

APPLICATION FOR FUNDING CMAQ PROGRAM FYs 2010-2012

Wisconsin Department of Transportation

IT IS STRONGLY RECOMMENDED THAT APPLICANTS CONTACT WISDOT STAFF TO MAKE SURE THEY HAVE A CMAQ ELIGIBLE APPLICATION.

PLEASE ATTACH A SITE MAP, PHOTOGRAPHS OR ANY OTHER INFORMATION THAT WILL ASSIST THE SELECTION COMMITTEE IN UNDERSTANDING THE LOCATION AND NATURE OF THE PROPOSED PROJECT. APPLICANTS MUST STILL MAIL PAPER COPIES OF THEIR APPLICATION TO THE WISDOT REGION OFFICE.

THE GUIDELINES SECTION OF THE APPLICATION WITH AN EXAMPLE OF A FILLED OUT APPLICATION CAN BE FOUND AT THE CMAQ WEBSITE: <http://www.dot.wisconsin.gov/localgov/aid/cmaq.htm>

| | | |
|---|--|---------------------------------|
| Date of Application 4/20/09 | Application Number | WisDOT Project ID Number |
| Project Title Milwaukee SmartTrips | Location(s) Served by Project City of Milwaukee | |
| Project Description - Project Limits Census Tracts 70, 71, 72, 77, 79, 80, 81, 82, 105, 106, 107, 108, 112 | County/Counties Served by Project Milwaukee County | |
| Project Description Continued Pilot Targeted Marketing Program | Total Cost of Project (Including Local Match) \$337,320. | |
| Name and Address of Public Sponsor City of Milwaukee 841 N. Broadway, Rm 918 Milwaukee, WI 53202 | Name, Telephone & e-mail address of Public Sponsor Contact David Schlabowske (414) 286-3144 David.Schlabowske@milwaukee.gov | |
| Other Organization(s) Involved in Project (e.g. Private Partner) Bicycle Federation of Wisconsin | Name, Telephone & e-mail address of Private Partner Shea Schachameyer (414) 431-1761 Shea@bfw.org | |
| Project Category/Categories (Please check if applies) <input checked="" type="checkbox"/> Public Transportation <input checked="" type="checkbox"/> Bicycle/Pedestrian <input checked="" type="checkbox"/> Car and Vanpooling <input type="checkbox"/> Park & Ride Lot <input type="checkbox"/> Traffic Flow Improvement (e.g. System Signalization) <input type="checkbox"/> Alternative Fuels <input type="checkbox"/> Diesel Retrofit <input type="checkbox"/> Other (Please Describe): | Sponsor's Metropolitan Planning Organization Area (Please check area of project location) <input checked="" type="checkbox"/> Southeastern WI Regional Planning Commission (SEWRPC) <input type="checkbox"/> Bay-Lake Regional Planning Commission (BLRPC) - only for Sheboygan Metropolitan Planning Area <input type="checkbox"/> Non Metropolitan Planning Area | |

Project Description - Be Brief But Complete

1. Where is the project located? Who does it serve? How large will it be? What will it be made of? How will it be accomplished?

Important: In addition to describing the project location below, attach a map of the project site to this application.

The Milwaukee SmartTrips program boundary is determined by thirteen census tracts within the City of Milwaukee including the Riverwest, Harambee, Brewer's Hill and Lower-East Side neighborhoods. The targeted area has been determined by a number of factors: proximity to workplaces; density of residential units; access to transit;

availability of bicycle and pedestrian facilities; number of walkable and bikeable destinations; interest of the neighborhoods.

Milwaukee SmartTrips is an individualized, targeted marketing program aimed at reducing drive-alone trips, increasing biking, walking, transit, carpool and car-share trips, reducing congestion, increasing health and safety, improving air quality, and promoting local business. In a three year period, the Milwaukee SmartTrips program will reach 27,383 people, all the residents within the target area. Through mailings, residents are contacted and are able to request additional information on walking, biking, transit, carpooling and car-sharing such as customized walking/biking/transit trip routes, neighborhood walking/biking maps, WisDOT Rideshare and Bike Buddies information, transit routes and schedules, and event/ride/walk/class calendars.

Overall, Milwaukee SmartTrips is an innovative, comprehensive, well-planned trip implementation program which supports the local and regional transportation planning goals including the Milwaukee Bicycle Master Plan being completed in the fall of 2009 and the Southeastern Wisconsin Regional Planning Commission's Planning Report No. 49, A Regional Transportation System Plan for Southeastern Wisconsin: 2035. The program will facilitate non-automobile travel, utilization of mass-transit, and will generally reduce the need of single-occupant vehicle travel within the targeted area. Additionally, the success of Milwaukee SmartTrips will allow for the potential of widespread implementation not only throughout Milwaukee, but across Wisconsin.

2. Why is the project necessary? How will it contribute to improving air quality?

According to the 2001 National Personal Transportation Survey, nearly 50% of all trips in metropolitan areas are three miles or less and 28% are one mile or less. Yet, 65% of trips under one mile are made by automobile. Clearly, there exists a great opportunity for people to reduce the number of drive-alone trips made. Milwaukee SmartTrips gives residents within the targeted area access to information to make more informed transportation choices and also builds a supportive environment to encourage walking, biking, transit, carpooling and car-sharing. By decreasing drive-alone trips and utilizing other means of transportation, fewer emissions will be released into the air, effectively improving air quality.

3. Realistically, how much use will this facility or service get?

Milwaukee SmartTrips will include a wide variety of initiatives to help residents conserve fuel and reduce emissions by consolidating trips, driving less and making more efficient connections between different travel modes and will consequently produce a high level of vehicle emissions reduction by a cost-efficient means. By contacting individuals at home, where four out of five trips start or end, and by focusing on all trips and not just work trips, targeted marketing programs result in significant mode-shift and reduction of drive-alone trips, the majority of which are utilitarian.

Based on results from other targeted marketing programs, Milwaukee SmartTrips expects a 40% participation rate, ultimately resulting in a 6.89% mode-shift within the program boundary. The program also shows significant potential to reduce vehicle trips and vehicle miles traveled. A goal of Milwaukee SmartTrips' is to eliminate 854,350 of drive-alone trips and reduce 2,563,048 vehicle miles traveled over the three-year period.

Furthermore, evidence from other cities suggests that results are durable over time. Follow-up surveys used in the evaluation of SmartTrip programs in Perth (Australia), Portland (Oregon), Seattle (Washington), and Bellingham (Washington) found that the reduction in drive-alone trips had been maintained in the three years since the pilot program, resulting in sustained reduction of transportation emissions and traffic congestion.

4. What is the project timeline? How will the sponsor ensure that the project is implemented in a timely manner?

Milwaukee SmartTrips will be implemented as a pilot program beginning in 2010 and commencing in 2012. During this three year period all of the residents within the targeted area will be reached. As such, the program builds from year to year accounting for planning and resource development occurring mostly in the first year and the highest number of residents being targeted the third year.

The timely implementation of the program will be ensured by a variety of means: creation of a detailed timeline and budget at the onset of each year; updates to the City of Milwaukee via the Bicycle and Pedestrian Task Force which meets six times each year; yearly evaluation of program and creation of an annual report.

5. What obstacles or problems must be overcome to implement this project?

None.

