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**Department of Public Works  
& Development Services**  
Division of Engineering  
14200 Washington Avenue  
Sturtevant, WI 53177-1253  
Phone (262) 886-8440



**Jonathan Delagrave**  
*County Executive*  
**Julie A. Anderson**  
*Director of Public Works  
& Development Services*  
**Alex Valley, P.E.**  
*Engineering Manager*

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**Request for Qualifications**

**Design Services for CTH U and 7 Mile Road Roundabout  
Racine County**

**WisDOT Project ID: 2816-03-00/70**

**Racine County Project ID: 2411**

**RFQ #2216**

**March 9, 2022**

Sealed Request for Qualifications (RFQ) are being accepted for design services for the above project and will be received through the Racine County Public Works and Development Services office, 14200 Washington Avenue, Sturtevant, WI 53177 (262) 886-8440 until 1:00 P.M., Tuesday, March 29, 2022.

Racine County is using the Racine Journal Times and Racine County website <https://www.racinecounty.com/departments/public-works-and-development-services/public-works/public-works-construction-projects> for its RFQ solicitations. When submitting your RFQ packet to the County, please limit it to no more than ten pages not including the cover page and resume. Racine County is not responsible for, and accepts no responsibility for any technical problems, or any delays or failures that result from the use of Racine County's website. Firms are using this service at their own risk.

The request is to seek experienced engineering firms interested in performing roundabout design services for the CTH U and 7 Mile Road roundabout located at the intersection of Racine County CTH U and 7 Mile Road in the Village of Raymond, Racine County. The expected start date of the design project is no later than May 2022. The design project will be funded through the WisDOT HSIP Program, by 90% Federal and 10% Local funds. We are expecting a PS&E date of November 1, 2023, and a CONSTRUCTION LET date of February 13, 2024. The evaluation of qualifications will be a qualified based selection (QBS) process with absolutely no cost considerations involved in the selection.

Racine County reserves the right to waive any informalities or technicalities and to reject any and all RFQs, or parts thereof, deemed to be unsatisfactory or not in the County's best interest.

Alex Valley, P.E.  
Racine County Engineering Manager

## **General RFQ Information**

1. Racine County requires a high level of service from any firm who is looking to do business with the County. Quality and service are both critical factors that Racine County considers when doing business and in continuing business with firms. This is especially important when it comes to the requirements of this request. Dissatisfaction of any sort may result in Racine County discontinuing service with a firm.
2. Racine County is a tax-exempt municipality under WI Stats 77.54(9a)(b).
3. Successful firm shall provide a certificate of insurance upon award as per the requirements of Exhibit "A" attached. Proof of Insurance is required when award is made.
4. All proposals shall be binding for one hundred twenty (120) calendar days following the proposal opening date unless the firm(s), upon the request of the County agrees to an extension.
5. Payment for services will be made to successful firm contingent upon owners' acceptance and approval of all work done and/or products provided or services rendered. Acceptance as herein means acceptance by the County and state of all work performed or products provided and services rendered, after the departments authorized agents have found it to be in compliance with the specification requirement. Mileage, fuel surcharges or surcharges of any kind will not be allowed.
6. Firms may withdraw their proposal at any time before the RFQ due date and time. Faxed and emailed proposals will be rejected.
7. Standard Terms and Conditions are included with this request and are hereby made a part of it.
8. Firms (including any subcontractors they may use) responding to this request must be able to provide all services specified. Partial responses to this request are not allowed.
9. By posting the RFQ documents on the County website, Racine County cannot maintain a list of interested firms. As such, Racine County is not able to provide notification of addenda to the prospective bidders. Racine County will post any addenda to the same website as the original RFQ, however it is the responsibility of the firm to check for any addenda that may be issued.
10. No reimbursement will be made by the County for any cost incurred in preparing responses to this solicitation, or for cost incurred before a formal notice to proceed is issued if a contract is awarded.
11. All questions resulting in further clarification or modification to this RFP document will be handled by written addenda. Questions shall be directed to the Engineering Office via email to [Alexander.Valley@racinecounty.com](mailto:Alexander.Valley@racinecounty.com). Questions must be asked at least 3 business days prior to the proposal due date. Questions received after this time may not be answered. Any changes as a result of issues raised will be made by written addenda and posted under this project listing on the County website (same website address where you obtained the RFP document from). It is the firm's responsibility to check the County website for addenda prior to submitting your response to this request. Oral and other interpretations or clarifications will be without legal effect.

12. All materials submitted in conjunction with this request may be subject to public inspection pursuant to Wisconsin Public Records Law Wis. Stat. 19.31-19.39. Information contained within the submitted materials that are alleged to be confidential or proprietary in nature, or that are alleged to be trade secrets as defined in Wis. Stat. 134.90(1)(c), shall be clearly marked as such. Submissions shall not contain a blanket confidentiality clause. Marking materials as confidential, proprietary, or as trade secrets does not guaranty that these materials will not be released pursuant to a lawful open records request. Racine County generally will not release information contained in a submission until a contract has been fully executed.
13. Upon selection, the selected firm is to provide with their proposal, a proposed contract covering all the terms, conditions and specifications for the performance of all services for this request.
14. The work in this contract shall not be assigned without written permission of Racine County and WisDOT. Racine County and WisDOT must approve any subcontracted providers that are hired by the selected provider.
15. The selected provider shall indemnify, hold harmless and defend both WisDOT and Racine County, their officers, agents, and employees from and against all claims, damages, losses, and expense, including attorneys' fees arising out of or resulting from the performance of the work under the contract.
16. It is mutually understood and agreed, and it is the intent of the parties that an independent contractor relationship will be established under the terms and conditions of the agreement; that employees of the selected service provider are not nor shall be deemed employees of Racine County or WisDOT and that employees of Racine County and WisDOT are not nor shall be deemed to be employees of the selected service provider.
17. Each firm, by submitting a response, certifies that it is not a party to any collusive action with Racine County or WisDOT personnel or with any other party submitting a proposal in response to this solicitation.
18. The County and WisDOT reserve the right to reject any or all proposals or parts thereof, to waive any technicality in any proposal and accept any proposal deemed to be the most advantageous to the County.
19. This request and possible resulting contract shall be interpreted under the laws of the State of Wisconsin. Any disputes or claims that arise under this contract shall be litigated in the Circuit Court of Racine County.
20. The term "proposal" throughout this RFQ document in its entirety is referring to the draft three-party contract that is submitted to WisDOT and Racine County upon selection of a consultant through the QBS process.

### **Scope of Work**

Racine County is seeking engineering consulting firms interested in performing roundabout design services for the CTH U and 7 Mile Road intersection. The expected start date of the design project is May 2022. The design project will be funded through the WisDOT HSIP Program. We are expecting a **PS&E**

**date of November 1, 2023, and a CONSTRUCTION LET date of February 13, 2024.** The final contract will be a three-party contract with the Wisconsin Department of Transportation (WisDOT), Racine County, and the selected consultant. All interested firms must be on the WisDOT Roster of Eligible Engineering Consultants and either be on the WisDOT Qualified Roundabout Designer (QRD) List or have design review performed and stamped by an external QRD in Wisconsin.

EXHIBIT A: Racine County Standard Terms and Conditions

EXHIBIT B: HSIP Application

Racine County is planning to reconstruct the intersection of CTH U and 7 Mile with a roundabout, located in the Village of Raymond in Racine County. The intersection is approximately 1 mile southeast of the intersection of CTH U and W S County Line Road. The estimated average daily traffic (ADT) is 3,300 vehicles per day (2017) to the East, 1,700 vehicles per day (2011) to the West, 3,200 Vehicles per day (2011) to the North and 2,300 vehicles per day (2011) to the South.

See EXHIBIT B for a detailed description of the proposed improvements.

Any permitting, agency coordination, or utility coordination required for the project should be included in the overall design scope. Right of way impacts or real estate acquisitions may be required for this project. Whether or not there are any archeological or historical sites within the project area has not been investigated.

Racine County does not maintain sidewalks or lighting, so if possible, these items should not be incorporated into the project. County staff will be reviewing and providing comments on plans at significant milestones during the design process.

The design shall include review of type of pavement, pavement thickness, pavement width, culverts, curbing, shoulder material/width, guardrail (if needed), general geometrics, turning and bypass lanes, all traffic signage, and sight distance review at all driveways and intersections.

It is anticipated the design standards will not be "3R" throughout the project. The roadway must be designed to WISDOT standards.

The project design should attempt to reduce the amount of additional right of way to be purchased. Items such as retaining walls, curbed sections, and storm sewer should be considered, and if determined feasible as part of a cost benefit analysis, part of the final design. Right of way acquisition is anticipated. Consultant to determine the existing right of way location of each parcel within the project limits and show them on the right of way plat. Provide the necessary right of way plat and legal descriptions for acquisition parcels and any utility release of rights. Encroachment reports shall be included for all encroachments in the existing or proposed right of way or easement areas. Temporary Limited Easements may be considered outside of ditch back slope and outside of fill slope. GIS shall be only used for informational purposes.

All soil/roadway core collection and analysis as well as any other investigative work and survey required for this project should be included in this proposal once a consultant has been selected.

Upon selection of a consultant, the proposal shall include any storm water design requirements.

The design consultant will coordinate wetland delineation services with Southeastern Wisconsin Regional Planning Commission (SEWRPC). SEWRPC will determine wetland locations and mark them in the field and the consultant will survey the wetland locations. The wetland is expected to be staked by SEWRPC for locating in the fall of 2022. Once selected, the consultant must include a separate cost to have the wetland located in the field should SEWRPC not be able to perform this service.

Consultant to coordinate any necessary public or private utility locations and relocations. Timing of these is critical to the successful start of the project.

Any permitting required for the project should be included in the overall design costs in the proposal once a consultant is selected. This includes but not limited to all permitting with Racine County, State of Wisconsin, Village of Raymond, DNR, Army Corps, WisDOT, and other agencies.

The consultant will be responsible for any title searches required as part of this project.

Interferences shall be reviewed for potential modifications, and those modifications shall be part of the plan. Sight distances, angle of the intersection, turn lanes etc. shall be reviewed and brought into compliance with minimum standards.

All design files in CADD and other electronic formats must be supplied to Racine County at project bid or earlier if requested by the County. Any and all documents prepared by the consultant become the property of the Racine County Public Works and Development Services for future use.

