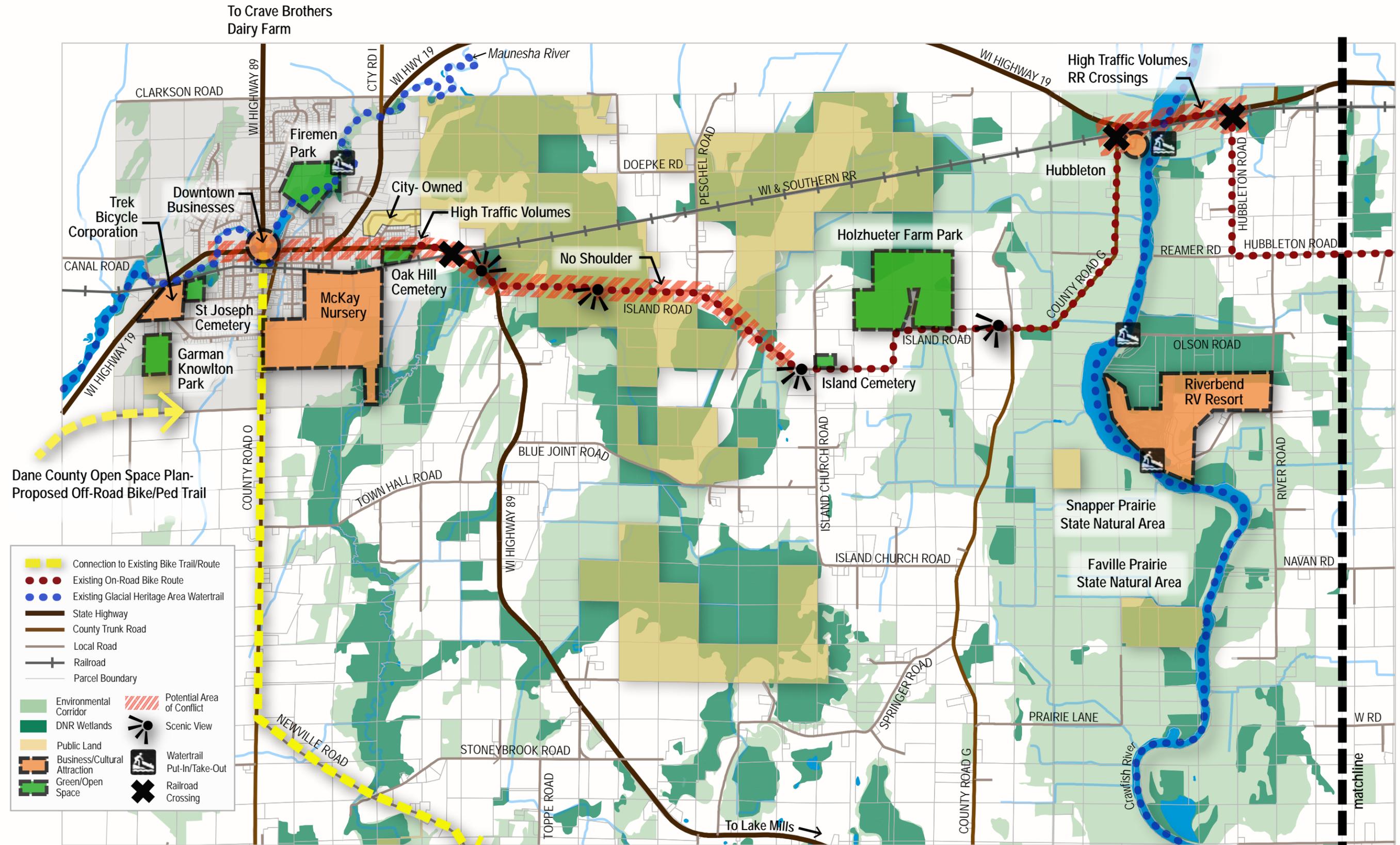
The specific goals that most influenced the preferred routing plan include:

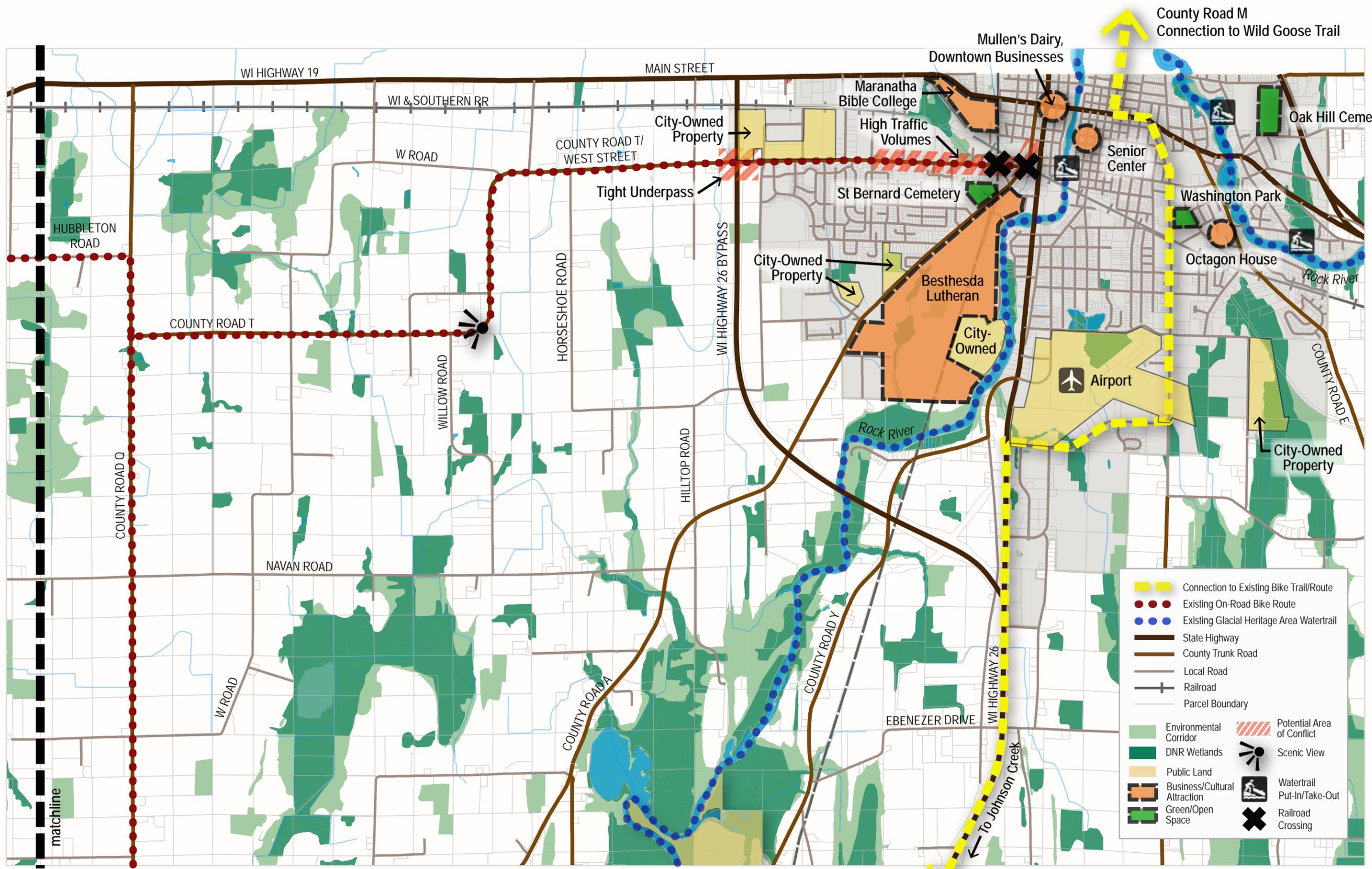
- Minimize impact on private property
- Minimize trail crossings over the river
- Achieve traffic separation wherever possible
- Be aware of farm and field access
- Be aware of the settling of the road base through the Waterloo Wildlife Area
- Minimize routing through areas that experience seasonal flooding
- Promote access to downtown businesses
- Promote eco-tourism
- Promote agri-tourism



Rolling drumlins and working farms shape the scenic Jefferson County landscape.

