



CONNECTION PLAN

After gathering a significant amount of public feedback on the route options during both phases of community engagement in the spring and summer of 2022, a final connection plan for the future High Cliff Connection was created. The goal of engaging the public was to identify a route that was both feasible and desirable, and comments from the public were taken into consideration in developing the final connection plan.

From this input, a series of recommendations were formulated regarding trail alignment, facility types, trailhead locations, trail amenities, and future intersection improvements. More information about the initial route options can be found in Chapter 4.

Representatives from each municipality along the proposed routes, in addition to representatives from Calumet County, WisDOT, and Wisconsin DNR, were met with individually to discuss the preferred options and fine tune ideas. The preferred routes were then presented to the Core Team and Stakeholder Group for further refinement.

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GUIDING PRINCIPLES

The following are meant to serve as a framework for ECWRPC, local municipalities, and advocates for the future High Cliff Connection, as more detailed decisions are made in the implementation of the route:

- **Provide a great trail experience that encourages people to walk, bike, and get outdoors** for exercise, transportation, recreation, and to enjoy nature.
- **Provide a direct route between destinations.** Wherever possible, create a route experience that does not require users to cross streets multiple times in a short span or travel far off of the general east-west pathway.
- **Provide the most separation between trail users and vehicles that the site context will allow.** Almost universally, community members expressed interest in facilities that are physically separated from vehicle traffic. Some areas along the corridor do not currently provide a means for this trail experience, however, future roadway construction or reconstruction should consider how to incorporate separated trail facilities along the identified corridor to make trails safer and more comfortable for all users.
- **Find ways to provide great views or showcase local history or culture.** Where possible, provide places to sit, rest, and view natural or scenic areas such as Lake Winnebago or wetland areas.
- **Where possible, construct the trail or facilities within existing right-of-way.** Minimize disturbance to adjacent landowners where possible.
- **Future trail construction techniques and design should incorporate the most up-to-date guidance on sustainable trail construction** as provided by the Wisconsin DNR or other national standards. Unnecessary filling of wetlands, removal of tree canopy, destruction of wildlife habitat, or excessive installation of impermeable surfaces are not recommended actions as part of this plan.
- **Continue to engage with local residents and stakeholders as further study, design, and construction of the High Cliff Connection is implemented.** Transparency and input are required along the way to find the best possible outcomes. ECWRPC is developing an Equity in Community Engagement Toolkit and Guidebook which will serve as a resource for engagement methods and strategies moving forward.

ROUTE FRAMEWORK

For each of the areas within the High Cliff Corridor, a series of recommendations are provided on the following pages:

Route Alignment: The general path that the High Cliff Connection is planned. In some cases, a near-term route is identified, alongside a longer-term recommendation for further exploration.

Facility Type: For each segment, a facility type is recommended, such as a two-way cycle track, bike lane, separated trail, or paved shoulder.

Improvements for Existing Trail Segments: Where the High Cliff Connection route aligns with an existing, constructed trail facility, further recommendations are listed for improving comfort, safety, navigation, or providing special features for trail users.

Major and Minor Intersections: Major intersections have the greatest amount of exposure to moving vehicles by trail users. Specific recommendations for potential safety upgrades are listed on page 80. Minor intersections are where the trail crosses a lower volume local roadways (primarily in residential areas). With reference to local standards, marked crosswalks and/or trail crossing signage (per MUTCD standards) may be warranted at minor intersections.

Jurisdiction: The local municipality with jurisdiction over the area with the proposed trail route is identified. Some segments may have multiple jurisdictions that will require coordinating efforts in future phases of design and construction.

Proposed Trailhead Locations: Specific locations have been identified for trailheads within the High Cliff Connection corridor. Further description of locations and recommendations for trailhead amenities are listed on page 78.

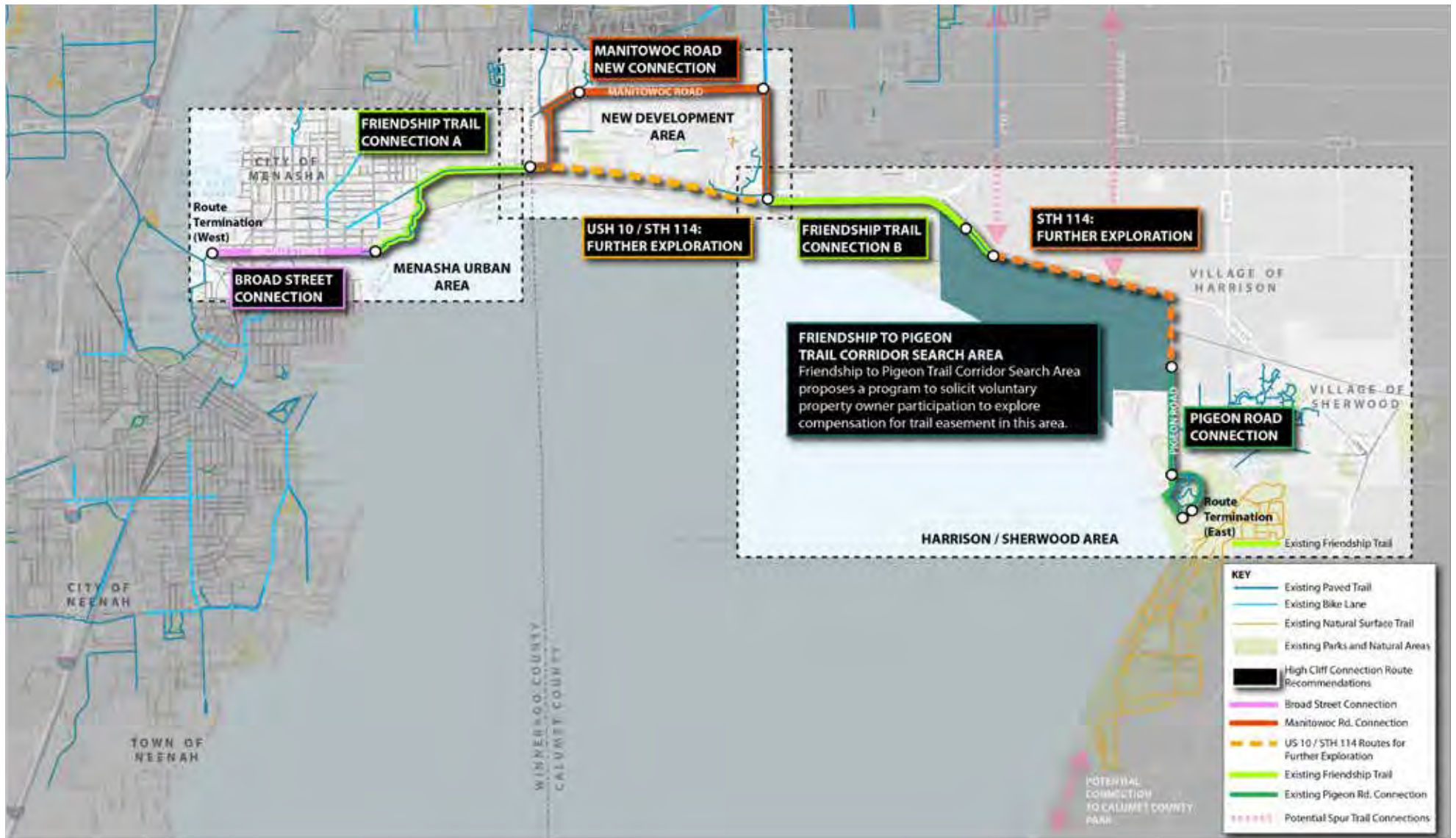


Figure 5.1 Key Map for High Cliff Connection Route Recommendations





URBAN AREA RECOMMENDATIONS

The western termination point of the High Cliff Connection will be at the Miron / Trestle Bridge trailhead at Broad Street. This western point will connect High Cliff Connection trail users to the Loop the Little Lake Trail. From here, traveling east, bicyclists today will utilize the on-street shared lane markings, while pedestrians will use the existing sidewalk network along Broad Street. Future recommendations for Broad Street include the creation of a two-way cycle track (see Figure 5.2), which will provide a more separated path for bicyclists to travel along the roadway, while still allowing for the existing roadway width and parking along one side to remain. Additional buffer markings and separation through flexible bollards or a raised curb will provide further safety measures for trail users.

Alternatively, a longer term recommendation is to upgrade one side (likely the north side) of the Broad Street sidewalk to a shared use trail (see Figure 5.3). This will involve coordination with utilities, existing driveways, and adjacent property owners.

At Jefferson Park, the recommendation is to utilize the existing bituminous trail throughout the park. Further improvements to create a trailhead facility include installation of a fix-it station, wayfinding, and a kiosk near the parking area. A mid-block crossing of Third Street is planned for future improvements to the park. Along with this, further consideration for a curb extension at the crossing could be warranted if traffic volumes increase along Third Street.

Wayfinding as directional signage is recommended along the existing paved segment of the Friendship Trail from Jefferson Park, along Plank Road to Oneida Street.

A future trailhead is recommended at the parking lot of Heckrodt Wetland Reserve. Wayfinding, and further bike parking or a fix-it station/charging station are recommended here.



PROPOSED BROAD STREET FACILITIES

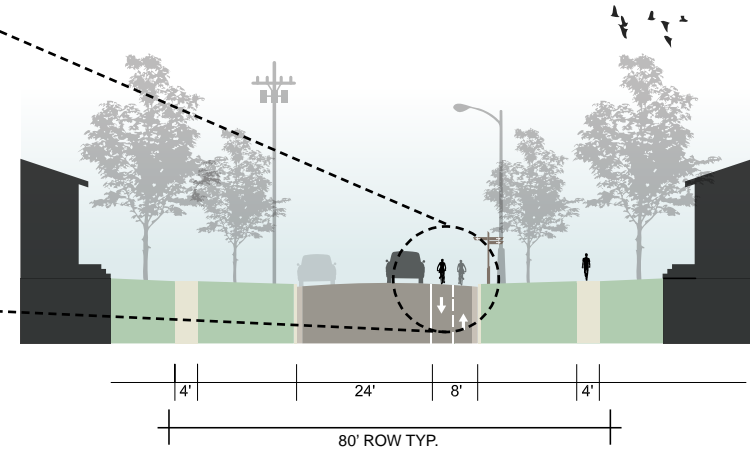


Figure 5.2 Proposed Two-Way Cycle Track on south side of Broad Street

RECOMMENDATIONS:

- Upgrade Broad Street to a 2-way cycle track or paved trail
- Update trailhead at Broad Street with revised trail map, along with recommendations from the Water Street Plan to create a more usable green space, rest stop and destination.
- Install trailhead amenities at Jefferson Park, Heckrodt Wetland Reserve
- Install Wayfinding throughout
- Improve mid-block crossing at Jefferson Park
- Utilize Existing Friendship Trail segment from Jefferson Park, along Plank Road

