



Larson Design Group®

JERSEY SHORE

ACTIVE TRANSPORTATION PLAN

MAY 2018



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INTRODUCTION

INTRODUCTION



The Jersey Shore Active Transportation plan is funded through a grant from the Pennsylvania Department of Health through the Preventive Health Services Block Grant for Centers for Disease Control and Prevention and will be administered by the University of Pittsburgh Graduate School of Public Health Center for Public Health Practice. An objective of PA WalkWorks is to increase opportunities for physical activity within communities. (<http://www.health.pa.gov/walkworks/Documents/>)

WHAT IS ACTIVE TRANSPORTATION?

Active transportation is human-powered transportation that engages people in healthy physical activity while they travel from one destination to another. Walking, biking, using wheelchairs, skateboarding, and roller-blading are all forms of active transportation. There are many opportunities to engage in active transportation throughout the day whether heading to a public transit stop, biking to school or work, or walking to the downtown shopping district.



The Partnership for Active Transportation defines active transportation as “a means of getting around that is powered by human energy, primarily walking and bicycling.” This Active Transportation Plan will help raise awareness about the importance of bicycle and pedestrian friendly community designs for promoting active, healthy lifestyles. The Plan will also organize concerns around bike/pedestrian safety, identify priority projects to better connect important destinations, discuss the implementation of those priority projects, and explore funding opportunities.

By designing our communities to prioritize the rapid movement of automobiles, we have created places where it is difficult, even dangerous, for people to walk or bicycle. Creating a more balanced transportation system through cost-effective investments in active transportation systems can simultaneously result in healthier places and healthier people.

What does it take for something to be considered an “essential” part of what defines a community? Nearly all agree that basic infrastructure such as roads, water, sewer systems, and schools are integral. Most would also cite community assets including libraries and parks as essential. Communities certainly can exist without active transportation networks, but they do not function as well. Such communities lack access to free healthy outdoor activities that save money, provide mobility choices, free up road space, reduce pollution, and promote economic vitality.

In other words, for communities to thrive, trails and other safe walking and bicycling opportunities are absolutely essential.

(<https://www.railstotrails.org/partnership-for-active-transportation/why/what-are-the-benefits/>)
(<https://www.railstotrails.org/partnership-for-active-transportation/why/making-the-case/>)

REGIONAL CONTEXT

Regionally, Jersey Shore is within 4 hours of several major cities -- Pittsburgh, Buffalo, Philadelphia, and Washington D.C. People are drawn to recreation sites such as the Pine Creek Rail Trail and the PA Wilds to meet their recreational needs. However, facilities need to be in place to help establish and promote Jersey Shore as a bicycle and pedestrian friendly destination. This plan will help to create a bicycle and pedestrian friendly town with safety in mind.

As part of a citizen survey from the Pennsylvania's Statewide Comprehensive Outdoor Recreation Plan Connectivity, the use of trails was important to Pennsylvanians. Most residents said that they would be more likely to use a trail if it were within easy walking distance from where they live. Additionally, residents agreed that it was important for greenways and trails to connect neighborhoods with schools, shopping areas, parks, and open spaces. Finally, 63 percent of respondents agreed that Pennsylvania should do more to reconnect citizens to the riverfront. The study also stated respondents believe that on-road bike lanes are the most in need of improvements out of all recreational facilities.

(<http://www.apps.dcnr.state.pa.us/parecplan/parecplan.pdf>)



Jersey Shore is the perfect location to become a destination town along the greater Genesee Susquehanna Greenway Trail that stretches from Rochester, New York to Baltimore, Maryland. Jersey Shore poised to reap economic benefits from this trail system, especially since 62 miles to the north of Jersey Shore are already complete.

The Greenway is 400 miles long and Jersey Shore is centrally located on the Trail. One significant trail gap is from the southern terminus of the Pine Creek Rail Trail to the Williamsport Riverwalk. This Active Transportation plan will help to identify ways to move visitors through Jersey Shore to the river and onward to other trails outside the Borough limits.

(www.geneseeriverwilds.org/Triple%20Divide%20Trail%20Potter-Tioga%20Counties%206-22-15.pdf)



REGIONAL CONTEXT

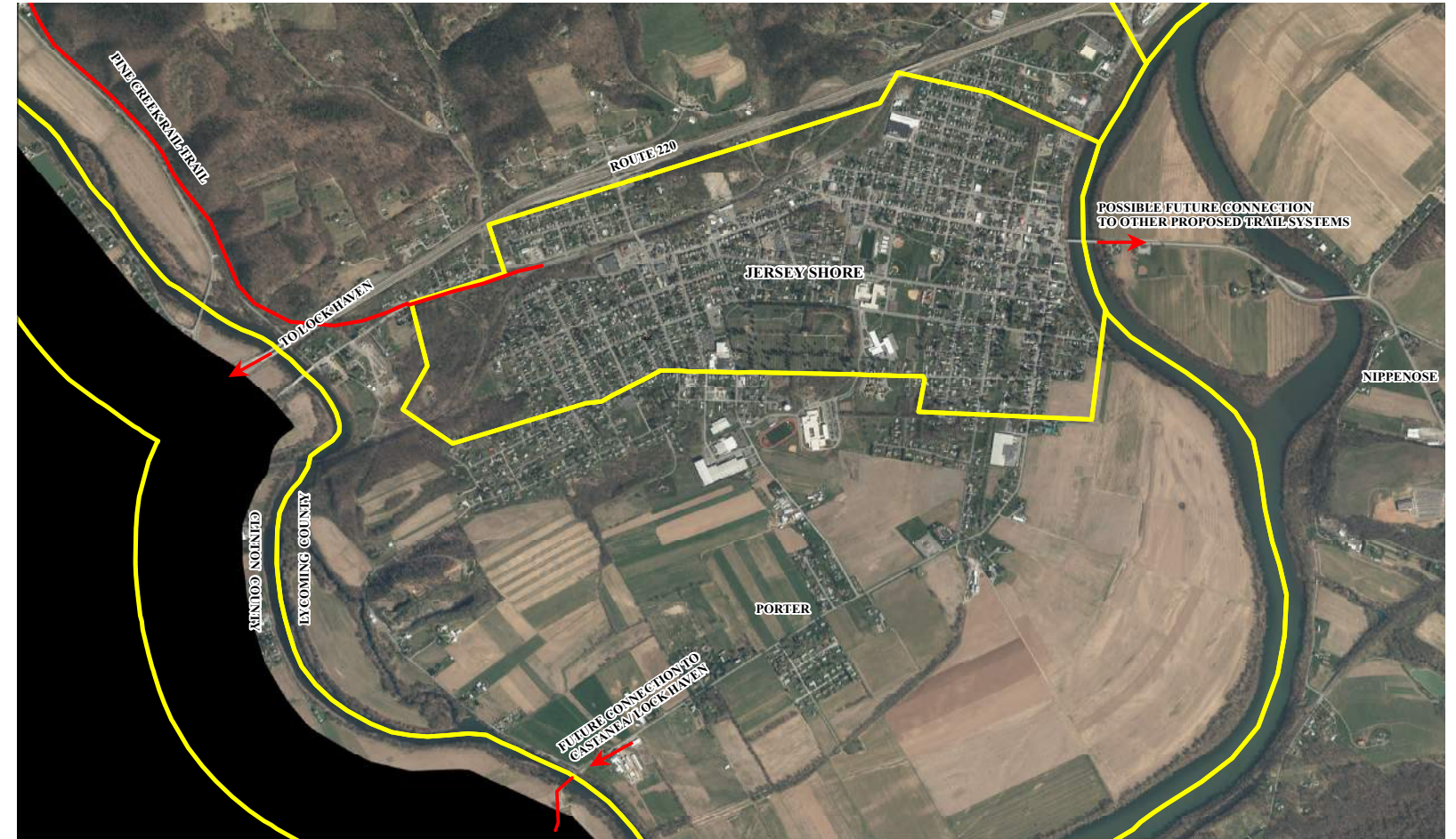
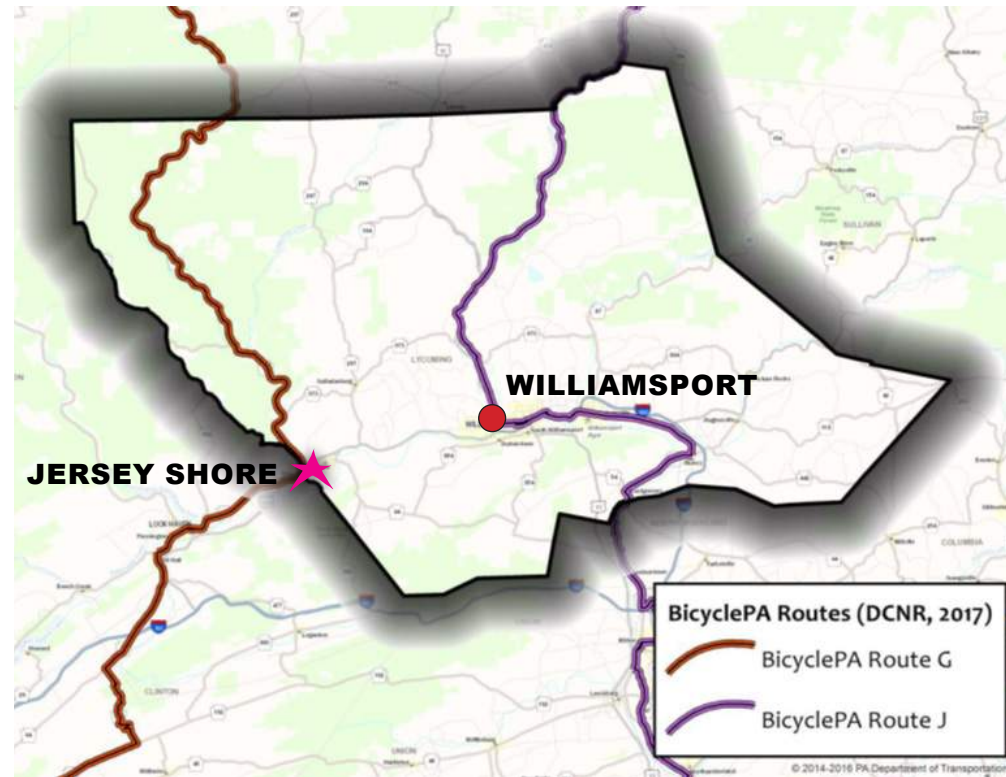
Within Lycoming County are two BicyclePA Routes known as “G” and “J.” (DCNR, 2017). Route G runs from the Maryland border south of Palo Alto in Bedford County north to Lawrenceville in Tioga County on the New York border. The Route runs through the central mountains of the State passing through numerous stream valleys. It passes through the Pine Creek Gorge, also known as the Grand Canyon of Pennsylvania in Tioga County. (<http://ustrails.org/Pennsylvania/trails/BicyclePA-Route-G.html>)