Firms interested in this project shall submit a Statement of Qualifications (SOQ) for providing all design services needed for this project including, but not limited to:

- a. Project survey
- b. Design plans
- c. Specifications
- d. Stormwater design calculations
- e. Wetland impacts
- f. Utility coordination
- g. Environmental impacts
- h. All regulatory permits
- i. Public hearings and/or presentations
- j. Detailed Design timeline
- k. Construction cost estimates
- l. Project related meetings
- m. PS&E
- n. Right of Way Plat
- o. Detour and signing plans
- p. Coordination with other construction projects

### **Request for Qualification Submittal**

Proposals must be delivered as follows:

- 1 envelope containing 3 copies of the submittal for this project. A copy is limited to 10 double-sided pages not including the cover and all resumes and with no more than 3 of those pages being 11"x17" tri-folded. Label this envelope/box as **RFQ #2216 CTH U and 7 Mile Road Roundabout Design Services Request for Qualification**.
- An electronic version of this submittal, on a flash drive, is also helpful but not required and must be in addition to the 3 paper copies as specified above.

### **Qualification Review**

A team of Racine County Staff will review and rank the received RFQ's. A final ranking and selection recommendation will be forwarded to WisDOT. Once approved by WisDOT, negotiations will be made with the selected consultant to enter into a three-party design contract to provide engineering design services, including all reports required per WisDOT Facilities Development Manual (FDM).

### **Request for Qualification Submittal Information**

1. RFQ's should, at a minimum, include the following information, in the order as listed below:
  - (a) Completeness of RFQ
    - i. Firm's name, address, telephone, and contact person
    - ii. Firm's confirmation of understanding of the project, and commitment to provide the appropriate personnel, equipment and facilities to perform the scope of services as defined in the request for proposal.
  - (b) Personnel Experience
    - i. Brief history of firm.
    - ii. Proposed staff assigned to the project and their project role.
    - iii. Project team organizational chart preferred.
    - iv. For each staff assigned, submit their resume (limit two pages), including their area of expertise, certifications and licenses, and list specific, relevant experience with construction design of similar projects in the last seven years.
    - v. List of subcontractors and their personnel experience.
  - (c) Approach
    - i. Firm's observations on the project in general, specific details, potential cost savings, and/or key points in the design process.
    - ii. Firm's ability to meet design timeline for the project based on afore mentioned dates.
    - iii. Proposed staffing levels and activities.
    - iv. Proposed design should include aspects which minimize road closure timing during construction.
    - v. List of additional design services provided by firm.
    - vi. Proposed design should limit right of way impacts.
  - (d) Reliability of Firm
    - i. Examples of specific knowledge and expertise related to this type of work.
    - ii. Roundabout experience is required.
    - iii. References

- a. Provide a minimum 3, maximum of 6 references of similar size projects (preferably government accounts) that have been done by your firm in the last 7 years.
  - b. Include the contact person, address, and telephone number and email address of owners for which your firm has provided similar services.
  - c. Key personnel that worked on each project.
  - d. Include the start date and finish date for each reference for each project.
- iv. Successful completion of projects consisting of the same (or similar) scope, done by your proposed design team. Examples of fully constructed projects are preferred, but not required.

Firms responding to this request must provide at least three (3) references for clients who have contracted for similar roundabout design services from your firm in the last seven (7) years.

# RFQ FORM

**Project Title:** *Design Services for CTH U and 7 Mile Road Roundabout*

**RFQ Number:** 2216

**RFQ Submittal Due:** Tuesday, March 29, 2022 at 1:00 P.M.

**Submit Proposal to:** *County of Racine Public Works and Development Services  
Attn: RFQ # 2216 Sealed RFQ Do Not Open  
14200 Washington Avenue  
Sturtevant, WI 53177-1253*

**Addendum Receipt:** *We acknowledge the receipt of Addenda \_\_\_\_\_ to \_\_\_\_\_ inclusive.*

The undersigned consultant, duly sworn, is an authorized representative of the firm named below; that the consultant has examined and carefully prepared the RFQ and has checked the same in detail before submitting this RFQ; and that the consultant or agents, officer, or employees have not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive application in connection with this RFQ.

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Name of Firm

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Street

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City, State, Zip

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Telephone

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Signature of consultant

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Print or type name of consultant

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Consultant Title



**EXHIBIT A**  
**STANDARD TERMS AND CONDITIONS**  
**FOR PROFESSIONAL SERVICES CONTRACTS**

These terms and conditions shall be incorporated into and made a part of all Professional Services contracts entered into between Racine County (hereinafter “the County”) and the consultant/contractor/provider (hereinafter “the Consultant”), references to both the County and the Consultant are hereinafter “the parties.” These terms and conditions shall take precedence and supersede any other terms and conditions which are not consistent with these terms and conditions.

1. **PERFORMANCE:** Consultant shall perform all services under any contract in a manner reflecting the standards within the industry.
2. **INTELLECTUAL PROPERTY:** Any documents or work product produced pursuant to any contract shall become the property of the County and shall be under the control of the County. Consultants shall be allowed to retain copies of said documents and work product.
3. **OWNERSHIP RIGHTS:** Any of the County’s documents which are provided to the Consultant to assist the Consultant in the performance of his or her work shall be returned to the County upon demand of the County or at the conclusion of the project, whichever comes first.
4. **ASSIGNMENT:** Consultant shall not assign, sublet, subcontract or transfer any of the services or interest under the contract without the prior written consent of the County.
5. **EQUAL OPPORTUNITY:** In connection with the performance of services under this contract, Consultant agrees not to discriminate against any employee, applicant for employment or person receiving services from the Consultant, pursuant to this contract because of age, race, religion, color, handicap, sex, physical condition, developmental disability, sexual orientation, natural origin as those terms are described in state and federal law.
6. **STATUTORY COMPLIANCE:** The Consultant shall comply with all federal, state, local laws and regulations and requirements.
7. **INDEMNIFICATION:** To the fullest extent permitted by law, Consultant shall indemnify, hold harmless, the County and its officers, agents and employees from any and all claims, damages to person or property, lawsuits or liability (including but not limited to reasonable fees and charges of consultants, architects, attorneys, and other professionals, and reasonable court costs) resulting from the negligent acts, errors or omissions of the Consultant or any of the Consultant’s agents or employees in the performance of services under this contract.

To the fullest extent permitted by law, the County shall indemnify and hold harmless the Consultant and its officers, agents and employees from any and all claims, damages to person or property, lawsuits or liability (including but not limited to reasonable fees and charges of consultants, architects, attorneys, and other professionals, and reasonable court costs) resulting from the negligent acts, errors or omissions of Racine County or any of the County’s agents, or employees in the performance of services under this contract.

8. **CHOICE OF LAWS:** The laws of the State of Wisconsin shall govern this contract, the construction, interpretation and determination of the rights and duties of the parties under this contract.
9. **INDEPENDENT CONTRACTOR:** The Consultant shall be considered an independent contractor and not an employee of the County. The County agrees that the Consultant shall have sole control of the method, hours, work and time and manner of performance of this contract unless specifically stated. The County takes no responsibility for the selection, dismissal, supervision, direction or performance of Consultant's employees. Nothing contained in this contract shall create a contractual relationship with or cause of action in favor of a third party against either the County or the Consultant. The Consultant's services under this contract are being performed solely for the County's benefit, and no other entity shall have any claim against the Consultant because of this contract or the performance or nonperformance of services provided hereunder.
10. **TERMINATION:** Either party may at any time, upon seven (7) days prior written notice to the other party, terminate this contract. The County shall pay for any and all work performed up to the termination date. The County shall not pay any termination expenses or costs if the contract is terminated regardless of the reason for termination.
11. **INSURANCE:** The Consultant shall maintain at its own expense and provide Purchaser with Certificates of Insurance that provide the following coverage:
  1. Maintain worker's compensation insurance as required by Wisconsin Statutes, for all employees engaged in the work.
  2. Maintain general liability coverage including personal injury and property damage against any claim (s), which might occur in carrying out this contract. Minimum coverage shall be one million dollars (\$1,000,000) liability for each occurrence for bodily injury and property damage including product liability and completed operations and two million dollars (\$2,000,000) in the aggregate. Provide motor vehicle insurance for all owned, non-owned and hired vehicles that are used in carrying out this contract. Minimum coverage shall be one million dollars (\$1,000,000) for each occurrence combined single limit for automobile liability and property damage and one million dollars (\$1,000,000) in the aggregate.
  3. Maintain an Umbrella policy with four million (\$4,000,000) dollar aggregate limit.
  4. Maintain professional liability insurance. Minimum coverage shall be one million dollars (\$1,000,000) each occurrence and two million dollars (\$2,000,000) in the aggregate.

Racine County, and its officers and employees shall be named as additional insureds on

Consultant's general liability insurance policy for any negligent actions and/or omissions performed pursuant to this contract. All coverage enumerated above must be placed with an insurance carrier with an AM Best Rating of A-VIII or greater. Purchaser shall receive a 30-day notice of cancellation of any policy. A copy of Certificate of Insurance and the referenced policies shall be mailed to Purchaser within 60 days of the beginning of this contract.

Consultant is prohibited from waiving Purchaser's right to subrogation. When obtaining required insurance under this Agreement and otherwise, Consultant agrees to preserve Purchaser's subrogation rights in all such matters that may arise that are covered by Consultant's insurance.

12. **ACCESS:** The County shall arrange for safe access to and make all provisions for the Consultant and Consultant's agents and employees to enter upon public and private property as required for the Consultant to perform services under this contract.

Racine County expressly includes the following terms and conditions in its contracts for professional services:

1. **ARBITRATION:** There shall be no binding arbitration provisions in any contract between the County and the Consultant.
2. **LIMIT OF LIABILITY:** The Consultant's professional liability as part of the contract between the County and the Consultant is limited to an amount of \$50,000 or Consultant's fee, whichever is greater.
3. **ATTORNEY'S COSTS/FEES:** There shall be no provisions mandating the payment of either of the other party's attorney's fees which are the result of litigation arising out of contract disputes.

**ENTIRE AGREEMENT:** THIS AGREEMENT CONSTITUTES THE ENTIRE UNDERSTANDING BETWEEN THE CONSULTANT AND THE COUNTY. ANY AMENDMENTS TO THIS AGREEMENT SHALL BE IN WRITING AND EXECUTED BY BOTH PARTIES.

END OF DOCUMENT

INITIALS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



# HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

Wisconsin Department of Transportation  
DT1501 7/2020

## GENERAL INSTRUCTIONS

Please read all directions. **Submit completed applications to the appropriate WisDOT Regional HSIP Coordinator.**

Additional information can be found on the WisDOT HSIP website: <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/hsip.aspx>

**All shaded areas will be completed by WisDOT staff.**

**Box 1** Identify the project limits and/or those areas applicable to your project.  
For 'Name of Road/Intersection,' use **From-To** (South-North or West-East) format for a road segment such as "6th St.-9th St."  
If the project is within the boundary of a Metropolitan Planning Organization (MPO), provide the name of the MPO.  
Indicate whether the project is located on a connecting highway.