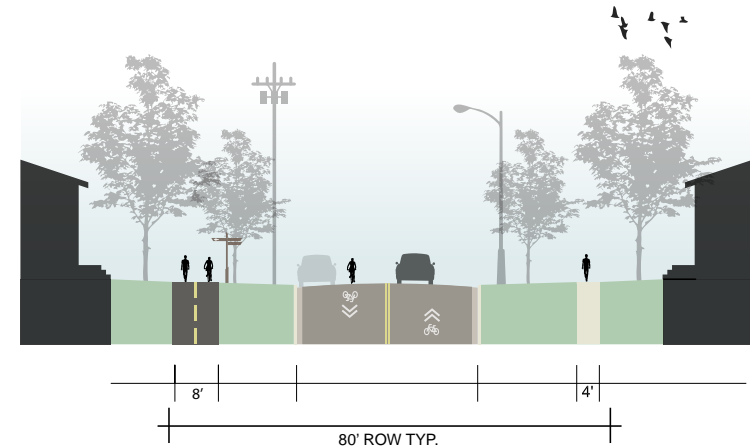


Figure 5.3 Proposed Separated Trail on Broad Street



Figure 5.4 Menasha Urban Area Route Recommendations





NEW DEVELOPMENT AREA RECOMMENDATIONS

Within the New Development Area of the High Cliff Corridor, there are two parallel recommendations for the future trail route. Beginning at the intersection of Oneida St. and US 10/STH 114, the near-term recommendation is to follow the existing trail along the north side of the roadway, which then turns north on to the existing Province Terrace boardwalk and continues along the existing separated trail, crossing at Manitowoc Road and continuing along Manitowoc Road where it splits with Plank Road. A separated trail is proposed along Manitowoc Road to Lake Park Road, with room to construct within the existing 80' ROW. Likely, the project will coincide with an update of the roadway section from a rural to urbanized style with curb/gutter. Stormwater management, coordination with utilities and existing driveways will all need to be addressed in future stages of design. The final leg of this proposed segment will utilize the existing separated trail along Lake Park Road. This recommended trail route will provide a significant connection for residents both north and south of Manitowoc Road, as well as provide a separated trail option for those who are already utilizing Manitowoc Road for biking and walking.

Concurrently, there is a recommendation to further explore the long-term design for a trail along US10/STH 114. With a significant amount of wetlands along this corridor, an elevated boardwalk facility is recommended, which will have a lower impact on sensitive landscapes, while potentially providing a unique trail experience integrated into natural areas that remain in-tact. Preliminary study for this option point to the north side of US10/STH 114 as a more cost effective option with shorter length of trail and the opportunity to connect to the existing paved trail to Lake Park Road. This potential trail segment will provide a high-quality complement to the near-term segment along Manitowoc Road and significantly contribute to the regional draw for the High Cliff Connection.

RECOMMENDATIONS:

- Near-term: separated paved trail and urbanized roadway along Manitowoc Road
- Long-term: Explore boardwalk trail along US10/STH114
- Intersection improvements at Oneida and US10/STH114, Lake Park Road
- Trailhead at Province Terrace boardwalk
- Wayfinding throughout

PROPOSED MANITOWOC ROAD CONNECTION

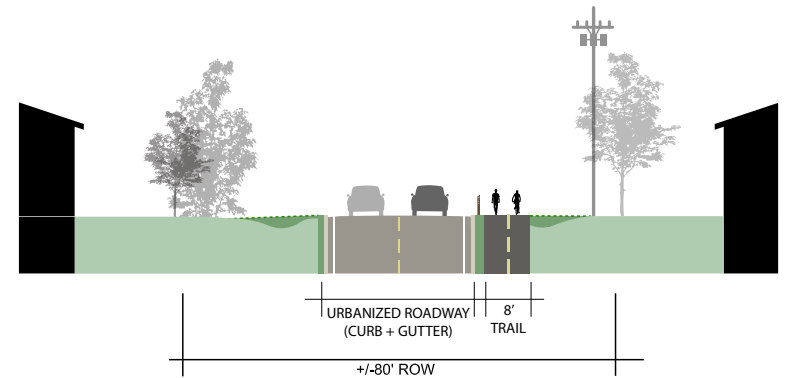


Figure 5.5 Proposed Trail on Manitowoc Road (south side shown; to be determined which side of roadway in final design)

US 10/STH 114: FURTHER EXPLORATION

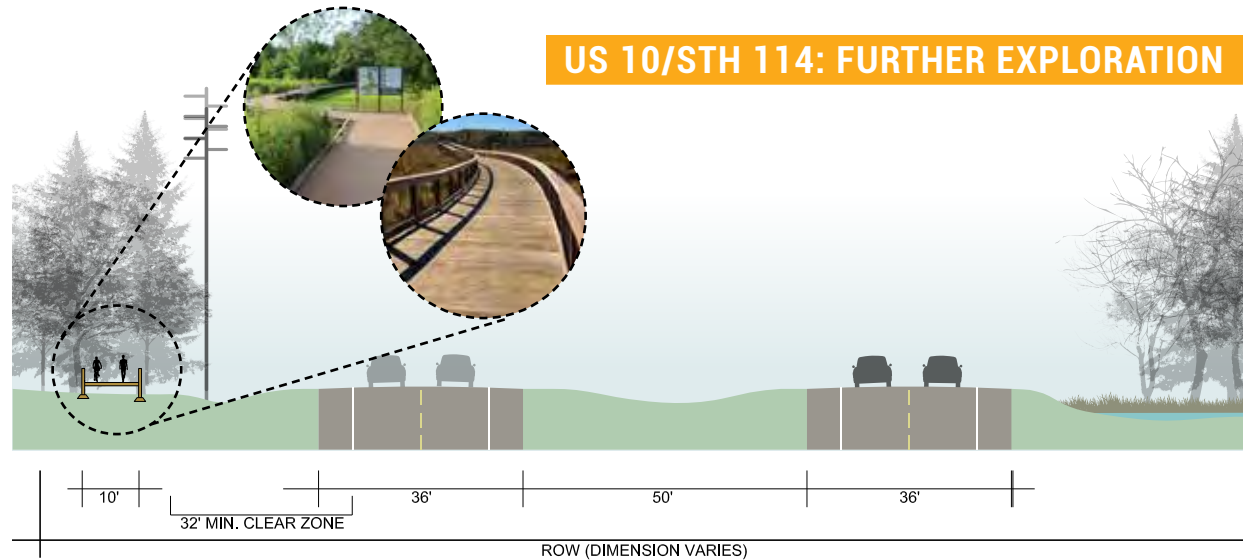


Figure 5.6 Exploration of future elevated boardwalk along US 10/STH 114 (north side shown; to be determined which side of roadway in final design)

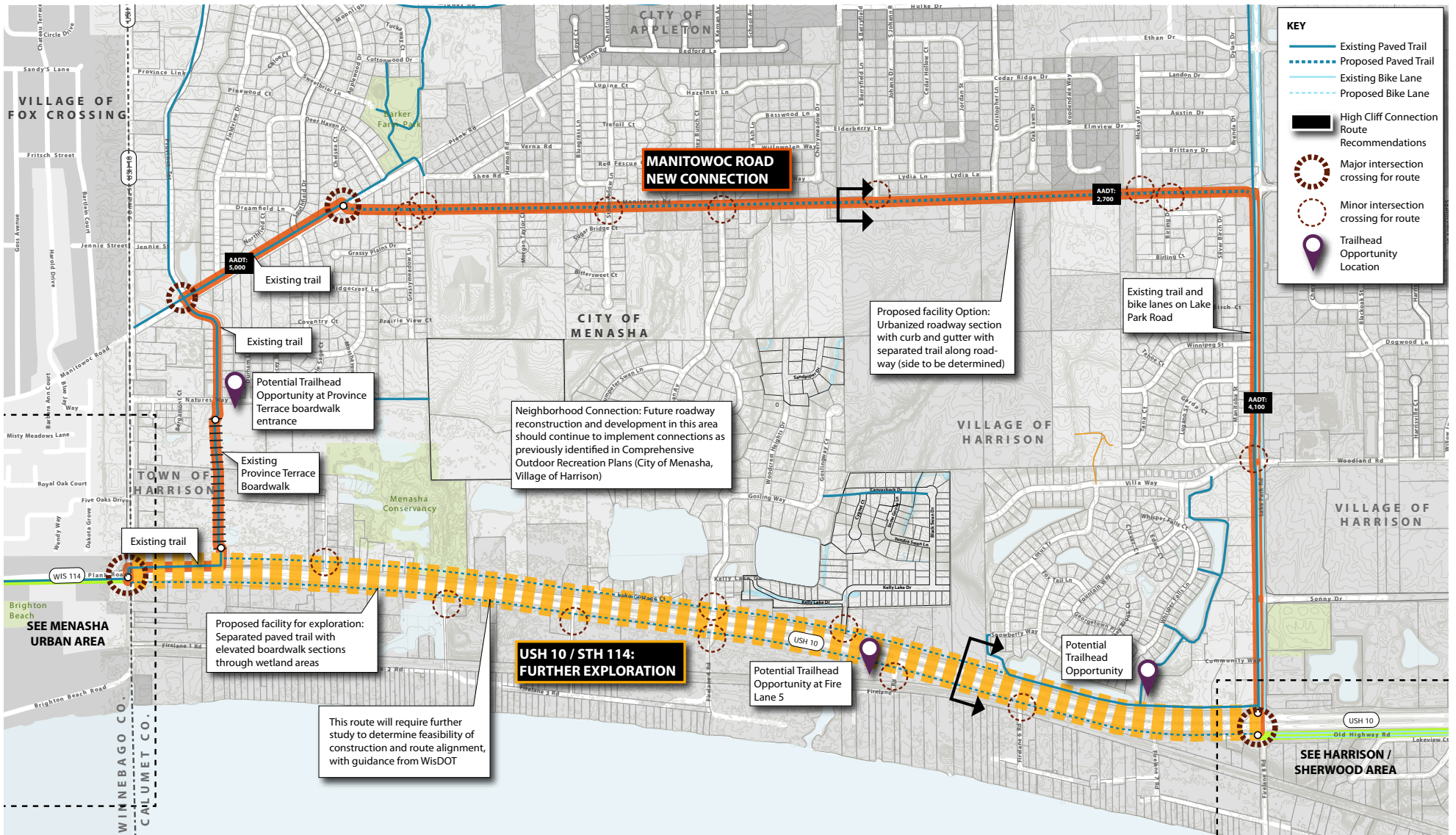


Figure 5.7 New Development Area Route Recommendations



HARRISON + SHERWOOD AREA RECOMMENDATIONS

Beginning at Lake Park Road and heading east, the recommended route for the High Cliff Connection is to utilize the existing Friendship Trail (on-road bike lanes and a short segment with a separated trail) along Old Highway 10 to Fire Lane 12. This segment serves pedestrians and bicyclists today with low-volume adjacent traffic along most of the frontage road. However, improved markings, wayfinding, and seating along the segment would improve the trail experience for users. Further exploration of a separated paved trail or protected bikeway is recommended to improve safety for trail users.

