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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 CTH G/6-mile Road Roundabout  
Racine County**

**WisDOT Project ID: 2803-03-01/71**

**Racine County Project ID: 2510**

**RFQ #2310**

**January 10, 2023**

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, January 31, 2023.

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 CTH G/6-mile Road roundabout located at the intersection of Racine County CTH U and CTH G/6-mile Road in the Village of Raymond, Racine County. The expected start date of the design project is no later than May 2023. 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, 2024, and a CONSTRUCTION LET date of February 11, 2025. 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. 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.
5. Firms may withdraw their submittal at any time before the RFQ due date and time. Faxed and emailed proposals will be rejected.
6. Standard Terms and Conditions are included with this request and are hereby made a part of it.
7. 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.
8. 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.
9. 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.
10. 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. 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 RFQ 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.
11. 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 guarantee 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.

12. Upon selection, the selected firm is to provide, a proposed contract covering all the terms, conditions and specifications for the performance of all services for this request.
13. The work in any subsequent 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.
14. 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 any subsequent contract.
15. 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.
16. 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 response to this solicitation.
17. The County and WisDOT reserve the right to reject any or all submittals or parts thereof, to waive any technicality in any submittal and accept any submittal deemed to be the most advantageous to the County.
18. 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.
19. 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 CTH G/6-mile Road intersection. The expected start date of the design project is May 2023. The design project will be funded through the WisDOT HSIP Program. We are expecting a **PS&E date of November 1, 2024, and a CONSTRUCTION LET date of February 11, 2025**. 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 CTH G/6-mile Road with a roundabout, located in the Village of Raymond in Racine County. The intersection is approximately 1 mile southwest of the intersection of CTH U and W 7 Mile Road. The estimated average daily traffic (ADT) is 2,050 vehicles per day (2021) to the East, 2,050 vehicles per day (2021) 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. There is a cemetery on the SE quadrant of this intersection that may require additional coordination if impacted. 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 2023. 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 #2310 CTH U and CTH G/6-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 CTH G/6-Mile Road Roundabout*

**RFQ Number:** 2310

**RFQ Submittal Due:** Tuesday, January 31, 2023 at 1:00 P.M.

**Submit Proposal to:** *County of Racine Public Works and Development Services  
Attn: RFQ # 2310 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**

These terms and conditions shall be incorporated into and made a part of all contracts entered into between Racine County (hereinafter “the County”) and the contractor/consultant/provider (hereinafter “the Contractor”), references to both the County and the Contractor 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:** The Contractor shall perform all services under this contract in a manner reflecting the standards within the industry in the same geographic area as of the time services are rendered. Contractor will invoice County on a monthly basis using its standard invoice format. This format provides for a general description of work performed and a summary of professional fees, expenses, and other charges covered therein. County shall pay each invoice within thirty (30) days after invoice date.
2. **INTELLECTUAL PROPERTY:** Any documents or work product produced pursuant to this contract shall become the property of the County and shall be under the control of the County. The Contractor 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 Contractor to assist the Contractor 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. Contractor shall be allowed to retain a copy of County’s documents Contractor relied upon during the course of its work.
4. **ASSIGNMENT:** the Contractor 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, the Contractor agrees not to discriminate against any employee, applicant for employment or person receiving services from the Contractor, 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 Contractor shall comply with all federal, state, local laws and regulations and requirements.
7. **INDEMNIFICATION:** Within the limits of insurance, the Contractor 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 the Contractor’s, architects, attorneys, and other professionals, and reasonable court costs) resulting from the negligent acts, errors or omissions of the Contractor or any of the Contractor 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 Contractor 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 the Contractor’s, 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 Contractor shall be considered an independent contractor and not an employee of the County. The County agrees that the Contractor 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 the Contractor'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 Contractor. The Contractor's services under this contract are being performed solely for the County's benefit, and no other entity shall have any claim against the Contractor 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 Contractor will maintain insurance coverage for Workers' Compensation, General Liability, and Automobile Liability in the following minimum amounts and will provide certificates of insurance to the County upon request.
  - General Liability
    - \$1,000,000 each occurrence
    - \$1,000,000 personal and advertising injury
    - \$1,000,000 general aggregate
    - \$1,000,000 products and completed operations
  - Auto Liability Insurance
    - \$1,000,000 Combined Single Limit
  - Umbrella Liability Insurance on a following form basis
    - \$4,000,000 each occurrence
    - \$4,000,000 aggregate
    - Any combination of underlying coverage and umbrella equaling \$5,000,000 shall be acceptable
  - Workers Compensation Statutory Limits plus:
    - \$100,000 E.L. Each Accident
    - \$100,000 E.L. Disease Each Employee
    - \$500,000 E.L. Disease Policy Limit

