

17-0104



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November 8, 2016

Project ID: 5163-07-02/72  
Genoa – La Crosse  
La Crosse County Line to Garner Place  
STH 35  
La Crosse County

## Bicycle & Pedestrian Accommodations

### Bike Accommodations

- Warrants
  - Corridor does not prohibit bicycles – warrant met
  - Bicycle accommodations would not be an excessively disproportionate cost (>20%) of the project costs – warrant met
  - Corridor has design year and construction year AADTs greater than 1,500 VPD – warrant met
    - Current ADT (2014) is around 9,400
- Alternatives
  - Shoulder Paving
    - Great River Road standards are: FDM 5.3.2 Paved Shoulder Width - The paved shoulder width shall be a minimum of 5-feet where the road has a current traffic volume over 1000 ADT. Full width paved shoulders should be evaluated to reduce maintenance requirements where barrier will be installed along the shoulder. Note: Bicycle traffic is not a warrant for full width paved shoulders. Refer to FDM 11-15-1.5 for rumble strip policy.
    - Complete Streets guidance are: FDM 15.4 Rural On-road Bicycle Accommodations - A paved shoulder is the most common on-road bicycle accommodation on rural highways.
      - A shared roadway is not a bicycle accommodation, but is appropriate on some low-volume rural roads. See FDM 11-46-15.5 for guidance on shared roadways.
      - A shared-use path is an off-road bicycle accommodation, not an on-road bicycle accommodation. Shared-use paths, which typically parallel a rural divided highway or other high volume rural arterial, are much less common (see FDM 11-46-15.6 for guidance).
      - A shared roadway is not a bicycle accommodation, but is appropriate on some low-volume rural roads. See FDM 11-46-15.5 for guidance on shared roadways.
    - Rural Paved Shoulder guidance is: FDM 15.4.1 Rural Paved Shoulders - Paved shoulders are a common feature on rural state highways and consist of at least a 3 foot paved area to the right of the edge line. Beginning in 2014, reconstruction, new construction and pavement replacement rural asphalt roadway projects having a total shoulder width of 6 feet or more will require a 5 foot paved shoulder. See FDM 11-15-1.4 and FDM 11-15-1.5 for more information on paved shoulder width and rumble strip installation. Also, see FDM 11-15, Attachment 1.5 and FDM 11-15-5.3.2.
      - Paved shoulders can provide:
        - Additional width for OSOW vehicles to operate
        - Usable area for vehicles to pull onto during emergencies
        - Lateral support for the roadway
        - Space for recovery and avoidance maneuvers
        - On-road bicycle accommodation

- Table 15.2 shows minimum rural paved shoulder widths for on-road bicycle accommodations. If a wider paved shoulder is called for in FDM 11-15-1 or FDM 11-15-5, then use that width. Paved shoulders with shoulder rumble strips may require additional width.

Table 15.2 Minimum Paved Shoulder Width for On-Road Bike Accommodation on Rural Roads

Design Year AADT	Conditions from Table 15.1	Adjacent Travel Lane Width (feet)	Paved Shoulder Width (feet)	
			without shoulder rumble strip*	with shoulder rumble strip
< 750	Meets 0 or more of conditions 1, 2, 3, or 4 AND DOES NOT meet condition 5 none of the conditions are met	10	4	5
		11 or 12	3	5
	Meets 0 or more of conditions 1, 2, 3, or 4 AND Meets condition 5	10, 11 or 12	4	5
>= 750	DOES NOT meet ANY of conditions 1, 2, 3, 4, or 5	10	4	5
		11 or 12	3	5
750-1,499	Meets 1 or more of conditions 1, 2, 3, 4, or 5	10 or 11	4	5
	Meets 1 or more of conditions 1, 2, 3, or 4 AND DOES NOT meet condition 5	12	3	5
	Meets 0 or more of conditions 1, 2, 3, or 4 AND Meets condition 5	12	4	5
1,500-1,999	Meets 1 or more of conditions 1, 2, 3, 4, or 5	11	5	5
	Meets 1 or more of conditions 1, 2, 3, or 4 AND DOES NOT meet condition 5	12	4	5
	Meets 0 or more of conditions 1, 2, 3, or 4 AND Meets condition 5	12	5	5
>= 2,000	Meets 1 or more of conditions 1, 2, 3, 4, or 5	11 or 12	5**	5**

\* Width is OK if Rumble StripEs (see SDD 13A10-b, "Type 2 Milled Rumble Strip") used instead of shoulder Rumble Strips

\*\* When AADT exceeds 4,500, a 6ft paved shoulder is advisable<sup>18</sup>

- Cost for Shoulder Paving
  - Areas of shoulder paving where there is roadside barrier to be paved full width
  - \$13.33 per linear foot of 4' wide asphaltic shoulder (4" thick) x 4,200' in length = \$56,000
- Funding per WisDOT Program Management Manual 3-25-05 Bicycle Accommodations
  - WisDOT will pay for 100 percent of on-street marked or non-marked bicycle accommodations where recommended per the FDM.
  - WisDOT will pay 100 percent of bicycle accommodations required for roundabouts per the FDM. For a series of roundabouts where the distance between roundabouts (roughly measured from the exit to the middle of the roundabout taper entrance) is less than 500 feet, WisDOT will pay 100 percent of the costs for on street accommodation and the costs for providing a shared-use path between the two roundabouts. If the distance between roundabouts exceeds 500 feet, the path connection is considered off-street bicycle accommodation and normal cost share policy applies.
  - Costs for:
    - 6' of asphaltic paved shoulder (adjacent to lanes) would be 100% Federal/State funded
    - 4' of additional paved shoulder, estimated at \$56,000 (see above), would be 100% locally funded
      - Exceptions: where roadside barriers are installed, full width paving would be 100% Federal/State fund