ANALYSIS AND OPPORTUNITIES





WATERLOO TO WATERTOWN RECREATIONAL TRAIL PLAN
 Analysis: Watertown Section
 10.11.12

Glacial River Trail
 Connection to Glacial Drumlin Trail
 0 0.5 mile 1 mile 2 miles N

SITE PHOTOGRAPHS

End Conditions: Waterloo



Truck traffic coming into Waterloo on Hwy 89



Wide ROW entering Waterloo



Waterloo central business district



Looking east from Trek toward McKay Nursery

West of Crawfish River



Power lines on one side of road, minimal grade change



County road: scenic view, hills, curves



Narrow ROW and no shoulder on Island Road



Heavy car and truck traffic on Highway 89

Unique Features



8 *One of two restaurants in the community of Hubbleton*



Near Holzhueter Farm Park



One of many historic farms between the two cities



Future site of the GHA Trailhead Facility

End Conditions: Watertown



Warehouse district, central Watertown



Leaving town on West Street; car and truck traffic



Leaving town on West Street; industrial entrances



Highway 26 bypass overpass

East of Crawfish River



Warehouse district, central Watertown



County roads: scenic views, hills, and curves



Hubbleton Road: More narrow, less traffic



Farm entrance on most narrow portion of Hubbleton Rd

Unique Features



Rail crossing on Hubbleton Rd, adjacent to Hwy 19



Highway 19 over the bridge: heavy traffic

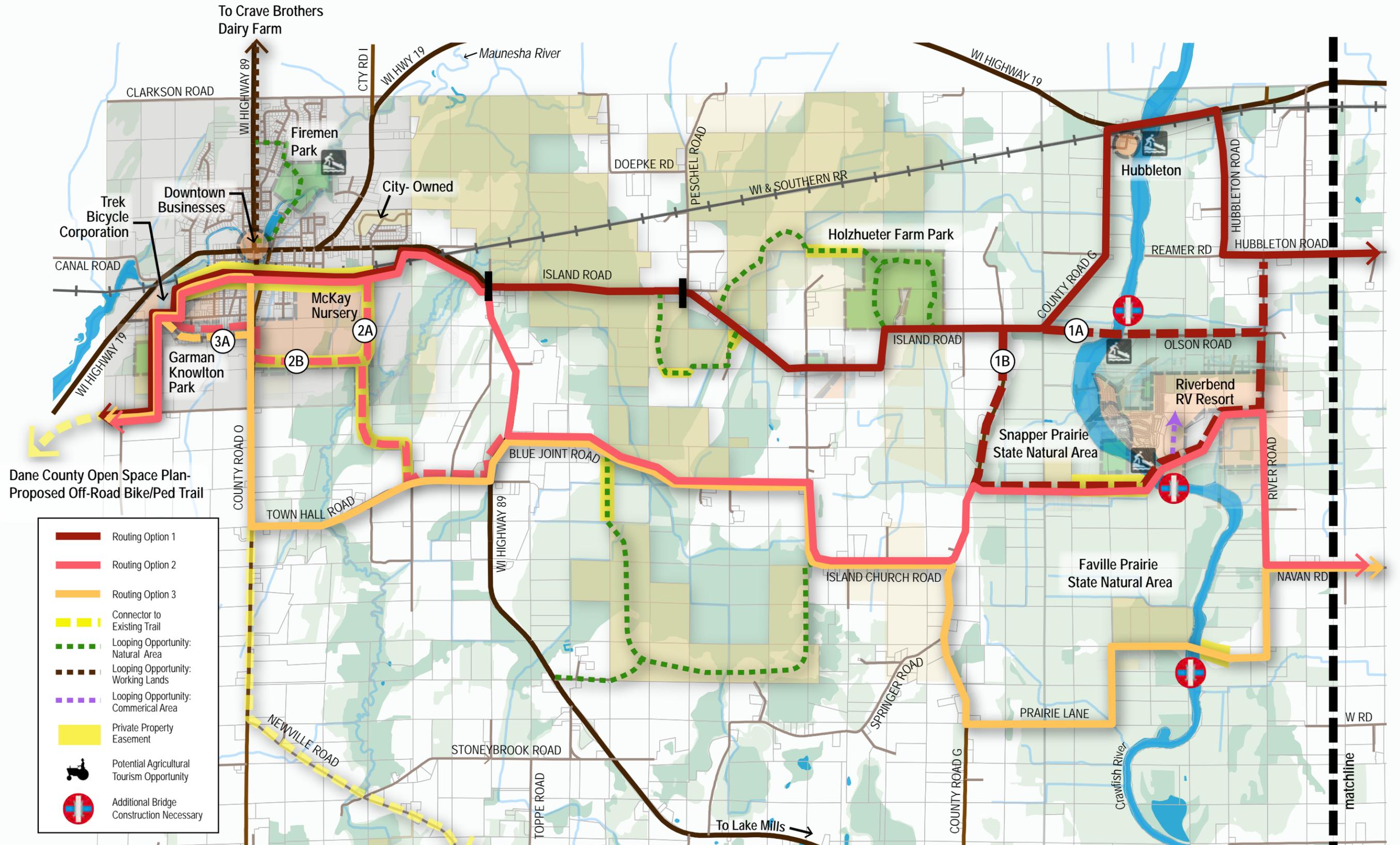


Snowmobile bridge adjacent to Highway 19



Olson Road canoe put-in on the Crawfish River

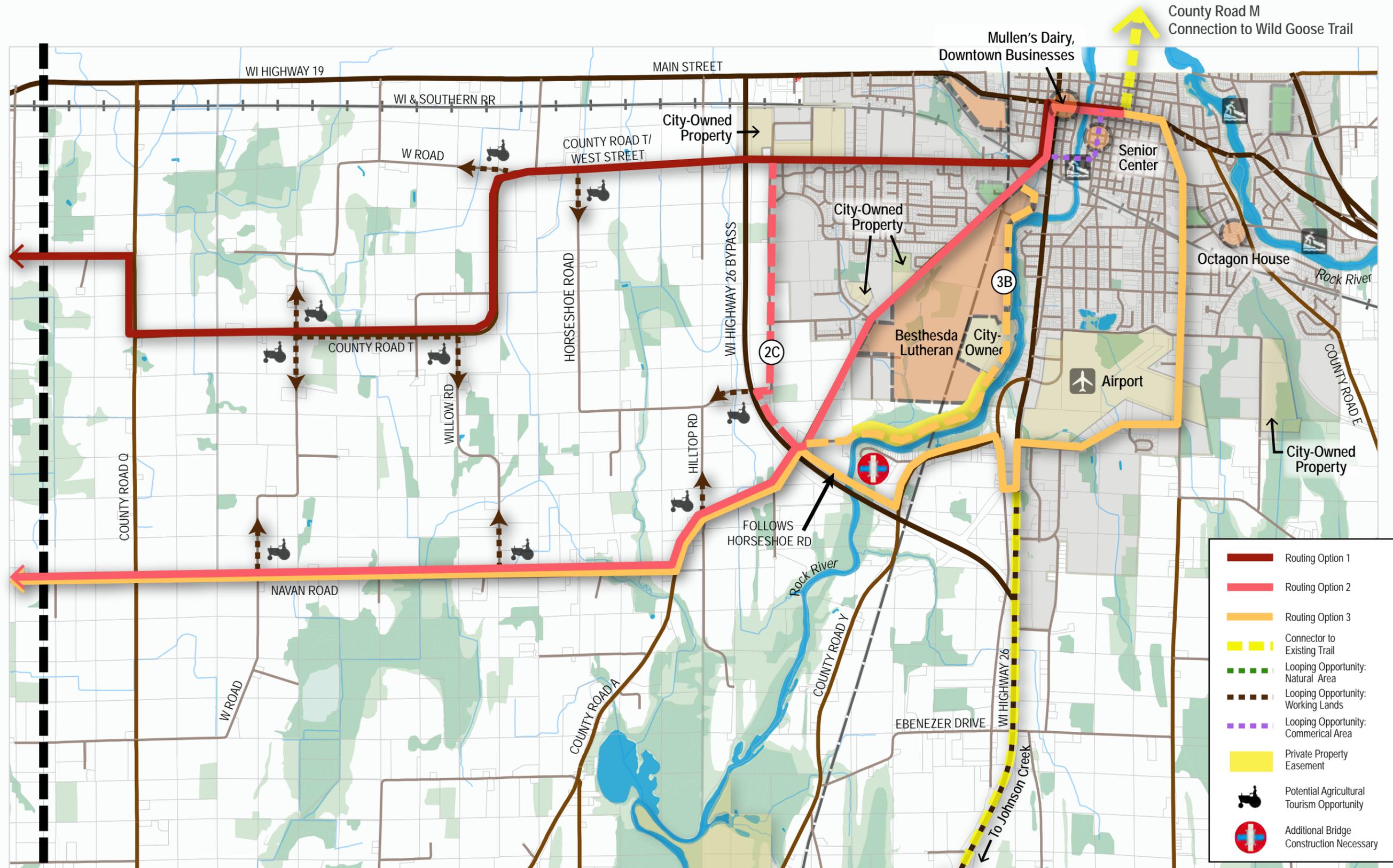
ROUTING ALTERNATIVES



WATERLOO TO WATERTOWN RECREATIONAL TRAIL PLAN: Waterloo Section Routing 10.12.12

Connection to Glacial Drumlin Trail





WATERLOO TO WATERTOWN RECREATIONAL TRAIL PLAN
Watertown Section Routing 10.12.12

Glacial River Trail
 Connection to Glacial Drumlin Trail

0 0.5 mile 1 mile 2 miles

N ↑

PREFERRED ROUTING PLAN

Proposed Trail Corridor

The Preferred Routing Plan on pages 14 and 15 indicates the most desirable alignment for a future off-road recreational trail from Watertown to Waterloo. The solid burgundy line on the map is the primary route, while the dashed burgundy line represents future looping opportunities.