6. What will make this project a success?

There are three distinct components which will contribute to making Milwaukee SmartTrips successful: collaboration between the public and private sectors, yearly evaluation of the program, and level of service brought by the private sponsor. In addition to the City of Milwaukee and the Bicycle Federation of WI (BFW), Milwaukee County Transit Systems (MCTS), WisDOT, Zip Car and UW-Milwaukee will be integral components of the program. Already, partnerships with MCTS and WisDOT have been established; WisDOT will promote Rideshare and Bike Buddies as well as distributing published bicycle and pedestrian safety material while MCTS will distribute route and Bike Racks on Buses information to further increase ridership. Secondly, evaluation of the program is a critical component of Milwaukee SmartTrips and will be determined in four realms: mode-share, participation, awareness and attitude. Bike, walk and transit counts will determine mode-share results while surveys will be used to measure participation, awareness and attitude. New, innovative technology will be utilized for measuring results if determined cost-effective such as video and sensor counts. Data currently collected by MCTS will be used to determine an increase in transit ridership and pre and post surveys conducted. Results will be summarized and made available in an annual report. Lastly, the involvement of the BFW as the private sponsor and program manager will further ensure the success of Milwaukee SmartTrips. The BFW specializes in strategic problem solving and public outreach, offering a full range of services including: bicycle and pedestrian master planning and policy development; bikeway planning and design; GIS network analysis and mapping and map production/printing; bicycle education and safety programming; bicycle-related technical assistance. Furthermore, the BFW is well established in Milwaukee and is able to provide the local knowledge necessary to most successfully building partnerships and implement Milwaukee SmartTrips.



| Project Cost Estimate & Timetable ¹ | | | | |
|--|------------------|-------------------|-------------------|-----------------------|
| Item | Year 1 | Year 2 | Year 3 | Grand Total (Yrs 1-3) |
| Engineering & Design ² | \$ | \$ | \$ | \$ |
| State-M/C Review & Delivery ³ | \$ | \$ | \$ | \$ |
| Real Estate & Easements | \$ | \$ | \$ | \$ |
| Eligible Utility Relocation | \$ | \$ | \$ | \$ |
| Construction | \$ | \$ | \$ | \$ |
| Bridges & Buildings | \$ | \$ | \$ | \$ |
| Railroad Signals/Crossings | \$ | \$ | \$ | \$ |
| Traffic Control Devices | \$ | \$ | \$ | \$ |
| Eligible Operating Costs | \$ | \$ | \$ | \$ |
| Marketing & Promotion | \$ | \$ | \$ | \$ |
| Other: Targeted Households | \$ 66,220 | \$ 100,925 | \$ 170,175 | \$ 337,320 |
| Other: | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Subtotal | \$ 66,220 | \$ 100,925 | \$ 170,175 | \$ 337,320 |
| Contingencies & Construction Mgt ⁴ | \$ | \$ | \$ | \$ |
| Total | \$ 66,220 | \$ 100,925 | \$ 170,175 | \$ 337,320 |
| Local Share ⁵ | \$ 13,244 | \$ 20,185 | \$ 34,035 | \$ 67,464 |
| Federal Share ⁶ | \$ 52,976 | \$ 80,740 | \$ 136,140 | \$ 269,856 |

¹ Typically design is done in Year 1, real estate acquisition in Year 2, and construction in Year 3.

² Engineering/Design cost is typically 15% to 20% of the construction cost.

³ Management Consultant fees \$6,000-15,000 per Local Let project depending on complexity plus additional State Review for Design/Construction about \$4,000. *State LET projects administered by WisDOT could be different. \$0 for FTA administered projects.*

⁴ Contingencies and construction management are typically budgeted at 15% of the Subtotal.

⁵ Local share for this program is normally 20%.

⁶ Federal share for this program is normally 80%.

Please affirm your understanding of the following project conditions by checking the boxes in the spaces provided:

- A. Private organizations proposing projects generally must have a public sponsor (a local government unit or transit operator).
- 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 applicant organization must finance the project until Federal reimbursement funds are available.
- D. The applicant must fund project costs in excess of the amounts indicated in the above Project Cost Estimate (i.e. cost overruns) at no expense to State/Federal funding sources.
- E. Projects must be designed and constructed in accordance with all applicable federal and state requirements, including but not limited to those on page 13 of the application.

If the public sponsor is submitting more than one application, prioritize this project here (e.g., 1 of 5):

----- of -----

I hereby certify that the above statements are true and complete to the best of the applicant's knowledge and understanding.

Name of Applicant Organization

City of Milwaukee

Name of Signer (Printed Clearly)

David Schlabowske

Title

Bicycle & Pedestrian Coordinator

Signature

Date

Information Below to Be Completed by the WisDOT Region Office

| | | | | | |
|--------------------------------|--------------|------------------|--------------------------------------|--------------|------|
| Environmental Document Type | | Improvement Type | | Program Year | |
| Primary ID | Related ID's | | Program <i>CMAQ</i> | | |
| Responsible Projects Group | | | Project Supervisor | | |
| WisDOT Region Approvals | | | | | |
| Team Leader Approval | | Date | Group Manager Concurrence | | Date |
| Programming Team Approval | | Date | Systems Planning Manager Concurrence | | Date |

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| | | |
|--|--|---------------------------------|
| Date of Application March 19, 2009 | Application Number | WisDOT Project ID Number |
| Project Title Installation of Pedestrian Countdown Timers (Grant #1) | Location(s) Served by Project Transit transfer locations in downtown/central Milwaukee | |
| Project Description - Project Limits At 41 signalized transit transfer intersections in the area bounded by North Av., 60 th St., | County/Countries Served by Project Milwaukee County | |
| Project Description Continued W. Greenfield Av., and Lake Michigan | Total Cost of Project (Including Local Match) \$357,600 | |
| Name and Address of Public Sponsor City of Milwaukee Dept. of Public Works 841 North Broadway, Room 701 Milwaukee, WI 53202 | Name, Telephone & e-mail address of Public Sponsor Contact Jeffrey S. Polenske, P.E City Engineer Phone: (414) 286-2400 Fax: (414) 286-5994 Email: jeffrey.polenske@milwaukee.gov | |
| Other Organization(s) Involved in Project (e.g. Private Partner) | Name, Telephone & e-mail address of Private Partner | |
| Project Category/Categories (Please check if applies) <input checked="" type="checkbox"/> Public Transportation <input checked="" type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Car and Vanpooling <input type="checkbox"/> Park & Ride Lot <input type="checkbox"/> Traffic Flow Improvement (e.g. System Signalization) <input type="checkbox"/> Alternative Fuels <input type="checkbox"/> Diesel Retrofit <input type="checkbox"/> Other (Please Describe): | Sponsor's Metropolitan Planning Organization Area (Please check area of project location) <input checked="" type="checkbox"/> Southeastern WI Regional Planning Commission (SEWRPC) <input type="checkbox"/> Bay-Lake Regional Planning Commission (BLRPC) - only for Sheboygan Metropolitan Planning Area <input type="checkbox"/> Non Metropolitan Planning Area | |

Project Description - Be Brief But Complete

1. Where is the project located? Who does it serve? How large will it be? What will it be made of? How will it be accomplished?

Important: In addition to describing the project location below, attach a map of the project site to this application.

The project is located at 41 signalized transit transfer intersections in downtown/central Milwaukee as shown in Attachment A. The project involves the installation of pedestrian countdown timers and 12" combination "Walk/Don't Walk" pedestrian indications.

2. Why is the project necessary? How will it contribute to improving air quality?

The proposed installation of pedestrian countdown timers at 41 transit transfer locations will assist and improve crossing safety for transit riders that transfer from one route to another at signalized intersections. The proposed improvements will encourage transit ridership by improving pedestrian safety at the 41 intersections, leading to increased transit ridership and reduced vehicle travel.

3. Realistically, how much use will this facility or service get?

The 41 intersections have a combined weekday ridership of approximately 30,000 from the most recent survey by the Milwaukee County Transit System.

4. What is the project timeline? How will the sponsor ensure that the project is implemented in a timely manner?

The City of Milwaukee plans to undertake preliminary engineering in 2010. It is anticipated that construction will occur during 2011-12.