**Box 2** If the project involves an improvement to a roadway segment, provide the requested information.  
The segment crash rate equals the number of crashes per 100 million vehicle miles of travel and is calculated by the following formula:  
**Crash Rate = (# of crashes / # of years x 100,000,000/(365 x AADT x project length in miles))**  
# of crashes = Total number of crashes during study period  
# of years = Number of years in study period  
AADT = Annual Average Daily Traffic

**Box 3** If the project involves an improvement to an intersection, provide the requested information.  
The intersection crash rate equals the number of crashes per million entering vehicles and is calculated by the following formula:  
**Crash Rate = (# crashes/# yrs. x 1,000,000/(365 x Entering Vehicle Volume))**  
Entering Vehicle Volume = Total number of vehicles **entering** the intersection from all directions

**Box 4** Identify and describe existing safety hazards such as visibility restrictions, curves, hills, intersection problems, bike/pedestrian conflicts, narrow shoulders, rutting, etc. Incorporate relevant crash history and data-supported evidence.

**Box 5** Describe the proposed improvement in as much detail as possible. A detailed description explaining how the project will address the identified hazard(s) is essential for WisDOT review. Include any other important considerations that may be unique to the project or location. In addition, briefly discuss any alternatives considered and why these options are not the preferred alternative.

**Box 6** **Provide a summary of the estimated costs and anticipated schedule dates for ALL project elements associated with the project, regardless of whether HSIP funding is being requested.** This includes preliminary engineering/design engineering, construction, construction engineering, mobilization, contingencies, utilities, real estate, and all related oversight and delivery costs. Cost estimates should be provided in today's dollars.

**Box 7** For each project element (PE/Design, Real Estate, Construction, Other), indicate whether or not HSIP funding is being requested.

**Box 8** Provide contact information for application sponsor's primary contact person or agency.

**Box 9** Application must be signed by an official able to commit funds and certify as to the answers provided in Box 8. Leave blank for STATE projects.

# HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION *(continued)*

Wisconsin Department of Transportation DT1501

**Required Supporting Materials (RSM):** Completed applications require the following (to be submitted to appropriate Region Office in digital or paper form – Region Office will transmit final digital copy to Central Office):

**A.** All applications must include:

- RSM 1A. General sketch of project proposal: *An adequate sketch is the minimum requirement. Preliminary plan layout sheets or study reports should be provided if available. Basic example attached.*
- RSM 2A. Collision diagram: *Must use most current consecutive 5 years of crash data available. Crash records available from the WisTransPortal Project website (<http://transportal.cee.wisc.edu/services/crash-data>). Agencies can request crash data or WisTransPortal account access through this website. Basic diagram example attached. Not required for projects resulting from statewide crash analyses.*
- RSM 3A. Crash Reports (DT4000/MV4000s): *Submit most current consecutive 5 years of crash data available and appropriate crash analysis. Reports should be sent to Region offices. Reports available from the WisTransPortal Project website (<http://transportal.cee.wisc.edu/services/crash-data>). Agencies can request crash reports or WisTransPortal account access through this website. Regions should not submit crash reports to Central Office.*
- RSM 4A. Site photos
- RSM 5A. Itemized cost estimate: *Provide with as much detail as possible. For projects on the State Trunk Network (including connecting highways), an itemized cost estimate is needed to determine if signalization and/or intelligent transportation systems components are incidental to the project. See example attached.*
- RSM 6A. PEF worksheet and results: *Completed by Regional Safety Engineer. Project applications resulting from a statewide systemic safety analysis do not require a PEF.*

**B.** If your project is proposing a change in intersection traffic control or a complete intersection reconstruction, your application must also include:

- RSM 1B. Warrant documentation: *Required for proposals to install new traffic signals. See MUTCD, Part IV, Section C (<http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>) for additional information. Contact Regional Safety Engineer for example worksheets.*
- RSM 2B. Completed Traffic Control Signal Approval Request (Form DT1199): *Required for proposals to install new traffic signals on the State Trunk Highway Network, including Connecting Highways and ramp terminals. Contact Regional Safety Engineer for Form DT1199.*
- RSM 3B. Operational analysis: *Per FDM-11-25-3 (<https://wisconsindot.gov/rdwy/fdm/fd-11-25.pdf#fd11-25-3>), required for proposals to change the overall intersection traffic control. A capacity analysis should be performed for existing traffic control with forecasted traffic volumes for the design year. At a minimum, perform a capacity analysis for existing traffic control with the most recent traffic volumes for the peak hours. The capacity analysis should be performed using the 2010 Highway Capacity Manual Methodology (e.g. HCS, Synchro). However, if the information necessary for a detailed capacity analysis is not available use any means necessary to demonstrate existing and future capacity concerns, if any. For example, a field survey with pictures during peak hours to demonstrate existing capacity concerns may be sufficient. Contact the Regional Safety Engineer to discuss alternate options to meet the operational analysis requirement.*
- RSM 4B. Intersection Control Evaluation (ICE): *As outlined in FDM 11-25-3 (<https://wisconsindot.gov/rdwy/fdm/fd-11-25.pdf#fd11-25-3>), the ICE process describes the need for a change in the existing intersection and provides a preliminary review of alternatives. All HSIP projects involving a change in intersection traffic control or a complete intersection reconstruction on the State Trunk Network, including connecting Highways, must include, as an attachment, a Phase I: Scoping ICE that has been reviewed by Central Office Bureau of Traffic Operations. While not a requirement for local projects, it is recommended these projects still follow the ICE process. Contact the Regional Safety Engineer for additional information.*

**Optional Support Materials (OSM)**

**C.** If applicable, each application may also include:

- OSM 1C. Local Support/Commitment: *A list of local support received and/or letters of commitment can be used to augment application materials.*

**OTHER IMPORTANT NOTES AND CONSIDERATIONS:**

- Applications that do not include applicable Required Support Materials will not be accepted.
- This is *NOT* a federal-aid grant program. Project sponsors are responsible for 10% of total project costs, up to the approved project cost. Any costs incurred in excess of the approved project cost will be the responsibility of the project sponsor.
- Local lets are not permitted. All let projects must be let through the state letting process regardless of project sponsor or project location.
- Federal law restricts federal-aid projects from using publicly owned land of a park, recreation area, or wildlife refuge.

# HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION *(continued)*

Wisconsin Department of Transportation DT1501

Design ID	Tied Project IDs
Related IDs (CONST)	(R/W)

## 1. PROJECT LOCATION

Name of Road/Intersection CTH U & 7-mile Road			Highway Number N/A
County Racine	City of N/A	Village of Caledonia	Town of N/A
Name of the MPO the Project is Represented by Southeastern Wisconsin MPO			
Is this project located on a connecting highway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Is this project part of a larger improvement project? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No; If yes, improvement project ID			

## 2. SEGMENT INFORMATION

Current Average Daily Traffic N leg of CTH U: 3,910 (2017 estimate) S leg of CTH U: 2,810 (2017 estimate) W leg of 7-mile Rd: 2,080 (2017 estimate) E leg of 7-mile Rd: 3,300 (2017 count)	Project Length (miles) Functional area of intersection	
Crash Rate 2.08 per MEV	Roadway Width CTH U - 22 feet, 7-mile Rd - 22 feet	Shoulder Width Varies

## 3. INTERSECTION INFORMATION

Crash Rate 2.08 per MEV	Entering Vehicle Volume 6,050	Roadway Width See above
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## 4. IDENTIFICATION OF HAZARDS

Describe existing hazards such as: visibility restrictions, curves, hills, intersection problems, bike/pedestrian conflicts, narrow shoulders, rutting, etc. The intersection of CTH U & 7-Mile Road, located in northern Racine County, has experienced a history of severe right-angle crashes. Drivers have difficulty crossing the free-flow CTH U from the minor stop controlled 7-Mile Road. Of the 23 crashes, 19 resulted in injuries, including two A-level and six B-level crashes. There are many contributing factors to the frequency and severity of the crashes, including the speed of the involved roadways, increasing traffic volumes, curvature of CTH U, and the difficulty assessing and choosing gaps.

CTH U and 7-Mile Road are important routes within Racine County. CTH U parallels I-94 and provides an option to traverse the county northbound or southbound. Seven-mile Road is one of the few continuous east-west routes, nearly traversing the whole county, and provides access to I-94 and the nearby businesses. Being situated between the Milwaukee and Chicago metropolitan areas, the area has seen an increase in demand for development and resulting population growth. After a few years with a steady population, Racine County's population started increasing in 2016 and is expected to continue growing through year 2035 (see Other Support Materials for more information about projected population growth and year 2017 volume estimates).

# HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION *(continued)*

Wisconsin Department of Transportation DT1501

## 5. PROPOSED IMPROVEMENT

Describe the proposed project and how it will address the identified hazards. In addition, briefly discuss any alternatives considered and why these options are not the preferred alternative.

Mitigation techniques using dual stop signs with flags, "Traffic on U does not stop" supplemental signing and dual advance warning signs (1 set EB, 2 sets WB) have previously been installed. While these measures seem to have helped the stop sign running, they have failed to produce the desired safety results for vehicles crossing 7-mile Road.

The proposed improvement, which physically prevents right-angle crashes, is a single-lane roundabout. A single lane roundabout is the proposed solution because it is expected to substantially reduce the risk of right-angle crashes, maintain a desirable level of mobility given the importance of both of these routes, and provide sufficient capacity for acceptable operations in future years.

## 6. TOTAL PROJECT COSTS - Provide ALL project costs in today's dollars for all project elements, regardless of whether HSIP funding will be used

	Prelim. Engineering/ Design <i>(include state review)</i>	Real Estate	Major Construction Items <i>(include Const. Engineering, Mobilization, and Contingencies)</i>	Other Costs	TOTAL
SFY2021					
SFY2022	\$233,623				\$233,623
SFY2023		\$57,000	\$1,489,350		\$1,546,350
SFY2024					
SFY2025					
SFY2026					
<b>TOTAL</b>	\$233,623	\$57,000	\$1,489,350		\$1,779,974

Is this project advanceable?  Yes  No; If yes, what SFY is the project advanceable to

## 7. HSIP FUNDING REQUESTED? - For each project element, indicate if HSIP funding is being requested.


HSIP Funding Requested? (Yes/No) *	YES	NO	YES	YES

\* Generally, 90% of the requested safety funding is covered with federal HSIP funds and the remaining 10% is covered by state and/or local funds. The project sponsor is responsible for any project costs exceeding the approved HSIP funding amount.