This alignment scheme reflects the ideas and feedback provided at the steering committee, stakeholder, and public meetings. The team also spent time in the field to verify the feasibility of the suggested route. In choosing this alignment, the team sought to complement and maximize the efforts and resources invested in the existing plans for the Glacial Heritage Area, Jefferson County Bicycle Trails, Watertown Parks and Recreation Trails, Waterloo Parks and Recreation Trails, and connections to facilities in surrounding counties.

Both the east and west ends of the trail are incorporated into the existing local trail networks. In some cases there is the ability to take the trail off-road, and in some cases the trail is routed along low-volume neighborhood streets.

The primary goal throughout the planning process was to keep the trail within the public right-of-way or on public lands. Residents and committee members also expressed a desire to locate the trail along road corridors with the lowest traffic volumes possible. There are some portions of the proposed routing scheme that suggest using private property for sections of the off-road trail. This would only occur as a result of voluntary public-private partnerships in the form of either acquisitions or easements. *No where* throughout the process was there any discussion or recommendation of aggressive condemnation as a method of acquiring land.

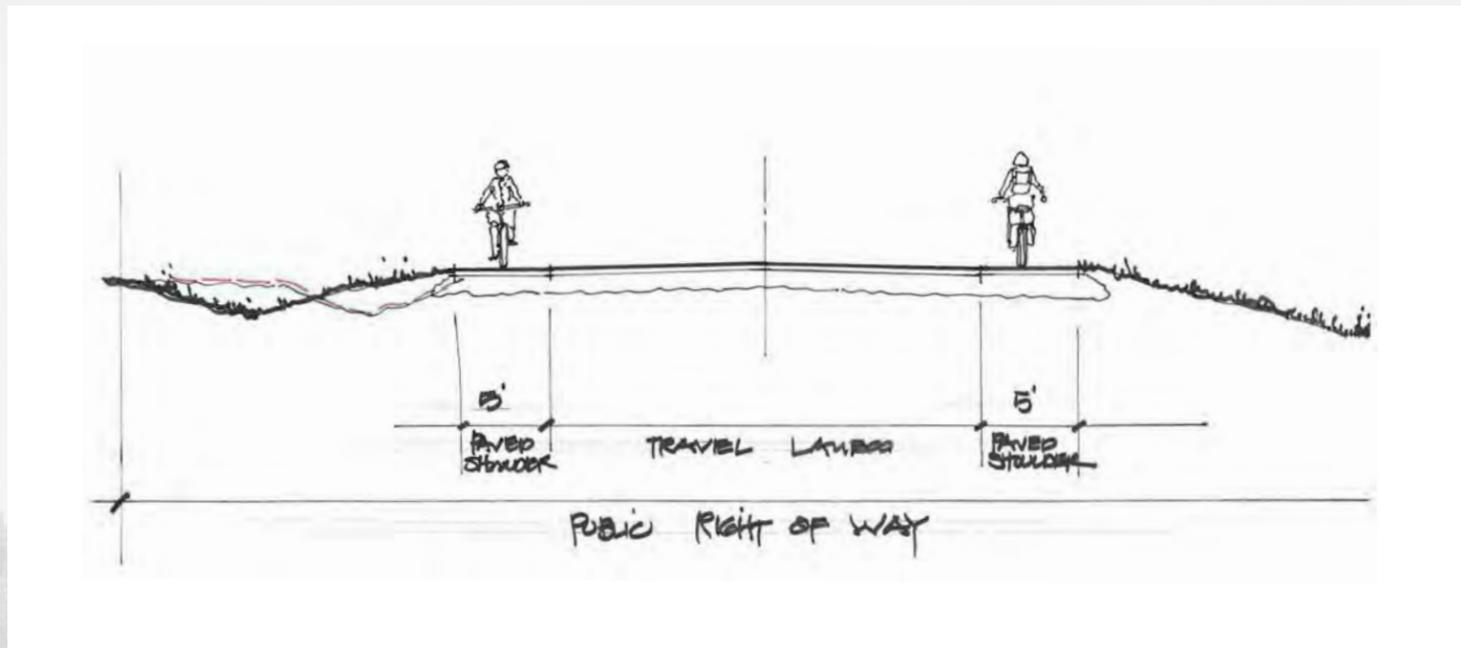
This plan is meant to be used for planning and funding purposes. This is not a design plan. As the process moves forward, more in-depth analysis and design resolution will be necessary. The public has been made aware that, as more detail is developed, there may be a need for grading and drainage easements adjacent to the trail. This study also acknowledges the need to integrate and properly design the trail to accommodate machinery access to farms and related agricultural fields.

The primary funding source will be public monies with the intention of avoiding negative impacts to local and community tax rates. Additional information on funding opportunities can be found on pages 22-26.



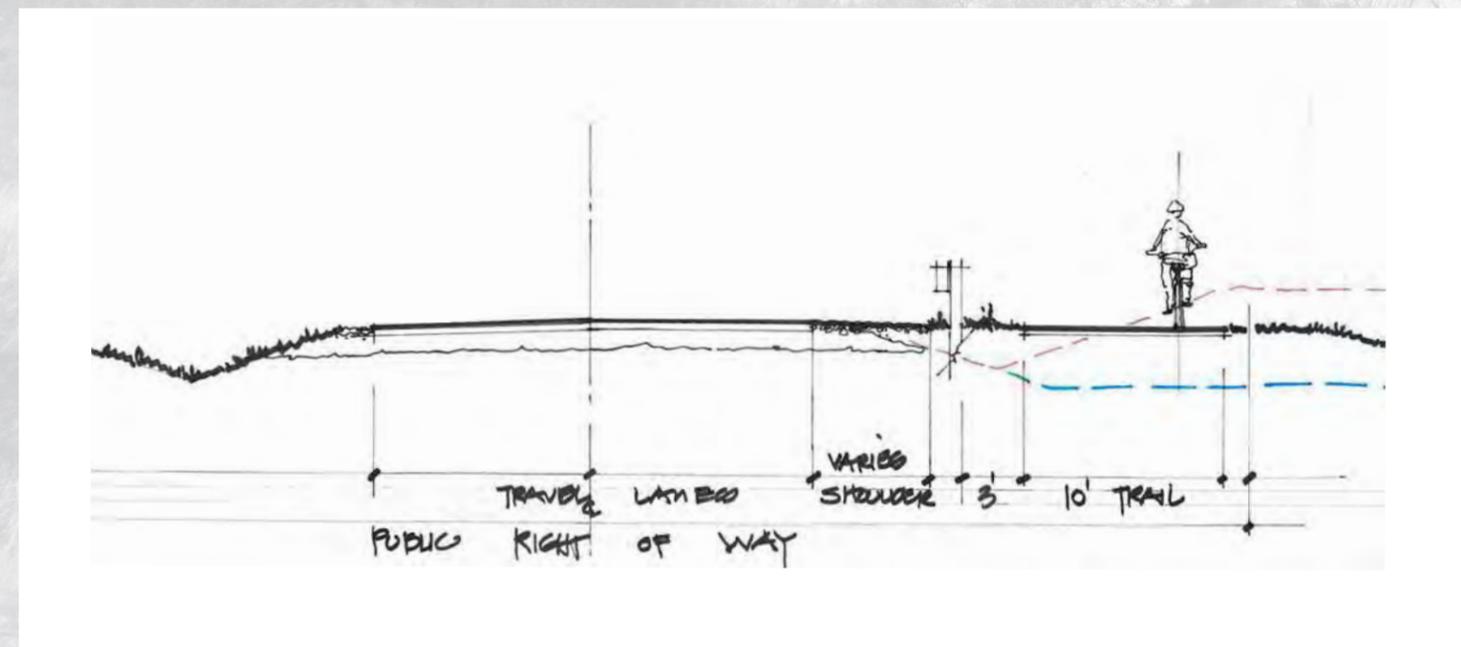
Existing bridge on the Glacial Drumlin Trail

The two primary alternatives of incorporating the trail into the road right-of-way are shown below.