Within the timeline of this planning study, consensus was not found to determine a preferred route connecting from the intersection of Fire Lane 12 / STH 114 to High Cliff State Park. As a result, two parallel recommendations are presented here as incremental steps towards finding a route for this gap in the connection:

STH 114 Further Exploration: Survey-level engineering study of the STH 114 corridor to determine a potential alignment of a separated trail (likely along the south side of the roadway) to Pigeon Road is recommended. The potential trail would then turn south to connect to the existing trail along the west side of Pigeon Road. With the current roadway alignment, a future separated trail (as shown in Figure 5.10) will require a trail easement or additional land acquisition to build, as there does not appear to be enough ROW width today. The trail alignment could be wrapped into future commercial or residential development.

Trail Corridor Search Area: At the onset of this study, there were many ideas for a trail route in this area independent of STH 114. When presented with a variety of route options, many property owners in the area voiced concern and preference for a route along STH 114. However, a few property owners in the area contacted ECWRPC with interest in trail easements or acquisitions to potentially support a future connection to High Cliff. The long-term recommendation is to create a program to advocate, share information and to track property owners who are interested in voluntarily pledging easement or land sale. The intention of the program will be to piece together willing property owners over time to create a continuous trail through the search area to complete the corridor.

RECOMMENDATIONS:

- Explore extension of paved trail along STH 114 to Pigeon Road
- Improve wayfinding, trail experience, and safety along existing Friendship Trail
- Connect to existing trail on Pigeon Rd
- Develop a program or initiative to collect voluntary pledges for trail easement throughout search area to complete future trail gap
- Wayfinding throughout, potential trailhead locations along STH 114, improved trailhead facilities at High Cliff State Park entry

STH 114: FURTHER EXPLORATION

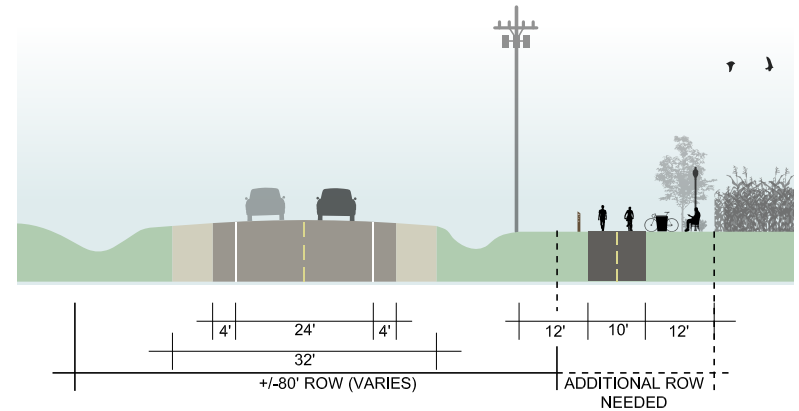


Figure 5.8 Exploration of future trail along STH 114

TRAIL CORRIDOR SEARCH AREA

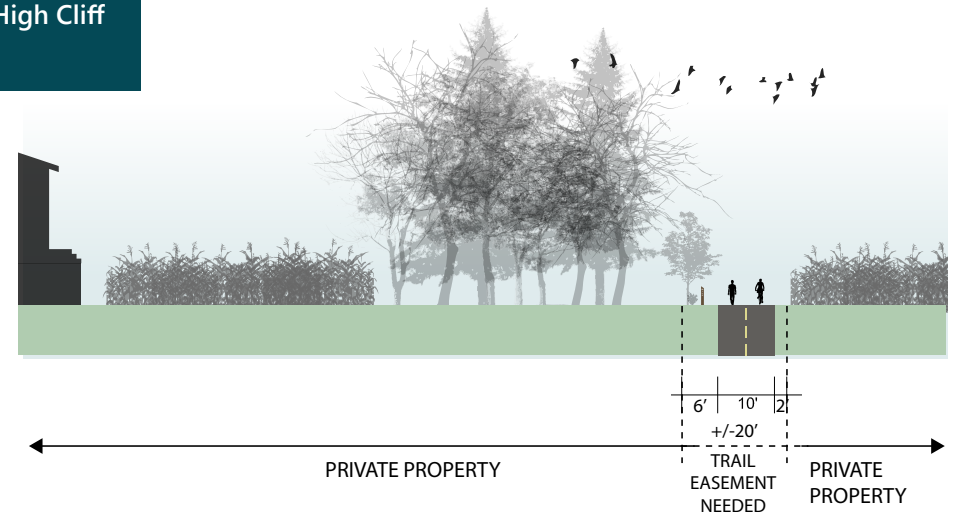


Figure 5.9 Exploration of future trail within Search Area



TRAILHEAD AMENITIES

Trailheads are designated public access points to a trail, located often at the beginning and end points of a trail, as well as at key locations along the way. Oftentimes a trailhead will be designated in combination with another public destination or located in a place that is recognizable as a landmark.

The following amenities are recommended for trailheads along the High Cliff Connection, as well as at key locations along a trail route. Note that not every amenity listed below is required at every trailhead. With further design at each location, a combination of these amenities should be considered that fit the existing context, available space, and need.

- 1 Bike Racks and Bike Repair Stations:** Bike racks are useful to allow bicyclists a means to dismount and walk to a nearby destination or use trailhead facilities. Bike Repair Stations (sometimes called Fix-It Stations) can be really handy if one needs to pump up tires or make minor repairs or adjustments to their bicycle along the way.
- 2 Wayfinding and Interpretation:** Directional signage and maps are all commonly found at trailheads, to orient trail users. Additionally, a trailhead may have other signage or displays to share information on the history, culture, flora/fauna or natural systems found in the area. Distance markers along a trail can help users pace themselves or understand how long it will take to reach a destination. Wayfinding can also be placed in the vicinity of a trail or route as a means to direct people to the trail corridor, and also to signal to drivers the increased presence of pedestrians and bicyclists. Another consideration with wayfinding is to provide signage in multiple languages spoken by residents in the area.
- 3 Seating and Shade:** Placing benches and other seating at key locations along longer trail corridors is a great way to ensure that people of more ages and abilities can comfortably use a trail. Seating that is durable and protected from the sun and adjacent traffic is generally preferred. Picnic tables and places to gather and rest are also sometimes found at trailheads. Shade trees near trails are vital to providing a cool and comfortable trail experience, as well as a host of other benefits to our comfort and to the environment. Where there is available room, plant shade trees along the south side of trails and at rest locations.
- 4 Trash/Recycling Receptacles:** Since trailheads are potentially a gathering spot, there could be a need for trash and recycling receptacles. Making sure that there is a schedule for regular pick up of receptacles will need to be coordinated with local jurisdictions.
- 5 Restrooms:** At heavily-used trailheads, or in combination with other recreational facilities, restrooms can be a great amenity along a trail, and provide individuals and families an option for making a day out of biking, hiking, or rolling along a trail. Again, long-term and regular maintenance and security are big considerations with any restroom facilities.
- 6 Lighting:** Lighting, either along a the route or at key locations or trailheads, can provide a way for people to utilize a trail in the evenings or early morning throughout the year. Pedestrian-scaled lighting or bollard-style lighting are preferred for trail corridors but oftentimes are not needed if there is already light provided along a roadway. Lighting can also provide a sense of security for trail users, and provide another means of access to more people throughout the day or the year.
- 7 Drinking Fountains:** Staying hydrated is an important part of a healthy and comfortable trail user experience, and drinking fountains should be considered at trailhead locations with utility access.
- 8 Landscaping and Public Art:** Beyond serving a primary function of providing access to a trail, a trailhead can also serve as a means of placemaking or celebrating local character and identity of a place. Small planted areas, often with hardy, native plants or integrated public art showcasing local artists, can activate these small, public spaces.
- 9 Charging stations:** Electrical receptacles, either as part of a lighting fixture, or as a stand-alone solar-powered station, can provide a place for people to charge cell phones, as well as charge batteries for power-assisted mobility devices. This amenity can make it possible for people who use mobility devices to take longer trips via the trail. Charging stations for electric vehicles at trailhead parking is also a consideration.
- 10 Parking:** Accessible parking stalls can provide a means for people traveling from longer distances (regional or state visitors). Additionally, people who rely on mobility devices or who have disabilities may wish to have parking available to make it easier to access portions of the trail.



Figure 5.11 Precedent imagery of proposed trailhead amenities



TRAILHEAD LOCATIONS

The following potential trailhead locations have been identified for the High Cliff Connection, primarily building from existing facilities along the route options, and were reviewed by the public during the second phase of community engagement:

- 1 Trestle / Miron Bridge Trailhead:** Eastern terminus of the route, this is already a well-used trailhead to connect to the Loop the Little Lake Trail.
- 2 Jefferson Park:** With existing parking and park facilities, this is an excellent location for a trailhead. Recommended improvements include a kiosk with trail map, bike parking, a fix-it station, and seating.
- 3 Heckrodt Wetland Reserve:** With a large parking lot and access to the trails and existing features of the Reserve, this is a potential trailhead location and would require further coordination with Heckrodt Wetland Reserve. Recommended improvements include a kiosk with trail map, additional trail wayfinding, and bike parking.
- 4 Province Terrace Boardwalk at Nature's Way:** With potential for on-street parking and additional trailhead amenities, this is location could serve as a means for local residents to access the route.

- 5 Lake Park Rd / Hwy 114:** With the further exploration of a connection along US 10/STH 114, there is opportunity for a new trailhead location potentially at the existing trail entry on the north side of the roadway, or within the ROW along the south side near Fire Lane 5.
- 6 Harrison Village Hall / Athletic Complex:** This location has existing parking and recreational facilities, and could serve as a great option for a trailhead if this route is determined to be the preferred in the Harrison/Sherwood Area.
- 7 High Cliff State Park Main Entry / Lower Cliff Road:** With access to multiple parking areas, existing restrooms, and potential upgrades with future renovations at the General Store, there is potential for trailhead access just within the State Park.

Note: Other trailhead locations can be considered along the route as future land or opportunities arise.