## 8. CONTACT INFORMATION

Primary Contact Person (Agency Name) C. A. Kadish, P.E.	Title Civil Engineer, Dep't of Public Works & Development Services
Address 14200 Washington Avenue	(Area Code) Telephone Number (262) 886-8440
City, State, ZIP Code Sturtevant, WI 53177-1253	Municipality Racine County

## 9. SIGNATURE OF LOCAL APPROVING AUTHORITY

<b>X</b> 	8/13/2020
(Signature of Local Approving Authority)	(Date - m/d/yyyy)

**WisDOT INFORMATION** *(shaded areas to be completed by WisDOT Regional Staff Only)*

# HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION *(continued)*

Wisconsin Department of Transportation DT1501

A. Environmental Documentation Type	B. HSIP Work Type
C. Functional Class	D. PEF
E. Is this project location identified in one of the two most recent LOIR/5% Reports? <input type="checkbox"/> Yes <input type="checkbox"/> No	
F. Which Strategic Highway Safety Plan goal(s) are addressed by this request?	
Region Approval – Project Supervisor	Date – m/d/yyyy
Region Approval – Planning Supervisor	Date – m/d/yyyy
C.O. Decision <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved	
Approving Authority	Date – m/d/yyyy



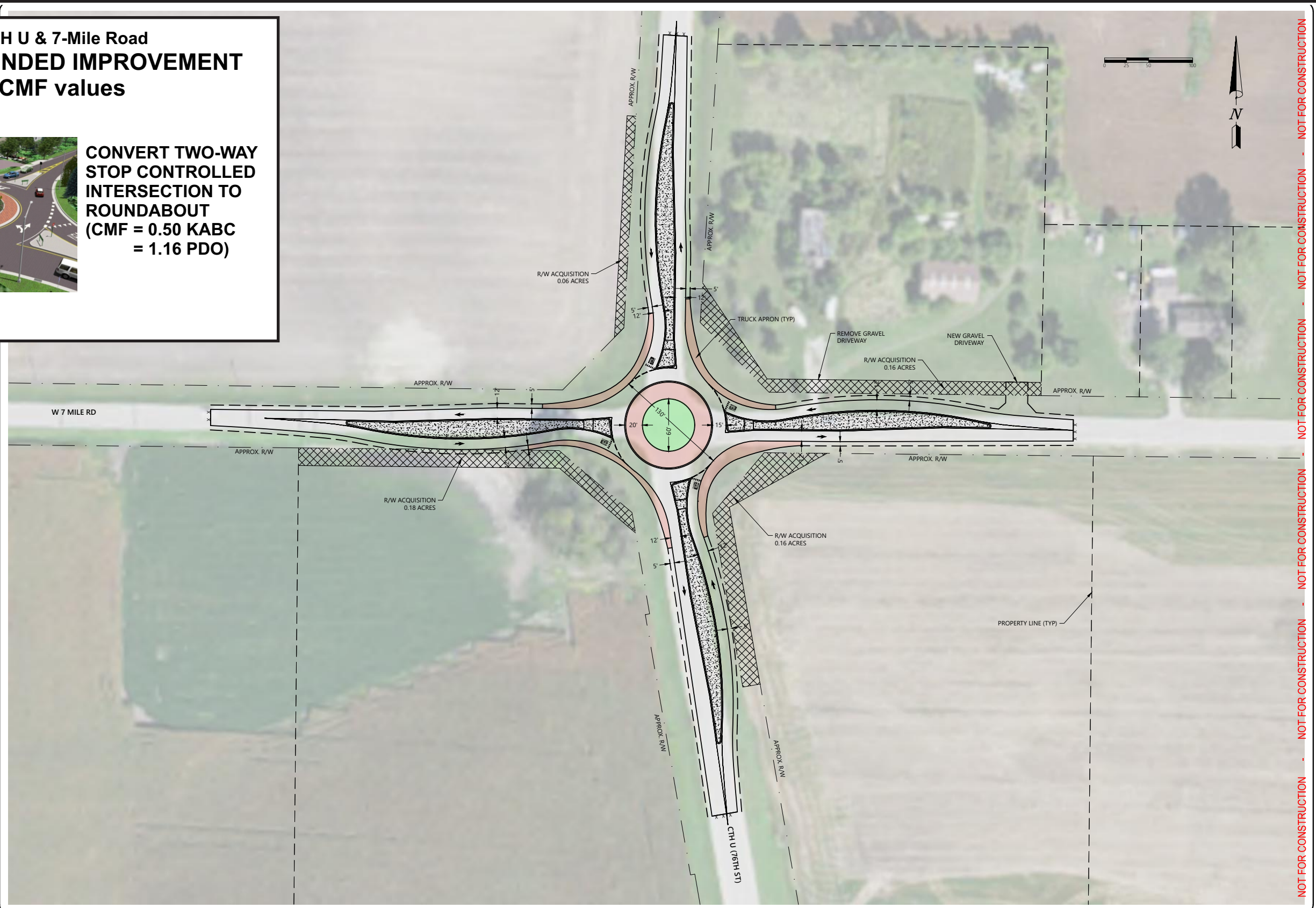
RSM 1A

GENERAL SKETCH OF PROJECT  
PROPOSAL

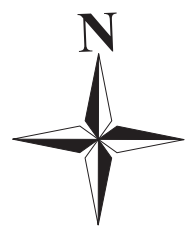
**CTH U & 7-Mile Road  
RECOMMENDED IMPROVEMENT  
CMF values**



**CONVERT TWO-WAY  
STOP CONTROLLED  
INTERSECTION TO  
ROUNDBOUT  
(CMF = 0.50 KABC  
= 1.16 PDO)**



NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION

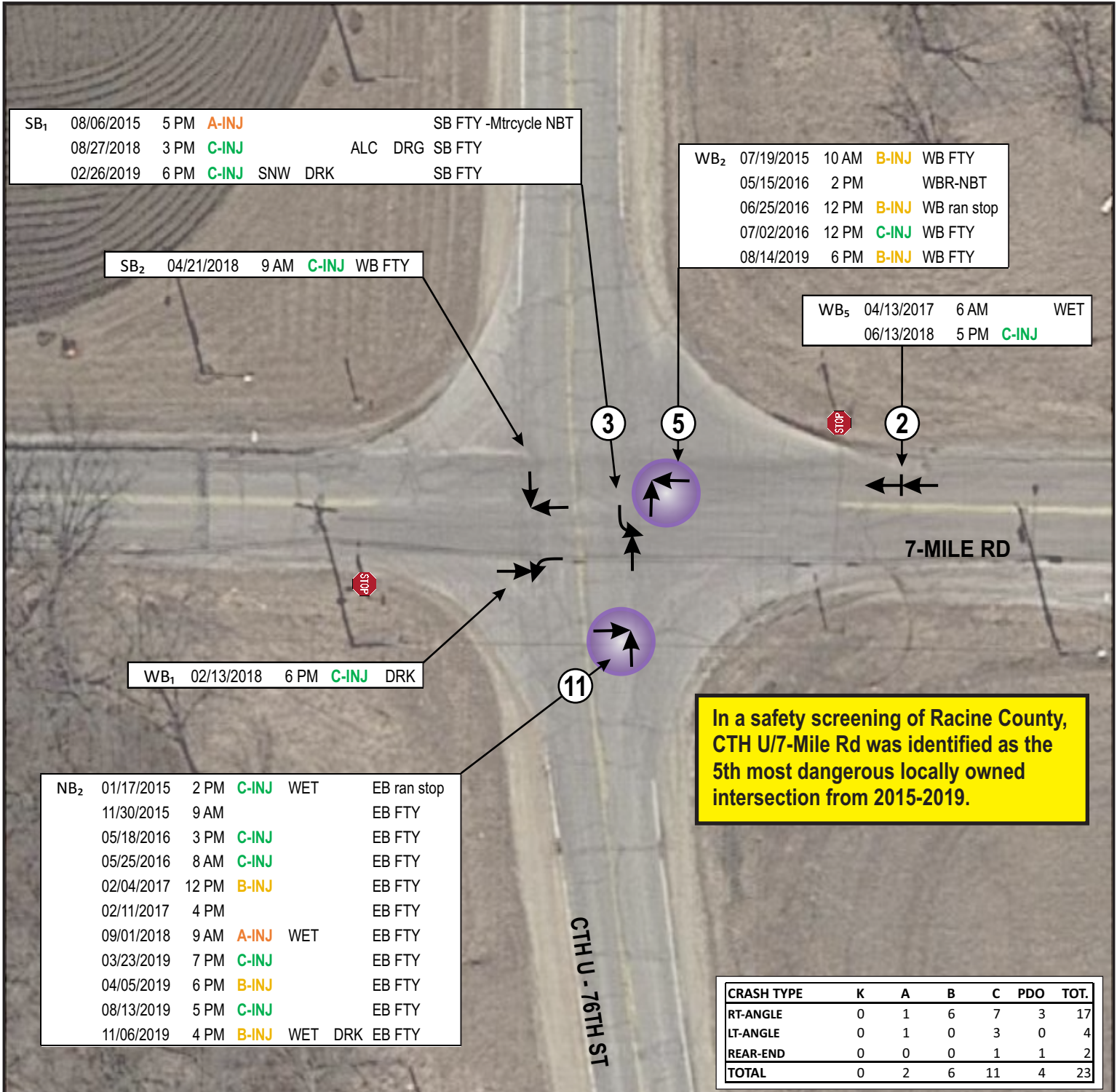


**RSM 1A  
CONCEPTUAL SAFETY IMPROVEMENTS**

**CTH U & 7-MILE ROAD  
RACINE COUNTY, WISCONSIN**

RSM 2A

COLLISION DIAGRAMS



SB <sub>1</sub>	08/06/2015	5 PM	A-INJ		SB FTY -Mtrcycle NBT
	08/27/2018	3 PM	C-INJ	ALC DRG	SB FTY
	02/26/2019	6 PM	C-INJ	SNW DRK	SB FTY

WB <sub>2</sub>	07/19/2015	10 AM	B-INJ		WB FTY
	05/15/2016	2 PM			WBR-NBT
	06/25/2016	12 PM	B-INJ		WB ran stop
	07/02/2016	12 PM	C-INJ		WB FTY
	08/14/2019	6 PM	B-INJ		WB FTY

SB <sub>2</sub>	04/21/2018	9 AM	C-INJ		WB FTY
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WB <sub>5</sub>	04/13/2017	6 AM			WET
	06/13/2018	5 PM	C-INJ		

WB <sub>1</sub>	02/13/2018	6 PM	C-INJ	DRK	
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NB <sub>2</sub>	01/17/2015	2 PM	C-INJ	WET	EB ran stop
	11/30/2015	9 AM			EB FTY
	05/18/2016	3 PM	C-INJ		EB FTY
	05/25/2016	8 AM	C-INJ		EB FTY
	02/04/2017	12 PM	B-INJ		EB FTY
	02/11/2017	4 PM			EB FTY
	09/01/2018	9 AM	A-INJ	WET	EB FTY
	03/23/2019	7 PM	C-INJ		EB FTY
	04/05/2019	6 PM	B-INJ		EB FTY
	08/13/2019	5 PM	C-INJ		EB FTY
	11/06/2019	4 PM	B-INJ	WET DRK	EB FTY

In a safety screening of Racine County, CTH U/7-Mile Rd was identified as the 5th most dangerous locally owned intersection from 2015-2019.