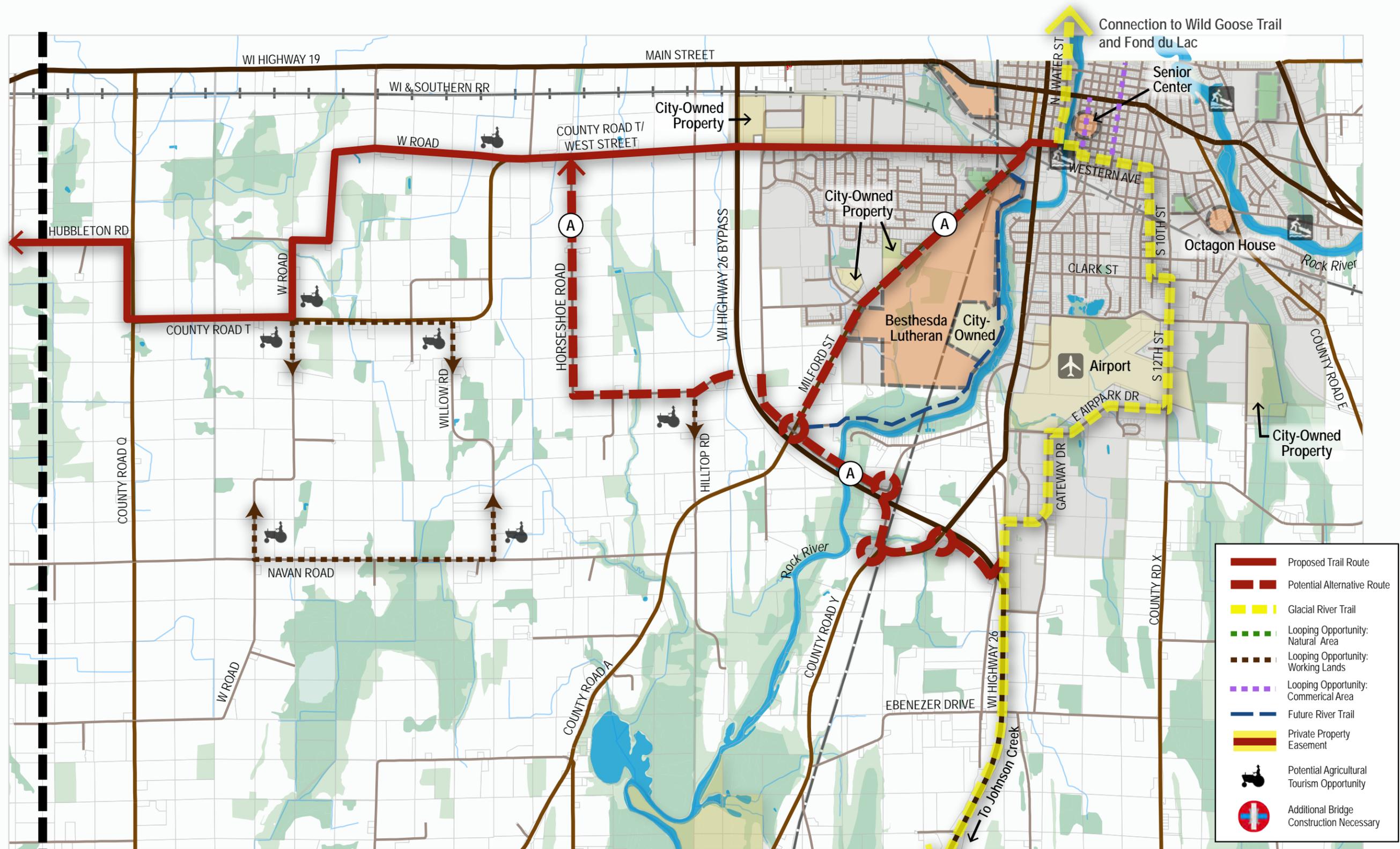
Alternative A

5' paved shoulder in each direction on both sides of the road; trail placement completely within the public right-of-way



Alternative B

10' paved surface serving two-directional flow on one side of the road; trail placement completely within the public right-of-way



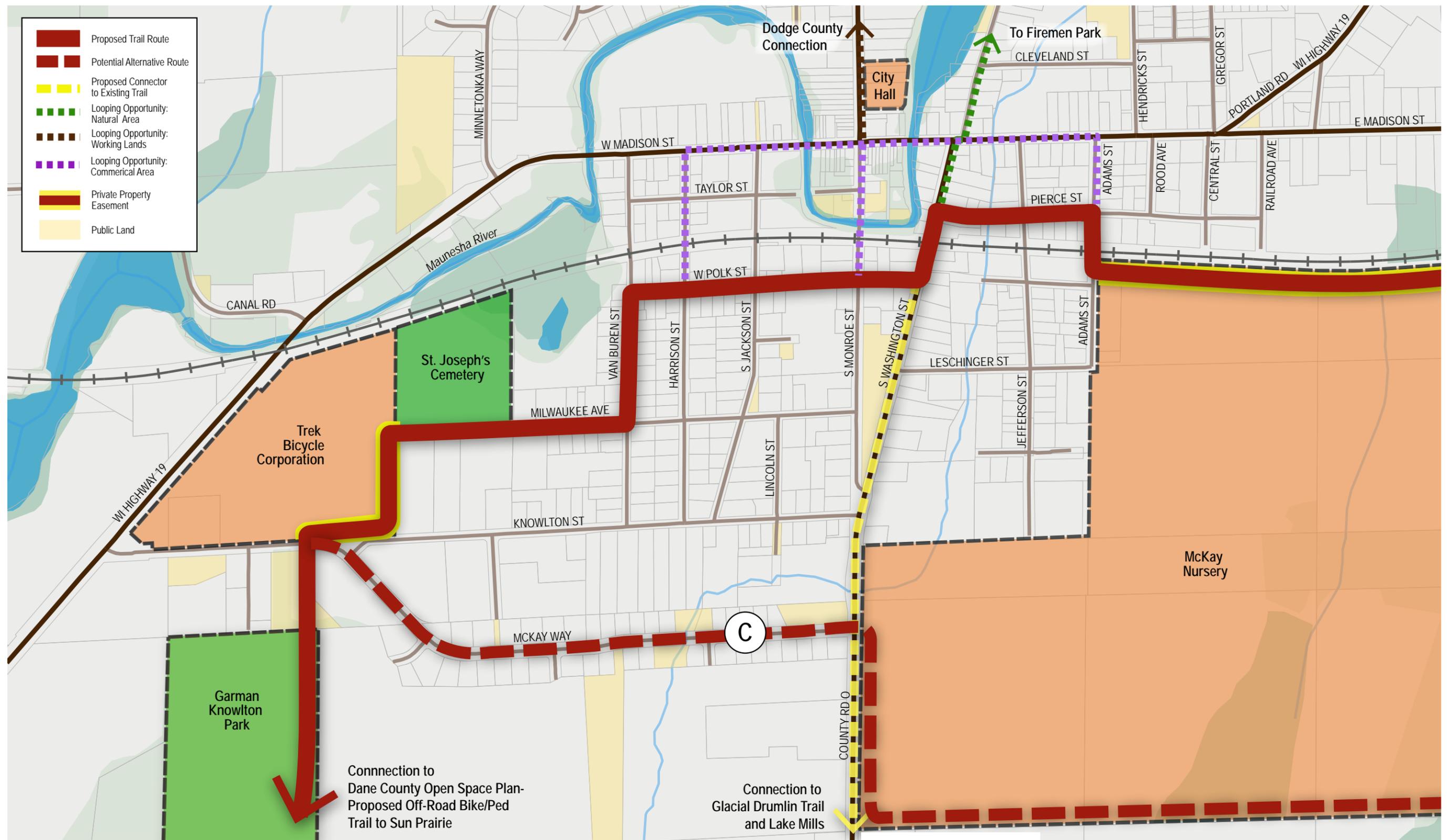
WATERLOO TO WATERTOWN RECREATIONAL TRAIL PLAN
Watertown Section Routing 1.18.13

Glacial River Trail
 Connection to Glacial Drumlin Trail

0 0.5 mile 1 mile 2 miles

N ↑

PREFERRED ROUTING PLAN: WATERLOO



WATERLOO TO WATERTOWN RECREATIONAL TRAIL PLAN: Downtown Waterloo Routing 1.18.13



Waterloo Routing

In developing a routing scheme for the town of Waterloo, the planning team wanted to explore opportunities for public-private partnerships with large land owners along the existing rail corridor, namely McKay Nursery and Trek Bicycle Corporation. The proposed routing also takes advantage of the quiet, low-traffic streets in the neighborhood south of Madison Street. From east to west, the signed on-road trail follows Pierce Street to Polk, then runs along Van Buren Street and Milwaukee Avenue. This portion of the trail interfaces with both county and local trails and provides access to downtown businesses, local parks, and nearby schools.