5. What obstacles or problems must be overcome to implement this project?

None

6. What will make this project a success?

The proposed improvements at the 41 signalized transit transfer intersections will improve pedestrian safety to the extent possible by providing the amount of time remaining in the flashing Don't Walk phase before the start of the yellow change interval. This improvement will encourage and promote transit ridership and reduce vehicle travel by making transferring between routes safer for pedestrians.

| Project Cost Estimate & Timetable ¹ | | | | |
|--|------------------|-------------------|-------------------|-----------------------|
| Item | Year 1 | Year 2 | Year 3 | Grand Total (Yrs 1-3) |
| Engineering & Design ² | \$ 26,000 | \$ | \$ | \$ 26,000 |
| State-M/C Review & Delivery ³ | \$ 7,500 | \$ 7,500 | \$ | \$ 15,000 |
| Real Estate & Easements | \$ | \$ | \$ | \$ |
| Eligible Utility Relocation | \$ | \$ | \$ | \$ |
| Construction | \$ | \$ | \$ | \$ |
| Bridges & Buildings | \$ | \$ | \$ | \$ |
| Railroad Signals/Crossings | \$ | \$ | \$ | \$ |
| Traffic Control Devices | \$ | \$ 135,000 | \$ 135,000 | \$ 270,000 |
| Eligible Operating Costs | \$ | \$ | \$ | \$ |
| Marketing & Promotion | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Subtotal | \$ 33,500 | \$ 142,500 | \$ 135,000 | \$ 311,000 |
| Contingencies & Construction Mgt ⁴ | \$ 5,000 | \$ 21,400 | \$ 20,200 | \$ 46,600 |
| Total | \$ 38,500 | \$ 163,900 | \$ 155,200 | \$ 357,600 |
| Local Share ⁵ | \$ 7,700 | \$ 32,780 | \$ 31,040 | \$ 71,520 |
| Federal Share ⁶ | \$ 30,800 | \$ 131,120 | \$ 124,160 | \$ 286,080 |

¹ Typically design is done in Year 1, real estate acquisition in Year 2, and construction in Year 3.

² Engineering/Design cost is typically 15% to 20% of the construction cost.

³ Management Consultant fees \$6,000-15,000 per Local Let project depending on complexity plus additional State Review for Design/Construction about \$4,000. *State LET projects administered by WisDOT could be different. \$0 for FTA administered projects.*

⁴ Contingencies and construction management are typically budgeted at 15% of the Subtotal.

⁵ Local share for this program is normally 20%.

⁶ Federal share for this program is normally 80%.

Please affirm your understanding of the following project conditions by checking the boxes in the spaces provided:

- A. Private organizations proposing projects generally must have a public sponsor (a local government unit or transit operator).
- 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 applicant organization must finance the project until Federal reimbursement funds are available.
- D. The applicant must fund project costs in excess of the amounts indicated in the above Project Cost Estimate (i.e. cost overruns) at no expense to State/Federal funding sources.
- E. Projects must be designed and constructed in accordance with all applicable federal and state requirements, including but not limited to those on page 13 of the application.

If the public sponsor is submitting more than one application, prioritize this project here (e.g., 1 of 5):

----- of -----

I hereby certify that the above statements are true and complete to the best of the applicant's knowledge and understanding.

Name of Applicant Organization

City of Milwaukee Dept. of Public Works

Name of Signer (Printed Clearly)

Jeffrey S. Polenske, P.E.

Title

City Engineer

Signature

Date

Information Below to Be Completed by the WisDOT Region Office

| | | | | | |
|--------------------------------|--------------|------------------|--------------------------------------|--------------|-------------|
| Environmental Document Type | | Improvement Type | | Program Year | |
| Primary ID | Related ID's | | Program | | <i>CMAQ</i> |
| Responsible Projects Group | | | Project Supervisor | | |
| WisDOT Region Approvals | | | | | |
| Team Leader Approval | | Date | Group Manager Concurrence | | Date |
| Programming Team Approval | | Date | Systems Planning Manager Concurrence | | Date |

PROJECT LOCATION MAP



CITY OF MILWAUKEE DEPT. OF PUBLIC WORKS
CMAQ GRANT APPLICATION
INSTALLATION OF PEDESTRIAN COUNTDOWN TIMERS
41 INTERSECTIONS DOWNTOWN/CENTRAL (GRANT #1)

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| | | |
|--|--|---------------------------------|
| Date of Application March 19, 2009 | Application Number | WisDOT Project ID Number |
| Project Title Installation of Pedestrian Countdown Timers (Grant #2) | Location(s) Served by Project Transit transfer locations on the near north side of Milwaukee | |
| Project Description - Project Limits At 51 signalized transit transfer intersections in the area bounded by Capitol Dr., 92nd St., | County/Countries Served by Project Milwaukee County | |
| Project Description Continued North Av., and Lake Michigan | Total Cost of Project (Including Local Match) \$418,600 | |
| Name and Address of Public Sponsor City of Milwaukee Dept. of Public Works 841 North Broadway, Room 701 Milwaukee, WI 53202 | Name, Telephone & e-mail address of Public Sponsor Contact Jeffrey S. Polenske, P.E City Engineer Phone: (414) 286-2400 Fax: (414) 286-5994 Email: jeffrey.polenske@milwaukee.gov | |
| Other Organization(s) Involved in Project (e.g. Private Partner) | Name, Telephone & e-mail address of Private Partner | |
| Project Category/Categories (Please check if applies) <input checked="" type="checkbox"/> Public Transportation <input checked="" type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Car and Vanpooling <input type="checkbox"/> Park & Ride Lot <input type="checkbox"/> Traffic Flow Improvement (e.g. System Signalization) <input type="checkbox"/> Alternative Fuels <input type="checkbox"/> Diesel Retrofit <input type="checkbox"/> Other (Please Describe): | Sponsor's Metropolitan Planning Organization Area (Please check area of project location) <input checked="" type="checkbox"/> Southeastern WI Regional Planning Commission (SEWRPC) <input type="checkbox"/> Bay-Lake Regional Planning Commission (BLRPC) - only for Sheboygan Metropolitan Planning Area <input type="checkbox"/> Non Metropolitan Planning Area | |

Project Description - Be Brief But Complete

1. Where is the project located? Who does it serve? How large will it be? What will it be made of? How will it be accomplished?

Important: In addition to describing the project location below, attach a map of the project site to this application.

The project is located at 51 signalized transit transfer intersections on the near north side of Milwaukee as shown in Attachment A. The project involves the installation of pedestrian countdown timers and 12" combination "Walk/Don't Walk" pedestrian

indications.

2. Why is the project necessary? How will it contribute to improving air quality?

The proposed installation of pedestrian countdown timers at 51 transit transfer locations will assist and improve crossing safety for transit riders that transfer from one route to another at signalized intersections. The proposed improvements will encourage transit ridership by improving pedestrian safety at the 51 intersections, leading to increased transit ridership and reduced vehicle travel.

3. Realistically, how much use will this facility or service get?

The 51 intersections have a combined weekday ridership of approximately 53,000 from the most recent survey by the Milwaukee County Transit System.

4. What is the project timeline? How will the sponsor ensure that the project is implemented in a timely manner?

The City of Milwaukee plans to undertake preliminary engineering in 2010. It is anticipated that construction will occur during 2011-12.

5. What obstacles or problems must be overcome to implement this project?

None

6. What will make this project a success?

The proposed improvements at the 51 signalized transit transfer intersections will improve pedestrian safety to the extent possible by providing the amount of time remaining in the flashing Don't Walk phase before the start of the yellow change interval. This improvement will encourage and promote transit ridership and reduce vehicle travel by making transferring between routes safer for pedestrians.

| Project Cost Estimate & Timetable ¹ | | | | |
|--|------------------|-------------------|-------------------|-----------------------|
| Item | Year 1 | Year 2 | Year 3 | Grand Total (Yrs 1-3) |
| Engineering & Design ² | \$ 29,000 | \$ | \$ | \$ 29,000 |
| State-M/C Review & Delivery ³ | \$ 7,500 | \$ 7,500 | \$ | \$ 15,000 |
| Real Estate & Easements | \$ | \$ | \$ | \$ |
| Eligible Utility Relocation | \$ | \$ | \$ | \$ |
| Construction | \$ | \$ | \$ | \$ |
| Bridges & Buildings | \$ | \$ | \$ | \$ |
| Railroad Signals/Crossings | \$ | \$ | \$ | \$ |
| Traffic Control Devices | \$ | \$ 160,000 | \$ 160,000 | \$ 320,000 |
| Eligible Operating Costs | \$ | \$ | \$ | \$ |
| Marketing & Promotion | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Subtotal | \$ 36,500 | \$ 167,500 | \$ 160,000 | \$ 364,000 |
| Contingencies & Construction Mgt ⁴ | \$ 5,500 | \$ 25,100 | \$ 24,000 | \$ 54,600 |
| Total | \$ 42,000 | \$ 192,600 | \$ 184,000 | \$ 418,600 |
| Local Share ⁵ | \$ 8,400 | \$ 38,520 | \$ 36,800 | \$ 83,720 |
| Federal Share ⁶ | \$ 33,600 | \$ 154,080 | \$ 147,200 | \$ 334,880 |

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² Engineering/Design cost is typically 15% to 20% of the construction cost.