The following applies to all policies:

- County is listed as an additional insured on the general liability, automobile and umbrella policies. A waiver of subrogation in favor of the County applies to the general liability, automobile, umbrella and workers compensation policies. All insurance must be placed with an insurance company with a minimum AM Best Rating of A- VIII
- There shall be no exclusion for abuse or molestation on the general liability and umbrella policies.

12. **ACCESS:** The County shall arrange for safe access to and make all provisions for the Contractor and the Contractor's agents and employees to enter upon public and private property as required for the Contractor to perform services under this contract.
13. **SCHEDULE:** The Contractor will meet their indicated milestone benchmark dates provided and incorporated into the contract. If unable to perform, the Contractor will notify County representative, in writing, a minimum of ten (10) calendar days prior to the relevant benchmark date explaining, in detail, reasons for non-compliance. Racine County will review provided documentation and determine solution.
14. **COMPLETENESS OF DOCUMENTS:** The Contractor will be solely responsible for understanding County's intent and the accuracy, clarity, and quality of all documentation. Racine County will not be expected to appraise, or be held responsible for, completeness or detailed review of design plans and specifications to detect errors or deficiencies in verbiage, intent, or actual design.

Racine County expressly rejects any of 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 Contractor.
2. **LIMIT OF LIABILITY:** The Contractor liability shall be within limits of insurance as part of the contract between the County and the Contractor.
3. **ATTORNEY'S COSTS/FEES:** There shall be no provisions mandating the payment of the either of other party's attorney's fees which are the result of litigation arising out of contract disputes.

**ENTIRE AGREEMENT:** THIS AGREEMENT, ALONG WITH OTHER CONTRACT DOCUMENTS, CONSTITUTES THE ENTIRE UNDERSTANDING BETWEEN THE CONTRACTOR 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.

**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://wisconsin.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://wisconsin.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 Supporting 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.

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

**1. PROJECT LOCATION**

Name of Road/Intersection CTH U & CTH G/6-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: 3,200 (2011) S leg of CTH U: 2,300 (2011) W leg of 6-mile Rd: x,xxx E leg of 6-mile Rd: x,xxx		Project Length (miles) Functional area of intersection	
Crash Rate 2.08 per MEV	Roadway Width CTH U - 22 feet, 6-mile Rd - 22 feet	Shoulder Width Varies	

**3. INTERSECTION INFORMATION**

Crash Rate x.xx per MEV	Entering Vehicle Volume x,xxx	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 & CTH G/ 6-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 CTH G/6-Mile Road. Of the 20 right-angle crashes, 11 resulted in injuries, including three A-level and eight 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, and the difficulty assessing and choosing gaps. Five of the drivers disregarded traffic control EB/WB.

CTH U and CTH G/6-Mile Road are important routes within Racine County. CTH U parallels I-94 and provides an option to traverse the county northbound or southbound. CTH G/6-mile Road is one of the few east-west routes that connects USH 45 to I41 to STH 32, nearly traversing the whole county. 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).