Pierce and Jefferson Streets, Waterloo



Madison Street, Downtown Waterloo

Existing Bike Routes: Waterloo



Cr. W. Carousels



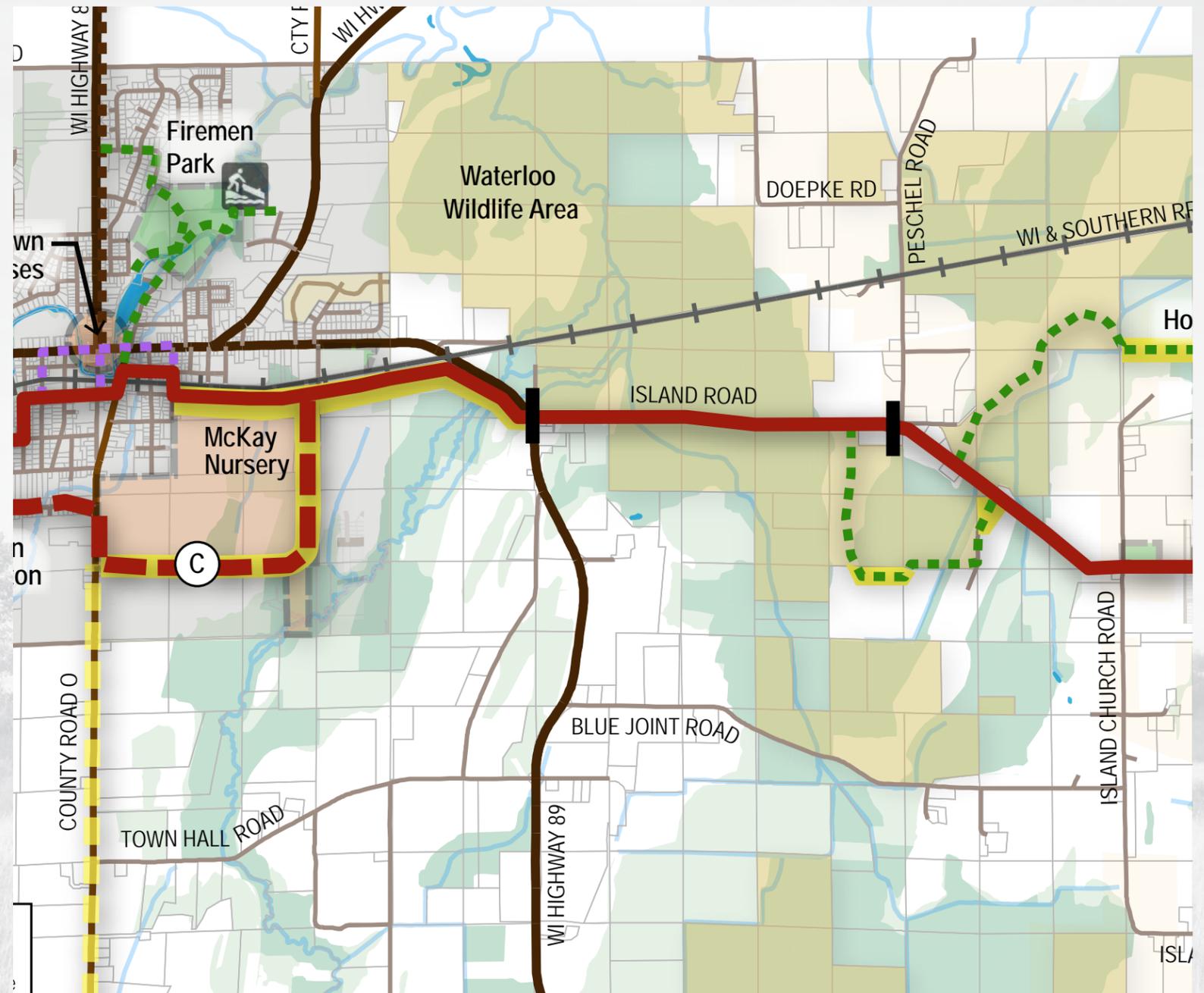
PREFERRED ROUTING PLAN: WATERLOO

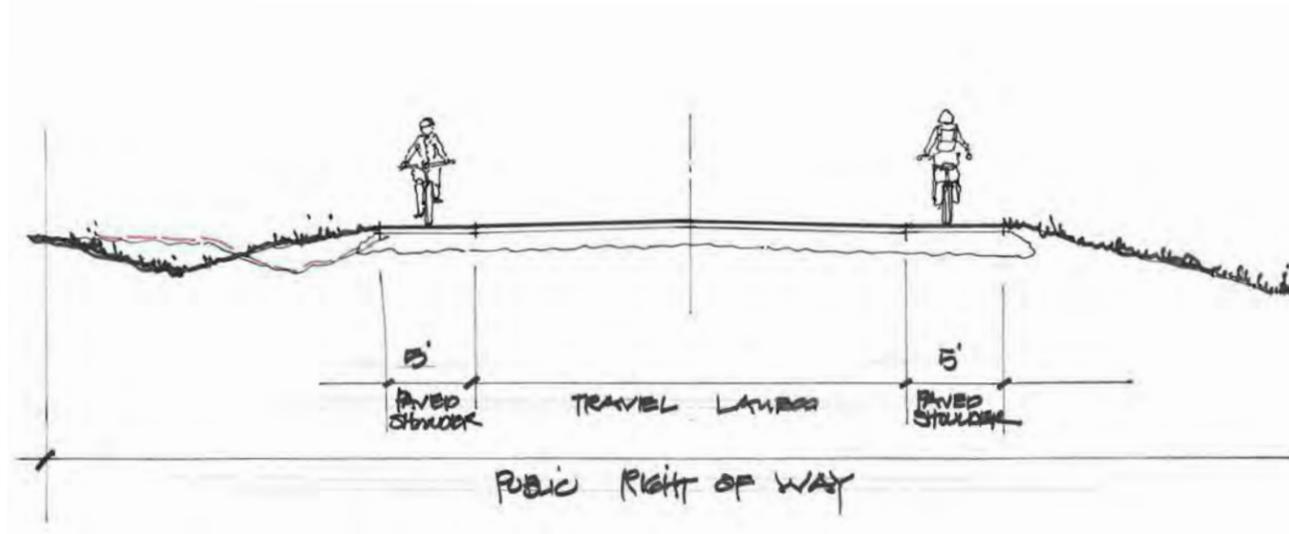
Waterloo Wildlife Area

The planning team encourages the community to route the trail through the Waterloo Wildlife Area because of the wide range of experiences this unique ecosystem can offer a recreational trail user. The wildlife area currently provides opportunities for year-round hunting, bird watching, and environmental education. A portion of the town's annual operational budget for the maintenance of this section of road could be used for the development of an off-road trail adjacent to the road. The planning team explored three options for integrating a recreational trail into this section of Island Road. These options are shown to the right.

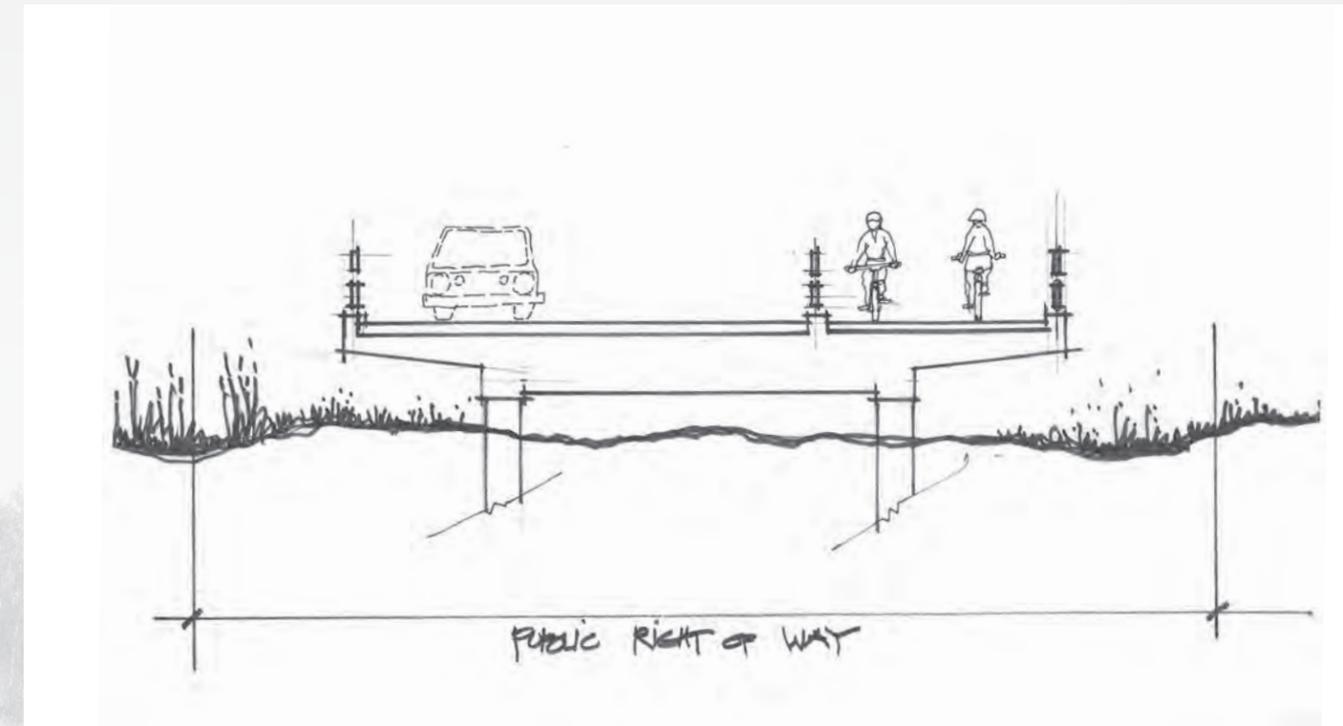
- A: 5' wide paved shoulders on both sides of the road
- B: 10' wide off-road trail on one side of the road
- C: Reconstruction of a new elevated road and trail

Jefferson County and the Town of Waterloo could easily implement Options A and B by using existing town road maintenance budgets and partnering with the Wisconsin Department of Natural Resources. Option C is a long-term solution with associated costs that would require a special transportation project with public funding.