³ Management Consultant fees \$6,000-15,000 per Local Let project depending on complexity plus additional State Review for Design/Construction about \$4,000. *State LET projects administered by WisDOT could be different. \$0 for FTA administered projects.*

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Name of Applicant Organization

City of Milwaukee Dept. of Public Works

Name of Signer (Printed Clearly)

Jeffrey S. Polenske, P.E.

Title

City Engineer

Signature

Date

Information Below to Be Completed by the WisDOT Region Office

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|--------------------------------|--------------|------------------|--------------------------------------|--------------|------|
| Environmental Document Type | | Improvement Type | | Program Year | |
| Primary ID | Related ID's | | Program <i>CMAQ</i> | | |
| Responsible Projects Group | | | Project Supervisor | | |
| WisDOT Region Approvals | | | | | |
| Team Leader Approval | | Date | Group Manager Concurrence | | Date |
| Programming Team Approval | | Date | Systems Planning Manager Concurrence | | Date |

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| | | |
|---|--|---------------------------------|
| Date of Application March 9, 2009 | Application Number | WisDOT Project ID Number |
| Project Title Computer Optimization of 103 Traffic Signals | Location(s) Served by Project Corridors and areas bounded by the project | |
| Project Description - Project Limits E/W Capitol Dr. and W. Fond du Lac Av. Corridors | County/Counties Served by Project Milwaukee County | |
| Project Description Continued | Total Cost of Project (Including Local Match) \$260,000 | |
| Name and Address of Public Sponsor City of Milwaukee Dept. of Public Works 841 North Broadway, Room 701 Milwaukee, WI 53202 | Name, Telephone & e-mail address of Public Sponsor Contact Jeffrey S. Polenske, P.E City Engineer Phone: (414) 286-2400 Fax: (414) 286-5994 Email: jeffrey.polenske@milwaukee.gov | |
| Other Organization(s) Involved in Project (e.g. Private Partner) | Name, Telephone & e-mail address of Private Partner | |
| Project Category/Categories (Please check if applies) <input type="checkbox"/> Public Transportation <input type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Car and Vanpooling <input type="checkbox"/> Park & Ride Lot <input checked="" type="checkbox"/> Traffic Flow Improvement (e.g. System Signalization) <input type="checkbox"/> Alternative Fuels <input type="checkbox"/> Diesel Retrofit <input type="checkbox"/> Other (Please Describe): | Sponsor's Metropolitan Planning Organization Area (Please check area of project location) <input checked="" type="checkbox"/> Southeastern WI Regional Planning Commission (SEWRPC) <input type="checkbox"/> Bay-Lake Regional Planning Commission (BLRPC) - only for Sheboygan Metropolitan Planning Area <input type="checkbox"/> Non Metropolitan Planning Area | |

Project Description - Be Brief But Complete

1. Where is the project located? Who does it serve? How large will it be? What will it be made of? How will it be accomplished?

Important: In addition to describing the project location below, attach a map of the project site to this application.

The project includes the computerized signal optimization of the 103 traffic signals along the E/W Capitol Dr. (STH 190) and W. Fond du Lac Av. (STH 145) corridors in the City of Milwaukee. The City of Milwaukee plans to undertake data collection, modeling

creation, model calibration and optimization, and implementation of timing and phasing changes.

2. Why is the project necessary? How will it contribute to improving air quality?

The proposed improvements will ensure the most efficient operation of 103 traffic signals along the E/W Capitol Dr. (STH 190) and W. Fond du Lac Av. (STH 145) corridors in the City of Milwaukee.

By computer optimizing traffic signal timing and phasing, the City of Milwaukee will provide the most efficient operation of the traffic signals to minimize vehicle emissions and reduce fuel consumption by minimizing vehicle stops and idling time.

3. Realistically, how much use will this facility or service get?

E/W Capitol Dr. (STH 190) has AADT which varies from 47,900 to 26,500 and W. Fond du Lac Av. (STH 145) has AADT which varies from 34,900 to 16,800. Within the project limits, the weekday VMT on W. Capitol Dr. is 234,000 and the weekday VMT on W. Fond du Lac Av. is 148,000.

4. What is the project timeline? How will the sponsor ensure that the project is implemented in a timely manner?

The City of Milwaukee plans to undertake data collection and in 2010-11, with model creation, calibration, optimization, and implementation in 2011-12.

5. What obstacles or problems must be overcome to implement this project?

None

6. What will make this project a success?

The proposed computer optimization of the 103 traffic signals will reduce vehicle emissions, reduce fuel consumption, and ensure more efficient flow of traffic along the E/W Capitol Dr. (STH 190) and W. Fond du Lac Av. (STH 145) corridors in the City of Milwaukee.

| Project Cost Estimate & Timetable ¹ | | | | |
|--|------------------|------------------|-------------------|-----------------------|
| Item | Year 1 | Year 2 | Year 3 | Grand Total (Yrs 1-3) |
| Engineering & Design ² | \$ 62,000 | \$ 62,000 | \$ 62,000 | \$ 186,000 |
| State-M/C Review & Delivery ³ | \$ 5,000 | \$ 5,000 | \$ 5,000 | \$ 15,000 |
| Real Estate & Easements | \$ | \$ | \$ | \$ |
| Eligible Utility Relocation | \$ | \$ | \$ | \$ |
| Construction | \$ | \$ | \$ | \$ |
| Bridges & Buildings | \$ | \$ | \$ | \$ |
| Railroad Signals/Crossings | \$ | \$ | \$ | \$ |
| Traffic Control Devices | \$ | \$ | \$ | \$ |
| Eligible Operating Costs | \$ | \$ | \$ | \$ |
| Marketing & Promotion | \$ | \$ | \$ | \$ |
| Other: Signal Re-timing | \$ | \$ | \$ 29,000 | \$ 29,000 |
| Other: | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Subtotal | \$ 67,000 | \$ 67,000 | \$ 96,000 | \$ 230,000 |
| Contingencies & Construction Mgt ⁴ | \$ 10,000 | \$ 10,000 | \$ 10,000 | \$ 30,000 |
| Total | \$ 77,000 | \$ 77,000 | \$ 106,000 | \$ 260,000 |
| Local Share ⁵ | \$ 15,400 | \$ 15,400 | \$ 21,200 | \$ 52,000 |
| Federal Share ⁶ | \$ 61,600 | \$ 61,600 | \$ 84,800 | \$ 208,000 |

¹ Typically design is done in Year 1, real estate acquisition in Year 2, and construction in Year 3.

² Engineering/Design cost is typically 15% to 20% of the construction cost.

³ Management Consultant fees \$6,000-15,000 per Local Let project depending on complexity plus additional State Review for Design/Construction about \$4,000. *State LET projects administered by WisDOT could be different. \$0 for FTA administered projects.*

⁴ Contingencies and construction management are typically budgeted at 15% of the Subtotal.

⁵ Local share for this program is normally 20%.

⁶ Federal share for this program is normally 80%.

Please affirm your understanding of the following project conditions by checking the boxes in the spaces provided:

- A. Private organizations proposing projects generally must have a public sponsor (a local government unit or transit operator).
- 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 applicant organization must finance the project until Federal reimbursement funds are available.
- D. The applicant must fund project costs in excess of the amounts indicated in the above Project Cost Estimate (i.e. cost overruns) at no expense to State/Federal funding sources.
- E. Projects must be designed and constructed in accordance with all applicable federal and state requirements, including but not limited to those on page 13 of the application.