*x 2 for each side*

## Shared Use Path

- Complete Streets guidance are: FDM 15.4 Rural On-road Bicycle Accommodations - A paved shoulder is the most common on-road bicycle accommodation on rural highways.
  - A shared roadway is not a bicycle accommodation, but is appropriate on some low-volume rural roads. See FDM 11-46-15.5 for guidance on shared roadways.
  - A shared-use path is an off-road bicycle accommodation, not an on-road bicycle accommodation. Shared-use paths, which typically parallel a rural divided highway or other high volume rural arterial, are much less common (see FDM 11-46-15.6 for guidance).
  - A shared roadway is not a bicycle accommodation, but is appropriate on some low-volume rural roads. See FDM 11-46-15.5 for guidance on shared roadways.
- Complete Streets – Shared Use Path Instead of On-Road Bicycle Accommodations Worksheet
  - Mentions that this should be considered if by adding on-road bicycle accommodations would result in excessively disproportionate costs or due to a constrained environment
- Cost for Shared Use Path
  - Bridge:
    - \$80 per square foot of deck x 14' width x 225' of deck length = \$315,000
  - Path - outside of bridge – 2" thick asphalt (including Base Aggregate Dense – 6" thick):
    - \$14.28 per linear foot of 10' wide asphalt path x 7,000' in length = \$100,000
  - Other items that may be needed: Real estate costs including utility relocation costs
    - Costs yet to be determined
- Funding per WisDOT Program Management Manual 3-25-05 Bicycle Accommodations
  - Where an off-street design of the proposed bicycle accommodation acceptable to WisDOT is installed and on-street accommodations are not provided, a local cost share will be negotiated. The WisDOT share for construction will not exceed the costs to provide on-street accommodations. The municipality will be responsible for real estate costs and utility costs included in off-street design if real estate is not required for the roadway project.
  - If on-street marked or non-marked bicycle accommodations are provided, WisDOT will not participate in costs to provide off-street accommodations, except where the municipality chooses to use Community Sensitive Solutions funding or if the community wants a multi-use path instead of sidewalks. If the municipality wants a multi-use path instead of sidewalks, the municipality will be responsible for the incremental construction costs to provide the multi-use path to the sidewalk. The municipality will be responsible for real estate costs and utility costs included in the multiuse path if real estate is not required for the roadway project.
- \* • Costs for a shared use path, estimated at \$415,000 (see above), would be 100% locally funded

DNR rec  
trail aids...

## Pedestrian Accommodations:

- Warrants
  - Corridor does not prohibit pedestrians – warrant met
  - Pedestrian accommodations would not be an excessively disproportionate cost (>20%) of the project costs – warrant met
  - Buildings along (fronting thereon) average less than 200 feet apart – warrant not met (this considers the SE quadrant of the intersection from Fireclay Court to the East and Riverview Drive to the South)
  - Costs:
    - Sidewalk – 5" thick concrete
      - \$20 per linear foot of 5' wide sidewalk x 2,800' in length = \$56,000
      - Other potential items:
        - Fill & grading
        - Real estate
        - Utility relocation
    - Pedestrian underpass structure – feasibility study yet to be completed
  - Funding per WisDOT Program Management Manual 3-25-05 Sidewalk
    - WisDOT is 100 percent responsible for replacement sidewalk costs necessitated by the roadway construction.

- WisDOT is 100 percent responsible for construction costs of pedestrian accommodations required for newly constructed roundabouts as defined in the FDM and is provided as a shared-use path – see Bicycle Accommodations below and the FDM.
- Provisions for sidewalks will be made during project design. These costs may be eligible for WisDOT participation. Provision for the new sidewalk consists of purchasing the right-of-way and preparing the grade so that sidewalk may be installed in accordance with FDM Procedure 11-20-1
- Where sidewalks do not already exist, provisions will be made for sidewalks as part of the project design for all reconstruction and recondition type projects. Exceptions may be allowed through Trans 75 - Bikeways and Sidewalks in Highway Projects.
- WisDOT is 100% responsible for construction costs of pedestrian accommodations when none of the exceptions identified in Trans 75 can be met. If any of the exceptions can be met, municipal cost share for sidewalks will be as noted elsewhere in this policy. Where an alternate design acceptable to WisDOT is requested by the municipality, 100 percent of the cost equivalent to a sidewalk meeting WisDOT standards is eligible for WisDOT participation, not to exceed 100 percent of actual costs. Any additional costs of installing the alternative design are not eligible for WisDOT participation.
- WisDOT will participate in the construction costs of new sidewalks only if they are installed at the time of project construction. Costs of continuous sidewalk constructed to WisDOT standards and installed at the time of project construction are 80 percent eligible for WisDOT participation.
- Where an alternate design acceptable to WisDOT is requested by the municipality, 80 percent of the cost equivalent to a sidewalk meeting WisDOT standards is eligible for WisDOT participation, not to exceed 80 percent of actual costs. Any additional costs of installing the alternative design are not eligible for WisDOT participation.
- Costs for:
  - Replacement sidewalk would be 100% Federal/State funded
  - New sidewalk (including all items below – required for sidewalk) would be 80% Federal/State funded with the remaining 20% match locally funded
    - Additional items:
      - Fill & grading
      - Real estate
      - Utility relocation