CRASH TYPE	K	A	B	C	PDO	TOT.
RT-ANGLE	0	1	6	7	3	17
LT-ANGLE	0	1	0	3	0	4
REAR-END	0	0	0	1	1	2
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>4</b>	<b>23</b>

**LEGEND**

→ Moving Vehicle	🚦 Traffic Signal	↔ Angle (Right Angle)	↔ Head-On	# = CRASH FREQUENCY (if > 1 NON-PED/BIKE)
↔ Backing Vehicle	🛑 Stop/Yield Sign	↔ Angle (Left Turn)	↔ Rear-End	
⋯ Pedestrian	🌳 Tree	↔ Angle (Right Turn)	🌀 Out of Control	LABEL, DATE OF CRASH, TIME, SEVERITY, ROAD CONDITIONS, LIGHT, ALCOHOL, DRUGS, SPEED-RELATED, NOTES ABOUT CRASH Note: Deer Crashes Not Included *Economic Loss = \$85k (KAB), \$25k (C), \$4k (PDO)
⋯ Bicyclist	🚧 Fixed Object	↔ Sideswipe-Same	↔ Overtake	
🚗 Parked Vehicle	Ⓝ Non-Fixed Object	↔ Sideswipe-Opposite	↔ Overtake	

**CRASH SEVERITY DEFINITIONS**

- K-Inj** = Fatal Crash
- A-Inj** = Incapacitating Injury Crash
- B-Inj** = Non-Incapacitating Injury Crash
- C-Inj** = Possible Injury Crash
- PDO** = Property Damage Only Crash

<p>NOT TO SCALE</p>	<p><b>CRASH STATISTICS</b></p> <p>23 Crashes</p> <ul style="list-style-type: none"> <li>0 Fatal Crash (K)</li> <li>2 Incapacitating (Type A)</li> <li>6 Non-Incapacitating (Type B)</li> <li>11 Possible (Type C)</li> <li>4 Property Damage Only</li> </ul>	<p><b>HIGHLIGHTED CRASHES</b></p> <ul style="list-style-type: none"> <li>🟡 &gt; \$300,000 in economic loss*</li> <li>🟠 &gt; \$100,000 in economic loss*</li> <li>🟢 Pedestrian or bicyclist struck by vehicle</li> </ul>	<p><b>CRASH HISTORY (2015-2019)</b></p> <p><b>INTERSECTION OF CTH U &amp; 7-MILE ROAD CALEDONIA, WISCONSIN</b></p>
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RSM 3A

CRASH REPORTS

INTERSECTION OF CTH U & 7-MILE ROAD

MAPPED	DOCTNMB	ACCDDATE	ACCDTIME	ACCDYEAR	ACCDMTH	DAYNMBR	ACCDHOU	ARHOUR	ARMIN	NTFYDATE	NTFYHOU	NTFYMIN	REGION	COUNTY	CNTYCODE	MUNICIPAL	MUNITYPE	MUNICOD	ONHWY
Y	GTNSGV9	1/17/2015	1436	2015	JAN	SAT	14	14	47	00:00.0	14	37	SE	RACINE	51	RAYMONCT		5106	U
Y	GTK3CSH	7/19/2015	1021	2015	JUL	SUN	10	10	33	00:00.0	10	21	SE	RACINE	51	RAYMONCT		5106	U
Y	GTNWFSF	8/6/2015	1719	2015	AUG	THU	17	17	30	00:00.0	17	22	SE	RACINE	51	RAYMONCT		5106	U
Y	GTNQ891	11/30/2015	946	2015	NOV	MON	9	9	52	00:00.0	9	46	SE	RACINE	51	RAYMONCT		5106	U
Y	GTQ4GV3	5/15/2016	1424	2016	MAY	SUN	14	14	40	00:00.0	14	25	SE	RACINE	51	RAYMONCT		5106	U
Y	GTX573J	5/18/2016	1459	2016	MAY	WED	14	15	12	00:00.0	15	2	SE	RACINE	51	RAYMONCT		5106	
Y	GTTRCJF	5/25/2016	813	2016	MAY	WED	8	8	25	00:00.0	8	13	SE	RACINE	51	RAYMONCT		5106	
Y	GTP43RM	6/25/2016	1232	2016	JUN	SAT	12	12	41	00:00.0	12	32	SE	RACINE	51	RAYMONCT		5106	
Y	GTX30FV	7/2/2016	1217	2016	JUL	SAT	12	13	16	00:00.0	12	17	SE	RACINE	51	RAYMONCT		5106	U
Y	6QL0BMQ	2/4/2017	1240	2017	FEB	SAT	12	12	44	00:00.0	12	41	SE	RACINE	51	RAYMONCT		5106	
Y	6QL0BLHJ	2/11/2017	1638	2017	FEB	SAT	16	16	48	00:00.0	16	39	SE	RACINE	51	RAYMONCT		5106	U
Y	6QL0QVD*	4/13/2017	642	2017	APR	THU	6	6	57	00:00.0	6	46	SE	RACINE	51	RAYMONCT		5106	
Y	6QL0GNQ	2/13/2018	1844	2018	FEB	TUE	18	18	53	00:00.0	18	46	SE	RACINE	51	RAYMONCT		5106	U
Y	6QL0CX0Q	4/21/2018	941	2018	APR	SAT	9	9	51	00:00.0	9	43	SE	RACINE	51	RAYMONCT		5106	U
Y	6QL0GNQ	6/13/2018	1726	2018	JUN	WED	17	17	35	00:00.0	17	28	SE	RACINE	51	RAYMONCT		5106	
Y	6QL0QVDL	8/27/2018	1549	2018	AUG	MON	15	15	53	00:00.0	15	50	SE	RACINE	51	RAYMONCT		5106	U
Y	6QL0QRX+	9/1/2018	926	2018	SEP	SAT	9	9	36	00:00.0	9	27	SE	RACINE	51	RAYMONCT		5106	U
Y	6QL0J3XH	2/26/2019	1841	2019	FEB	TUE	18	18	49	00:00.0	18	41	SE	RACINE	51	RAYMONCT		5106	U
Y	6QL0GNQ	3/23/2019	1917	2019	MAR	SAT	19	19	29	00:00.0	19	19	SE	RACINE	51	RAYMONCT		5106	
Y	6QL0BNZL	4/5/2019	1813	2019	APR	FRI	18	18	20	00:00.0	18	13	SE	RACINE	51	RAYMONCT		5106	
Y	KRL01S9LZ	8/13/2019	1720	2019	AUG	TUE	17	17	29	00:00.0	17	22	SE	RACINE	51	RAYMONCT		5106	U
Y	6QL0QT5JI	8/14/2019	1806	2019	AUG	WED	18	18	17	00:00.0	18	8	SE	RACINE	51	RAYMONCT		5106	U
Y	6QL0L9CG	11/6/2019	1655	2019	NOV	WED	16	17	7	00:00.0	16	58	SE	RACINE	51	RAYMONCT		5106	U

INTERSECTION OF CTH U & 7-MILE

MAPPED	DOCTNMB	ACCDDATE	ONHWYDI	ONHWYTY	ONHWYRPN	STR	RPDIS	RPNMBR	RPTYPE	ATCODE	ATHWY	ATHWYDIF	ATHWYTY	ATNMBR	ATSTR	INTDIR	INTDIS	LINKID	LKOFFSET
Y	GTNSGV9	1/17/2015				76TH ST									SEVEN MIL		0		
Y	GTK3CSH	7/19/2015													SEVEN MIL		0		
Y	GTNWFSF	8/6/2015													SEVEN MIL		0		
Y	GTNQ891	11/30/2015				76TH ST									SEVEN MIL		0		
Y	GTQ4GV3	5/15/2016													SEVEN MIL		0		
Y	GTX573J	5/18/2016				SEVEN MILE RD					U						0		
Y	GTTRCJF	5/25/2016				SEVEN MILE RD					U						0		
Y	GTP43RM	6/25/2016				SEVEN MILE RD					U						0		
Y	GTX30FV	7/2/2016													SEVEN MIL		0		
Y	6QL0BMQ	2/4/2017				SEVEN MILE RD					U						0		
Y	6QLOBLHJ	2/11/2017													SEVEN MILE RD		0		
Y	6QLOQVD*	4/13/2017				SEVEN MILE RD					U						0		
Y	6QLOGNQ	2/13/2018													SEVEN MIL S		1		
Y	6QLOCX0Q	4/21/2018													SEVEN MILE RD		0		
Y	6QLOGNQ	6/13/2018				SEVEN MILE RD					U	W			E		1		
Y	6QLOQVDL	8/27/2018													SEVEN MILE RD		0		
Y	6QLOQRX+	9/1/2018													SEVEN MILE RD		0		
Y	6QLOJ3XHI	2/26/2019													SEVEN MILE RD		0		
Y	6QLOGNQ	3/23/2019				SEVEN MILE RD					U	N					0		
Y	6QLOBNZL	4/5/2019				SEVEN MILE RD					U	E					0		
Y	KRL01S9LZ	8/13/2019													SEVEN MILE RD		0		
Y	6QLOQT5JI	8/14/2019													SEVEN MIL S		1		
Y	6QLOL9CG	11/6/2019													SEVEN MILE RD		0		