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

Wisconsin Department of Transportation DT1501

\* 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) Alex Valley, P.E	Title Civil Engineer, Department of Public Works & Development Services
Address 14200 Washington Avenue	(Area Code) Telephone Number (262) 886-8440
City, State, ZIP Code Sturtevant, WI 53177	Municipality Racine County

## 9. SIGNATURE OF LOCAL APPROVING AUTHORITY

<b>X</b>		8/12/2021
	(Signature of Local Approving Authority)	(Date – m/d/yyyy)

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

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 & CTH G/6-Mile Road RECOMMENDED IMPROVEMENT CMF values



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



PLT DATE: 8/5/2021 5:52 PM

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

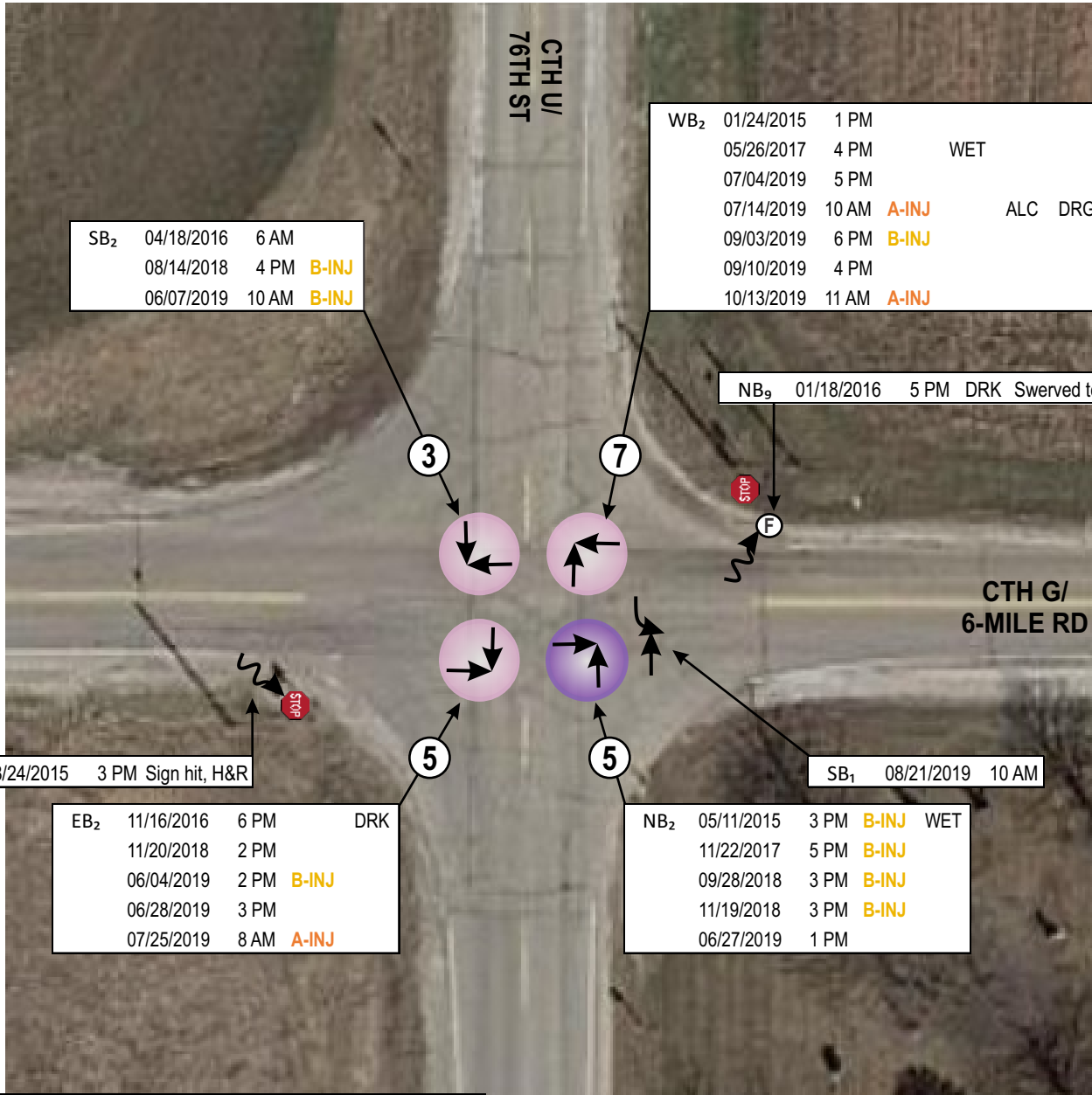


**RSM 1A  
CONCEPTUAL SAFETY IMPROVEMENTS**

**CTH U & CTH G/6-MILE ROAD  
RACINE COUNTY, WISCONSIN**

# RSM 2A

## COLLISION DIAGRAMS



CRASH TYPE	K	A	B	C	PDO	TOT.
RT-ANGLE	0	3	8	0	9	20
LT-ANGLE	0	0	0	0	1	1
FIXED OBJECT	0	0	0	0	2	2