Route J runs from New Freedom in York County at the Maryland border to South Waverly in Bradford County at the New York border. The Route runs through the central part of the state, and it follows the Susquehanna River throughout much of the state. The route utilizes the York County Heritage Rail Trail between York, PA and the Maryland border where it connects to the Northern Central Railroad Trail which heads south towards Baltimore, Maryland.

(<http://ustrails.org/Pennsylvania/trails/BicyclePA-Route-J.html>)

The trail connection to Castanea Township, Clinton County was recently funded, and construction is to begin in the Summer of 2018, adding 11 miles of trail from the Jersey Shore trailhead to Castanea Township.

Studies have been completed to expand the trail along the river to reach Williamsport. However, because of a number of constraints with land ownership and flooding, the route would need further investigation.



Jersey Shore is in Lycoming County, just 15 minutes from the hubs of Williamsport and Lock Haven. Jersey Shore's easy access to Route 220 makes it an appealing destination for students from Lock Haven University, Pennsylvania College of Technology, and Lycoming College. It's also close to outdoor recreation along the Susquehanna River, Larry's Creek, and Pine Creek, including fishing, hiking, biking, hunting, skiing, and more.

The Borough's location makes it a natural center of transportation and recreation activity for north central Pennsylvania and the surrounding areas. As part of a citizen survey from the Pennsylvania's Statewide Comprehensive Outdoor Recreation Plan Connectivity, the use of trails was important to Pennsylvanians. Most residents said that they would be more likely to use a trail if it were within easy walking distance from where they live. Additionally, residents agreed that it was important for greenways and trails to connect neighborhoods with schools, shopping areas, parks, and open spaces. Finally, 63 percent of respondents agreed that Pennsylvania should do more to reconnect citizens to the riverfront. (<http://www.apps.dcnr.state.pa.us/parecplan/parecplan.pdf>)



BENEFITS OF THE PLAN

BENEFITS OF THE PLAN

INCREASED SAFETY

To attract users and create a pleasant walking or biking experience, safety is paramount. Off-road trails are the gold standard for safety. On-road facilities should attempt to mimic trail experiences as much as possible by providing barriers to separate the paths from the road and ensure adequate space and appropriate signage at intersections. Reduced traffic levels, reduced traffic speeds, and signage to make drivers aware of the likely existence of bicyclists and pedestrians not only promotes safety, but also provides a less stressful and more pleasant trail experience - another important element of promoting active transportation.

(<https://www.railstotrails.org/policy/building-active-transportation-systems/>)

ACTIVE TRANSPORTATION OFFERS THE
PROMISE OF IMPROVING THE HEALTH OF
OUR PEOPLE AND THE PLACES THEY LIVE.

(<https://www.railstotrails.org/partnershipfor-active-transportation/why/what-are-the-benefits/>)



HEALTHY PEOPLE

America faces an obesity crisis, with more than two-thirds of American adults overweight. By making walking and biking more safe and convenient, it will be much easier for people to build routine physical activity into their daily lives. The health benefits of trails may also encourage more use. Studies show that 30 minutes of daily physical activity can reduce the risk of heart disease, diabetes, high blood pressure, and more. Walking and biking provide an easy and convenient way to meet the Centers for Disease Control and Prevention's recommended 30 minutes of physical activity per day and can help communities lower their public health costs. Through

a recent survey, Pennsylvanians clearly see a connection between health and outdoor recreation. More than 77 percent of respondents to the resident survey agreed or strongly agreed that parks, trails, and open spaces are an essential part of the health care system, making it the strongest response of 21 attitudinal questions in the survey.

(<http://www.apps.dcnr.state.pa.us/parecplan/parecplan.pdf>)

When more people use a trail network, advocates can show decision makers how important these networks are and, thus, successfully advocate for additional funding. Additional funding allows advocates to enhance and connect networks, beginning the cycle again. (<https://www.railstotrails.org/policy/building-active-transportation-systems/>)





HEALTHY ENVIRONMENT

Enabling people to walk or bike for some of their short trips can go a long way in helping communities efficiently address numerous environmental challenges from air pollution to climate change. The majority of trips people make with motor vehicles is under 5 miles. Just think if there was a safe network of trails available that could encourage more people to choose active transportation to get to their destinations. Active transportation also cuts down noise and air pollution created by vehicles. It will also reduce the need for new parking lots and roadways if new policies could require less parking to be associated with businesses in a downtown district. It is also a way to save limited and highly desirable green spaces from future development.

HEALTHY ECONOMY

Active transportation systems foster economic health by creating dynamic connected communities with a high quality of life that catalyzes small business development, increases property values, sparks tourism, and encourages corporate investment that attracts a talented highly educated workforce. Active transportation also offers economic benefits to families by providing transportation options that don't require consuming costly gasoline. When such facilities are accessible from a community, people are more likely to pay a premium to live adjacent to such facilities even if they don't plan to use them. They may use such facilities someday, and that is the investment they're willing to make.