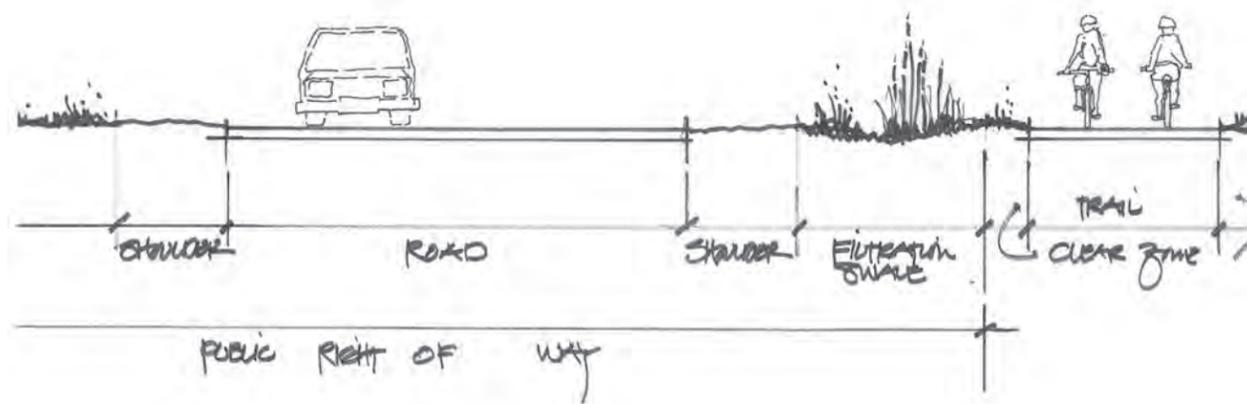




Island Road Option A: 5' wide paved shoulders on both sides of the road

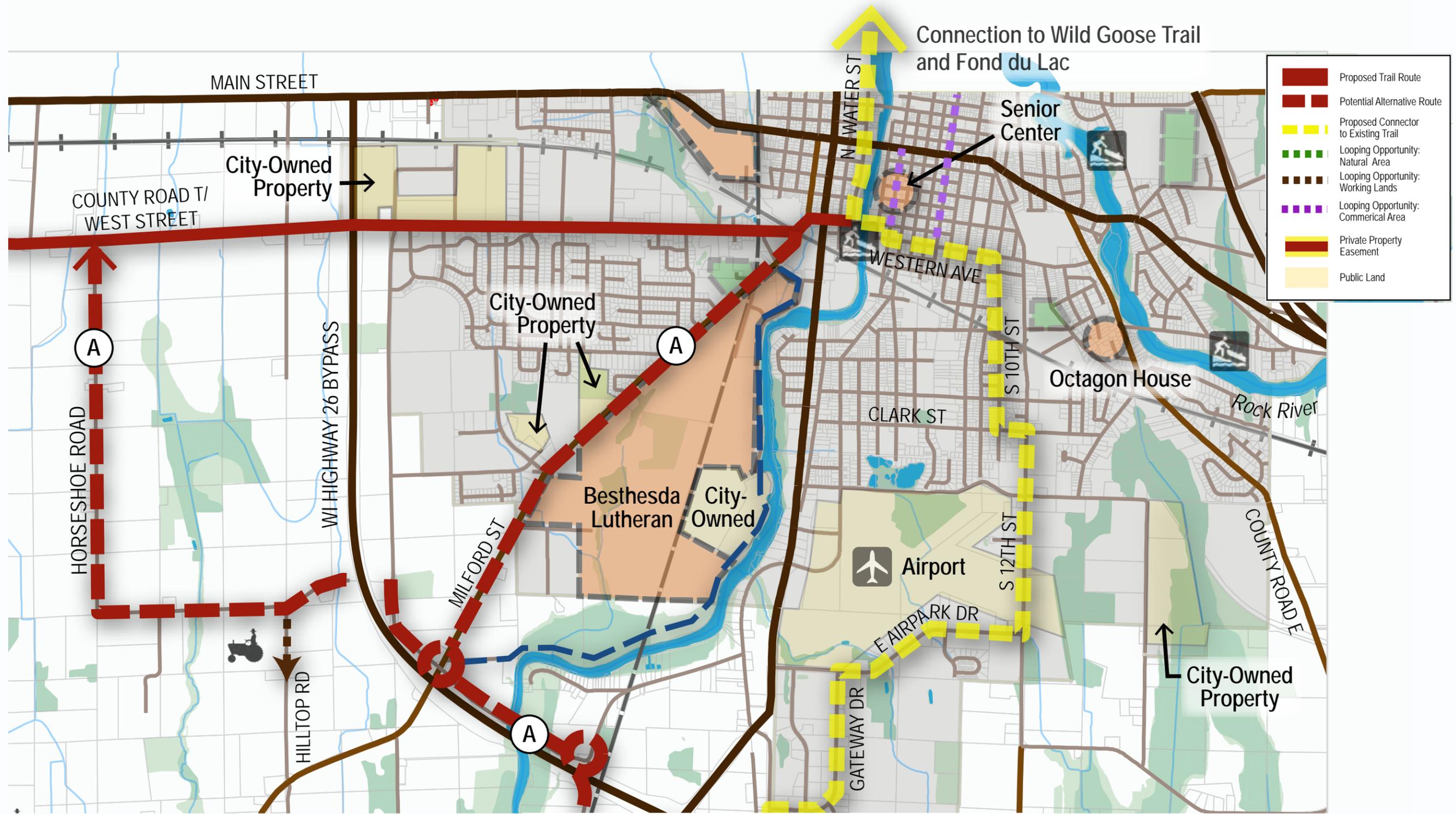


Island Road Option C: Reconstruction of a new elevated road and trail



Island Road Option B: 10' wide off-road trail on one side of the road

PREFERRED ROUTING PLAN: WATERTOWN



WATERLOO TO WATERTOWN RECREATIONAL TRAIL PLAN
 Watertown Section Routing
 1.18.13



Watertown Routing

The proposed trail enters Watertown from the west via West Street. From West Street, it briefly follows Milford Street, connects to W. Milwaukee Street, and finally links to Water Street to the north. From this point, trail users can access other local and county trails, downtown businesses, local parks, and schools via shared road networks. Future off-road opportunities exist along Milford Street and the proposed river trail corridor near the Bethesda Lutheran Home.

Additional areas of consideration include the Milford Street corridor, Horseshoe Road, and County Road Y. These roads connect the newly completed roundabouts and provide an additional southern access point from the proposed trail corridor west of Watertown to the existing Glacial River Trail leading south to Johnson Creek. (See future route option A).