<b>TOTAL</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>23</b>

**In a safety screening of Racine County, CTH U/6-Mile Rd was identified as the 4th most dangerous locally owned intersection from 2015-2019.**

**LEGEND**

- Moving Vehicle
- ↔ Backing Vehicle
- - - Pedestrian
- · - · Bicyclist
- ☐ Parked Vehicle
- 🚦 Traffic Signal
- 🛑 Stop/Yield Sign
- 🌳 Tree
- Ⓧ Fixed Object
- Ⓝ Non-Fixed Object
- ↔ Angle (Right Angle)
- ↔ Angle (Left Turn)
- ↔ Angle (Right Turn)
- ↔ Sideswipe-Same
- ↔ Sideswipe-Opposite
- ↔ Head-On
- ↔ Rear-End
- 🌊 Out of Control
- ↔ Overtake
- ↔ Overtake

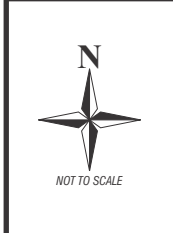
# = CRASH FREQUENCY (if > 1 NON-PED/BIKE)

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)

**CRASH SEVERITY DEFINITIONS**

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



**CRASH STATISTICS**

**23 Crashes**

- 0 Fatal Crash (K)
- 3 Incapacitating (Type A)
- 8 Non-Incapacitating (Type B)
- 0 Possible (Type C)
- 12 Property Damage Only

2.19 Crashes Per Million Entering Vehicles

- HIGHLIGHTED CRASHES**
- > \$300,000 in economic loss\*
  - > \$100,000 in economic loss\*
  - Pedestrian or bicyclist struck by vehicle