MOBILITY FOR ALL

Near universal reliance on the automobile for transportation leaves many people out of the equation, stuck with no way to be mobile. People who do not have access to a vehicle are among those who will benefit most when opportunities to safely walk or bicycle are improved. This access to facilities will bring increased contact with neighbors which in turn creates a sense of pride in community. With more "eyes on the streets," people are given a sense of safety and caring for one another and the entire community.





THE PROCESS



THE PROCESS

COMMUNITY INVOLVEMENT

The community was heavily involved with the development of the Plan. An **Advisory Committee included representatives from local businesses including Geisinger Jersey Shore Hospital, Jersey Shore Area School District, Susquehanna Greenway Partnership, Lycoming County Transportation, Department of Conservation and Natural Resources, and the Jersey Shore YMCA, as well as bike and pedestrian advocates and Borough residents.**

Several meetings were held with the Advisory Committee regarding pedestrian and bicycle safety. Promoting Jersey Shore as a gateway to the Pine Creek Rail Trail will encourage visitors and locals to frequent the local restaurants and businesses as well as providing a connection for the uptown residential community to travel to the river via a safe trail network.

To solicit further community feedback, the Active Transportation Plan was **presented at a public meeting. The public provided valuable feedback regarding the plan and emphasized the need for connections to regional trail systems, including those in Clinton County, Williamsport, and the Pine Creek Rail Trail. Safety for school students and all members of the community while moving throughout town was a popular topic. PennDOT has designated several hazardous routes throughout Jersey Shore and at these meetings safety about crossing the hazardous routes was always part of the discussion.**

THE STUDY COMMITTEE RECOGNIZED THE POTENTIAL OF BECOMING A 'HUB' ON THE EVOLVING SUSQUEHANNA GREENWAY

(The Jersey Shore Borough Bicycle and Pedestrian Audit, April 2018)



The Bike-Ped Audit Consultant Brian Auman made three trips to Jersey Shore to review conditions for walking and biking. He focused on designated hazardous routes (Allegheny Street, S. Main Street/River Road, S. Broad Street, and Shaffer Lane), the school campus, the existing Rail Trail corridor, Seminary Street, and Front Street. In addition to the previously designated hazardous routes, the Study Committee identified areas of concern for bike-ped safety, and PennDOT recently designated hazardous routes for the Jersey Shore School District. Other concerns for safety included accesses to roadway entering Jersey Shore and pedestrian/bike crossings on Allegheny Street.

The Advisory Committee helped to organize and map all existing community destinations such as schools, municipal buildings, parks, the library, and proposed other key sites such as businesses, restaurants, and the YMCA. They also outlined existing trails and routes that are being used but not currently designated as a bicycle or pedestrian routes.

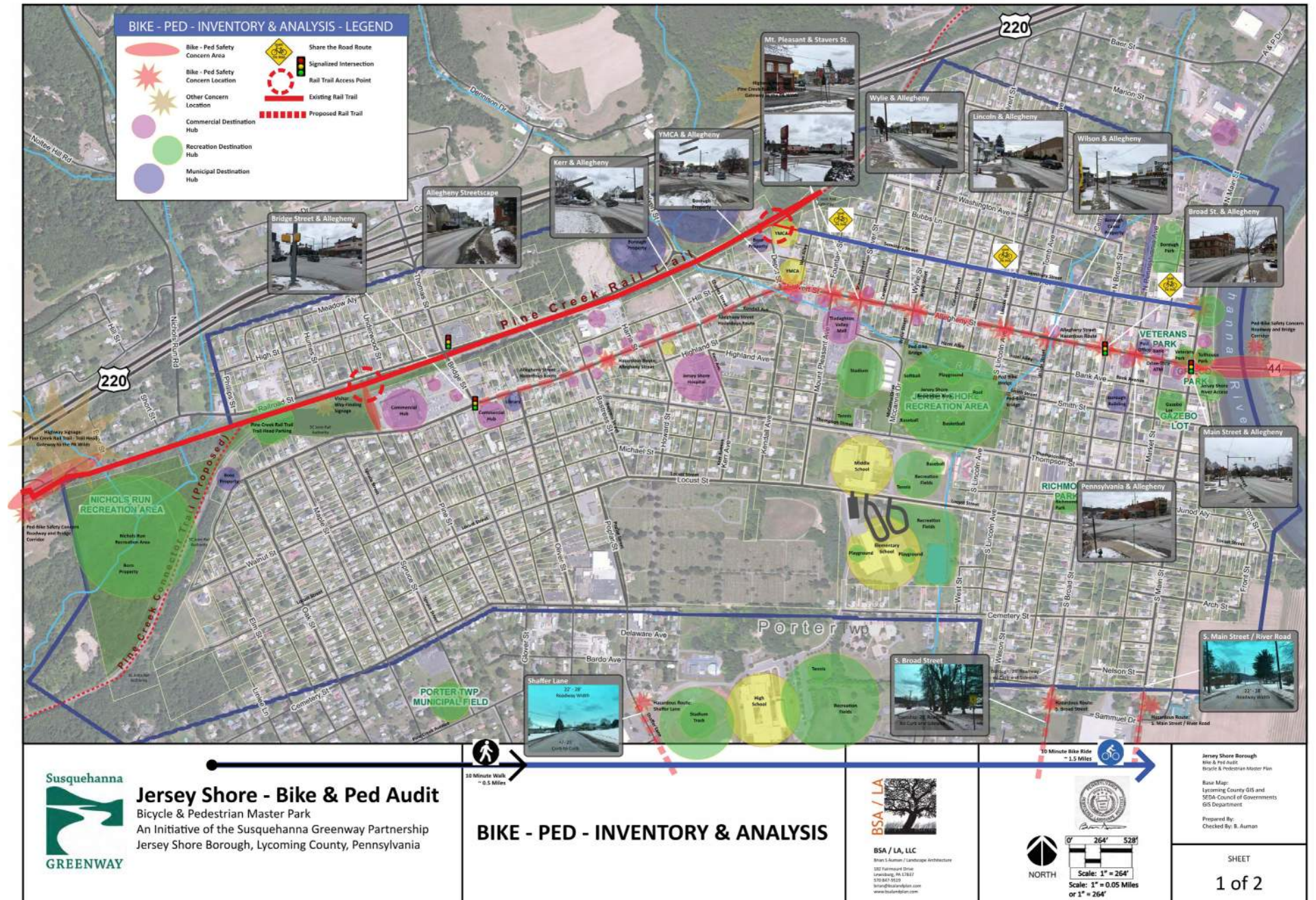
(Jersey Shore Borough Bicycle and Pedestrian Audit, April 2018)

INVENTORY AND ANALYSIS

The Committee discussed Jersey Shore's role as a trail head for the Pine Creek Rail Trail and the opportunities that would be missed due to a lack of related highway signage. It was also noted the absence of way-finding signs for downtown businesses from the trail head parking area.

The Committee recognized the potential for Jersey Shore to become a hub on the evolving Susquehanna Greenway. To do so, it could take advantage of the Borough's strategic location as the trail head for the Pine Creek Rail Trail and the destination for river walk greenways in Clinton and Lycoming Counties.

(Jersey Shore Borough Bicycle and Pedestrian Audit, April 2018)





THE VISION

Jersey Shore is a Susquehanna River Town that embraces its connection to the river and the region's rich heritage. It has embraced walking and biking as ways to create a close-knit community, active and healthy residents, and economic opportunity for future generations. Jersey Shore epitomizes small town values with a network of walkable streets and bike routes, interconnecting schools, parks, restaurants and local businesses. The Borough of Jersey Shore is a gateway to epic exploration as the trail head for the Pine Creek Trail. It's also a portal to the Pennsylvania Wilds, State Parks, State Game lands, world class trout streams, as well as a hub to the Susquehanna Greenway, Ridge Trail and the West Branch Water Trail.