If the public sponsor is submitting more than one application, prioritize this project here (e.g., 1 of 5):

----- of -----

I hereby certify that the above statements are true and complete to the best of the applicant's knowledge and understanding.

Name of Applicant Organization

City of Milwaukee

Name of Signer (Printed Clearly)

Jeffrey S. Polenske, P.E.

Title

City Engineer

Signature

Date

Information Below to Be Completed by the WisDOT Region Office

| | | | | | |
|--------------------------------|--------------|------------------|--------------------------------------|--------------|------|
| Environmental Document Type | | Improvement Type | | Program Year | |
| Primary ID | Related ID's | | Program <i>CMAQ</i> | | |
| Responsible Projects Group | | | Project Supervisor | | |
| WisDOT Region Approvals | | | | | |
| Team Leader Approval | | Date | Group Manager Concurrence | | Date |
| Programming Team Approval | | Date | Systems Planning Manager Concurrence | | Date |

APPLICATION FOR FUNDING CMAQ PROGRAM FYs 2010-2012

Wisconsin Department of Transportation

IT IS STRONGLY RECOMMENDED THAT APPLICANTS CONTACT WISDOT STAFF TO MAKE SURE THEY HAVE A CMAQ ELIGIBLE APPLICATION.

PLEASE ATTACH A SITE MAP, PHOTOGRAPHS OR ANY OTHER INFORMATION THAT WILL ASSIST THE SELECTION COMMITTEE IN UNDERSTANDING THE LOCATION AND NATURE OF THE PROPOSED PROJECT. APPLICANTS MUST STILL MAIL PAPER COPIES OF THEIR APPLICATION TO THE WISDOT REGION OFFICE.

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| | | |
|---|--|---------------------------------|
| Date of Application March 9, 2009 | Application Number | WisDOT Project ID Number |
| Project Title Computer Optimization of 34 Traffic Signals | Location(s) Served by Project Bay View neighborhood of the City of Milwaukee | |
| Project Description - Project Limits Area bounded by S. Superior St., S. 6 th St., E/W Bolivar Av., and E. Bay St. | County/Countries Served by Project Milwaukee County | |
| Project Description Continued | Total Cost of Project (Including Local Match) \$90,300 | |
| Name and Address of Public Sponsor City of Milwaukee Dept. of Public Works 841 North Broadway, Room 701 Milwaukee, WI 53202 | Name, Telephone & e-mail address of Public Sponsor Contact Jeffrey S. Polenske, P.E City Engineer Phone: (414) 286-2400 Fax: (414) 286-5994 Email: jeffrey.polenske@milwaukee.gov | |
| Other Organization(s) Involved in Project (e.g. Private Partner) | Name, Telephone & e-mail address of Private Partner | |
| Project Category/Categories (Please check if applies) <input type="checkbox"/> Public Transportation <input type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Car and Vanpooling <input type="checkbox"/> Park & Ride Lot <input checked="" type="checkbox"/> Traffic Flow Improvement (e.g. System Signalization) <input type="checkbox"/> Alternative Fuels <input type="checkbox"/> Diesel Retrofit <input type="checkbox"/> Other (Please Describe): | Sponsor's Metropolitan Planning Organization Area (Please check area of project location) <input checked="" type="checkbox"/> Southeastern WI Regional Planning Commission (SEWRPC) <input type="checkbox"/> Bay-Lake Regional Planning Commission (BLRPC) - only for Sheboygan Metropolitan Planning Area <input type="checkbox"/> Non Metropolitan Planning Area | |

Project Description - Be Brief But Complete

1. Where is the project located? Who does it serve? How large will it be? What will it be made of? How will it be accomplished?

Important: In addition to describing the project location below, attach a map of the project site to this application.

The project includes the computerized signal optimization of the 34 traffic signals in the Bay View neighborhood of the City of Milwaukee. The City of Milwaukee plans to undertake data collection, modeling creation, model calibration and optimization, and implementation of timing and phasing changes.

2. Why is the project necessary? How will it contribute to improving air quality?

The proposed improvements will ensure the most efficient operation of 34 traffic signals in the Bay View neighborhood. The traffic volumes and traffic patterns have experienced dramatic changes since the opening of the Lake Parkway (STH 794) in 1999 through the neighborhood.

By computer optimizing traffic signal timing and phasing, the City of Milwaukee will provide the most efficient operation of the traffic signals to minimize vehicle emissions and reduce fuel consumption by minimizing vehicle stops and idling time.

3. Realistically, how much use will this facility or service get?

The major roadways in the project have AADT varying from 25,900 to 4,100 on E. Oklahoma Av., from 25,600 to 13,900 on E. Howard Av., from 24,100 to 16,900 on S. Chase Av./S. Howell Av. (STH 38), and from 14,300 to 9,300 on S. Kinnickinnic Av. (STH 32). Within the project limits, the weekday VMT are: E. Oklahoma Av. - 28,000, E. Howard Av. - 26,000, S. Chase Av./S. Howell Av. (STH 38) - 32,000, and S. Kinnickinnic Av. - 15,000.

4. What is the project timeline? How will the sponsor ensure that the project is implemented in a timely manner?

The City of Milwaukee plans to undertake data collection and in 2010, with model creation, calibration, optimization, and implementation in 2010-11.

5. What obstacles or problems must be overcome to implement this project?

None

6. What will make this project a success?

The proposed computer optimization of the 34 traffic signals will reduce vehicle emissions, reduce fuel consumption, and ensure more efficient flow of traffic throughout the neighborhood following the opening of the Lake Parkway (STH 794).

| Project Cost Estimate & Timetable ¹ | | | | |
|--|------------------|------------------|-----------|-----------------------|
| Item | Year 1 | Year 2 | Year 3 | Grand Total (Yrs 1-3) |
| Engineering & Design ² | \$ 31,500 | \$ 31,500 | \$ | \$ 63,000 |
| State-M/C Review & Delivery ³ | \$ 3,000 | \$ 3,000 | \$ | \$ 6,000 |
| Real Estate & Easements | \$ | \$ | \$ | \$ |
| Eligible Utility Relocation | \$ | \$ | \$ | \$ |
| Construction | \$ | \$ | \$ | \$ |
| Bridges & Buildings | \$ | \$ | \$ | \$ |
| Railroad Signals/Crossings | \$ | \$ | \$ | \$ |
| Traffic Control Devices | \$ | \$ | \$ | \$ |
| Eligible Operating Costs | \$ | \$ | \$ | \$ |
| Marketing & Promotion | \$ | \$ | \$ | \$ |
| Other: Signal Re-timing | \$ | \$ 9,500 | \$ | \$ 9,500 |
| Other: | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Subtotal | \$ 34,500 | \$ 44,000 | \$ | \$ 78,500 |
| Contingencies & Construction Mgt ⁴ | \$ 5,000 | \$ 6,800 | \$ | \$ 11,800 |
| Total | \$ 39,500 | \$ 50,800 | \$ | \$ 90,300 |
| Local Share ⁵ | \$ 7,900 | \$ 10,160 | \$ | \$ 18,060 |
| Federal Share⁶ | \$ 31,600 | \$ 40,640 | \$ | \$ 72,240 |

¹ Typically design is done in Year 1, real estate acquisition in Year 2, and construction in Year 3.

² Engineering/Design cost is typically 15% to 20% of the construction cost.

³ Management Consultant fees \$6,000-15,000 per Local Let project depending on complexity plus additional State Review for Design/Construction about \$4,000. *State LET projects administered by WisDOT could be different. \$0 for FTA administered projects.*

⁴ Contingencies and construction management are typically budgeted at 15% of the Subtotal.

⁵ Local share for this program is normally 20%.

⁶ Federal share for this program is normally 80%.

Please affirm your understanding of the following project conditions by checking the boxes in the spaces provided:

- A. Private organizations proposing projects generally must have a public sponsor (a local government unit or transit operator).
- 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 applicant organization must finance the project until Federal reimbursement funds are available.
- D. The applicant must fund project costs in excess of the amounts indicated in the above Project Cost Estimate (i.e. cost overruns) at no expense to State/Federal funding sources.
- E. Projects must be designed and constructed in accordance with all applicable federal and state requirements, including but not limited to those on page 13 of the application.