Jefferson Park



Province Terrace Boardwalk at Nature's Way



High Cliff State Park entry at the Butterfly Pond

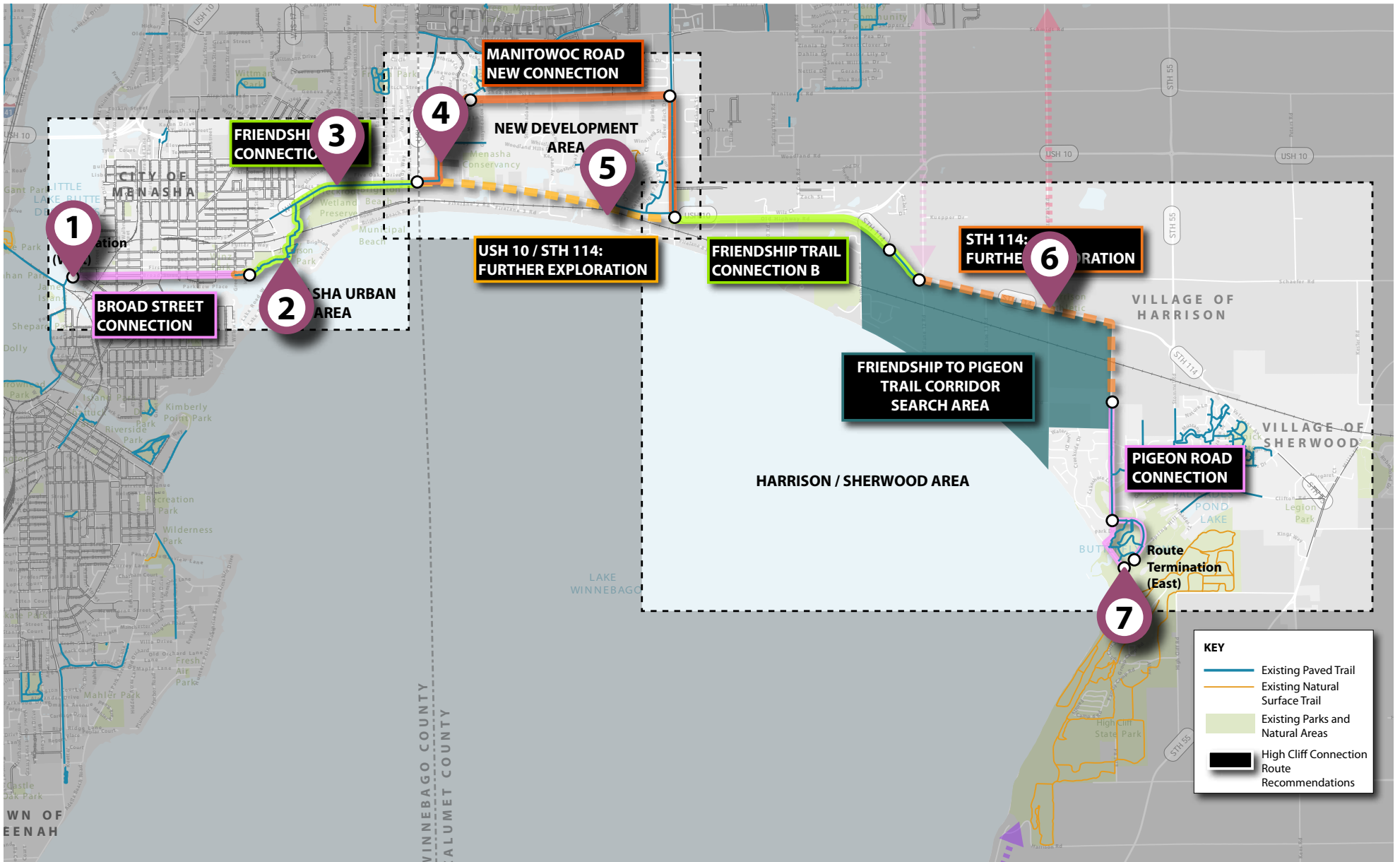


Figure 5.12 Proposed Trailhead Locations



INTERSECTION IMPROVEMENTS

Where possible, the route options avoid crossing major roadways. However, there are a handful of intersections that will be necessary to cross in order to complete the route corridor. At these locations, future enhancements or safety features could aid in the safety and comfort of trail users.

The following are some ideas and considerations:

1 Broad Street and Racine Street: The upcoming completion of the roadway improvements at Broad Street and Racine Street in Menasha will provide a protected median for pedestrians and bicyclists to cross. No additional improvements are recommended here as part of the plan.

2 Jefferson Park / 3rd Street: Today, there is an un-marked mid-block crossing connecting to the existing Friendship Trail segment. Future enhancements could include crosswalk markings, curb extensions, and/or trail crossing signage.

3 Oneida Street/ Plank Road/ STH 114: Today, this intersection poses a barrier to some trail users, as there are many lanes of traffic, wide crossing distances, and small landing areas adjacent to vehicle traffic. Through community feedback, it has been noted that the pedestrian island located in the northwest quadrant of the intersection is too small for a bicyclist with a pull-behind trailer to fit, posing a barrier for crossing by families. Free right-hand turns with wide turning radii are also concerning for pedestrians and bicyclists. Some ideas for enhancements at this intersection include:

- Tighten the curb radii at key crossing legs of the intersection, causing turning vehicles to slow down
- Consider signal timing for pedestrians that allow pedestrians to cross the roadway with no turning or forward movement of vehicles (this could be accomplished with user-activated signals)
- Extend curbs at medians and refuge islands to provide more protection for pedestrians crossing
- High visibility crosswalk markings (zebra or continental striping) to make crosswalks more visible
- Explore pedestrian crossing on east and south legs of the intersection

4 STH 114 at Lake Park Road: With both the near-term route via Manitowoc Road and the long-term exploration of a trail along STH 114, trail users will need to cross this high-volume intersection. Today, there is a pedestrian refuge island on the west side of the intersection, with a curb extension and marked crosswalk. Further enhancements here could include signal timing to allow longer time for pedestrians to cross, or all-way signal timing, which allows pedestrians to cross while no vehicles are moving through the intersection. Longer term, this intersection could be a good candidate for further study to determine if a grade separated crossing (bridge or tunnel) is warranted.

5 Railroad Crossing at Pigeon Road: Whether at Pigeon Road or at another location in the Trail Corridor Search Area, trail users will need to cross the active rail line. At this time, there are approximately 2 trains per day that use the line, and travel at approximately 35 miles per hour. Site specific design for separated trail crossing at the railroad is recommended.

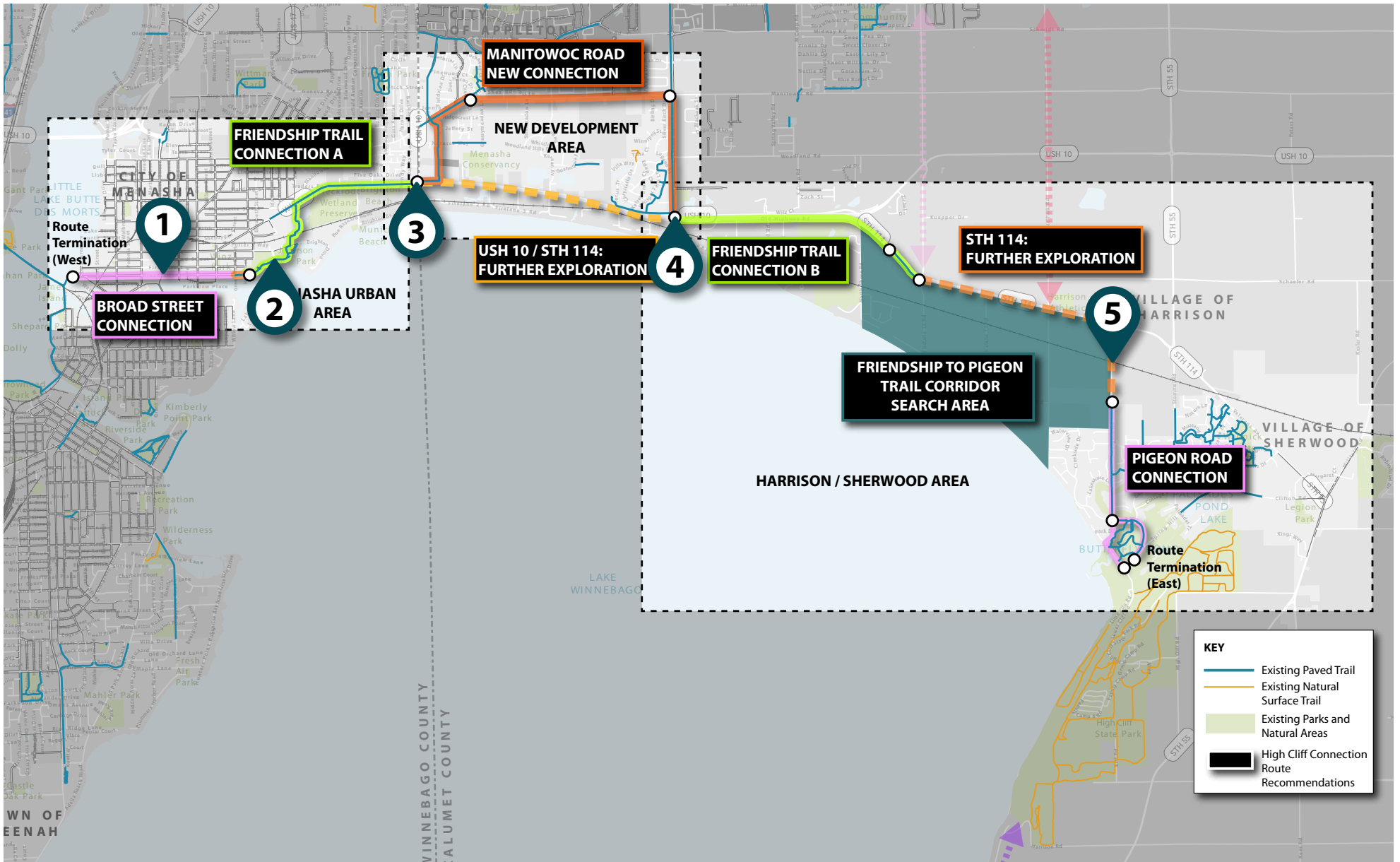


Figure 5.13 Proposed Intersection Improvement Areas



ADDITIONAL CONSIDERATIONS

Over the course of this planning study, a number of other opportunities and on-going related trail projects, potential trail spurs and initiatives were woven into conversations with community members, municipalities, and with the Core Team and Stakeholder Groups. The following are additional considerations to support a connected and safe network for biking and walking within the High Cliff Connection study area and beyond.

NEIGHBORHOOD CONNECTIONS

Feedback collected primarily through the first phase of community engagement demonstrated an interest in connecting nearby residential areas to create opportunity for people of all ages and abilities to access the High Cliff Connection. However, the preferred routes identified primarily connect users along higher volume roadways, such as Manitowoc Road or STH 114. Previous planning efforts (i.e. local trail plans, Comprehensive Outdoor Recreation Plans, State Park master plans) focused at the municipal level have identified plans for future trail, sidewalk, and on-street routes that will support connection from existing neighborhoods to the proposed High Cliff Connection. The High Cliff Connection is intended to provide a regional-scale trail to connect from downtown Menasha to High Cliff State Park. It should be noted that this plan does not take the place of other ongoing efforts to plan and build a safe and connected network at the neighborhood or city scale, for use by local residents.