(Jersey Shore Borough Bicycle and Pedestrian Audit, April 2018)

THE CONCEPT PLAN (PROJECT LIST)

Ultimately, the Committee crafted the vision - to create a walkable and bikeable Jersey Shore. In order to make that vision a reality, the Committee drafted a list of priority projects. They include:

Early Action Projects

- Connector Trail to Allegheny Street
- Visitors Way-finding Signs at Trail Head

Highway & Way-Finding Directional Signage

- Pine Creek Rail Trail - Jersey Shore Trail Head - Highway Sign on Route 220
- Jersey Shore - Gateway to the PA WILDS - Highway Sign on Route 220
- Way-finding Directions to locations Downtown and Trail Head Parking Area

Intersection Enhancements - Enhanced sidewalks, bumpouts, signage, etc.

- Wylie Street and Allegheny Street
(Wylie Street is a key Allegheny Street Crossing for school students and Rail Trail visitors)
- Mount Pleasant Ave./ Fountain Street/Allegheny Street
- Lincoln Street and Allegheny Street
- Bastress Street and Allegheny Street
- Thompson Street
- Locust Street and S. Main Street
- Broad Street and Allegheny Street
- Main Street and Allegheny Street



CONT. PROJECT

School Zone Improvements

- Bike Routes on Thompson & Locust
- Improve Sidewalks/Crosswalks linking schools & parks
- Street Tree Plantings on Thompson & Locust
- Improve School Trails (off-road)



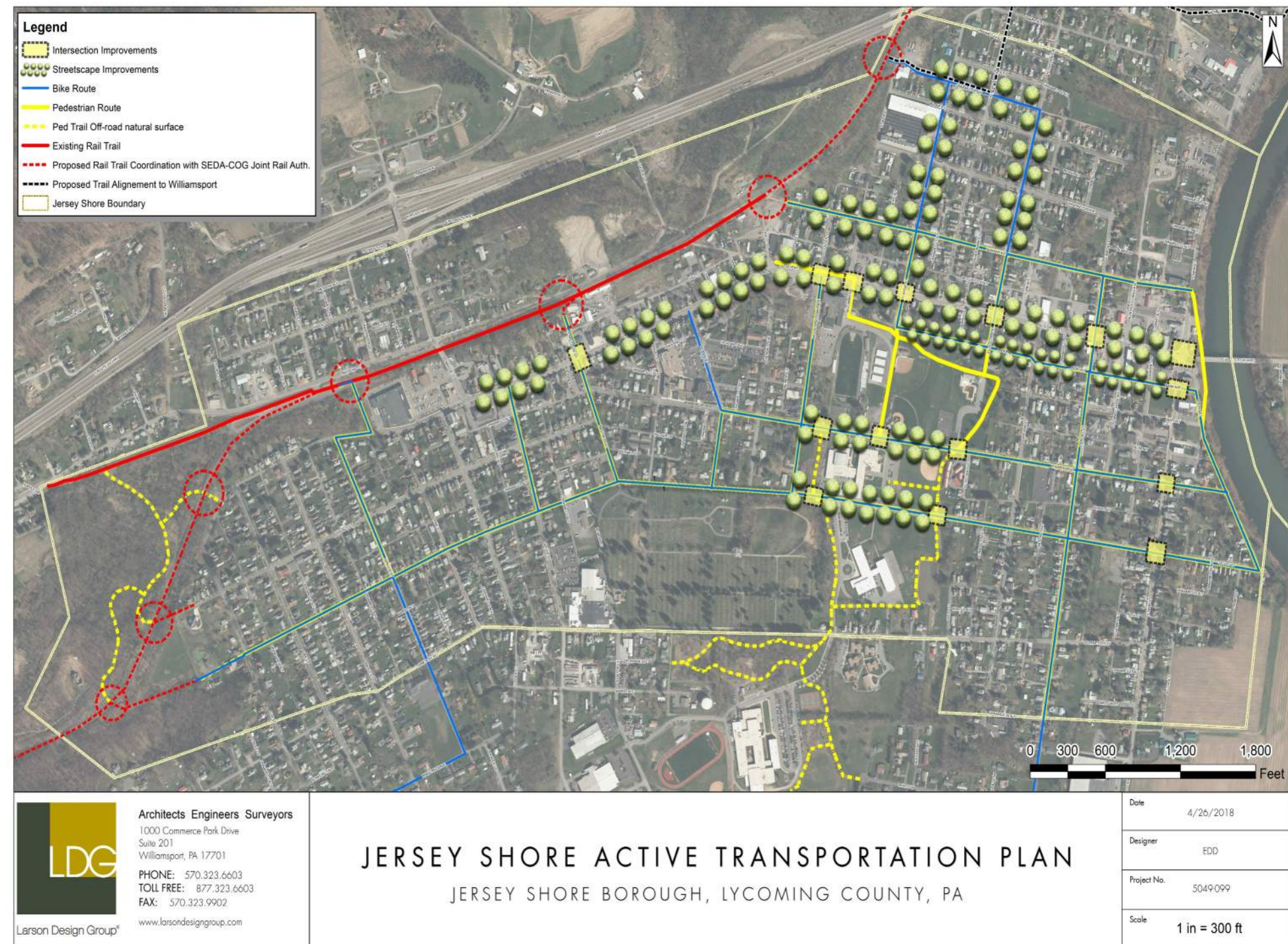
Street Tree Plantings

- Allegheny Street
- Thompson Street
- Locust Street
- Wylie Street
- Seminary Street
- Lincoln Street



Bike Routes

- Seminary Street
- Wylie Street
- Hazel Alley to Bank Alley
- Thompson Street
- Locust Street
- Lincoln Street
- Mount Pleasant Ave.
- Kerr Street
- Spruce Street



EARLY ACTION PROJECTS

CONNECTOR TRAIL TO ALLEGHENY STREET - This project consists of improving an access path currently owned and used by SEDA-COG Joint Rail Authority. There would need to be coordination with SEDA-COG in order to obtain an easement or purchase the land outright. Improvements to the current path would include widening and grading the path, adding full depth pavement to handle access vehicles for the railroad. Drop bollards will be added to either end of this connector trail to keep non-essential vehicles from using this trail. This connection will give residents from "uptown" a direct safe route for access to either the Pine Creek Rail Trail or the Jersey Shore Connector Trail to the river.



EXISTING IMAGES



PROPOSED CONNECTOR TRAIL



| NO. | NAME | PRIORITY | DESCRIPTION | FUNDING OPPORTUNITIES | COST OPINION |
|-----|-------------------------------------|----------|--|--|--|
| 1 | TRAIL CONNECTOR TO ALLEGHENY STREET | HIGH | A CONNECTOR TRAIL FROM THE EXISTING RAIL TRAIL PARKING LOT ACROSS SEDA-COG JOINT RAIL AUTHORITY PROPERTY TO CONNECT TO ALLEGHENY STREET THAT WILL GIVE PEOPLE IN UPTOWN JERSEY SHORE EASY ACCESS TO THE PINE CREEK RAIL TRAIL OR THE JERSEY SHORE BIKE CONNECTOR TRAIL TO THE RIVER. | <ul style="list-style-type: none">TRANSPORTATION ALTERNATIVES PROGRAM (TAP)MULTIMODAL TRANSPORTATION FUNDDCED –GREENWAYS TRAILS AND RECREATION PROGRAMDCED- MULTIMODAL TRANSPORTATION FUNDDCNR – TRAIL GRANTS, TRAIL SIGNAGE, TRAIL PROJECTS | <p>\$30,333.55 *</p> <p>*DOES NOT INCLUDE COST OF PROPERTY</p> |

EARLY ACTION PROJECTS

VISITOR WAY-FINDING SIGNAGE AT TRAIL HEADS - There are two existing information kiosks located at the Trail head parking lot along Railroad Street and behind the YMCA that are currently empty. Once it is determined who owns the kiosks, way-finding maps could be placed to help visitors and locals navigate the trail and identify local points of interest.