INTERSECTION OF CTH U & 7-MILE

MAPPED	DOCTNM	BACDDATE	LATDEC	DGLONDEC	CDACCDSVR	INJSVR	TOTFATL	TOTINJ	TOTUNIT	TOTVEH	ACCDLOC	ACCDTYPE	ACSCNTL	HWYCLASS	LGTCND	MNRCOLL	POPCLASS	RLTNRDW	ROADCON
Y	GTNSGV9	1/17/2015	0	0	INJ	C	0	1	2	2	I		NO	R CTH		ANGL		ON	WET
Y	GTK3CSH	7/19/2015	0	0	INJ	B	0	2	2	2	I		NO	R CTH		ANGL		ON	
Y	GTNWFSF	8/6/2015	0	0	INJ	A	0	1	2	2	I		NO	R CTH		HEAD		ON	
Y	GTNQ891	11/30/2015	0	0	PD		0	0	2	2	I		NO	R CTH		ANGL		ON	
Y	GTQ4GV3	5/15/2016	42.83006	-88.0089	PD		0	0	2	2	I		NO	R CTH		REAR		ON	
Y	GTX573J	5/18/2016	42.83006	-88.0089	INJ	C	0	1	2	2	I		PART	R TOWN		ANGL		ON	
Y	GTTRCJF	5/25/2016	42.83006	-88.0089	INJ	C	0	1	2	2	I		NO	R TOWN		ANGL		ON	
Y	GTP43RM	6/25/2016	42.83006	-88.0089	INJ	B	0	1	2	2	I		PART	R TOWN		ANGL		ON	
Y	GTX30FV	7/2/2016	42.83006	-88.0089	INJ	C	0	1	2	2	I		NO	R CTH		ANGL		ON	
Y	6QL0BMQ	2/4/2017	42.83006	-88.0089	INJ	B	0	1	2	2	I		NO	R TOWN		ANGL		ON	
Y	6QL0BLHJ	2/11/2017	42.82999	-88.0088	PD		0	0	2	2	I		NO	R CTH		ANGL		ON	
Y	6QL0QVD*	4/13/2017	42.83006	-88.0087	PD		0	0	2	2	I		NO	R TOWN		REAR		ON	WET
Y	6QL0GNQ	2/13/2018	42.82997	-88.0088	INJ	C	0	1	2	2	I		NO	R CTH	DARK	ANGL		ON	
Y	6QL0CX0Q	4/21/2018	42.83006	-88.0089	INJ	C	0	1	3	3	I		NO	R CTH		HEAD		ON	
Y	6QL0GNQ	6/13/2018	42.83006	-88.0086	INJ	C	0	1	2	2	I		NO	R TOWN		REAR		ON	
Y	6QL0QVDL	8/27/2018	42.83006	-88.0089	INJ	C	0	4	2	2	I		NO	R CTH		ANGL		ON	
Y	6QL0QRX+	9/1/2018	42.83006	-88.0089	INJ	A	0	1	2	2	I		NO	R CTH		ANGL		ON	WET
Y	6QL0J3XH	2/26/2019	42.83006	-88.0089	INJ	C	0	1	2	2	I		NO	R CTH	LIGT	ANGL		ON	SNOW
Y	6QL0GNQ	3/23/2019	42.83003	-88.0088	INJ	C	0	1	2	2	I		PART	R TOWN	DUSK	ANGL		ON	
Y	6QL0BNZL	4/5/2019	42.83006	-88.0089	INJ	B	0	2	2	2	N		NO	R TOWN		ANGL		ON	
Y	KRL01S9LZ	8/13/2019	42.83006	-88.0089	INJ	C	0	2	2	2	N		NO	R CTH		ANGL		ON	
Y	6QL0QT5JI	8/14/2019	42.8299	-88.0087	INJ	B	0	1	2	2	I		PART	R CTH		ANGL		ON	
Y	6QL0L9CG	11/6/2019	42.83006	-88.0089	INJ	B	0	1	2	2	I		NO	R CTH	LIGT	ANGL		ON	WET



INTERSECTION OF CTH U & 7-MILE

MAPPED	DOCTNMBACCDDATE	ROADHOR	ROADVERT	TRFCWAY	URBCLASS	URBRURAL	WTHRONALC	FLAG	AUTOFLAG	BIKEFLAG	BUSFLAG	CITFLAG	CMVFLAG	CONSONIC	CYCLFLAG	DEERFLAG	DRUGFLAG	FIREFLAG
Y	GTNSGV9	1/17/2015			ND	RU	R TOWN	CLDY	Y			Y						
Y	GTK3C5H	7/19/2015			ND	RU	R TOWN	CLR	Y			Y						
Y	GTNWFSF	8/6/2015			ND	RU	R TOWN	CLDY	Y			Y			Y			
Y	GTNQ891	11/30/2015			ND	RU	R TOWN	CLDY	Y			Y						
Y	GTQ4GV3	5/15/2016			ND	RU	R TOWN	CLR	Y			Y						
Y	GTX573J	5/18/2016			ND	RU		CLR	Y			Y						
Y	GTTRCJF	5/25/2016			ND	RU		CLR	Y			Y						
Y	GTP43RM	6/25/2016			ND	RU		CLR	Y			Y						
Y	GTX30FV	7/2/2016	H		ND	RU	R TOWN	CLR	Y			Y	Y					
Y	6QL0BMQ	2/4/2017			ND	RU	R TOWN	CLDY	Y			Y						
Y	6QL0BLHJ	2/11/2017			ND	RU	R TOWN	CLDY	Y			Y						
Y	6QL0QVD*	4/13/2017			ND	RU	R TOWN	RAIN	Y			Y						
Y	6QL0GNQ	2/13/2018			ND	RU	R TOWN	CLR	Y			Y						
Y	6QL0CX0Q	4/21/2018			ND	RU	R TOWN	CLR	Y			Y						
Y	6QL0GNQ	6/13/2018			ND	RU	R TOWN	CLR	Y			Y						
Y	6QL0QVDL	8/27/2018			ND	RU	R TOWN	CLR	Y			Y						Y
Y	6QL0QRX+	9/1/2018			ND	RU	R TOWN	CLDY	Y			Y						
Y	6QL0J3XH	2/26/2019			ND	RU	R TOWN	SNOW	Y			Y	Y					
Y	6QL0GNQ	3/23/2019			ND	RU	R TOWN	CLR	Y			Y						
Y	6QL0BNZL	4/5/2019			ND	RU	R TOWN	CLR	Y			Y						
Y	KRL01S9LZ	8/13/2019			ND	RU	R TOWN	CLDY	Y			Y						
Y	6QL0QT5JI	8/14/2019			ND	RU	R TOWN	CLDY	Y			Y						
Y	6QL0L9CG	11/6/2019			ND	RU	R TOWN	SNOW	Y			Y						

INTERSECTION OF CTH U & 7-MILE

MAPPED	DOCTNMBACCDDATE	GOVTPROIHITRUN	INJTRNS	LGTRKFLA	MATLSPI	MOPFLAG	PEDFLAG	RPFLAG	SPEEDFLA	TRAINFLA	TRKFLAG	TRLRFLAG	TRLRPNTR	VEHTYPE1	VEHDMG1	TRVLDIR1	TRFCNTL1
Y	GTNSGV9	1/17/2015	Y											CAR	MOD	E	SS
Y	GTK3CSH	7/19/2015	Y											CAR	MOD	W	SS
Y	GTNWFSF	8/6/2015	Y											CAR	SVR	S	NONE
Y	GTNQ891	11/30/2015								Y				TRK UT	MNR	E	SS
Y	GTQ4GV3	5/15/2016												CAR	MNR	N	SS
Y	GTX573J	5/18/2016												CAR	MOD	E	SS
Y	GTTRCJF	5/25/2016		Y						Y				TRK ST	MOD	E	SS
Y	GTP43RM	6/25/2016	Y									Y		CAR	MOD	W	SS
Y	GTX30FV	7/2/2016	Y											CAR	MOD	W	SS
Y	6QL0BMQ	2/4/2017												CAR	SVR	E	SS
Y	6QL0BLHJ	2/11/2017								Y				TRK UT	SVR	E	SS
Y	6QL0QVD*	4/13/2017								Y				TRK UT	MNR	W	SS
Y	6QL0GNQ	2/13/2018	Y											CAR	MOD	W	SS
Y	6QL0CX0Q	4/21/2018								Y				CAR	SVR	W	SS
Y	6QL0GNQ	6/13/2018												CAR	NONE	W	SS
Y	6QL0QVDL	8/27/2018	Y							Y				CAR	MOD	S	NONE
Y	6QL0QRX+	9/1/2018	Y									Y	Y	CAR	NONE	E	SS
Y	6QL0J3XHI	2/26/2019								Y	Y	Y		TRK UT	MOD	S	NONE
Y	6QL0GNQ	3/23/2019												CAR	SVR	E	SS
Y	6QL0BNZL	4/5/2019								Y				TRK UT	SVR	E	SS
Y	KRL01S9LZ	8/13/2019												CAR	SVR	E	SS
Y	6QL0QT5JI	8/14/2019												CAR	SVR	N	NONE
Y	6QL0L9CG	11/6/2019								Y				TRK UT	SVR	E	SS