Additionally, through this planning process, a handful of residential corridors throughout the study area were identified as uncomfortable, unsafe, or dangerous for pedestrians and bicyclists to travel along today. Below are suggestions for additional improvements that could support better bike and pedestrian infrastructure throughout the area:

- Consider shared lane markings, paved shoulder markings, or "Share the Road" signage for roadways with heavier bicycle use.
- Consider traffic calming measures, such as traffic circles, landscaping/tree canopy, and roadway markings as a means to communicate to drivers to slow down.
- Consider a road diet--narrowing of roadway width to provide additional space within the ROW for future sidewalk or trails.
- Where roadways have tight curves, such as Fire Lane 12 and Fire Lane 13, consider mirrors and clearing of brush or vertical obstructions to maintain sight lines.
- Advocate for increased enforcement of speed limits.
- Consider higher-visibility crosswalk markings (zebra or continental style), forward stop bar markings, and improved pedestrian ramps at stop-controlled intersections within neighborhoods.
- Consider user-activated crosswalk signals and curb extensions for mid-block crossings at critical locations for pedestrians (ie--in front of a school, church, or community center).

EXTENDED TRAIL NETWORK

The following trail corridors are either planned or in-progress and contribute to the High Cliff Connection by overlapping the proposed route or extending beyond the study area.

FRIENDSHIP TRAIL

Beginning at CTH M and US 10 in Winchester, the state recreational Friendship Trail will eventually connect from Stevens Point to Forest Junction. The High Cliff Connection proposes to overlap with segments of this constructed route.

WATER STREET CORRIDOR TRAIL

This planned trail proposes a multi-use trail along Water Street from Tayco Street to the Menasha Lock. This trail will intersect with the west end of the High Cliff Connection at the proposed Trestle/Miron Bridge trailhead and can serve as another link into Menasha.

NATURE'S WAY TRAIL/CONSERVATION NORTH TRAIL

As a planned trail connection between the Province Terrace Boardwalk on Nature's Way to Woodland Hills Drive, this trail segment will terminate at the proposed trailhead for the High Cliff Connection at the Province Terrace Boardwalk. It could provide a direct link to the Woodland Hills subdivision and future residential neighborhoods in that area.

TRAIL SPURS TO FOX CITIES

CTH N and State Park Road are both identified in the Village of Harrison CORPs as recommended future multi-modal corridors for biking, and would serve to provide excellent north-south connections from the High Cliff Connection to the Fox Cities (Appleton/Kimberly, Combined Locks area). CTH N has moderate use today by bicyclists with a wide shoulder between Highway 114 and Highway 10. There are current plans for development with recreational features along this corridor, and sidewalk/crosswalk updates near Sunrise Elementary School. State Park Road is a popular route today for experienced bicyclists, and could connect to the Village of Harrison Athletic Complex at STH 114, as well as to a facility north of KK (Calumet Street) in the Town of Buchanan.

LOWER CLIFF ROAD AT HIGH CLIFF STATE PARK

While High Cliff State Park is a destination for bicyclists and pedestrians, there are significant challenges today for travel within the park due to steep grade change between the main entry to the trails and camping areas above the escarpment. Lower Cliff Road is used today by vehicles, pedestrians and bicyclists and is extremely steep with a few sharp curves that lower

visibility for roadway users. Over the next two years, this roadway will be improved from the existing 2-lane road with no shoulder to a new design that is planned to include a shared bike and vehicle lane for downhill travel, separately marked bike and vehicle lanes for uphill travel, and a protected pedestrian path with guardrail separation from vehicle traffic. This proposed improvement addresses roadway construction within the sensitive landscape feature of the escarpment while designing for multi-modal use. The steep slope will remain a challenge for bicyclists and pedestrians to navigate from the entry of the park to trails and through to future trails to the south and east of the State Park.

CONNECTION TO CALUMET COUNTY PARK

Local biking advocates have long been seeking a connection between High Cliff State Park and Calumet County Park. Calumet County has invested in mountain biking trails in the County Park in recent years, and this use will complement the nearby High Cliff State Park bike use well. Negotiations and plans are underway to connect these two parks along Harrison Road.



6



IMPLEMENTATION

Implementation for the High Cliff Connection will be an ambitious endeavor! The trail corridor is planned to connect the City of Menasha, the Village of Harrison, the Village of Sherwood, and potentially the City of Appleton and the Village of Fox Crossing, meanwhile traversing both Winnebago and Calumet counties. Additionally, many segments of the recommended route fall within the jurisdiction of Wisconsin DOT or Wisconsin DNR. ECWRPC has served as the primary point of contact for this planning study, as the regional planning organization, and will likely remain in a key role as further coordination among the myriad of agencies will be required to avoid piecemeal progress towards a continuous trail experience.

The planning process for this study expressly included a significant amount of involvement from agencies listed above to develop, review, and refine the plan. Additionally, local and regional multi-modal advocates, residents, and community stakeholders contributed insight to develop a plan. Continued collaboration over the next few years will be needed to steward the implementation of this ambitious project.





ACTION STEPS

What should we do now and in the near-term to make the High Cliff Connection a reality? What can we do to promote and complete a full network of connected bicycle and pedestrian connections throughout the Fox Cities? The following are identified as actionable next steps towards implementing the full plan for the High Cliff Connection.

A

FOX CITIES TRAIL COORDINATOR

Beginning with High Cliff Connection as a pilot or catalyst project (big visible project to start with), hire for the position of Fox Cities Trail Coordinator. This role will involve coordinating implementation of trails in the Fox Cities, serving as a liaison and program manager with the goal of facilitating build out of a connected bike and ped network throughout the region, and continue to implement the projects and ideas that came out of the 2020 Trails Summit. This position could include the following tasks, roles, and duties:

- Work individually with property owners to complete trail connection
- Organize voluntary trail easement pledge program to collect 'pledges' for trail easements throughout search corridor areas
- Maintain relationships with property owners
- Serve as a liaison between cities, counties and developers to advocate for implementation of trail, bike/ped connection and safety projects
- Coordinate construction and engineering
- Advocate for trail implementation and active living within the Fox Cities
- Write grants and facilitate funding and donations
- Facilitate Conservation or Trail Easement agreements
- Work with agencies to find events and partnerships to bridge trail implementation with other aspects of health, recreation, active living, natural resources, and education
- Manage a steering committee comprised of local experts in the fields of municipal leadership, agency affiliation, real estate, banking, development, cycling, special interest advocacy, recreation, and construction. This group could be a continuation of similar members from the Core Team and Stakeholder Group

CASE STUDY : SPARTANBURG, SC

Spartanburg County, South Carolina has successfully completed nearly 20 miles of a 55-mile planned trail network over the last 10 years and has cultivated community-wide support for trail construction. This accomplishment can be attributed to the foresight of the community to hire a trails coordinator early on after the adoption of the trail plan. To learn more about Spartanburg and their recent RAISE grant award, visit <https://www.palspartanburg.org/raise>



B FUTURE PLAN AND COMPLETE STREETS ADVOCACY

Plans tend to build upon each other and can support future grant applications. Examples of future plans that should consider including the High Cliff Connection route:

- City and Village Comprehensive Plans
- Bicycle and Pedestrian Plans
- CORPs (Comprehensive Outdoor Recreation Plans)

Where possible, municipalities throughout the area should adopt and implement Complete Streets Policies in order to facilitate vital trail connections in the future as development and roadway projects occur. Complete Streets is “an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities” (Smart Growth America). When bike and pedestrian infrastructure is planned along with development projects it results in a much more streamlined approach to trail planning. As these communities continue to grow, so too will the need for infrastructure like sidewalks and trails that promote active living and provide alternate means of transportation.

C WAYFINDING AND BRANDING CAMPAIGN

This action step involves development of a trail wayfinding and branding design to clearly identify the High Cliff Connection and linked regionally-significant trails in the Fox Cities. This design should build from the Wayfinding Design Guidebook (ECWRPC 2017), and previous efforts by the City of Menasha, Village of Harrison, Village of Sherwood, and the Fox Cities Visitor and Convention Bureau. The branding campaign should be approached with a community-based design process, potentially with a public launch event, in order to build community awareness and enthusiasm for the project. This action step should also include design and commission of signage fabrication, assembly and installation of signage along the corridor route for both built trail segments and future or interim segments.

D TRAIL GRANTS AND FUNDRAISING

Identifying grants and funding sources will be key to implementation of the High Cliff Connection. The number of stakeholder communities and agency affiliation will serve as excellent leverage for future applications, in addition to the community support and process documented in this plan. See page 91 for trail funding and grant resources.



Complete Streets serve riders of all ages & abilities



Clear branding & wayfinding improves the trail user experience



E

PRELIMINARY ENGINEERING STUDY AND DESIGN

Develop and release an RFP to contract for civil engineering services to provide preliminary study to determine alignment and preliminary design (up to 30% construction documents) and cost estimates to implement recommended alignment for trail segments identified in Chapter 5 of this plan.

The scope of this work should include the following tasks/deliverables:

- Project Management
- Public Information and community engagement to keep residents and stakeholders involved and updated with study findings and recommended alignments.
- Agency Coordination and Permitting Review
- Survey Data
- Geotechnical Review
- Right-of-Way Review
- Environmental Documentation
- Public and Private Utility Identification and Coordination
- Trail Corridor Engineering (up to 30% design)
- Cost Estimation and Evaluation

Items to be evaluated within the study include:

- Evaluation of trail alignment to determine best side of roadway or location
- Evaluation of recommended facility types to determine the best on- or off-road trail facilities (paved bituminous trail, elevated boardwalk segment, protected bikeway or cycle track, etc.)
- Inventory of required acquisition
- Identification of drainage/stormwater/utility challenges
- Evaluate intersection design alternatives at major intersection crossings, notably at Oneida St. and Lake Park Road for bike/ped safety.
- Other related traffic/roadway analysis
- Bituminous trail vs. boardwalk
- Inventory of required acquisition
- Identify related or concurrent projects, such as roadway reconstruction or curb and gutter upgrades

F

FINAL TRAIL CORRIDOR DESIGN

Complete full design (30% to 60% to 90% to Contract Documents) to implement preliminary design of route alignments as outcome of the Preliminary Engineering Study and Design. Consulting team should consist of landscape architects, civil engineers, and associated professionals to conduct a **community-based design process** to integrate the following into the final design of the fully built out trail corridor: interpretive elements, seating, lighting, site furnishings, trailhead design, pathway design, stormwater management, and sustainable trail construction to reflect the character of the people, wildlife, and places of the area. Included in this scope of work should be construction administration services to oversee the construction of the project.