EXISTING IMAGES



| NO. | NAME | PRIORITY | DESCRIPTION | FUNDING OPPORTUNITIES | COST OPINION |
|-----|---|----------|---|---|--------------|
| 2 | VISITOR WAY-FINDING SIG- NAGE AT TRAIL HEADS | HIGH | ADD SIGNAGE TO EXISTING KIOSK/INFORMATION BOARD. COORDINATE WITH OWNER OF KIOSKS (TBD) | <ul style="list-style-type: none">PENNDOT- MUNICIPAL LIQUID FUELS FUNDING – STREET NAME SIGNS, TRAFFIC DIRECTING SIGNS, AND TRAFFIC SIGNAL CONTROL SYSTEMSDCNR – TRAIL GRANTS TRAIL SIGNAGE, TRAIL PROJECTSKEYSTONE RECREATION, PARK, CONSERVATION FUND | \$3,900.00 |



TOP PRIORITY BICYCLE ROUTES

On-street bicycle facilities include bike lanes, shared streets, and signage. These projects will propose full depth pavement along the designated routes. When roadways or alleys are repaved, the multi-use route can be widened to help promote safety for all users. These routes will provide bicycle parking at destination points along the routes.



EXISTING IMAGES



| NO. | NAME | PRIORITY | DESCRIPTION | FUNDING OPPORTUNITIES | COST OPINION |
|-----|---------------------------|----------|--|--|--------------|
| 28 | HAZEL ALLEY TO BANK ALLEY | HIGH | PAVEMENT MARKINGS, SIGNAGE, FULL DEPTH PAVEMENT, LIGHTING. | <ul style="list-style-type: none">• PADOT- MUNICIPAL LIQUID FUELS FUNDING – STREET NAME SIGNS, TRAFFIC DIRECTING SIGNS, AND TRAFFIC SIGNAL CONTROL SYSTEMS.• PADOT TRANSPORTATION IMPROVEMENT PROGRAM –(TIP) -ANYTHING ALONG STATE ROUTE• TRANSPORTATION ALTERNATIVES PROGRAM (TAP)• MULTIMODAL TRANSPORTATION FUND | \$327,494.04 |

LIST OF ALL PROJECTS

| EARLY ACTION PROJECTS | | | | | |
|---------------------------|---|----------|---|--|--------------|
| No. | Name | Priority | Description | Funding opportunities | Cost Opinion |
| 1 | TRAIL CONNECTOR TO ALLEGHENY STREET | HIGH | A CONNECTOR TRAIL FROM THE EXISTING RAIL TRAIL PARKING LOT ACROSS SEDA-COG JOINT RAIL AUTHORITY PROPERTY TO CONNECT TO ALLEGHENY STREET THAT WILL GIVE PEOPLE IN UPTOWN JERSEY SHORE EASY ACCESS TO THE PINE CREEK RAIL TRAIL OR THE JERSEY SHORE BIKE CONNECTOR TRAIL TO THE RIVER. <ul style="list-style-type: none">• SEDA-COG Joint Rail Authority owns property which can be used for a Match toward funding for the project.• People use the existing path | <ul style="list-style-type: none">• Transportation alternatives program (TAP)• Multimodal transportation fund• DCED –greenways trails and recreation program• DCED- multimodal transportation fund• DCNR – trail grants -Trail signage, trail projects | \$30,333.55 |
| 2 | VISITOR WAY-FINDING SIGNAGE AT TRAIL HEADS | HIGH | ADD SIGNAGE TO EXISTING KIOSK/INFORMATION BOARD. COORDINATE WITH OWNER OF KIOSKS (TBD) | <ul style="list-style-type: none">• PennDOT- Municipal liquid fuels funding – Street name signs, traffic directing signs, and traffic signal control systems• DCNR – Trail Grants - Trail signage, trail projects• Keystone Recreation, Park, Conservation Fund | \$3,900.00 |
| 3 | PINE CREEK RAIL TRAIL – JERSEY SHORE TRAIL HEAD | HIGH | ADD WAY-FINDING SIGNAGE AT THE PARKING LOT TO SHOW PEOPLE WHERE THEY ARE AND TO HIGHLIGHT ADDITIONAL DESTINATION POINTS ALONG THE TRAIL. | <ul style="list-style-type: none">• PennDOT- Municipal liquid fuels funding – Street name signs, traffic directing signs, and traffic signal control systems• DCNR – Trail Grants• Trail signage, trail projects• Keystone Recreation, Park, Conservation Fund | \$3,900.00 |
| 4 | GATEWAY TO THE PA WILDS | HIGH | SIGNAGE ON 220 ABOUT JERSEY SHORE BEING THE GATEWAY TO THE PA WILDS AND PINE CREEK RAIL TRAIL | <ul style="list-style-type: none">• PennDOT will fund entire project once proclamation is made that Jersey Shore is the trail head of the Pine Creek Rail Trail and The Gateway to the Pennsylvania Wilds. | \$10,400.00 |
| 5 | DIRECTIONS TO DOWNTOWN AND TRAIL HEAD PARKING | MED | WAY-FINDING SIGNAGE ALONG THE EXISTING TRAIL ROUTE HIGHLIGHTING SPECIFIC PLACES ALONG THE TRAIL OR WITHIN THE COMMUNITY. | <ul style="list-style-type: none">• PennDOT- Municipal liquid fuels funding – Street name signs, traffic directing signs, and traffic signal control systems• DCNR – Trail Grants, Trail signage, trail projects• Keystone Recreation, Park, Conservation Fund | \$39,000.00 |
| INTERSECTION ENHANCEMENTS | | | | | |
| 6 | WYLIE ST. & ALLEGHENY ST. | HIGH | ENHANCED SIDEWALKS, SIGNAGE, CROSSWALKS, CURB RAMPS, PEDESTRIAN SIGNAL POLES | <ul style="list-style-type: none">• PADOT- MUNICIPAL LIQUID FUELS FUNDING – street name signs, traffic directing signs, and traffic signal control systems.• PADOT Transportation Improvement Program –(TIP) -Anything along State Route• Transportation Alternatives Program (TAP)• Multimodal Transportation Fund | \$101,515.00 |
| 7 | FOUNTAIN ST. & ALLEGHENY ST. | HIGH | ENHANCED SIDEWALKS, BUMPOUT, SIGNAGE, CROSSWALKS, CURB RAMPS | <ul style="list-style-type: none">• PADOT- MUNICIPAL LIQUID FUELS FUNDING – street name signs, traffic directing signs, and traffic signal control systems.• PADOT Transportation Improvement Program –(TIP) -Anything along State Route• Transportation Alternatives Program (TAP)• Multimodal Transportation Fund | \$48,635.60 |
| 8 | STAVER ST & ALLEGHENY ST. | HIGH | ENHANCED SIDEWALKS, BUMPOUT, SIGNAGE, CROSSWALKS, CURB RAMPS | <ul style="list-style-type: none">• PADOT- MUNICIPAL LIQUID FUELS FUNDING – street name signs, traffic directing signs, and traffic signal control systems.• PADOT Transportation Improvement Program –(TIP) -Anything along State Route• Transportation Alternatives Program (TAP)• Multimodal Transportation Fund | \$48,635.60 |
| 9 | BANK ALLEY & S. MAIN ST. | HIGH | ENHANCED SIDEWALKS, BUMPOUT, SIGNAGE, CROSSWALKS, CURB RAMPS | <ul style="list-style-type: none">• PADOT- MUNICIPAL LIQUID FUELS FUNDING – street name signs, traffic directing signs, and traffic signal control systems.• PADOT Transportation Improvement Program –(TIP) -Anything along State Route• Transportation Alternatives Program (TAP)• Multimodal Transportation Fund | \$56,486.30 |