INTERSECTION OF CTH U & 7-MILE

MAPPED	DOCTNMB	ACCDDATE	POSTSPD1	MOSTHAR	ROLE1	AGE1	SEX1	INJSVR1	ONDUTY1	DRVRDO1	SAFETY1	DRVRPC1A	DRVRPC1	HWYPC1	VEHPC1	STNM11	STNM12	VEHTYPE2	VEHDMG2
Y	GTNSGV9	1/17/2015	55	DR			53 F	C		GO STR	SH/LP	FTY	FTY			346.18 3		CAR	SVR
Y	GTK3CSH	7/19/2015	45	DR			92 M	B		GO STR	SH/LP	FTY	FTY			346.18 3		CAR	MOD
Y	GTNWFSF	8/6/2015	55	DR			27 F			LT TRN	SH/LP	FTY	FTY			346.18 2		CYCLE	V SVR
Y	GTNQ891	11/30/2015	45	DR			33 M			GO STR	SH/LP	FTY	FTY			346.18 3		CAR	MOD
Y	GTQ4GV3	5/15/2016	55	DR			77 M			RT TRN	SH/LP	FTY	FTY			346.18 3		CAR	MNR
Y	GTX573J	5/18/2016	45	DR			33 F			GO STR	SH/LP	FTY	FTY			346.18 3	344.62 1	CAR	MOD
Y	GTTRCJF	5/25/2016	45	DR			34 M			GO STR	UNKN	FTY	FTY			346.18 3		TRK UT	SVR
Y	GTP43RM	6/25/2016	45	DR			85 F	B		GO STR	SH/LP	FTY	FTY			346.46 1		CAR	MOD
Y	GTX30FV	7/2/2016	45	DR			24 F			GO STR	SH/LP	FTY	FTY			346.18 3	344.62 2	CAR	SVR
Y	6QL0BMQ	2/4/2017	45	DR			32 F			BLNK	SH/LP	FTY	FTY			346.18(3)		CAR	SVR
Y	6QLOBLHJ	2/11/2017	55	DR			49 M			BLNK	SH/LP	FTY	FTY			346.18(3)		CAR	SVR
Y	6QLOQVD*	4/13/2017	45	DR			19 M			BLNK	SH/LP	FTC	FTC			346.14(1)		CAR	MNR
Y	6QLOGNQ	2/13/2018	45	DR			23 F			LT TRN	SH/LP							CAR	MOD
Y	6QLOCX0Q	4/21/2018	45	DR			75 F			GO STR	SH/LP	FTY	FTY			346.18(3)		TRK UT	SVR
Y	6QLOGNQ	6/13/2018	45	DR			22 M			GO STR	SH/LP	FTC	FTC			346.14(1m)		CAR	MNR
Y	6QLOQVDL	8/27/2018	55	DR			35 F	C		LT TRN	SH/LP	FTY	FTY			346.18(2)	346.63(2)	TRK UT	MOD
Y	6QLOQRX+	9/1/2018	45	DR			59 M			OTHR	SH/LP	FTY	FTY			346.18(3)		CAR	SVR
Y	6QLOJ3XHI	2/26/2019	55	DR			32 M			LT TRN	SH/LP	FTY	FTY			346.18(2)		CAR	SVR
Y	6QLOGNQ	3/23/2019	45	DR			31 F			GO STR	SH/LP	FTY	FTY			346.18(3)		CAR	SVR
Y	6QLOBNZL	4/5/2019	55	DR			48 F			GO STR	SH/LP	FTY	FTY			344.62(2)	346.18(3)	TRK UT	SVR
Y	KRL01S9LZ	8/13/2019	45	DR			16 F			GO STR	SH/LP	FTY	FTY			346.18(3)		CAR	SVR
Y	6QLOQT5JI	8/14/2019	55	DR			66 F	B		GO STR	SH/LP							CAR	MNR
Y	6QLOL9CG	11/6/2019	45	DR			43 F			GO STR	SH/LP					346.18(3)		CAR	SVR

INTERSECTION OF CTH U & 7-MILE

MAPPED	DOCTNMB	ACCDDATE	TRVLDIR2	TRFCNTL2	POSTSPD2	MOSTHAR	ROLE2	AGE2	SEX2	INJSVR2	ONDUTY2	DRVRDO2	SAFETY2	DRVRPC2A	DRVRPC2	HWYPC2	VEHPC2	STNM21	STNM22
Y	GTNSGV9	1/17/2015	N	NONE	55	DR			51 M			GO STR	SH/LP						
Y	GTK3CSH	7/19/2015	N	NONE	55	DR			60 M			GO STR	SH/LP						
Y	GTNWFSF	8/6/2015	N	NONE	55	MO			44 M	A		GO STR	HLMT						
Y	GTNQ891	11/30/2015	N	NONE	55	DR			51 M			GO STR	SH/LP						
Y	GTQ4GV3	5/15/2016	N	NONE	55	DR			24 M			GO STR	SH/LP						
Y	GTX573J	5/18/2016	N	NONE	55	DR			51 F	C		GO STR	SH/LP						
Y	GTTRCJF	5/25/2016	N	NONE	55	DR			46 F	C		GO STR	SH/LP						
Y	GTP43RM	6/25/2016	N	NONE	45	DR			20 F			GO STR	SH/LP						
Y	GTX30FV	7/2/2016	N	NONE	55	DR			25 F	C		GO STR	SH/LP					343.05	3 /
Y	6QL0BMQ	2/4/2017	N	NONE	55	DR			62 M	B		BLNK	SH/LP						
Y	6QL0BLHJ	2/11/2017	N	NONE	55	DR			54 M			BLNK	SH/LP						
Y	6QL0QVDB	4/13/2017	W	SS	45	DR			23 M			BLNK	SH/LP						
Y	6QL0GNQ	2/13/2018	E	SS	45	DR			20 F	C		GO STR	SH/LP						
Y	6QL0CX0Q	4/21/2018	S	NONE	55	DR			57 M	C		GO STR	SH/LP						
Y	6QL0GNQ	6/13/2018	W	SS	45	DR			48 F	C		GO STR	SH/LP						
Y	6QL0QVDL	8/27/2018	N	NONE	55	DR			36 M	C		GO STR	SH/LP						
Y	6QL0QRXF	9/1/2018	N	NONE	55	DR			65 F	A		GO STR	SH/LP						
Y	6QL0J3XH	2/26/2019	N	NONE	55	DR			27 F	C		GO STR	SH/LP						
Y	6QL0GNQ	3/23/2019	N	NONE	55	DR			33 F			GO STR	SH/LP						343.05(3)(a)
Y	6QL0BNZL	4/5/2019	N	NONE	55	DR			39 M	B		GO STR	SH/LP						
Y	KRL01S9LZ	8/13/2019	N	NONE	55	DR			68 F	C		GO STR	SH/LP						
Y	6QL0QT5JI	8/14/2019	W	SS	55	DR			18 M			GO STR	SH/LP	FTY	FTY		OTHR	343.05(3)(	344.62(1)
Y	6QL0L9CG	11/6/2019	N	NONE	55	DR			53 M	B		GO STR	SH/LP					343.05(3)(	344.62(1)



INTERSECTION OF CTH U & 7-MILE

MAPPED	DOCTNMBACCDDATE	HWYPC_S:HWYPC_L:HWYPC_R:HWYPC_P:HWYPC_O	HWYPC_S:HWYPC_N	HWYPC_G:HWYPC_V:HWYPC_O	AGCYNMB	ENFNAME	ENFTYPE	JRSDTN	STPTLNB	FILEYEAR	WISLR_LIN
Y	GTNSGV9	1/17/2015				5200 RACINE CC CO SHF		RACINE	2	2015	3496523
Y	GTK3CSH	7/19/2015				5200 RACINE CC CO SHF		RACINE	2	2015	3496523
Y	GTNWFSF	8/6/2015				5200 RACINE CC CO SHF		RACINE	2	2015	3496523
Y	GTNQ891	11/30/2015				5200 RACINE CC CO SHF		RACINE	2	2015	3496523
Y	GTQ4GV3	5/15/2016				5200 RACINE CC CO SHF		RACINE	2	2016	3496523
Y	GTX573J	5/18/2016				5200 RACINE CC CO SHF		RACINE	2	2016	3490125
Y	GTTRCJF	5/25/2016				5200 RACINE CC CO SHF		RACINE	2	2016	3490125
Y	GTP43RM	6/25/2016				5200 RACINE CC CO SHF		RACINE	2	2016	3490125
Y	GTX30FV	7/2/2016				5200 RACINE CC CO SHF		RACINE	2	2016	3496523
Y	6QL0BMQ	2/4/2017				WI052000 RACINE CC CO SHF		RACINE	2	2017	3492144
Y	6QL0BLHJ	2/11/2017				WI052000 RACINE CC CO SHF		RACINE	2	2017	4867287
Y	6QL0QVD*	4/13/2017				WI052000 RACINE CC CO SHF		RACINE	2	2017	3492144
Y	6QL0GNQ	2/13/2018				WI052000 RACINE CC CO SHF		RACINE	2	2018	3488707
Y	6QL0CX0Q	4/21/2018				WI052000 RACINE CC CO SHF		RACINE	2	2018	3488707
Y	6QL0GNQ	6/13/2018				WI052000 RACINE CC CO SHF		RACINE	2	2018	3490125
Y	6QL0QVDL	8/27/2018				WI052000 RACINE CC CO SHF		RACINE	2	2018	3488707
Y	6QL0QRX†	9/1/2018				WI052000 RACINE CC CO SHF		RACINE	2	2018	3488707
Y	6QL0J3XHI	2/26/2019				WI052000 RACINE CC CO SHF		RACINE	2	2019	3488707
Y	6QL0GNQ	3/23/2019				WI052000 RACINE CC CO SHF		RACINE	2	2019	3490125
Y	6QL0BNZL	4/5/2019				WI052000 RACINE CC CO SHF		RACINE	2	2019	3490125
Y	KRL01S9LZ	8/13/2019				WIWSP02(WI STATE IST PAT		DISTRICT 2	2	2019	3488707
Y	6QL0QT5JI	8/14/2019				WI052000 RACINE CC CO SHF		RACINE	2	2019	3488707
Y	6QL0L9CG	11/6/2019				WI052000 RACINE CC CO SHF		RACINE	2	2019	3488707

## INTERSECTION OF CTH U &amp; 7-MILE

MAPPED	DOCTNMBACCDDATE	WISLR_LK	WISLR_LA	WISLR_LO
Y	GTNSGV9 1/17/2015	0	42.83006	-88.0089
Y	GTK3CSH 7/19/2015	0	42.83006	-88.0089
Y	GTNWFSF 8/6/2015	0	42.83006	-88.0089
Y	GTNQ891 11/30/2015	0	42.83006	-88.0089
Y	GTQ4GV3 5/15/2016	0	42.83006	-88.0089
Y	GTX573J 5/18/2016	0	42.83006	-88.0089
Y	GTTRCJF 5/25/2016	0	42.83006	-88.0089
Y	GTP43RM 6/25/2016	0	42.83006	-88.0089
Y	GTX30FV 7/2/2016	0	42.83006	-88.0089
Y	6QL0BMQ 2/4/2017	6178	42.83006	-88.0089
Y	6QLOBLHJ 2/11/2017	5122	42.82999	-88.0088
Y	6QLOQVD* 4/13/2017	6178	42.83006	-88.0087
Y	6QLOGNQ 2/13/2018	1274	42.82997	-88.0088
Y	6QLOCXQ 4/21/2018	0	42.83006	-88.0089
Y	6QLOGNQ 6/13/2018	62	42.83006	-88.0086
Y	6QLOQVDL 8/27/2018	0	42.83006	-88.0089
Y	6QLOQRX+ 9/1/2018	0	42.83006	-88.0089
Y	6QLOJ3XH 2/26/2019	0	42.83006	-88.0089
Y	6QLOGNQ 3/23/2019	14	42.83003	-88.0088
Y	6QLOBNZL 4/5/2019	0	42.83006	-88.0089
Y	KRL01S9LZ 8/13/2019	1320	42.83006	-88.0089
Y	6QLOQT5JI 8/14/2019	1246	42.8299	-88.0087
Y	6QLOL9CG 11/6/2019	0	42.83006	-88.0089