G

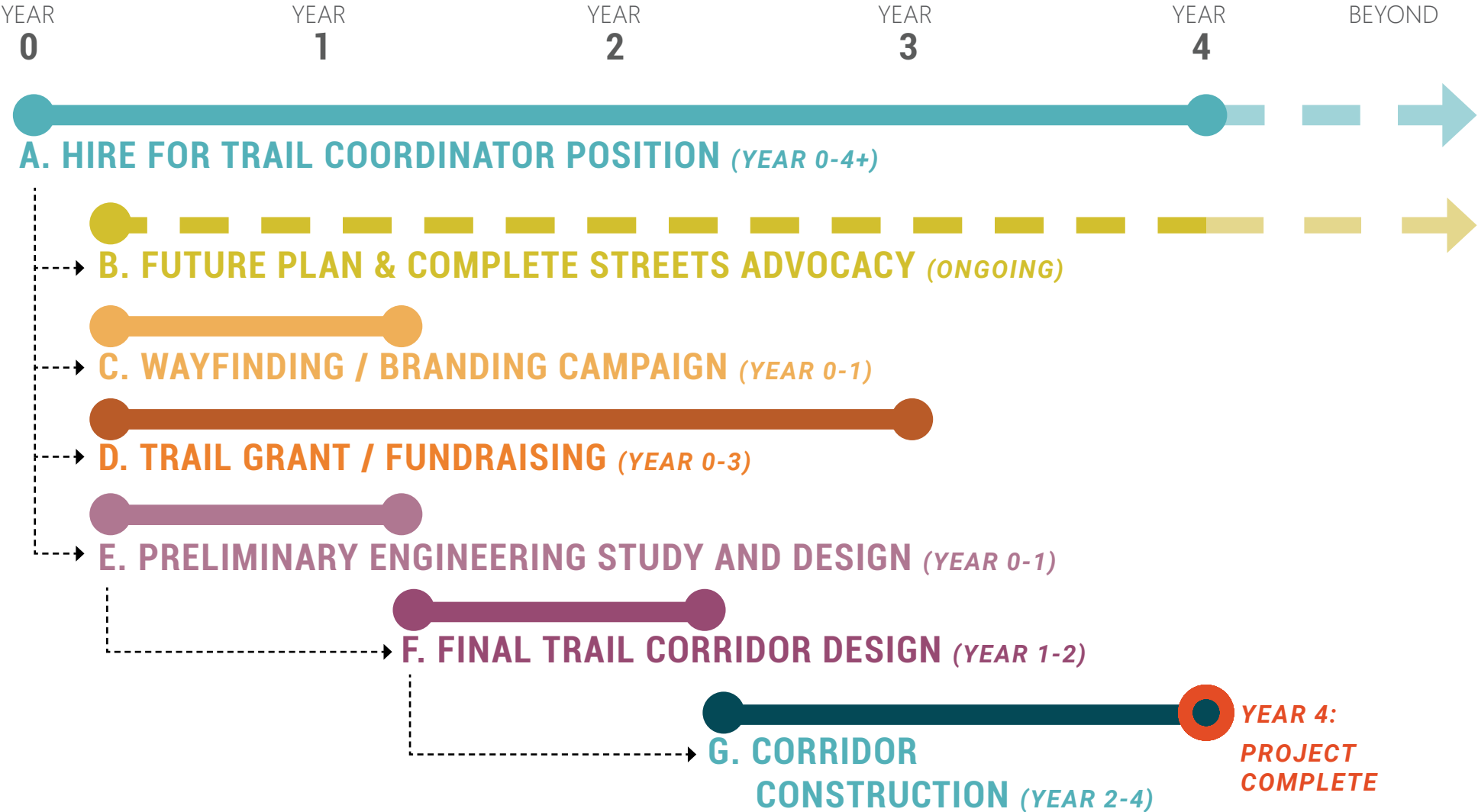
CORRIDOR CONSTRUCTION

Based on the outcomes of the preliminary engineering study, final corridor design, and secured funding sources for the project, the corridor construction may happen in phases or over the course of a few years. Ideally, the full project will be realized within a compressed timeline, which will likely result in efficient use of funds and a more consistent quality of work over the full corridor.

A planning-level estimate of capital costs for the construction of the full High Cliff Corridor is on page 90.

SEQUENCE OF ACTIONS

The seven action steps identified are intended to be performed sequentially, with the first step (hiring of a trail coordinator position) serving as a catalyst for the steps following. The schedule below demonstrates a reasonable (albeit ambitious) sequence of events, with the assumption that funding for implementation is available.





ESTIMATE OF COSTS

The table below elaborates on the action steps to identify lead organizations or agencies, the duration of each step, which professional services or consultants may be needed to perform the step, anticipated costs associated with the action step, and other notes for consideration that provide background for future reference. This sequence assumes that all funding is secured prior to action. This table is meant to serve as a planning-level guide. A more detailed estimate of costs can be found in the Appendix.

	Implementation Action Steps	Lead Organization / Agency	Duration	Consultant / Professional Services	Anticipated Cost to Implement	Notes
A	Hire for Trail Coordinator Position	TBD	Year 0-4+	Communications / Real Estate / Trail Advocacy / Construction Admin / Grant writing	\$320,000	\$80K/year FTE with benefits, administrative costs
B	Future Plan & Complete Streets Advocacy	Municipalities, ECWRPC	Ongoing	Municipal / Regional Planning	\$0	Advocacy with municipalities
C	Conduct Wayfinding/Branding Campaign	Trail Coordinator, Fox Cities Greenways, ECWRPC	Year 0-1	Graphic Design/Wayfinding/Brand Lead	\$150,000	Work from ECWRPC Wayfinding Guidebook; includes construction/assembly/installation
D	Trail Corridor Grant/Fundraising	Trail Coordinator, Fox Cities Greenways, ECWRPC	Year 0-3	Trail Coordinator	\$10,000	Trail Coordinator task or grant writing support from ECWRPC
E	Preliminary Engineering Study and Design	ECWRPC, WisDOT, City of Menasha, Village of Harrison	Year 0-1	Civil Engineering Lead	\$450,000	Based on similar scope of Dakota County Greenways Accelerator (2022)
F	Final Trail Corridor Design	Trail Coordinator, ECWRPC	Year 1-2	Landscape Architecture/Civil Engineer Team	\$881,870	Generally 15% of construction costs. Dependent on outcomes of Preliminary Engineering Study recommendations; shown here based on preferred master plan options cost estimates
G	Trail Corridor Construction	Trail Coordinator, WisDOT, ECWRPC, WIDNR	Year 2 - 4	General Contractor(s)	\$4,997,262	Based on preferred master plan options cost estimates
Year 0 -4 Total					\$6,489,132	Approx. 13 miles of constructed trail plus amenities + FT Trail coordinator position and capacity building for expanded regional network
Year 0-4 Rounded					\$6.8M	Total anticipated project costs (2022 pricing)

Table 6.1 Implementation Table with Anticipated Costs

*Construction costs are based on preferred master plan options. Actual construction costs to be verified during engineering and design phases.

**Construction estimates reflect 2022 prices, based on similar projects in size/scope in the Upper Midwest.

***Timeline is an approximation, based on availability of funding and resources.

GRANTS AND POTENTIAL FUNDING RESOURCES

The following is a list of applicable grants and funding resources for this project. Click on the heading of each section to link to more information.

[WI-DNR RECREATIONAL TRAILS PROGRAM](#)

A federal program administered in most states. Municipal governments and incorporated organizations are eligible to receive reimbursement for the development, rehabilitation, and maintenance of recreational trails and trail-related facilities for both motorized and non-motorized recreational trail uses. Eligible sponsors may be reimbursed for up to 80% of eligible project costs. Funds from this program can be used in conjunction with funds from other state grant programs that also fund trail projects.

[STEWARDSHIP LOCAL ASSISTANCE – URBAN GREENSPACE](#)

Administered by the WI DNR: Knowles-Nelson Stewardship Program, Urban Green Space (UGS) grants are intended to provide open natural space within or in proximity to urban areas; to protect from urban development areas within or in proximity to urban areas that have scenic, ecological, or other natural value; and to provide land for noncommercial gardening for the residents of an urbanized area. These grants may fund up to 50% of project costs.

[LAND AND WATER CONSERVATION FUND \(LWCF\)](#)

Established by Congress in 1964 to fulfill a bipartisan commitment to safeguard our natural areas, water resources and cultural heritage, and to provide recreation opportunities to all Americans. The fund invests earnings from offshore oil and gas leasing to help strengthen communities, preserve our history and protect our national endowment of lands and waters. The concept is take revenues from the depletion of resources – offshore oil and gas – and use them to conserve other resources: parks, wildlife refuges, forests, open spaces, trails and wildlife habitat. The State Side of the LWCF provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities.

[RAISE GRANT](#)

Grant funding available through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. This grant program helps communities around the country carry out projects with significant local or regional impact. The grants can be used for a wide variety of projects that make transportation systems safer, more accessible, and more sustainable for people across the country. RAISE projects are rigorously reviewed and selected based on merit. Projects will be evaluated on statutory criteria of safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, partnership and innovation. This year the Department is also encouraging applicants to consider how their projects can create workforce development opportunities.

[TRANSPORTATION ALTERNATIVES PROGRAM \(TAP\)](#)

Administered by the Federal Highway Administration, this program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

[SURFACE DISCRETIONARY GRANT PROGRAM \(STP-D\)](#)

This program's purpose is to encourage projects that foster alternatives to single-occupancy vehicle (SOV) trips, such as facilities for pedestrians and bicycles, development of bicycle/pedestrian plans, purchase of replacement vehicles for transit systems, and other transportation demand management (TDM) projects. Funding is comprised of 80% federal dollars and 20% local dollars.

[SURFACE TRANSPORTATION BLOCK GRANT PROGRAM \(STBG\)](#)

The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. The Federal Highway Administration is directed to apportion funding as a lump sum for each State then divide that total among apportioned programs.



TRAIL EASEMENTS AND ACQUISITION

SAFE STREETS AND ROADS FOR ALL (SS4A) IMPLEMENTATION FUNDS

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. These funds are intended to support the National Roadway Safety Strategy and the Department's goal of zero deaths and serious injuries on our nation's roadways.

PUBLIC PRIVATE PARTNERSHIPS

A public-private partnership is an alternative funding procurement method in which a public agency partners with a private-sector entity in order to leverage private resources and expertise through the transfer of risk. P3s are agreements that allow private companies to take on traditionally public roles in infrastructure projects, while allowing the public sector to continue to ensure accountability to the public.

MUNICIPAL CONTRIBUTION

To support the implementation of the High Cliff Connection, there are also potential funding opportunities through municipal contribution, at the discretion of each community. If desired, contributions could be planned for by each community through consideration for and inclusion of project funding in their individual Capital Improvement Plans or other budgeting procedures.

Of the route recommendations being made several portions will likely require some land acquisition or trail easements to move forward due to a lack of sufficient right of way in the areas under consideration. In general, there is one primary way that land can be acquired for public projects of this kind:

- Through public easements, which grant legal rights to cross or otherwise use someone else's land for a specified purpose.

In Wisconsin the application fee for processing an easement is \$2,000 and covers costs of reviewing the application and preparing the easement. In addition to that the entity acquiring the land pays a negotiated amount of money to the property owner for the use of that land.