**CRASH HISTORY (2015-2019)**

**INTERSECTION OF CTH U & CTH G/6-MILE ROAD CALEDONIA, WISCONSIN**

# RSM 3A

# CRASH REPORTS

INTERSECTION OF CTH U & CTH G - 6-MILE ROAD

MAPPED	DOCTNMB	ACCDDATE	ACCDTIME	ACCDYEAR	ACCDMTH	DAYNMBR	ACCDHOU	ARHOUR	ARMIN	NTFYDATE	NTFYHOU	NTFYMIN	REGION	COUNTY	CNTYCODE	MUNICIPAL	MUNITYPE	MUNICOD	ONHWY	ONHWYDI	ONHWYTY	ONHWYRFONSTR	RPDIS	RPNMBR	RPTYPE	ATCODE	ATHWY	ATHWYDIF
Y	GTRFQ87G	1/24/2015	1347	2015	JAN	SAT	13	14	7	00:00.0	13	47 SE	RACINE	51	RAYMONDT		5106 G					6 MILE RD					U	
Y	GTRFQ87G	5/11/2015	1511	2015	MAY	MON	15	15	20	00:00.0	15	11 SE	RACINE	51	RAYMONDT		5106 U					76TH ST					G	
Y	GTRFQ87G	8/24/2015	1532	2015	AUG	MON	15	15	53	00:00.0	15	37 SE	RACINE	51	RAYMONDT		5106 U					76TH ST				G		
Y	GTRFQ87G	1/18/2016	1705	2016	JAN	MON	17	17	15	00:00.0	17	7 SE	RACINE	51	RAYMONDT		5106 G									U		
Y	GTRFQ87G	4/18/2016	630	2016	APR	MON	6	6	44	00:00.0	6	32 SE	RACINE	51	RAYMONDT		5106 U									G		
Y	GTRFQ87G	11/16/2016	1844	2016	NOV	WED	18	18	51	00:00.0	18	44 SE	RACINE	51	RAYMONDT		5106 G									U		
Y	GTRFQ87G	5/26/2017	1654	2017	MAY	FRI	16	17	5	00:00.0	16	56 SE	RACINE	51	RAYMONDT		5106 U									G		
Y	GTRFQ87G	11/22/2017	1730	2017	NOV	WED	17	17	37	00:00.0	17	30 SE	RACINE	51	RAYMONDT		5106 U									G		
Y	GTRFQ87G	8/14/2018	1622	2018	AUG	TUE	16	16	27	00:00.0	16	24 SE	RACINE	51	RAYMONDT		5106 U									G	W	
Y	GTRFQ87G	9/28/2018	1545	2018	SEP	FRI	15	15	50	00:00.0	15	47 SE	RACINE	51	RAYMONDT		5106 G									U		
Y	GTRFQ87G	11/19/2018	1500	2018	NOV	MON	15	15	26	00:00.0	15	6 SE	RACINE	51	RAYMONDT		5106 G									U	N	
Y	GTRFQ87G	11/20/2018	1418	2018	NOV	TUE	14	14	41	00:00.0	14	18 SE	RACINE	51	RAYMONDT		5106 G									U	S	
Y	GTRFQ87G	6/4/2019	1437	2019	JUN	TUE	14	14	48	00:00.0	14	40 SE	RACINE	51	RAYMONDT		5106 U									G	E	
Y	GTRFQ87G	6/7/2019	1036	2019	JUN	FRI	10	10	45	00:00.0	10	39 SE	RACINE	51	RAYMONDT		5106 G									U	S	
Y	GTRFQ87G	6/27/2019	1347	2019	JUN	THU	13	13	55	00:00.0	13	49 SE	RACINE	51	RAYMONDT		5106 G									U	N	
Y	GTRFQ87G	6/28/2019	1531	2019	JUN	FRI	15	15	45	00:00.0	15	34 SE	RACINE	51	RAYMONDT		5106 U									G	E	
Y	GTRFQ87G	7/4/2019	1734	2019	JUL	THU	17	17	43	00:00.0	17	35 SE	RACINE	51	RAYMONDT		5106 U									G	W	
Y	GTRFQ87G	7/14/2019	1011	2019	JUL	SUN	10	10	22	00:00.0	10	11 SE	RACINE	51	RAYMONDT		5106 U									G	W	
Y	GTRFQ87G	7/25/2019	829	2019	JUL	THU	8	8	29	00:00.0	8	29 SE	RACINE	51	RAYMONDT		5106 U									G	E	
Y	GTRFQ87G	8/21/2019	1050	2019	AUG	WED	10	10	51	43698	10	50 SE	RACINE	51	RAYMONDT		5106 U									G	N	
Y	GTRFQ87G	9/3/2019	1806	2019	SEP	TUE	18	18	16	00:00.0	18	8 SE	RACINE	51	RAYMONDT		5106 G									U	N	
Y	GTRFQ87G	9/10/2019	1612	2019	SEP	TUE	16	16	12	00:00.0	16	12 SE	RACINE	51	RAYMONDT		5106 G									U	N	
Y	GTRFQ87G	10/13/2019	1143	2019	OCT	SUN	11	11	43	00:00.0	11	43 SE	RACINE	51	RAYMONDT		5106 G									U	N	