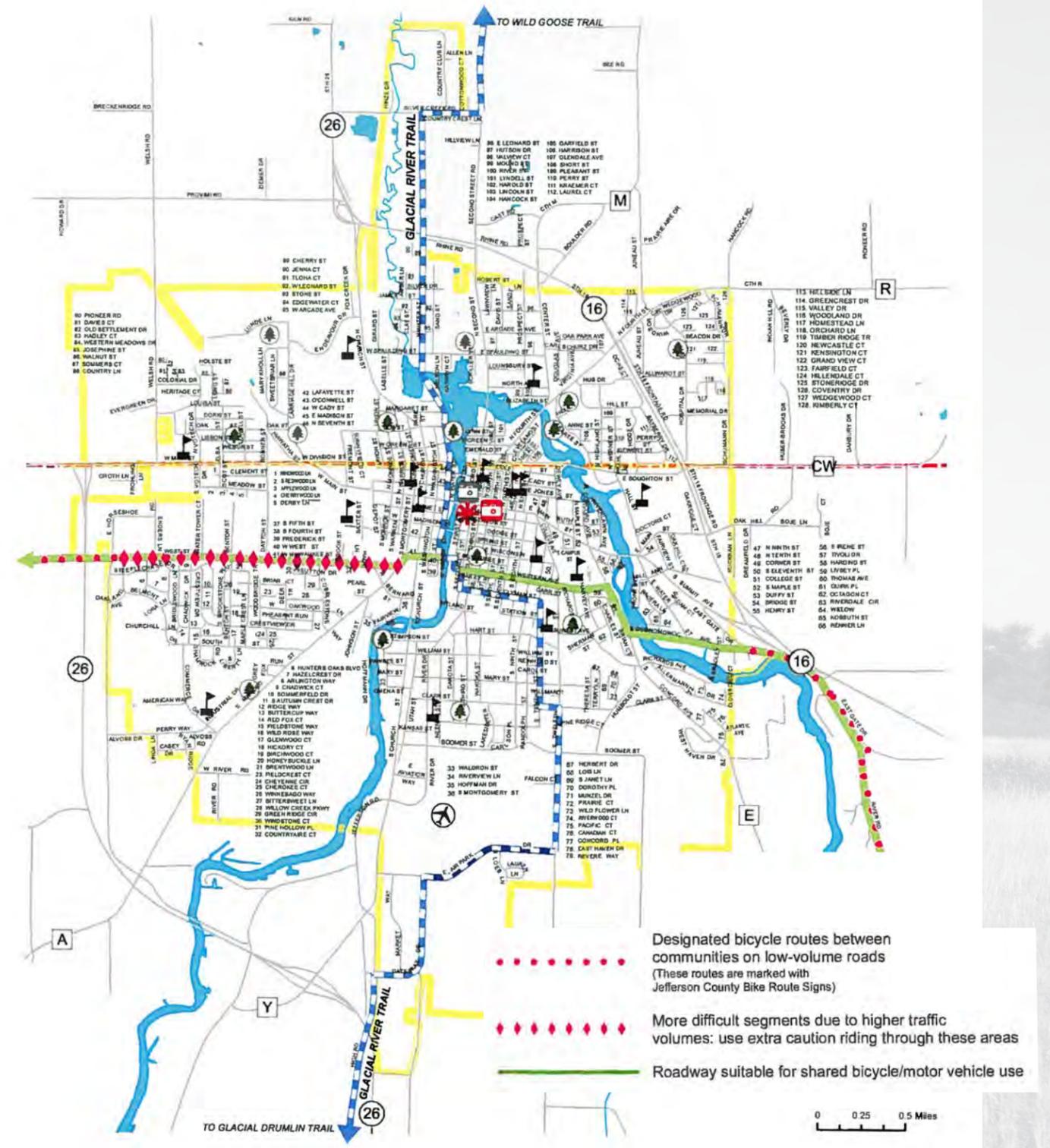


Looking west at West and Milford Streets, Watertown



West dam, Rock River, Downtown Watertown

Existing Bike Routes: Watertown



Funding Strategies

The implementation of public amenities of this scale are often realized in phases based on the availability of public funding and private contributions. From its inception, this project has been intended to rely on federal, state, and county funding sources and not negatively impact the local tax base of the residents living within the trail corridor. Projects of this nature also often attract funding assistance from non-profits, corporate philanthropy, and private donations.

Many public funding programs do require local community matches. The percentage of local participation required varies from program to program. Local matches can include private contributions, services-in-kind, or capital improvements budgeted by local governments for new construction or maintenance.

The chart on page 23 outlines numerous programs that can be used to implement the proposed trail. Town leadership, County leadership, private businesses, and citizens need to collectively lobby and jointly apply for these public grants. State legislative representatives and key stakeholders should participate and provide letters of endorsement.

With everyone's participation, this project is achievable. The end result will benefit the towns, the county, and private businesses. The development of this recreational resource will help to increase employment, increase economic investment, and improve quality of life throughout Jefferson County.



View from the nearby Glacial Drumlin Trail

Recommended Funding Sources and Next Steps

The next critical step in the process is to develop conceptual/preliminary planning documents that can be used in budgeting and future grant applications for the design and construction of the proposed trail. The typical funding source for these activities has been the WDOT TE and related funding sources. As of February 2, 2013, those funds will not be available or applications requested until early 2014. Funds will then be available for use by grant recipients in early 2015. The funds, including Safe Routes to School, are now being incorporated under the umbrella of the MAP 21 Federal Highway Bill and will likely be administered by the State through the Transportation Alternative Program.

Wisconsin EDC funds are not currently available for this project because the area encompassing the route does not meet EDC/HUD LMI requirements and would not likely meet EDC/HUD criteria for blight designation. Although EDC funding vehicles are not currently available, continued communication with the County's EDC Community Account Manager is strongly suggested should funding criteria change or new sources of funding become available in the future.

WDNR funds will be available for design and construction activities associated with the proposed trail. WDNR staff has recommended that an application for Stewardship funds, through the Acquisition and Development of Local Parks sub-program, be developed. This application needs to be fast-tracked to meet the May 1, 2013 deadline. The application could leverage existing funds including the Town of Waterloo road reconstruction funds. The application could fund design and construction (construction could take place in 2015 or 2016) of a segment of the trail including or adjacent to the scheduled road maintenance activities. This scenario would not allow for the design of the entire trail in 2013-2014 but would advance a phased completion and increase the chances of future grant requests as a continuation of an existing trail project. Multiple WDNR funding applications will be advanced over the course of the project and used as leverage/match for WDOT and other federally funded grant opportunities.

Given the current limited availability of funding sources to advance the project it is recommended that the County establish, at a minimum, quarterly meetings/conference calls with EDC, WDOT, WDNR, and Wisconsin Bicycle Federation representatives to keep abreast of future funding opportunities to continue the advance of the project. It is also recommended that the County and stakeholder units of government consider budget allocations for 2014-15 to have ready match funds for future grant applications/awards.

Agency Source	Program	Overview	Grant	Match	Appl Due	Contact
Bikes Belong	Bikes Belong Grant Program	In 2013, Bikes Belong will accept Community Partnership Grant Applications only. These proposals must come from a partnership that is minimally comprised of one government agency or office, one non-profit organization, and one business. Proposals may be for facility or advocacy projects. For the facility category, Bikes Belong will accept applications from nonprofit organizations whose missions are bicycle and/or trail specific. The program will also accept applications from public agencies and departments at the national, state, regional, and local levels, however we encourage these municipalities to align with a local bicycle advocacy group that will help develop and advance the project or program. For the advocacy category, Bikes Belong will only fund organizations whose primary mission is bicycle advocacy. Projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives from organizations and agencies within the United States that are committed to putting more people on bicycles more often. Fundable projects include paved bike paths, lanes, and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. requests for funding of up to \$10,000 for facility and advocacy projects. The program does not require a specific percentage match, but looks at leveraging and funding partnerships very carefully. They will not consider grant requests in which our funding would amount to 50% or more of the project budget.	Varies	Varies	Open	Bikes Belong
US EPA	Brownfield Grants (BG)	Assessment and cleanup programs for hazardous and petroleum contaminated brownfields	TBD	no match	fall	Deborah Orr
WDHS	Preventive Health & Health Services Block Grant	Federal Block Grant provides funding to address health problems, prevent diseases and promote health in Wisconsin. Grants to local health departments and tribal health agencies. Grants support capacity building and core service development in various areas, including chronic disease prevention, health promotion, communicable disease prevention, environmental health, injury prevention, and emergency medical services.	TBD	no match	Open	Angela Nimsgern
WDNR	Knowles-Nelson Stewardship Program (Stewardship)	The conservation and recreation goals of the Stewardship Program are achieved through the acquisition of land and easements, development of recreational facilities, and restoration of wildlife habitat	Varies	50%	1-May	Mary Rothenmaier
WDNR	Recreational Trails Aids (RTA) Program	Development, maintenance or restoration of recreational trails and trail-related facilities for both motorized and non-motorized recreational trail uses, includes trailside/trailhead facilities and trail linkages, property acquisition for trails	≤50% \$200,000 Cap	Varies	1-May	Mary Rothenmaier
WDNR	Snowmobile Trail Aids	Available to counties and tribes to apply for funding to provide maintenance for a statewide system of well-signed and well-groomed snowmobile trails for public use				Diane Conklin
WDOT	Bicycle and Pedestrian Facilities Program	The TE program and the BFPF were impacted by Moving Ahead for Progress in the 21st Century (MAP-21), the federal transportation act that was signed into law on July 6, 2012. MAP-21 provisions took effect on October 1, 2012. TE and BFPF projects generally remain eligible for funding within a comprehensive funding category designated as Transportation Alternatives ("TA"). Certain categories such as bicycle and pedestrian educational projects were altered by MAP-21	On Hold	On Hold	none in 2013: tentative schedule-Notice of Application in spring 2014, Due in mid 2014, Award in late 2014, Funds Available in late spring 2015	Tressie Kamp

IMPLEMENTATION

Agency Source	Program	Overview	Grant	Match	Appl Due	Contact
WDOT	Congestion Mitigation and Air Quality program (CMAQ)	Encourages transportation projects that improve air quality. It includes efforts to enhance public transit, bicycle/pedestrian facilities, ridesharing programs and facilities, and technologies that improve traffic flow and vehicle emissions. Only available in the southeastern and northeastern Wisconsin ozone non-attainment and maintenance counties: Milwaukee, Racine, Kenosha, Waukesha, Washington, Ozaukee, Walworth, Sheboygan, Kewaunee, Manitowoc and Door. No program cycle is planned for calendar year 2012 (Applications are typically available in late January and due in April). Information on the next program cycle will be posted on this Web page in calendar year 2013. CMAQ funding was continued pursuant to Moving Ahead for Progress in the 21st Century (MAP-21), the federal transportation act that was signed into law on July 6, 2012. MAP-21 provisions took effect on October 1, 2012. Generally, projects eligible for CMAQ funding pursuant to SAFETEA-LU remain eligible for funding under current legislation. MAP-21 continues to emphasize cost-effective projects, and legislation prioritizes certain projects such as those that reduce particulate matter emissions in areas of nonattainment for this criteria pollutant. <i>*Currently the proposed route is not eligible for CMAQ funding.</i>	Currently proposed corridor is not in a recognized attainment area. (This could be altered in the future.)			Tressie Kamp
WDOT	Local Roads Improvement Program (LRIP)	Eligible projects include the following categories: Reconstruction, Resurfacing, Reconditioning and Structure projects. May include feasibility studies, design, right-of-way acquisition, any items that are an integral part of street and road reconstruction and related engineering costs. No LRIP funds may be used as the local match for federal aid projects. No federal aid funds may be used as the local match for an LRIP project.	≤50%		11/1, odd yrs	Janice Watzke
WDOT	Local Transportation Enhancements (TE/TEA) program	The TE program and the BFPF were impacted by Moving Ahead for Progress in the 21st Century (MAP-21), the federal transportation act that was signed into law on July 6, 2012. MAP-21 provisions took effect on October 1, 2012. TE and BFPF projects generally remain eligible for funding within a comprehensive funding category designated as Transportation Alternatives ("TA"). Certain categories such as bicycle and pedestrian educational projects were altered by MAP-21. The revised program will fund eligible preliminary design activities. This program requires a partnership with actual road improvement projects clearly identified and listed in current budgets by local governments.			none in 2013: tentative schedule-Notice of Application in spring 2014, Due in mid 2014, Award in late 2014, Funds Available in late spring 2015	Tressie Kamp