If the public sponsor is submitting more than one application, prioritize this project here (e.g., 1 of 5):

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I hereby certify that the above statements are true and complete to the best of the applicant's knowledge and understanding.

Name of Applicant Organization

City of Milwaukee

Name of Signer (Printed Clearly)

Jeffrey S. Polenske, P.E.

Title

City Engineer

Signature

Date

Information Below to Be Completed by the WisDOT Region Office

| | | | | | |
|--------------------------------|--------------|------------------|--------------------------------------|--------------|------|
| Environmental Document Type | | Improvement Type | | Program Year | |
| Primary ID | Related ID's | | Program <i>CMAQ</i> | | |
| Responsible Projects Group | | | Project Supervisor | | |
| WisDOT Region Approvals | | | | | |
| Team Leader Approval | | Date | Group Manager Concurrence | | Date |
| Programming Team Approval | | Date | Systems Planning Manager Concurrence | | Date |

APPLICATION FOR FUNDING CMAQ PROGRAM FYs 2010-2012

Wisconsin Department of Transportation

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THE GUIDELINES SECTION OF THE APPLICATION WITH AN EXAMPLE OF A FILLED OUT APPLICATION CAN BE FOUND AT THE CMAQ WEBSITE: <http://www.dot.wisconsin.gov/localgov/aid/cmaq.htm>

| | | |
|---|--|---------------------------------|
| Date of Application March 17, 2009 | Application Number | WisDOT Project ID Number |
| Project Title Installation of Semi-actuated Operation | Location(s) Served by Project Various local intersections Citywide | |
| Project Description - Project Limits 32 Local Intersections Citywide | County/Countries Served by Project Milwaukee County | |
| Project Description Continued | Total Cost of Project (Including Local Match) \$501,500 | |
| Name and Address of Public Sponsor City of Milwaukee Dept. of Public Works 841 North Broadway, Room 701 Milwaukee, WI 53202 | Name, Telephone & e-mail address of Public Sponsor Contact Jeffrey S. Polenske, P.E. City Engineer Phone: (414) 286-2400 Fax: (414) 286-5994 Email: jeffrey.polenske@milwaukee.gov | |
| Other Organization(s) Involved in Project (e.g. Private Partner) | Name, Telephone & e-mail address of Private Partner | |
| Project Category/Categories (Please check if applies) <input type="checkbox"/> Public Transportation <input type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Car and Vanpooling <input type="checkbox"/> Park & Ride Lot <input checked="" type="checkbox"/> Traffic Flow Improvement (e.g. System Signalization) <input type="checkbox"/> Alternative Fuels <input type="checkbox"/> Diesel Retrofit <input type="checkbox"/> Other (Please Describe): | Sponsor's Metropolitan Planning Organization Area (Please check area of project location) <input checked="" type="checkbox"/> Southeastern WI Regional Planning Commission (SEWRPC) <input type="checkbox"/> Bay-Lake Regional Planning Commission (BLRPC) - only for Sheboygan Metropolitan Planning Area <input type="checkbox"/> Non Metropolitan Planning Area | |

Project Description - Be Brief But Complete

1. Where is the project located? Who does it serve? How large will it be? What will it be made of? How will it be accomplished?

Important: In addition to describing the project location below, attach a map of the project site to this application.

The project is located at 32 signalized local intersections Citywide as shown in Attachment A. The project involves the installation of vehicle detection loops and pedestrian pushbuttons for the installation of semi-actuated operation at the 32 intersections.

2. Why is the project necessary? How will it contribute to improving air quality?

By installing semi-actuated operation at the 32 intersections where there are high imbalances in traffic volumes, the number and length of red indications along the higher volume street approaches will be reduced by only providing green times for the lower volume street approaches when vehicles are present or pedestrians use pushbuttons to bring up the "Walk" phase. By reducing the number and length of red indications on the major street approaches, the amount of time spent idling will be reduced, reducing vehicle emissions and fuel consumption. In addition, the shorter red indications decrease stops on the major street approaches by increasing green progression bands on major streets with poor signal spacing.

3. Realistically, how much use will this facility or service get?

The 32 intersections have an entering volume of 584,500 vehicles per day. The major street approaches represent over 86% of the total entering volumes at the 32 intersections.

4. What is the project timeline? How will the sponsor ensure that the project is implemented in a timely manner?

The City of Milwaukee plans to undertake preliminary engineering in 2010. It is anticipated that construction will occur during 2011-12.

5. What obstacles or problems must be overcome to implement this project?

None

6. What will make this project a success?

The proposed semi-actuated operation of the 32 local signalized intersections will reduce vehicle emissions and fuel consumption by reducing unnecessary stops and engine idling at red indications on major street approaches when there are no conflicting vehicles or pedestrians on the minor street approaches.

| Project Cost Estimate & Timetable ¹ | | | | |
|--|------------------|-------------------|-------------------|-----------------------|
| Item | Year 1 | Year 2 | Year 3 | Grand Total (Yrs 1-3) |
| Engineering & Design ² | \$ 44,000 | \$ | \$ | \$ 44,000 |
| State-M/C Review & Delivery ³ | \$ 7,500 | \$ 7,500 | \$ | \$ 15,000 |
| Real Estate & Easements | \$ | \$ | \$ | \$ |
| Eligible Utility Relocation | \$ | \$ | \$ | \$ |
| Construction | \$ | \$ | \$ | \$ |
| Bridges & Buildings | \$ | \$ | \$ | \$ |
| Railroad Signals/Crossings | \$ | \$ | \$ | \$ |
| Traffic Control Devices | \$ | \$ 192,000 | \$ 192,000 | \$ 384,000 |
| Eligible Operating Costs | \$ | \$ | \$ | \$ |
| Marketing & Promotion | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Subtotal | \$ 51,500 | \$ 199,500 | \$ 192,000 | \$ 443,000 |
| Contingencies & Construction Mgt ⁴ | \$ 7,500 | \$ 30,000 | \$ 30,000 | \$ 67,500 |
| Total | \$ 59,000 | \$ 229,500 | \$ 222,000 | \$ 510,500 |
| Local Share ⁵ | \$ 11,800 | \$ 45,900 | \$ 44,400 | \$ 102,100 |
| Federal Share ⁶ | \$ 47,200 | \$ 183,600 | \$ 177,600 | \$ 408,400 |

¹ Typically design is done in Year 1, real estate acquisition in Year 2, and construction in Year 3.

² Engineering/Design cost is typically 15% to 20% of the construction cost.

³ Management Consultant fees \$6,000-15,000 per Local Let project depending on complexity plus additional State Review for Design/Construction about \$4,000. *State LET projects administered by WisDOT could be different. \$0 for FTA administered projects.*

⁴ Contingencies and construction management are typically budgeted at 15% of the Subtotal.

⁵ Local share for this program is normally 20%.

⁶ Federal share for this program is normally 80%.

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- 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 applicant organization must finance the project until Federal reimbursement funds are available.
- D. The applicant must fund project costs in excess of the amounts indicated in the above Project Cost Estimate (i.e. cost overruns) at no expense to State/Federal funding sources.
- E. Projects must be designed and constructed in accordance with all applicable federal and state requirements, including but not limited to those on page 13 of the application.

If the public sponsor is submitting more than one application, prioritize this project here (e.g., 1 of 5):

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I hereby certify that the above statements are true and complete to the best of the applicant's knowledge and understanding.

Name of Applicant Organization

City of Milwaukee Dept. of Public Works

Name of Signer (Printed Clearly)

Jeffrey S. Polenske, P.E.