INTERSECTION OF CTH U & CTH G -

MAPPED	DOCTNMB	ACCDDATE	ATHWYTY	ATNMBR	ATSTR	INTDIR	INTDIS	LINKID	LKOFFSET	LATDEC	GLONDEC	CDACCDSVR	INJSVR	TOTFATL	TOTINJ	TOTUNIT	TOTVEH	ACCDLOC	ACCDTYPE	ACSCNTL	HWYCLASS	LGTCND	MNRCOLL	POPCLASS	RLTNRDW	ROADCON	ROADHOR	ROADVERT	RFCWAY
Y	GTRFQNQ	1/24/2015			76TH ST		0		0	0	0	PD		0	0	2	2	1		NO	R CTH		ANGL		ON				ND
Y	GTQQ87G	5/11/2015			6 MILE RD		0		0	0	0	INJ	B	0	3	2	2	1		NO	R CTH		ANGL		ON	WET			ND
Y	GTRQDP7	8/24/2015			SIX MILE R		0		0	0	0	PD		0	0	1	1	1	UNKN	NO	R CTH		NO		ON				ND
Y	GTPPW2R	1/18/2016					0		42.81547	-88.0121	PD			0	0	2	2	1		NO	R CTH	LIGT	NO		ON				ND
Y	GTX30F8	4/18/2016					0		42.81547	-88.0121	PD			0	0	2	2	1		NO	R CTH		ANGL		ON				ND
Y	GTR6BGG	11/16/2016					0		42.81547	-88.0121	PD			0	0	3	3	1		NO	R CTH	LIGT	ANGL		ON				ND
Y	6QL0LJRP2	5/26/2017					0		42.81547	-88.0121	PD			0	0	2	2	1		NO	R CTH		ANGL		ON	WET			ND
Y	6QL0BLHJ1	11/22/2017					0		42.81547	-88.0121	INJ	B		0	2	2	2	1		NO	R CTH	LIGT	ANGL		ON				ND
Y	6QL0M1L4	8/14/2018				S	1		42.81538	-88.0121	INJ	B		0	1	2	2	1		PART	R CTH		ANGL		ON				ND
Y	KRL01S9LX	9/28/2018					0		42.81547	-88.0121	INJ	B		0	3	2	2	N		NO	R CTH		ANGL		ON				ND
Y	KRL01S9LX	11/19/2018					0		42.81547	-88.0121	INJ	B		0	1	2	2	1		NO	R CTH		ANGL		ON				ND
Y	6QL0BNZL	11/20/2018					0		42.81547	-88.0121	PD			0	0	2	2	1		NO	R CTH		ANGL		ON				ND
Y	6QL0QT5J1	6/4/2019					0		42.81547	-88.0121	INJ	B		0	2	2	2	1		PART	R CTH		ANGL		ON				ND
Y	6QL06QG2	6/7/2019					0		42.81547	-88.0121	INJ	B		0	1	2	2	1		NO	R CTH		ANGL		ON				ND
Y	6QL0GNQ1	6/27/2019				E	0		42.81547	-88.0121	PD			0	0	2	2	1		NO	R CTH		ANGL		ON				ND
Y	6QL0BMMQ	6/28/2019					0		42.81547	-88.0121	PD			0	0	2	2	1		PART	R CTH		ANGL		ON				ND
Y	6QL0D1PT	7/4/2019				S	1		42.81538	-88.0121	PD			0	0	2	2	1		NO	R CTH		ANGL		ON				ND
Y	6QL06QG2	7/14/2019					0		42.81547	-88.0121	INJ	A		0	2	2	2	1		NO	R CTH		ANGL		ON				ND
Y	6QL049LVI	7/25/2019					0		42.81547	-88.0121	INJ	A		0	2	2	2	1		NO	R CTH		ANGL		ON				ND
Y	6QL049LVI	8/21/2019				S	1		42.81537	-88.0121	PD			0	0	2	2	1		PART	R CTH		ANGL		ON				ND
Y	6QL0J3XHI	9/3/2019					0		42.81547	-88.0121	INJ	B		0	4	2	2	1		NO	R CTH		ANGL		ON				ND
Y	6QL0GL84	9/10/2019					0		42.81547	-88.0121	PD			0	0	2	2	1		NO	R CTH		ANGL		ON				ND
Y	6QL049LVI	10/13/2019					0		42.81547	-88.0121	INJ	A		0	2	3	3	1		NO	R CTH		ANGL		ON				ND