| INTERSECTION ENHANCEMENTS (CONT) | | | | | |
|----------------------------------|---|----------|--|---|--------------|
| No. | Name | Priority | Description | Funding opportunities | Cost Opinion |
| 10 | LINCOLN AVE. & ALLEGHENY ST. | MED | ENHANCED SIDEWALKS, BUMPOUT, SIGNAGE, CROSSWALKS, CURB RAMPS | <ul style="list-style-type: none">• PADOT- MUNICIPAL LIQUID FUELS FUNDING – street name signs, traffic directing signs, and traffic signal control systems.• PADOT Transportation Improvement Program –(TIP) -Anything along State Route• Transportation Alternatives Program (TAP)• Multimodal Transportation Fund | \$33,450.56 |
| 11 | BASTRESS ST. & ALLEGHENY ST. | MED | ENHANCED SIDEWALKS, BUMPOUT, SIGNAGE, CROSSWALKS, CURB RAMPS | <ul style="list-style-type: none">• PADOT- MUNICIPAL LIQUID FUELS FUNDING – street name signs, traffic directing signs, and traffic signal control systems.• PADOT Transportation Improvement Program –(TIP) -Anything along State Route• Transportation Alternatives Program (TAP)• Multimodal Transportation Fund | \$30,154.15 |
| 12 | THOMPSON ST. & S. MAIN ST. | MED | ENHANCED SIDEWALKS, BUMPOUT, SIGNAGE, CROSSWALKS, CURB RAMPS | <ul style="list-style-type: none">• PADOT- MUNICIPAL LIQUID FUELS FUNDING – street name signs, traffic directing signs, and traffic signal control systems.• PADOT Transportation Improvement Program –(TIP) -Anything along State Route• Transportation Alternatives Program (TAP)• Multimodal Transportation Fund | \$37,694.80 |
| 13 | LOCUST ST. & S. MAIN ST. | MED | ENHANCED SIDEWALKS, BUMPOUT, SIGNAGE, CROSSWALKS, CURB RAMPS | <ul style="list-style-type: none">• PADOT- MUNICIPAL LIQUID FUELS FUNDING – street name signs, traffic directing signs, and traffic signal control systems.• PADOT Transportation Improvement Program –(TIP) -Anything along State Route• Transportation Alternatives Program (TAP)• Multimodal Transportation Fund | \$40,803.75 |
| 14 | BROAD ST. & ALLEGHENY ST. | MED | ENHANCED SIDEWALKS, BUMPOUT, SIGNAGE, CROSSWALKS, CURB RAMPS | <ul style="list-style-type: none">• PADOT- MUNICIPAL LIQUID FUELS FUNDING – street name signs, traffic directing signs, and traffic signal control systems.• PADOT Transportation Improvement Program –(TIP) - Anything along State Route• Transportation Alternatives Program (TAP)• Multimodal Transportation Fund | \$42,471.00 |
| 15 | MAIN ST. & ALLEGHENY ST. | MED | ENHANCED SIDEWALKS, BUMPOUT, SIGNAGE, CROSSWALKS, CURB RAMPS | <ul style="list-style-type: none">• PADOT- MUNICIPAL LIQUID FUELS FUNDING – street name signs, traffic directing signs, and traffic signal control systems.• PADOT Transportation Improvement Program –(TIP) - Anything along State Route• Transportation Alternatives Program (TAP)• Multimodal Transportation Fund | \$46,493.20 |
| SCHOOL ZONE IMPROVEMENTS | | | | | |
| 16 | BIKE ROUTES – THOMPSON ST. & LOCUST ST. | HIGH | SHARROWS AND LINES TO DESIGNATE BIKE ROUTES, SIGNAGE, BIKE RACKS | <ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• Growing Greener III• TreeVitalize Grants Program• CDBG Grants | \$9,579.70 |
| 17 | IMPROVE SIDEWALKS & CROSSWALKS | HIGH | SIDEWALK IMPROVEMENTS/ADDITIONS, CROSSWALKS , CURB RAMPS | <ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• Growing Greener III• TreeVitalize Grants Program• CDBG Grants | \$47,076.90 |
| 18 | STREET TREE PLANTINGS | MED | ADD STREET TREE PLANTINGS, POSSIBLE RAIN GARDENS | <ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• Growing Greener III• TreeVitalize Grants Program• CDBG Grants | \$74,100.00 |
| 19 | IMPROVE SCHOOL TRAILS (OFF-ROAD) | LOW | TRAIL SURFACE IMPROVEMENTS, SIGNAGE | <ul style="list-style-type: none">• Growing Greener III• TreeVitalize Grants Program• CDBG Grants | \$77,025.00 |

LIST OF ALL PROJECTS(CONT)

| STREETSCAPE ENHANCEMENTS | | | | | |
|--------------------------|---------------------------|----------|--|--|--------------|
| No. | Name | Priority | Description | Funding opportunities | Cost Opinion |
| 20 | ALLEGHENY STREET | HIGH | STREET TREES, 4'X5'BRICKS AROUND TREES | <ul style="list-style-type: none">• Growing Greener III• TreeVitalize Grants Program• CDBG Grants | \$195,000.00 |
| 21 | THOMPSON STREET | HIGH | STREET TREES, RAIN GARDENS | <ul style="list-style-type: none">• Growing Greener III• TreeVitalize Grants Program• CDBG Grants | \$39,325.00 |
| 22 | LOCUST STREET | HIGH | STREET TREES, RAIN GARDENS | <ul style="list-style-type: none">• Growing Greener III• TreeVitalize Grants Program• CDBG Grants | \$34,775.00 |
| 23 | WYLIE STREET | HIGH | STREET TREES | <ul style="list-style-type: none">• Growing Greener III• TreeVitalize Grants Program• CDBG Grants | \$10,400.00 |
| 24 | SEMINARY STREET | HIGH | STREET TREES | <ul style="list-style-type: none">• Growing Greener III• TreeVitalize Grants Program• CDBG Grants | \$20,150.00 |
| 25 | LINCOLN STREET | MED | STREET TREES | <ul style="list-style-type: none">• Growing Greener III• TreeVitalize Grants Program• CDBG Grants | \$21,970.00 |
| BICYCLE ROUTES | | | | | |
| 26 | SEMINARY STREET | HIGH | PAINTED SHARROWS, SIGNAGE | <ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• DCNR – Trail Grants, Trail signage, trail projects• DCNR - Keystone Recreation, Park, Conservation Fund | \$17,279.60 |
| 27 | WYLIE STREET | HIGH | PAINTED SHARROWS, SIGNAGE | <ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• DCNR – Trail Grants, Trail signage, trail projects• DCNR - Keystone Recreation, Park, Conservation Fund | \$7,840.30 |
| 28 | HAZEL ALLEY TO BANK ALLEY | HIGH | PAVEMENT PAINTED BIKE LANE, SHARROW, SIGNAGE, LIGHTS | <ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• DCNR – Trail Grants, Trail signage, trail projects• DCNR - Keystone Recreation, Park, Conservation Fund | \$327,494.04 |
| 29 | THOMPSON STREET | HIGH | PAINTED LANE WITH SHARROWS, SIGNAGE, BIKE RACK AT SCHOOLS/PARK | <ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• DCNR – Trail Grants, Trail signage, trail projects• DCNR - Keystone Recreation, Park, Conservation Fund | \$9,798.00 |
| 30 | LOCUST STREET | HIGH | PAINTED LANE WITH SHARROWS, SIGANGE, BIKE RACK AT SCHOOLS/PARK | <ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• DCNR – Trail Grants, Trail signage, trail projects• DCNR - Keystone Recreation, Park, Conservation Fund | \$9,765.60 |
| 31 | LINCOLN STREET | HIGH | PAINTED SHARROWS, SIGNAGE | <ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• DCNR – Trail Grants, Trail signage, trail projects• DCNR - Keystone Recreation, Park, Conservation Fund• Local municipal maintenance funds | \$2,611.20 |
| 32 | MT. PLEASANT AVE. | MED | PAINTED SHARROWS, SIGNAGE | <ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• DCNR – Trail Grants, Trail signage, trail projects• DCNR - Keystone Recreation, Park, Conservation Fund• Local municipal maintenance funds | \$2,828.80 |
| 33 | KERR STREET | LOW | PAINTED SHARROWS, SIGNAGE | <ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• DCNR – Trail Grants, Trail signage, trail projects• DCNR - Keystone Recreation, Park, Conservation Fund• Local municipal maintenance funds | \$2,644.20 |
| 34 | SPRUCE STREET | LOW | PAINTED SHARROWS, SIGNAGE | <ul style="list-style-type: none">• DCNR – Trail Grants, Trail signage, trail projects• DCNR - Keystone Recreation, Park, Conservation Fund• Local municipal maintenance funds | \$4,498.00 |
| | | | | | |