Title

City Engineer

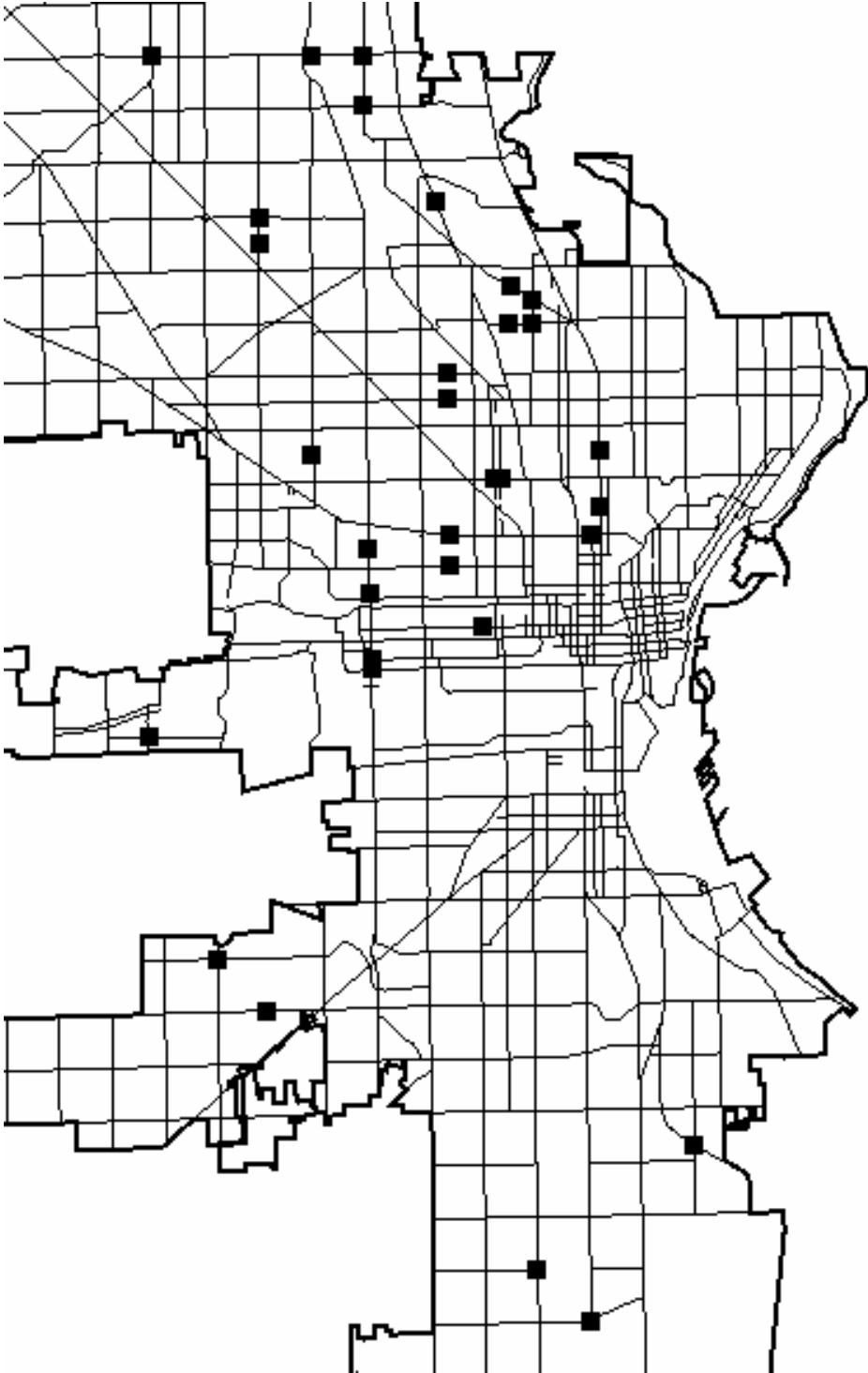
Signature

Date

Information Below to Be Completed by the WisDOT Region Office

| | | | | | |
|--------------------------------|--------------|------------------|--------------------------------------|--------------|------|
| Environmental Document Type | | Improvement Type | | Program Year | |
| Primary ID | Related ID's | | Program <i>CMAQ</i> | | |
| Responsible Projects Group | | | Project Supervisor | | |
| WisDOT Region Approvals | | | | | |
| Team Leader Approval | | Date | Group Manager Concurrence | | Date |
| Programming Team Approval | | Date | Systems Planning Manager Concurrence | | Date |

PROJECT LOCATION MAP



CITY OF MILWAUKEE DEPT. OF PUBLIC WORKS
CMAQ GRANT APPLICATION
SEMI-ACTUATED INSTALLATION
32 LOCAL INTERSECTIONS

APPLICATION FOR FUNDING CMAQ PROGRAM FYs 2010-2012

Wisconsin Department of Transportation

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| | | |
|---|--|---------------------------------|
| Date of Application March 17, 2009 | Application Number | WisDOT Project ID Number |
| Project Title Installation of Semi-actuated Operation | Location(s) Served by Project Various Connecting Highway intersections Citywide | |
| Project Description - Project Limits 10 Connecting Highway Intersections Citywide | County/Countries Served by Project Milwaukee County | |
| Project Description Continued | Total Cost of Project (Including Local Match) \$201,200 | |
| Name and Address of Public Sponsor City of Milwaukee Dept. of Public Works 841 North Broadway, Room 701 Milwaukee, WI 53202 | Name, Telephone & e-mail address of Public Sponsor Contact Jeffrey S. Polenske, P.E City Engineer Phone: (414) 286-2400 Fax: (414) 286-5994 Email: jeffrey.polenske@milwaukee.gov | |
| Other Organization(s) Involved in Project (e.g. Private Partner) | Name, Telephone & e-mail address of Private Partner | |
| Project Category/Categories (Please check if applies) <input type="checkbox"/> Public Transportation <input type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Car and Vanpooling <input type="checkbox"/> Park & Ride Lot <input checked="" type="checkbox"/> Traffic Flow Improvement (e.g. System Signalization) <input type="checkbox"/> Alternative Fuels <input type="checkbox"/> Diesel Retrofit <input type="checkbox"/> Other (Please Describe): | Sponsor's Metropolitan Planning Organization Area (Please check area of project location) <input checked="" type="checkbox"/> Southeastern WI Regional Planning Commission (SEWRPC) <input type="checkbox"/> Bay-Lake Regional Planning Commission (BLRPC) - only for Sheboygan Metropolitan Planning Area <input type="checkbox"/> Non Metropolitan Planning Area | |

Project Description - Be Brief But Complete

1. Where is the project located? Who does it serve? How large will it be? What will it be made of? How will it be accomplished?

Important: In addition to describing the project location below, attach a map of the project site to this application.

The project is located at 10 signalized Connecting Highway intersections Citywide as shown in Attachment A. The project involves the installation of vehicle detection loops and pedestrian pushbuttons for the installation of semi-actuated operation at the 10 intersections.

2. Why is the project necessary? How will it contribute to improving air quality?

By installing semi-actuated operation at the 10 intersections where there are high imbalances in traffic volumes, the number and length of red indications along the higher volume street approaches will be reduced by only provided green times for the lower volume street approaches when vehicles are present or pedestrians use pushbuttons to bring up the "Walk" phase. By reducing the number and length of red indications on the major street approaches, the amount of time spent idling will be reduced, reducing vehicle emissions and fuel consumption. In addition, the shorter red indications decrease stops on the major street approaches by increasing green progression bands on major streets with poor signal spacing.

3. Realistically, how much use will this facility or service get?

The 10 intersections is have an entering volumes of 202,400 vehicles per day. The major street approaches represent over 87% of the total entering volumes at the 10 intersections.

4. What is the project timeline? How will the sponsor ensure that the project is implemented in a timely manner?

The City of Milwaukee plans to undertake preliminary engineering in 2010. It is anticipated that construction will occur during 2011-12.