INTERSECTION OF CTH U & CTH G -

MAPPED	DOCTNMB	ACCDDATE	URBCLASS	URBRURAI	WTHRONALCFLAG	AUTOFLAG	BIKEFLAG	BUSFLAG	CITFLAG	CMVFLAG	CONSZONIC	CYCLFLAG	DEERFLAG	DRUGFLAG	FIREFLAG	GOVTPROFHITRUN	INJTRNS	LGTRKFLA	MATLSPI	MOPFLAG	PEDFLAG	RPFLAG	SPEEDFLA	TRAINFLA	TRKFLAG	TRLRFLAG	TRLRPNTR
Y	GTRFQ	1/24/2015	RU	R TOWN	CLDY	Y			Y															Y	Y	Y	
Y	GTQQ87G	5/11/2015	RU	R TOWN	CLDY	Y			Y						Y		Y										
Y	GTRQDP7	8/24/2015	RU	R TOWN	CLR	Y			Y						Y	Y											
Y	GTPPW2R	1/18/2016	RU	R TOWN	CLR	Y			Y									Y						Y			
Y	GTX30F8	4/18/2016	RU	R TOWN	CLR	Y			Y						Y			Y						Y			
Y	GTR6BGG	11/16/2016	RU	R TOWN	CLR	Y			Y															Y			
Y	6QL0LJRP	5/26/2017	RU	R TOWN	RAIN	Y			Y																		
Y	6QL0BLHJ	11/22/2017	RU	R TOWN	CLDY	Y			Y															Y			
Y	6QL0M1L4	8/14/2018	RU	R TOWN	CLR	Y			Y								Y							Y			
Y	KRL01S9LX	9/28/2018	RU	R TOWN	CLDY	Y			Y						Y		Y							Y			
Y	KRL01S9LX	11/19/2018	RU	R TOWN	CLDY	Y			Y						Y									Y	Y	Y	
Y	6QL0BNZL	11/20/2018	RU	R TOWN	CLR	Y			Y									Y						Y			
Y	6QL0QT5JI	6/4/2019	RU	R TOWN	CLR	Y			Y								Y										
Y	6QL06QG2	6/7/2019	RU	R TOWN	CLR	Y			Y								Y										
Y	6QL0GNQI	6/27/2019	RU	R TOWN	CLR	Y			Y															Y			
Y	6QL0BMQI	6/28/2019	RU	R TOWN	CLR	Y			Y															Y			
Y	6QL0D1PT	7/4/2019	RU	R TOWN	CLDY	Y			Y						Y									Y			
Y	6QL06QG2	7/14/2019	RU	R TOWN	CLR	Y		Y	Y				Y									Y		Y			
Y	6QL049LVI	7/25/2019	RU	R TOWN	CLR	Y			Y					Y			Y							Y			
Y	6QL049LVI	8/21/2019	RU	R TOWN	CLDY	Y			Y									Y						Y	Y	Y	
Y	6QL0J3XHI	9/3/2019	RU	R TOWN	CLDY	Y			Y								Y								Y		Y
Y	6QL0GL84	9/10/2019	RU	R TOWN	CLDY	Y			Y																		
Y	6QL049LVI	10/13/2019	RU	R TOWN	CLDY	Y			Y															Y			