Agency Source	Program	Overview	Grant	Match	Appl Due	Contact
WDOT	Safe Routes to School (SRTS)	Recently revised by Moving Ahead for Progress in the 21st Century (MAP-21), the federal transportation act that was signed into law on July 6, 2012. MAP-21 provisions took effect on October 1, 2012. SRTS programs remain eligible for federal funding pursuant to MAP-21. MAP-21 integrates SRTS-type projects into a more comprehensive funding category called Transportation Alternatives ("TA"). Separate funding and administration of SRTS programs is not a component of MAP-21 legislation. SRTS 2013-2014 award notification has been delayed as the department assesses the potential impacts of MAP-21 and awaits guidance from the Federal Highway Administration.	On Hold	On Hold	none in 2013: tentative schedule-Notice of Application in spring 2014, Due in mid 2014, Award in late 2014, Funds Available in late spring 2015	Tressie Kamp
WDOT	Surface Transportation Rural Program (STP-Rural, STP-R)	Improve federal aid eligible highways outside of urban areas (primarily county trunk highways) , roads and streets in rural areas functionally classified as principal arterial, minor arterial or major collector.	TBD	TBD	spr, odd yrs	Jason Barrett
WEDC	Brownfield Site Assessment Grant (SAG) Program	Funds to local governments to perform environmental investigations; demolition of structures; and removal of abandoned containers and underground tank systems. The primary purpose of the program is to identify and quantify the degree and extent of soil and groundwater contamination	TBD	50%	open	WEDC Community Account Managers - Doug Thurlow; Regional Acct Mgr - Mary Gage
W-Tourism	Tourist Information Center (TIC) Grant Program	Open to non-profit tourism organizations, municipalities or Native American tribes who operate a regional tourist information center, providing information on cultural, recreational and other tourism businesses. Eligible expenses are specifically limited to: Staffing costs for the TIC, Costs to acquire promotional materials (such as signage or audio visual equipment), Costs for standard display equipment such as racks or shelving	TBD	50%	open	Abbie Hill

IMPLEMENTATION

Bike/Ped Funding by Project

This table provides an overview of potentially eligible pedestrian and bicycle projects under federal highway and transit programs. In each case there are specific requirements that must be met within eligibility criteria and eligibility will be determined on a case-by-case basis. Source: www.advocacyadvance.org

	TAP	CMAQ	STP	HSIP	RTP	NHPP	FLTP	TTP	PLA	UZA	402	SGR	BBF	5310	5311	SRTS	BYW	FLH	TCSP	JOBS	FTA	FTA-TE
Bicycle and Pedestrian plan			X						X						X				X		X	
Bicycle lanes on roadway	X	X	X	X		X	X	X		X						X	X	X	X		X	X
Paved shoulders	X	X	X	X		X	X	X		X						X	X	X	X			
Signed bike route	X	X	X			X	X	X		X						X	X	X	X		X	
Shared use path/trail	X	X	X	X	X	X	X	X								X	X	X	X		X	
Single track hike/bike trail	X		X		X													X	X			
Spot improvement program	X	X	X	X												X			X		X	
Maps	X	X	X								X					X			X		X	
Bike racks on buses	X	X	X				X	X		X		X	X		X				X		X	X
Bicycle parking facilities	X	X	X				X	X		X		X	X		X	X	X		X		X	X
Bicycle share (capital and equipment costs only; operations not eligible)	X	X	X			X	X	X										X	X	X	X	X
Bicycle storage/service center	X	X	X				X	X		X		X	X		X	X			X	X	X	X
Sidewalks, new or retrofit	X	X	X	X		X	X	X		X				X		X	X	X	X		X	X
Crosswalk, new or retrofit	X	X	X	X		X	X	X		X				X		X	X	X	X		X	X
Trail/highway intersection	X	X	X	X	X	X	X	X								X	X	X	X			
Signal improvements	X	X	X	X		X	X	X								X			X		X	X
Curbs cuts and ramps	X	X	X	X		X	X	X		X				X		X			X		X	X
Traffic calming	X		X	X			X	X								X			X		X	X
Coordinator position		X														X						
Safety/education position	X		X								X					X						
Police patrol	X										X					X						
Helmet promotion			X								X					X						
Safety brochure/book		X	X		X						X					X					X	
Training		X	X		X						X				X	X					X	
Technical Assistance	X	X	X												X	X					X	

The table below is an initial opinion of probable cost at a planning level of magnitude. It represents placement of an off-road trail within the public right-of-way through the majority of the corridor. The reference to Alternative A and Alternative B are the two cross sections illustrated on page 13. The totals for both alternates include the portions of the trail that share neighborhood streets.

Note: The numbers below do not reflect any costs associated with voluntary acquisitions or easements.

Scenarios

1. On-Street Path (Urban areas in Waterloo and Watertown)
2. New Path not adjacent to roadway (Trek Parking Lot to Cemetery Driveway and along RR tracks from Adams Street to STH 89)
3. Paved Shoulders (Rural roadways) (Includes Scenarios 1&2)
4. New Path adjacent to rural roadway (Includes Scenarios 1&2)

Item	Unit Price	Unit	Scenario 1		Scenario 2		Scenario 3		Scenario 4	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
Clearing & Grubbing	\$200.00	Station	0.00	\$0	0.004	\$0.80	0.008	\$1.60	0.004	\$0.80
Common Excavation	\$5.00	CY	0.00	\$0	1.30	\$6.50	0.44	\$2.20	0.22	\$1.10
Earthwork (Borrow)	\$8.00	CY	0.00	\$0	0.00	\$0.00	1.26	\$10.08	2.60	\$20.80
Base Course	\$12.00	Ton	0.00	\$0	0.96	\$11.54	1.40	\$16.80	1.55	\$18.60
Asphalt	\$75.00	Ton	0.00	\$0	0.18	\$13.73	0.18	\$13.80	0.28	\$20.63
Beam Guard	\$15.00	LF	0.00	\$0	0.00	\$0.00	0.00	\$0.00	1.00	\$15.00
Topsoil	\$1.00	SY	0.00	\$0	3.33	\$3.33	4.88	\$4.88	2.77	\$2.77
Seeding	\$5.00	Lbs.	0.00	\$0	0.090	\$0.45	0.132	\$0.66	0.075	\$0.38
Mulching	\$0.10	SY	0.00	\$0	3.33	\$0.33	4.88	\$0.49	2.77	\$0.28
Fertilizer	\$50.00	Cwt.	0.00	\$0	0.0021	\$0.11	0.0030	\$0.15	0.0018	\$0.09
Erosion Mat	\$1.50	SY	0.00	\$0	3.33	\$5.00	4.88	\$7.32	2.77	\$4.16
Silt Fence	\$1.00	LF	0.00	\$0	2.00	\$2.00	4.00	\$4.00	2.00	\$2.00
Paint (Epoxy)	\$0.30	LF	2	\$0.60	1	\$0.30	4	\$1.20	2	\$0.60
Paint (Symbols & Words)	\$0.60	LF	2	\$1.20	0	\$0.00	0	\$0.00	0	\$0.00
Cost per Foot				\$1.80		\$44.08		\$63.18		\$87.19
Lineal Footage				9,800		6,900		79,400		79,400
Culvert Pipe Extensions				\$0		\$10,000		\$142,000		\$142,000
Box Culvert Extensions				\$0		\$0		\$192,000		\$192,000
Subtotal				\$17,640		\$314,166		\$5,350,333		\$7,256,846
Contingency	15%			\$2,646		\$47,125		\$802,550		\$1,088,527
Total				\$20,286		\$361,291		\$6,152,883		\$8,345,373
Scenario 1								\$20,286		\$20,286
Scenario 2								\$361,291		\$361,291
Grand Total								\$6,534,460		\$8,726,950