Likely, easements required to complete the High Cliff Connection will be needed along US 10/STH 114, as well as potentially through the trail search area identified in the Villages of Sherwood and Harrison. An easement will not typically have a negative effect on property value unless it severely restricts the use of the property. Property owners in these proposed areas will need to be contacted to determine their level of willingness to participate voluntarily in creating a permanent easement on their property to provide space for the trail. Potentially, temporary easements for the construction process will be needed alongside the trail easement. Of the various easements available for exploration, there are three that are likely applicable to this project:

- **Public easements**, which grant use of an area of privately-owned property for public use
- **Conservation easements**, which grant use of privately-owned property for natural resource management and natural-resource based recreation

- **Appurtenant easement**, which applies to the land in perpetuity; if the landowner sells the land, the easement remains with it.

Other examples of easements might include:

- Utility access for water, power lines, septic systems
- Right-of-way access to a neighboring property
- Public access for hunting, fishing, or other recreational use

In order to implement the High Cliff Connection, it is very likely that several **permanent public easements** will be required. These easements will need to be through voluntary participation in private property acquisition, especially for the Harrison and Sherwood segment of the connection.

PROJECT EXAMPLE

Examples of other projects that have followed a similar trajectory that can be used as models include:

THE ICE AGE TRAIL

This is a trail that is still in progress but currently covers about 1,200 miles. The trail is managed by a partnership among the National Park Service, the Wisconsin Department of Natural Resources and the Ice Age Trail Alliance. The Ice Age Trail crosses over many ownership types, including private land, city parks, state parks, county forests and national forest. The Ice age trail uses easements to add sections to the trail.

<https://dnr.wisconsin.gov/topic/parks/iceagetrail>

TRAIL EASEMENT RESOURCES

<https://www.dewittllp.com/news-education/posts/2021/04/15/the-most-important-things-to-know-about-easement-rights-in-wisconsin>

<https://conservationtools.org/guides/140-trail-easements>

<https://www.iceagetrail.org/land-protection-iata/>

<chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://wisconsin.gov/rdw/fdm/fd-12-01.pdf>



Ice Age Trail Plover River Segment Photo Credit: wiscosnin-explorer.blogspot.com





APPENDIX

CONTENTS

VILLAGE OF SHERWOOD
LETTER

DETAILED ESTIMATE OF
COSTS

A



VILLAGE OF SHERWOOD LETTER

The Village of Sherwood submitted a letter to ECWRPC, signed and dated July 22, 2022. The letter expresses a preference for the High Cliff Connection to avoid alignment with State Park Road in the Village of Sherwood. The full letter is included here:



W482 Clifton Road
P. O. Box 279
Sherwood, WI 54169-0279

Tel: 920-989-1589
Fax: 920-989-4084
www.villageofsherwood.org

TO: East Central Wisconsin Regional Planning Commission

FM: Village of Sherwood

RE: Location of the High Cliff Connection Trail

DATE: July 22nd, 2022

To Whom It May Concern:

The purpose of this letter is to provide the Village of Sherwood's official stance regarding the future High Cliff Connection Trail placement to the East Central Wisconsin Regional Planning Commission. We ask that any concept of a trail coming down State Park Road in the Village of Sherwood be removed from any future plans. This request stems from concerns from members of the community, in particular those residents directly impacted by the existing traffic on State Park Road.

At several recent meetings of the Sherwood Village Board, Plan Commission, and Park Recreation and Urban Tree Board, residents have expressed their opinions regarding the location of the proposed trail. These residents have exclusively expressed concerns regarding the safety of users of a future trail, as well as the homeowners along State Park Road. Concerns regarding width of road, the winding nature of the road, and speed of traffic in that area are driving residents overall concern for that location of a potential trail.

The Village Board has gone on record stating they prefer to see the connection come down Pigeon Road where there is a pre-existing, multi-modal path offset from the roadway that can serve the traffic of a future trail. The Village wholly supports the project of providing trail access to High Cliff State Park, but wants to stress the importance of safety for both future users, and existing property owners within the Village of Sherwood. Connecting to the existing Pigeon Road trail allows for safe travel for any present and future parties involved.

Thank you for your ongoing efforts to keep this project moving forward. Any questions can be directed to Village Clerk Nick Halbach and Park and Recreation Coordinator Brenda Stumpf.

Sincerely,


Joyte Lux, Village President


Steve Summers, Plan Commission Chair


Tom Jack, Park Recreation & Urban Tree Board Chair

DETAILED ESTIMATE OF COSTS

The tables below provide a detailed estimate of costs for the High Cliff Connection, separated by study areas. Construction costs are based on preferred master plan options. Actual construction costs to be verified during engineering and design phases. Construction estimates reflect 2022 prices, based on similar projects in size/scope in the Upper Midwest.

MENASHA URBAN AREA ESTIMATE OF COSTS

MENASHA URBAN AREA

Lead Agency: City of Menasha

Supporting Agencies: ECWRPC, Heckrodt Wetland Preserve, WisDOT

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTALS	NOTES
Option A: Existing Shared Lane Markings on Broad Street					
Wayfinding: Entry Signs	EA	15	\$500	\$7,500	Includes (15) points of entry
Wayfinding: Mile markers	EA	4	\$600	\$2,400	Includes (4) mile markers
Trailhead amenities at Jefferson Park	LS	1	\$20,000	\$20,000	Includes fix-it station, kiosk, bike racks, seating
Trailhead amenities at Trestle Bridge	LS	1	\$15,000	\$15,000	Includes replaced kiosk, site furnishings
Trailhead amenities at Heckrodt	LS	1	\$20,000	\$20,000	Includes fix-it station, kiosk, bike racks, seating
Intersection Improvements: Major	EA	2	\$1,000	\$2,000	Crosswalk markings at Tayco, Third St. (Racine Street recently improved) with zebra style thermo plastic
Mid-block Crossing at Third Street	LS	1	\$30,000	\$30,000	Rectangular Rapid Flashing Beacon (RRFB), curb extension
Construction/Installation Total				\$96,900	
WisDOT Oversight (15%)				\$14,535	
Design/Engineering (15%)				\$14,535	
Mobilization (20%)				\$14,535	
Contingency (20%)				\$19,380	
Soft Costs Total				\$62,985	
					\$159,885 Assumes no additional ROW or changes to existing roadway

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTALS	NOTES
Option B: Cycle Track / Bike Lanes on Broad Street					
2-Way Cycle Track Markings	LF	6822	\$16	\$109,152	Segment from trailhead to Jefferson Park; thermoplastic markings
Wayfinding: Entry Signs	EA	15	\$500	\$7,500	Includes (15) points of entry
Wayfinding: Mile markers	EA	4	\$600	\$2,400	Includes (4) mile markers
Trailhead amenities at Jefferson Park	LS	1	\$20,000	\$20,000	Includes fix-it station, kiosk, bike racks, seating
Trailhead amenities at Trestle Bridge	LS	1	\$15,000	\$15,000	Includes replaced kiosk, site furnishings
Trailhead amenities at Heckrodt	LS	1	\$20,000	\$20,000	Includes fix-it station, kiosk, bike racks, seating
Intersection Improvements: Major	EA	2	\$1,000	\$2,000	Crosswalk markings at Tayco, Third St. (Racine Street recently improved) with zebra style thermo plastic
Mid-block Crossing at Third Street	LS	1	\$30,000	\$30,000	Rectangular Rapid Flashing Beacon (RRFB), curb extension
Construction/Installation Total				\$206,052	
WisDOT Oversight (15%)				\$30,908	
Design/Engineering (15%)				\$30,908	
Mobilization (20%)				\$30,908	
Contingency (20%)				\$41,210	
Soft Costs Total			\$0	\$133,934	
					\$339,986 Assumes no additional ROW or changes to existing roadway



MENASHA URBAN AREA ESTIMATE OF COSTS (CONTINUED)

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTALS	NOTES
Option C: Paved Trail along Broad Street					
Removals	SF	34,110	\$5	\$170,550	Removal of existing sidewalk along north side of Broad Street
Sidewalk to paved trail conversion	SY	6064	\$25	\$151,600	8' bituminous trail Broad Street from Trestle Bridge to Jefferson Park entry at Green Bay Street
Replaced pedestrian ramps	EA	15	\$10,000	\$150,000	Includes replaced pedestrian ramps for trail access at intersection crossings; includes truncated domes
Stormwater allowance	LS	1	\$100,000	\$100,000	
Wayfinding: Entry Signs	EA	15	\$500	\$7,500	Allowance for stormwater BMPs to accommodate for additional pervious surface; includes landscape restoration
Wayfinding: Mile markers	EA	4	\$600	\$2,400	Includes (15) points of entry; cost based on Wayfinding Guidebook
Trailhead amenities at Jefferson Park	LS	1	\$15,000	\$15,000	Includes (4) mile markers; cost based on Wayfinding Guidebook (mile 0, 1, 2, 3)
Trailhead amenities at Trestle Bridge	LS	1	\$15,000	\$15,000	Includes fix-it station, kiosk, bike racks, seating
Trailhead amenities at Heckrodt	LS	1	\$15,000	\$15,000	Includes replaced kiosk, site furnishings
Intersection Improvements: Major	EA	2	\$1,000	\$2,000	Includes fix-it station, kiosk, bike racks, seating
Mid-block Crossing at Third Street	LS	1	\$30,000	\$30,000	Crosswalk markings at Tayco, Third St. (Racine Street recently improved) with zebra style thermo plastic
Construction/Installation Total				\$488,500	Rectangular Rapid Flashing Beacon (RRFB), curb extension
WisDOT Oversight (15%)				\$73,275	
Design/Engineering (15%)				\$73,275	
Mobilization (15%)				\$73,275	
Contingency (20%)				\$97,700	
Soft Costs Total				\$317,525	
				\$806,025	Does not include additional easement/ROW, utility work, tree removal, pedestrian lighting

Menasha Urban Area Option C

\$806,025

Does not include additional easement/ROW, utility work, tree removal, pedestrian lighting