BICYCLE ROUTES (CONT)

| No. | Name | Priority | Description | Funding opportunities | Cost Opinion |
|-----|---|----------|---|--|--------------|
| 35 | PLACE MAKING ALONG EXISTING TRAIL | HIGH | SIGNAGE PLANNING AND DESIGN | <ul style="list-style-type: none">• DCNR – Trail Grants, Trail signage, trail projects• DCNR - Keystone Recreation, Park, Conservation Fund• Local municipal maintenance funds | \$28,600.00 |
| 36 | RIVERWALK-TRAIL EXT. TO WILLIAMSPORT | MED | FUTURE CONNECTION THAT WILL REQUIRE FURTHER INVESTIGATION | | |
| 37 | RIVER WALK – TRAIL EXTENTION TO LOCK HAVEN (CASTANEA) | MED | FUTURE CONNECTION THAT WILL REQUIRE FURTHER INVESTIGATION | | |
| 38 | CONNECTION WITH THE RIDGE TRAIL | MED | FUTURE CONNECTION THAT WILL REQUIRE FURTHER INVESTIGATION | | |





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PROJECT KEY MAP

JERSEY SHORE ACTIVE TRANSPORTATION PLAN

JERSEY SHORE BOROUGH, LYCOMING COUNTY, PA

| | |
|-------------|---------------|
| Date | 4/26/2018 |
| Designer | EDO |
| Project No. | 5049-099 |
| Scale | 1 in = 300 ft |

Path: P:\5049\5049-099_03 Active Trans. Plan\Jersey Shore Streetscape and Intersection Improvements.mxd

FUNDING OPPORTUNITIES

Building an active transportation system involves many steps. Securing funding for the planning and construction of trails, sidewalks, and bike lanes is an early challenge in the process. While trails are primarily built with transportation funding, they can also be built with other relevant sources that receive the benefits of trails. Relevant funding can come from sources addressing community or economic development, public health, environmental protection, or park space.

Grants for community development and downtown revitalization can often be used for active transportation infrastructure. Other potentially applicable funds include those related to public health initiatives as part of an effort to promote physical activity through walking and bicycling, or environmental programs to curb sprawl, reduce air emissions, or build recreational trails. Lastly, funds to improve the accessibility of transportation networks for people with disabilities may also be applicable.

[\(https://www.railstotrails.org/policy/building-active-transportation-systems/\)](https://www.railstotrails.org/policy/building-active-transportation-systems/)

FEDERAL MONEY

Federal funds represent the largest potential source of funding for bicycle facilities. The U.S. DOT’s FHWA administers the largest of these funding programs. The principal federal funding sources for bicycle facilities are the Transportation Enhancements (TE) and the Congestion Mitigation and Air Quality (CMAQ) programs. Bicycle projects are also eligible for funds from FHWA-administered programs such as National Highway System (NHS), Federal Lands Highways, National Scenic Byways, and Recreational Trails.

[\(Taken from Guidelines for Analysis of Investing in Bicycle Facilities.\)](#)

TRANSPORTATION ALTERNATIVES - RECREATIONAL TRAILS PROGRAM -

The Recreational Trails Program (RTP) provides funds to states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

<https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

HIGHWAY SAFTEY FUNDS - These funds are used to help reduce crashes, deaths, injuries, and property damage. Eligible projects include, pedestrian and bicycle safety. Projects include, bicycle lanes on roads, bicycle parking, crosswalks, curbcut/ramps, streetscape improvements, recreation trails, pedestrian plans, and maps.

[\(https://safety.fhwa.dot.gov/legislationandpolicy/policy/section402/\)](https://safety.fhwa.dot.gov/legislationandpolicy/policy/section402/) https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

FUNDING OPPORTUNITIES (CONT)

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG) through HUD—the Department of Housing and Urban Development (HUD) provides annual grants on a formula basis for community-based projects. The majority of funds must be used on activities that benefit low and moderate income people. Examples of the types of projects they fund are: commercial district streetscape improvements; sidewalk improvements; safe routes to school; and neighborhood-based bicycling and walking facilities that improve local transportation options, or help revitalize neighborhoods.

https://www.hud.gov/program_offices/comm_planning/communitydevelopment/programs

STATE MONEY

Every state raises revenue for highway and transportation infrastructure through a state motor-vehicle fuel tax. Some states also raise funds through vehicle licensing fees. In many states, the laws governing how these funds can be spent would make most active transportation projects and programs eligible for these funds. However in other states, use of the funds may be limited to providing paved highway shoulders on state owned and operated roads. State funding specifically for trail development is often administered through the state's parks, recreation, conservation, natural resources, or environmental protection department or agency.

http://www.pedbikeinfo.org/planning/funding_government.cfm

TREEVITALIZE GRANTS PROGRAM

Tree planting grants provide assistance for tree plantings in community and urban areas along streets, parks, and other publicly-accessible areas. Urban riparian buffer grants provide assistance for urban riparian buffer tree plantings adjacent to community and urban waterways. Community forestry management grants provide assistance for tree care management plans, tree inventories, pruning, short-term employment (including internships), educational workshops, webinars, urban wood utilization, ordinance development, land banks design, urban agriculture design, and other aspects of urban forestry.

Full applications due July 13, 2018

Awards announced August 2018

Grant term is January 1 – December 31, 2019

<https://treepennsylvania.org/treevitalize-grants-program/>

GROWING GREENER III

The mission of the Pennsylvania Growing Greener Coalition is to enhance the health and economic well-being of communities across the Commonwealth by advocating for funding to conserve, protect and restore land, water and wildlife, to preserve farms and historic places, and to provide well-managed parks and recreational areas throughout the State. Growing Greener III will provide needed funding for programs that green community downtowns and neighborhoods, enhance urban waterways and riverfronts, preserve historic structures and landscapes, and create parks, recreation areas, greenways and trails. Growing Greener III will assist Pennsylvania in positioning its older communities to take advantage of changing demographic and economic trends to improve the health and quality of life of its residents and visitors. <https://pagrowinggreener.org/growing-greener-iii/>

FUNDING OPPORTUNITIES (CONT)

STATE MONEY (Cont)

MUNICIPAL LIQUID FUELS PROGRAM

The Municipal and County Liquid Fuels Program funds a range of projects from support, construction, reconstruction, maintenance, and repair of public roads and streets. Specifically, the Program funds lane and crosswalk painting and marking, erection of street name and traffic signs, traffic signal control systems, curb ramps, engineering fees, and many other projects.

(<http://www.penndot.gov/Doing-Business/LocalGovernment/LiquidFuels/MunicipalLiquidFuelsProgram/Pages/default.aspx>)

DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES (DCNR) - Trail projects include the acquisition, planning, development, rehabilitation, or maintenance of designated routes on land or water for motorized and nonmotorized recreation activities, including the purchase of equipment for trail construction or maintenance.

(<http://www.dcnr.pa.gov/Communities/Grants/Pages/default.aspx>)

PennDOT MULTIMODAL TRANSPORTATION FUND (MTF)

Act 89 also established a dedicated Multimodal Transportation Fund that stabilizes funding for ports and rail freight, increases aviation investments, establishes dedicated funding for bicycle and pedestrian improvements, and allows targeted funding for priority investments in any mode. Project costs must be a minimum of \$100,000 and there is a required match of not less than 30%. Funds may be used for the development, rehabilitation, and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development.

(<http://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/Documents/MTF%20Guidelines%20for%20PennDOT%20Discretionary%2001.30.2018.pdf>)

DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT - MULTIMODAL TRANSPORTAION FUND

The MTF coordinates local land use and transportation assets to enhance existing pedestrian and bicycle routes and safety, street scape lighting, traffic signals and signage. The MTF assists with vegetation, as long as the cost does not exceed 10% of the project cost. The total cost of the project must be at least \$100,000 or more and require matching funds of 30% of the total project cost.