RSM 4A

SITE PHOTOS





EB view from ~100'



EB view from ~300'



EB looking North



EB looking South



EB Stop control



EB Advanced Warning Sign

RSM 4A  
SITE PHOTOS

INTERSECTION OF CTH U & 7-MILE ROAD - EASTBOUND  
RACINE COUNTY, WISCONSIN



WB view from ~300'



WB view from ~100'

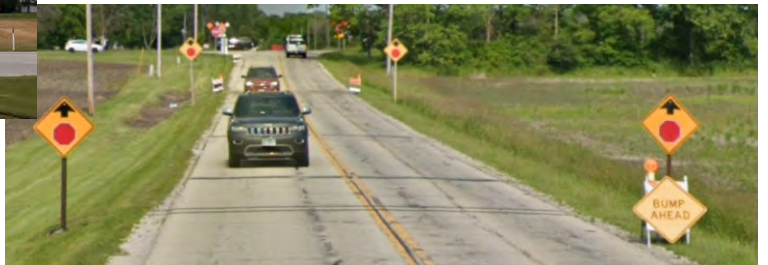


WB looking North

WB looking South



WB Stop control



WB Advanced Warning Sign

RSM 4A  
SITE PHOTOS

INTERSECTION OF CTH U & 7-MILE ROAD - WESTBOUND  
RACINE COUNTY, WISCONSIN



NB view from ~100'



NB view from ~300'



SW Corner



SE  
Corner

NB Advanced  
Warning Sign



NB View  
with Traffic

RSM 4A  
SITE PHOTOS

INTERSECTION OF CTH U & 7-MILE ROAD - NORTHBOUND  
RACINE COUNTY, WISCONSIN



SB view from ~100'



SB view from ~300'

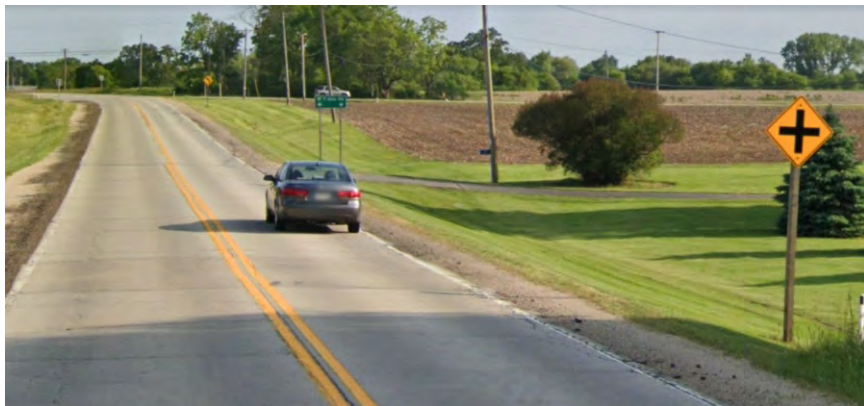
NE Corner



NW Corner



SB Advanced Warning Sign



RSM 4A  
SITE PHOTOS

INTERSECTION OF CTH U & 7-MILE ROAD - SOUTHBOUND  
RACINE COUNTY, WISCONSIN

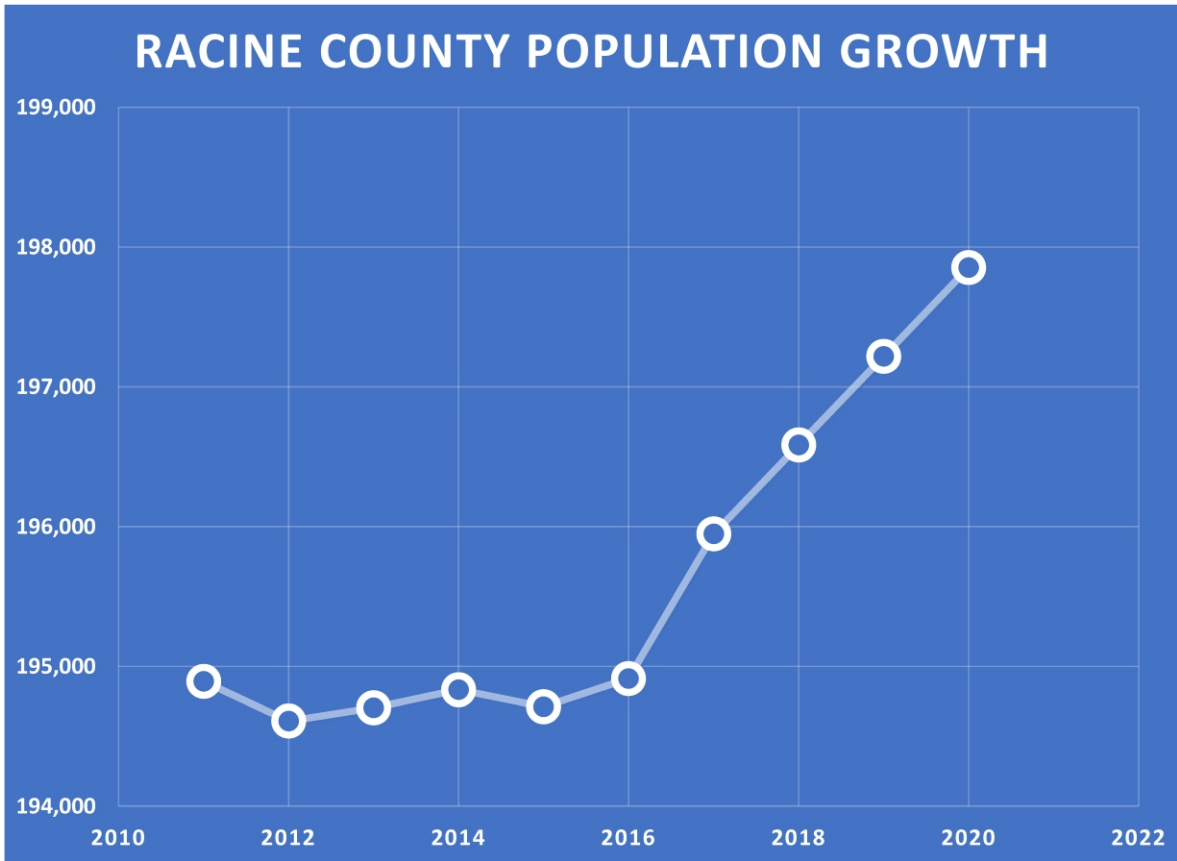
RSM 6A

PEF WORKSHEET AND RESULTS  
(Provided by WisDOT)

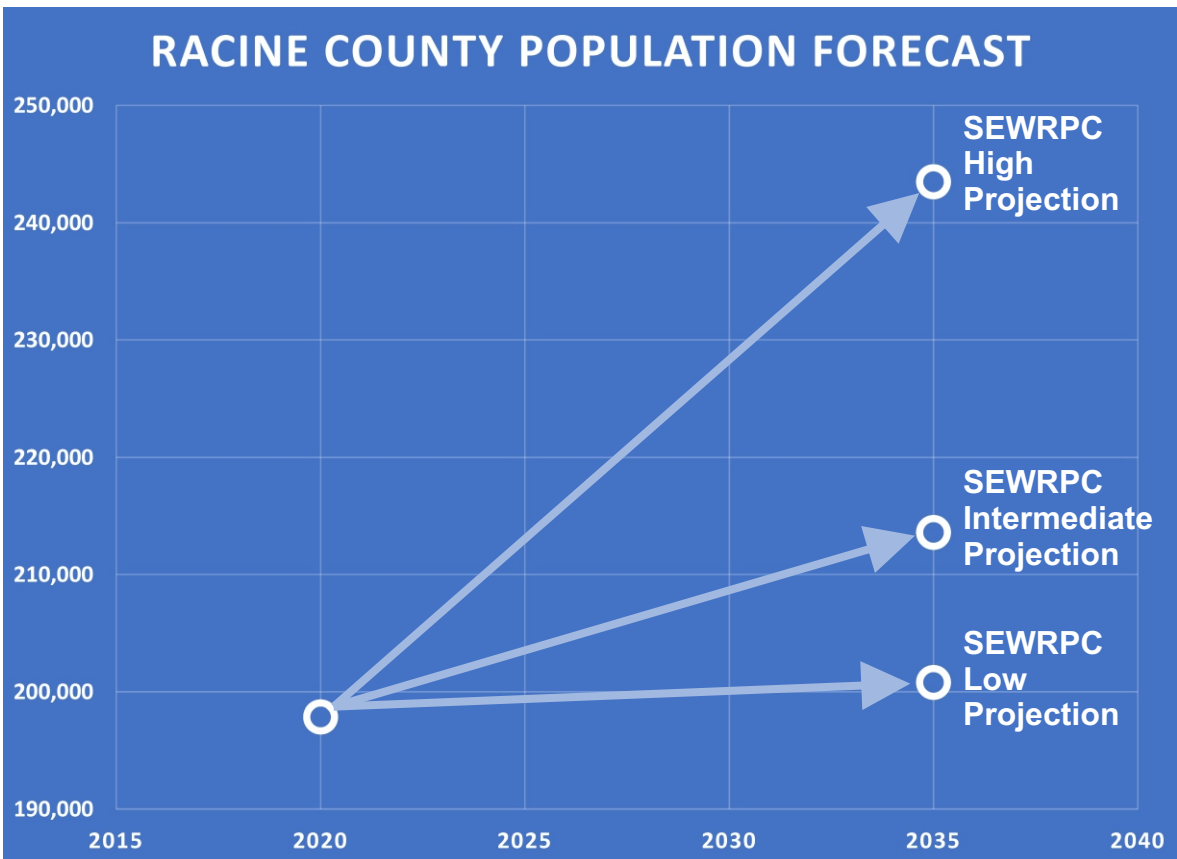
OSM

OTHER SUPPORT  
MATERIAL

# RACINE COUNTY POPULATION GROWTH



SOURCE: worldpopulationreview.com



SOURCE: SEWRPC

## Entering AADT Calculations

Leg	Count Site	Count Year	
		2011	2017
CTH U North Leg	Site 510209	3,200	3,910 estimate
CTH U South Leg	Site 510863	2,300	2,810 estimate
7-Mile West Leg	Site 511307	1,700	2,080 estimate
7-Mile East Leg	Site 511413	2,700	3,300 count*
Entering AADT			6,050

\*growth observed on 7-Mile east leg used to estimate 2017 volumes on other approach legs