5. What obstacles or problems must be overcome to implement this project?

None

6. What will make this project a success?

The proposed semi-actuated operation of the 10 signalized Connecting Highway intersections will reduce vehicle emissions and fuel consumption by reducing idling at red indications on major street approaches when there are no conflicting vehicles or pedestrians on the minor street approaches.

| Project Cost Estimate & Timetable ¹ | | | | |
|--|------------------|------------------|------------------|-----------------------|
| Item | Year 1 | Year 2 | Year 3 | Grand Total (Yrs 1-3) |
| Engineering & Design ² | \$ 15,000 | \$ | \$ | \$ 15,000 |
| State-M/C Review & Delivery ³ | \$ 7,500 | \$ 7,500 | \$ | \$ 15,000 |
| Real Estate & Easements | \$ | \$ | \$ | \$ |
| Eligible Utility Relocation | \$ | \$ | \$ | \$ |
| Construction | \$ | \$ | \$ | \$ |
| Bridges & Buildings | \$ | \$ | \$ | \$ |
| Railroad Signals/Crossings | \$ | \$ | \$ | \$ |
| Traffic Control Devices | \$ | \$ 69,000 | \$ 76,000 | \$ 145,000 |
| Eligible Operating Costs | \$ | \$ | \$ | \$ |
| Marketing & Promotion | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Other: | \$ | \$ | \$ | \$ |
| Subtotal | \$ 22,500 | \$ 76,500 | \$ 76,000 | \$ 175,000 |
| Contingencies & Construction Mgt ⁴ | \$ 3,000 | \$ 12,000 | \$ 11,500 | \$ 26,500 |
| Total | \$ 25,500 | \$ 88,500 | \$ 87,500 | \$ 201,500 |
| Local Share ⁵ | \$ 5,100 | \$ 17,700 | \$ 17,500 | \$ 40,300 |
| Federal Share ⁶ | \$ 20,400 | \$ 70,800 | \$ 70,000 | \$ 161,200 |

¹ Typically design is done in Year 1, real estate acquisition in Year 2, and construction in Year 3.

² Engineering/Design cost is typically 15% to 20% of the construction cost.

³ Management Consultant fees \$6,000-15,000 per Local Let project depending on complexity plus additional State Review for Design/Construction about \$4,000. *State LET projects administered by WisDOT could be different. \$0 for FTA administered projects.*

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⁵ Local share for this program is normally 20%.

⁶ Federal share for this program is normally 80%.

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City of Milwaukee Dept. of Public Works

Name of Signer (Printed Clearly)

Jeffrey S. Polenske, P.E.

Title

City Engineer

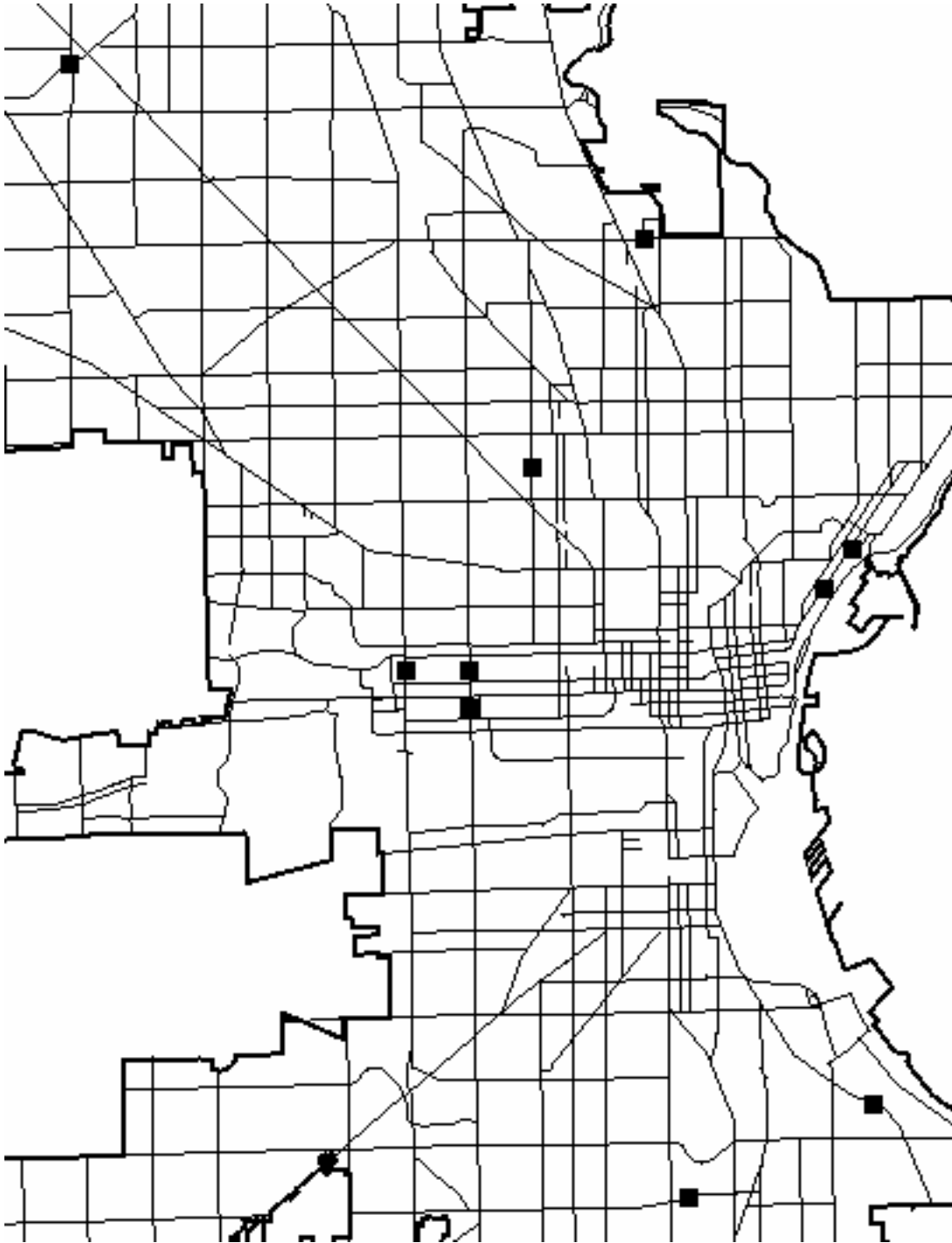
Signature

Date

Information Below to Be Completed by the WisDOT Region Office

| | | | | | |
|--------------------------------|--------------|------------------|--------------------------------------|--------------|------|
| Environmental Document Type | | Improvement Type | | Program Year | |
| Primary ID | Related ID's | | Program <i>CMAQ</i> | | |
| Responsible Projects Group | | | Project Supervisor | | |
| WisDOT Region Approvals | | | | | |
| Team Leader Approval | | Date | Group Manager Concurrence | | Date |
| Programming Team Approval | | Date | Systems Planning Manager Concurrence | | Date |

PROJECT LOCATION MAP



CITY OF MILWAUKEE DEPT. OF PUBLIC WORKS
CMAQ GRANT APPLICATION
SEMI-ACTUATED INSTALLATION
10 CONNECTING HIGHWAY INTERSECTIONS

Description

The Enhanced Bus Shelter Initiative (EBSI)

The proposed project will enhance a number of bus shelters located high pedestrian concentrated commercial nodes. The improved transit amenities at these locations will create vibrant commercial modes and encourage people to use transit to access these retail nodes.

Project: Enhanced bus shelters stations at major nodes in designated commercial districts, (Main Streets, Business Improvement Districts-BIDs)

Estimated costs: \$385,000

Norris Park Redevelopment Initiative (NPI)

The proposed project will provide open/green space within the surrounding Merrill Park neighborhood. The redevelopment of Norris park will encourage local residents to walk to this recreational activity area rather than drive to an area outside the near neighborhood.

Project: Improved public green space.
Estimated Cost; \$775,000

Bronzeville Cultural Pedestrian Modal Transit Center

The proposed project will connect the business and residential community with the surrounding public infrastructure. The Bronzeville Cultural and Entertainment District is designated by local jurisdictions as a special district offering a concentration of cultural arts, entertainment and restaurants/retail. A visible pedestrian presence is essential to the social appeal of the district. Connecting public art to the pedestrian way through cultural trails, gathering spaces and notable historic designations. The proposed transit center would rely on walking, biking, bus, rapid transit bus and light rail.

Project: Transit Modal Center
Estimated Cost: \$1.2 million