(<https://dced.pa.gov/download/multimodal-transportation-fund-mtf-guidelines/?wpdmdl=82892>)

LOCAL MONEY

Not all projects will require large quantities of money, therefore local funding or donations could be an option. Options for local funding could come from local organizations such as, AAA club, YMCA, businesses or non-profit organizations, fundraisers such as 5K walk or race. Also available would be county or municipal maintenance funds for smaller improvements, bike racks, crosswalks, landscape enhancements, and education campaigns.

POLICY REVIEW AND CHANGE

In addition to the projects required to make Jersey Shore walkable and bikeable, there will also be necessary changes to the Borough’s policies. The Committee recommended that the Borough should adopt a complete streets ordinance. “Complete Streets” refers to the concept that roadways should be designed with all users in mind, not just motorists, and is a policy used by many local governments to create more pedestrian and bicycle-friendly communities.

Jersey Shore Borough should also consider the use of an official map to facilitate development of key greenway and trail connections in the future. The official map would show the locations of planned future public lands and facilities such as streets, trails, parks, and open space. Proactive planning measures must be considered if municipalities are to ensure the preservation of important community resources. The official map is a valuable but underused planning tool that few municipalities have considered as an option to address land use issues. The map would be enhanced if the Borough worked in collaboration with surrounding municipalities such as Nippenose, Piatt, Pine Creek, and Watson townships to define key greenway and trail connections into Jersey Shore and connections linking the Borough to Lock Haven and Williamsport.

Another possible change in policy Jersey Shore could adopt is a bicycle parking code that would require bike parking per a stated number of spaces. For example, any new parking lots or parking lots getting a face-lift could require for every 5 vehicular spaces 1 bike parking space is to be provided.

(<http://www.changelabsolutions.org/publications/move-this-way>)

Signs are everywhere these days and the best way to keep control of sign pollution is to adopt a signage ordinance specific for bicycle and pedestrian routes. An example could be, "Signage shall be placed a set distance apart along all bicycle and pedestrian routes and be consistant with the context, scale and character of the trail and neighborhood"

(<http://www.changelabsolutions.org/publications/move-this-way>)

For years, streetscapes have been designed based on vehicular traffic and the needs of pedestrians and bicyclists have been an afterthought. Another way to incorporate the needs of pedestrians and bicyclists is to adopt a pedestrian-oriented light ordinance. For example, "Lighting shall be placed at set at 15' or lower along all pedestrian and bicycle routes."

(<http://www.changelabsolutions.org/publications/move-this-way>)

| Project Information | | Report Information | |
|---------------------|---|--------------------|-----------|
| Name: | Jersey Shore Active Transportation Plan | Date: | 5.15.2018 |
| Number: | 5049-099 | Prepared By: | EDD |
| Location: | Jersey Shore, PA | Reviewed By: | EDD |
| Contact: | Joe Hamm | | |

- Direct connection to a lot of people

Please Note:
Engineer's opinion of probable Construction Cost is made on the basis of Engineer's experience and qualifications and represents the Engineer's judgment as an experienced and qualified professional generally familiar with the construction industry. However, since the Engineer has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractor's methods of determining price, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that proposals, bids, or actual Construction Costs will not vary from opinion of probable Construction Cost prepared by the Engineer.



Larson Design Group®

| Project Information | | Report Information | |
|---------------------|---|--------------------|-----------|
| Name: | Jersey Shore Active Transportation Plan | | |
| Number: | 5049-099 | Date: | 5.15.2018 |
| Location: | Jersey Shore, PA | Prepared By: | EDD |
| Contact: | Joe Hamm | Reviewed By: | EDD |

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| Project Information | | Report Information | |
|---------------------|---|--------------------|-----------|
| Name: | Jersey Shore Active Transportation Plan | | |
| Number: | 5049-099 | Date: | 5.15.2018 |
| Location: | Jersey Shore, PA | Prepared By: | EDD |
| Contact: | Joe Hamm | Reviewed By: | EDD |

Project Description - SCHOOL ZONE - STREET TREE PLANTINGS

| ADD STREET TREE PLANTINGS, POSSIBLE RAIN GARDENS | | | | | |
|--|---------------------------|---------|--------------------------|------------|--------------------|
| ITEM NO. | DESCRIPTION | EST QTY | UNIT | UNIT PRICE | AMOUNT BID |
| 1 | Mobilization | 1 | LS | \$6,000.00 | \$6,000.00 |
| 2 | Street Trees | 110 | EA | \$350.00 | \$38,500.00 |
| 3 | Rain Garden | 500 | SF | \$25.00 | \$12,500.00 |
| | | | | | \$0.00 |
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| | | | | | |
| | | | BASE BID SUBTOTAL | | \$57,000.00 |
| | | | 10% Engineering | | \$5,700.00 |
| | | | 20% Contingency | | \$11,400.00 |
| | TOTAL PROJECT COST | | | | \$74,100.00 |

Please Note:

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| |
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| <p>Please Note:</p> <p>Engineer's opinion of probable Construction Cost is made on the basis of Engineer's experience and qualifications and represents the Engineer's judgment as an experienced and qualified professional generally familiar with the construction industry. However, since the Engineer has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractor's methods of determining price, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that proposals, bids, or actual Construction Costs will not vary from opinion of probable Construction Cost prepared by the Engineer.</p> |
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|--|



Opinion of Probable Construction Cost

| Project Information | | Report Information | |
|---------------------|---|--------------------|-----------|
| Name: | Jersey Shore Active Transportation Plan | | |
| Number: | 5049-099 | Date: | 5.15.2018 |
| Location: | Jersey Shore, PA | Prepared By: | EDD |
| Contact: | Joe Hamm | Reviewed By: | EDD |

Project Description - WYLIE STREET STREETSCAPE

| STREET TREES | | | | | |
|--------------|--------------------|---------|-------------------|------------|-------------|
| ITEM NO. | DESCRIPTION | EST QTY | UNIT | UNIT PRICE | AMOUNT BID |
| 1 | Mobilization | 1 | LS | \$1,000.00 | \$1,000.00 |
| 2 | Street Trees | 20 | EA | \$350.00 | \$7,000.00 |
| | | | | | \$0.00 |
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| | | | BASE BID SUBTOTAL | | \$8,000.00 |
| | | | 10% Engineering | | \$800.00 |
| | | | 20% Contingency | | \$1,600.00 |
| | TOTAL PROJECT COST | | | | \$10,400.00 |

Please Note:

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Opinion of Probable Construction Cost

| Project Information | | Report Information | |
|---------------------|---|--------------------|-----------|
| Name: | Jersey Shore Active Transportation Plan | | |
| Number: | 5049-099 | Date: | 5.15.2018 |
| Location: | Jersey Shore, PA | Prepared By: | EDD |
| Contact: | Joe Hamm | Reviewed By: | EDD |

Project Description - SEMINARY STREET STREETSCAPE

| STREET TREES | | | | | |
|--------------|--------------------|---------|-------------------|------------|-------------|
| ITEM NO. | DESCRIPTION | EST QTY | UNIT | UNIT PRICE | AMOUNT BID |
| 1 | Mobilization | 1 | LS | \$1,500.00 | \$1,500.00 |
| 2 | Street Trees | 40 | EA | \$350.00 | \$14,000.00 |
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| | | | BASE BID SUBTOTAL | | \$15,500.00 |
| | | | 10% Engineering | | \$1,550.00 |
| | | | 20% Contingency | | \$3,100.00 |
| | TOTAL PROJECT COST | | | | \$20,150.00 |

Please Note:

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Opinion of Probable Construction Cost

| Project Information | | Report Information | |
|---------------------|---|--------------------|-----------|
| Name: | Jersey Shore Active Transportation Plan | Date: | 5.15.2018 |
| Number: | 5100-076 | Prepared By: | EDD |
| Location: | Jersey Shore, PA | Reviewed By: | EDD |
| Contact: | Joe Hamm | | |

Project Description - PLACE MAKING SIGNAGE FOR ALL BICYCLE AND PEDESTRIAN ROUTES

[illegible]**Please Note:**

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