NEW DEVELOPMENT AREA ESTIMATE OF COSTS

MENASHA NEW DEVELOPMENT URBAN AREA

Lead Agencies: City of Menasha, Village of Harrison, WisDOT

Supporting Agencies: ECWRPC

ITEM DESCRIPTION	UNIT	QTY	UNIT COST	TOTALS	NOTES
Option A: Paved Shoulder on Manitowoc Road (Bike/Ped Facilities Only)					
Pavement addition	SY	13468	\$35	\$471,380	Added 14' of width to existing roadway including aggregate; assumes existing roadway to remain as-is
Stormwater management	LS	1	\$300,000	\$300,000	Allowance for re-grading, moved culverts; to be confirmed through additional engineering study; includes landscape restorat
Roadway Markings	LF	8658	\$30	\$259,740	Thermo plastic roadway markings for entire roadway section
Wayfinding: Entry Signs	EA	17	\$500	\$8,500	Includes (8) points of entry
Wayfinding: Mile markers	EA	3	\$600	\$1,800	Includes (3) mile markers (mile 4, 5, 6)
Trailhead amenities at Nature's Way	LS	1	\$20,000	\$20,000	Includes fix-it station, kiosk, bike racks, seating
Intersection Improvements: Major	EA	2	\$2,000	\$4,000	Crosswalk markings at Oneida St, Lake Park Road with zebra style thermoplastic
Ped ramp improvement	LS	1	\$30,000	\$30,000	Allowance for additional curb extension, ped ramp improvement at Oneida
Construction/Installation Total				\$1,095,420	
WisDOT Oversight (15%)				\$164,313	
Design/Engineering (15%)				\$164,313	
Mobilization (20%)				\$164,313	
Contingency (20%)				\$219,084	
Soft Costs Total				\$712,023	
				\$1,807,443	Assumes no additional ROW needed; does not include utility work, lighting, reconstruction of existing roadway
Option B: Urbanized Roadway Section with Trail (Bike/Ped Facilities Only)					
Curb and gutter	LF	17316	\$35	\$606,060	Curb and gutter alon both sides of Manitowoc Road
Stormwater management	LS	1	\$300,000	\$300,000	Allowance for re-grading, tie into storm sewer network; to be confirmed through additional engineering study; includes land: restoration
Paved trail	SY	7696	\$25	\$192,400	8' wide bituminous paved trail with aggregate
Pedestrian ramps	EA	11	\$10,000	\$110,000	Ped ramps at all crossings, includes truncated domes
Wayfinding: Entry Signs	EA	17	\$500	\$8,500	Includes (8) points of entry
Wayfinding: Mile markers	EA	3	\$600	\$1,800	Includes (3) mile markers (mile 4, 5, 6,)
Trailhead amenities at Nature's Way	LS	1	\$20,000	\$20,000	Includes fix-it station, kiosk, bike racks, seating
Intersection Improvements: Major	EA	2	\$2,000	\$4,000	Crosswalk markings at Oneida St, Lake Park Road with zebra style thermo plastic
Ped ramp improvement at Oneida	LS	1	\$30,000	\$30,000	Allowance for additional curb extension, ped ramp improvement at Oneida
Construction/Installation Total				\$1,272,760	
WisDOT Oversight (15%)				\$190,914	
Design/Engineering (15%)				\$190,914	
Mobilization (20%)				\$190,914	
Contingency (20%)				\$254,552	
Soft Costs Total				\$827,294	
				\$2,100,054	Assumes no additional ROW needed. Assumes existing roadway to exist as-is (does not include roadway widening or modifcaiton); does not include utility work, lighting.



NEW DEVELOPMENT AREA ESTIMATE OF COSTS (CONTINUED)

Option C: Boardwalk Trail along north side of US10/STH 114

Stormwater management	LS	1	\$300,000	\$300,000
Boardwalk Segments	LF	1300	\$150	\$195,000
Paved Trail Segments	SY	6966	\$25	\$174,150
Pedestrian ramps	EA	4	\$10,000	\$40,000
Wayfinding: Entry Signs	EA	8	\$500	\$4,000
Wayfinding: Mile markers	EA	2	\$600	\$1,200
Trailhead amenities at Lake Park Road	LS	1	\$20,000	\$20,000
Intersection Improvements: Major	EA	2	\$2,000	\$4,000
Ped ramp improvement at Oneida	LS	1	\$30,000	\$30,000
Construction/Installation Total				\$768,350
ROW/Acquisition Allowance	LS	1	\$300,000	\$300,000
WisDOT Oversight (15%)				\$115,253
Design/Engineering (15%)				\$115,253
Mobilization (20%)				\$115,253
Contingency (20%)				\$153,670
Soft Costs Total				\$799,428

Allowance for re-grading, tie into storm sewer network; to be confirmed through additional engineering study; includes landscape restoration
 10' wide elevated boardwalk section of similar quality to Province Terrace
 10' wide bituminous paved trail with aggregate
 Ped ramps at all crossings, includes truncated domes
 Includes (8) points of entry
 Includes (2) mile markers (mile 4, 5)
 Includes fix-it station, kiosk, bike racks, seating
 Crosswalk markings at Oneida St, Lake Park Road with zebra style thermo plastic
 Allowance for additional curb extension, ped ramp improvement at Oneida

Allowance for acquisition / ROW / trail easements

\$1,567,778

Assumes existing roadway to exist as-is; does not include utility work, lighting. Cost escalators, inflation,

Option D: Boardwalk Trail along south side of US10/STH 114

Stormwater management	LS	1	\$300,000	\$300,000
Boardwalk Segments	LF	7257	\$150	\$1,088,550
Paved Trail Segments	SY	6966	\$25	\$174,150
Pedestrian ramps	EA	16	\$10,000	\$160,000
Wayfinding: Entry Signs	EA	8	\$500	\$4,000
Wayfinding: Mile markers	EA	2	\$600	\$1,200
Trailhead amenities at Fire Lane 5	LS	1	\$20,000	\$20,000
Intersection Improvements: Major	EA	2	\$2,000	\$4,000
Ped ramp improvement	LS	1	\$30,000	\$30,000
Construction/Installation Total				\$1,781,900
ROW/Acquisition Allowance	LS	1	\$300,000	\$300,000
WisDOT Oversight (15%)				\$267,285
Design/Engineering (15%)				\$267,285
Mobilization (20%)				\$267,285
Contingency (20%)				\$356,380
Soft Costs Total			\$0	\$1,458,235

Allowance for re-grading, tie into storm sewer network; to be confirmed through additional engineering study; includes landscape restoration
 10' wide elevated boardwalk section of similar quality to Province Terrace
 10' wide bituminous paved trail with aggregate
 Ped ramps at all crossings, includes truncated domes
 Includes (8) points of entry
 Includes (2) mile markers (mile 4, 5)
 Includes fix-it station, kiosk, bike racks, seating
 Crosswalk markings at Oneida St, Lake Park Road with zebra style thermo plastic
 Allowance for additional curb extension, ped ramp improvement at Oneida

Allowance for acquisition / ROW / trail easements

\$3,240,135

Assumes existing roadway to exist as-is; does not include utility work, lighting.

HARRISON + SHERWOOD AREA ESTIMATE OF COSTS

HARRISON + SHERWOOD AREA

Lead Agencies: Village of Harrison, WisDOT, Village of Sherwood

Supporting Agencies: ECWRPC

Option A: Paved Trail along STH 114

Stormwater management	LS	1	\$300,000	\$300,000	Allowance for re-grading, tie into storm sewer network; to be confirmed through additional engineering study; includes landscape restoration
Paved trail	SY	14297	\$25	\$357,425	10' wide bituminous paved trail with aggregate
Pedestrian ramps	EA	8	\$10,000	\$80,000	Ped ramps at all crossings, includes truncated domes
Wayfinding: Entry Signs	EA	18	\$500	\$9,000	Includes (18) points of entry
Wayfinding: Mile markers	EA	6	\$600	\$3,600	Includes (6) mile markers
Trailhead amenities at Harrison Athletic Complex	LS	1	\$20,000	\$20,000	Includes fix-it station, kiosk, bike racks, seating
Intersection Improvements: Major	EA	2	\$2,000	\$4,000	Crosswalk markings at Fire Lane 12, State Park Road with zebra style thermo plastic
Trail crossing at railroad	LS	1	\$40,000	\$40,000	Allowance for additional design considerations for trail crossing at railroad on Pigeon Road
Landscaping along Friendship Trail	LS	1	\$40,000	\$40,000	Allowance for screening/shade trees along existing Friendship Trail
Construction/Installation Total				\$854,025	
ROW Acquisition Allowance	LS	1	\$200,000	\$200,000	Allowance for acquisition / ROW / trail easements
WisDOT Oversight (15%)				\$128,104	
Design/Engineering (15%)				\$128,104	
Mobilization (20%)				\$128,104	
Contingency (20%)				\$170,805	
Soft Costs Total			\$0	\$755,116	
				\$1,609,141	Assumes additional ROW is needed. Assumes existing roadway to exist as-is (does not include roadway widening or modification); does not include utility work, lighting.

Option B: Independent Trail Route

Stormwater management	LS	1	\$300,000	\$300,000	Allowance for re-grading, tie into storm sewer network; to be confirmed through additional engineering study; includes landscape restoration
Paved trail	SY	14444	\$25	\$361,100	10' wide bituminous paved trail with aggregate
Pedestrian ramps	EA	6	\$10,000	\$60,000	Ped ramps at all crossings, includes truncated domes
Wayfinding: Entry Signs	EA	6	\$500	\$3,000	Includes (18) points of entry
Wayfinding: Mile markers	EA	5	\$600	\$3,000	Includes (6) mile markers
Trailhead amenities at New Location	LS	1	\$20,000	\$20,000	Includes fix-it station, kiosk, bike racks, seating
Intersection Improvements: Major	EA	2	\$2,000	\$4,000	Crosswalk markings at Fire Lane 12, State Park Road with zebra style thermo plastic
Trail crossing at railroad	LS	1	\$40,000	\$40,000	Allowance for additional design considerations for trail crossing at railroad on Pigeon Road
Landscaping along Friendship Trail	LS	1	\$40,000	\$40,000	Allowance for screening/shade trees along existing Friendship Trail
Construction/Installation Total				\$831,100	
ROW Acquisition Allowance	LS	1	\$500,000	\$500,000	Allowance for acquisition / ROW / trail easements (placeholder)
WisDOT Oversight (15%)				\$124,665	
Design/Engineering (15%)				\$124,665	
Mobilization (20%)				\$124,665	
Contingency (20%)				\$166,220	
Soft Costs Total			\$0	\$1,040,215	
				\$1,871,315	Assumes existing roadways to exist as-is (does not include roadway widening or modification); does not include utility work, lighting.



RESOLUTION NO. 46-22

APPROVAL OF HIGH CLIFF CONNECTION MASTER PLAN

WHEREAS, the East Central Regional Planning Commission is the designated Appleton (Fox Cities) Transportation Management Area (TMA) and designated Oshkosh Urbanized Area Metropolitan Planning Organization (MPO); and

WHEREAS, the East Central Wisconsin Regional Planning Commission entered into a contract with HGGi from August 2, 2021 to September 30, 2022 to conduct a feasibility study and create a master plan for an active transportation connection from the Fox Cities to High Cliff State Park; and

WHEREAS, the consultant examined local data, inventoried roadway conditions; conducted extensive public engagement; and worked with a core team, a stakeholder group, and ECWRPC staff to inform the process; and

WHEREAS, a master plan for an active transportation connection from the Fox Cities to High Cliff State Park will be utilized by local municipalities to inform future bicycle and pedestrian projects to advance the multimodal network.

Now, therefore:

BE IT RESOLVED BY THE EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION:

Section 1: That the Commission, approves the High Cliff Connection Master Plan.

Effective Date: October 28, 2022

Submitted By: Transportation Committee

Prepared By: Kim Biedermann, Principal Planner



Jeff Nooyen, Chair – Outagamie Co.



Melissa Kraemer-Badtke – ECWRPC Executive Director