INTERSECTION OF CTH U & CTH G -

MAPPED	DOCTNMB	ACCDDATE	VEHTYPE1	VEHDMG1	TRVLDIR1	TRFCNTL1	POSTSPD1	MOSTHAR	ROLE1	AGE1	SEX1	INJSVR1	ONDUTY1	DRVRDO1	SAFETY1	DRVRPC1A	DRVRPC1	HWYPC1	VEHPC1	STNM11	STNM12	VEHTYPE2	VEHDMG2	TRVLDIR2	TRFCNTL2	POSTSPD2	MOSTHAR	ROLE2	AGE2
Y	GTRFQNQ	1/24/2015	TRK	UT	NONE	W	SS	55	DR	19	M			GO STR	SH/LP	OTHR	OTHR			346.46 1		CAR	MOD	N	NONE	55	DR	35	
Y	GTQQ87G	5/11/2015	CAR	SVR	E	SS	55	55	DR	41	M	C		SL/ST	SH/LP	DTC	DTC	SIW		346.46 1	344.62 1	CAR	SVR	N	NONE	55	DR	17	
Y	GTRQDP7	8/24/2015	CAR	UNKN		SS	77	TFSIGN	DR	0	N			BLNK	UNKN														
Y	GTPPW2R	1/18/2016	TRK	ST	NONE	E	SS	55	OTH NC	DR	46	M		GO STR	SH/LP	FTY	FTY			346.18 3		CAR	MNR	N	NONE	55	DR	25	
Y	GTX30F8	4/18/2016	CAR	SVR	W	SS	55	55	DR	19	F			GO STR	SH/LP	FTY	FTY			346.18 3		TRK	ST	SVR	S	NONE	55	DR	59
Y	GTR6BGG	11/16/2016	CAR	MOD	E	SS	55	55	DR	21	M			GO STR	SH/LP	FTY	FTY			346.18 3		CAR	MOD	S	NONE	55	DR	34	
Y	6QL0LJRP2	5/26/2017	CAR	SVR	W	SS	55	55	DR	37	M			BLNK	SH/LP	FTY	FTY			346.18(3)		CAR	SVR	N	NONE	55	DR	19	
Y	6QL0BLHJ2	11/22/2017	TRK	UT	MNR	E	SS	55	DR	41	M	B		GO STR	SH/LP	FTY	FTY			346.18(3)		TRK	UT	SVR	N	NONE	55	DR	19
Y	6QL0M1L4	8/14/2018	TRK	UT	MOD	W	SS	55	DR	55	M			GO STR	SH/LP	FTY	FTY			346.18(3)		CAR	MOD	S	NONE	55	DR	20	
Y	KRL0159LX	9/28/2018	CAR	SVR	N	NONE	55	55	DR	41	M	B		GO STR	SH/LP							CAR	SVR	E	SS	55	DR	27	
Y	KRL0159LX	11/19/2018	CAR	SVR	N	NONE	55	55	DR	38	M	B		GO STR	SH/LP							TRK	UT	SVR	E	SS	55	DR	36
Y	6QL0BNZL	11/20/2018	TRK	ST	MOD	E	SS	55	DR	34	M			GO STR	SH/LP	FTY	FTY			346.06		TRK	UT	MOD	S	NONE	55	DR	52
Y	6QL0QT5JI	6/4/2019	CAR	MOD	E	SS	55	55	DR	34	M			GO STR	SH/LP	FTY	FTY			346.18(3)		CAR	SVR	S	NONE	55	DR	53	
Y	6QL06QG2	6/7/2019	CAR	SVR	W	SS	55	55	DR	81	F			GO STR	SH/LP	FTY	FTY			346.18(3)		CAR	SVR	S	NONE	55	DR	60	
Y	6QL0GNOI	6/27/2019	TRK	UT	SVR	E	SS	45	DR	76	M			OTHR	SH/LP	FTY	FTY			346.18(3)		CAR	SVR	N	NONE	55	DR	57	
Y	6QL0BMQI	6/28/2019	CAR	SVR	E	SS	55	55	DR	33	F			GO STR	SH/LP	FTY	FTY			346.18(3)		TRK	UT	SVR	S	NONE	55	DR	59
Y	6QL0D1PT	7/4/2019	CAR	SVR	N	NONE	55	55	DR	17	M			GO STR	SH/LP					343.05(3)	344.62(1)	CAR	SVR	W	SS	55	DR	16	
Y	6QL06QG2	7/14/2019	TRK	UT	SVR	W	SS	55	DR	44	M	A		GO STR	SH/LP	SPD	SPD,DTC			342.15(5)	343.44(1)	CAR	SVR	N	NONE	55	DR	21	
Y	6QL049LVI	7/25/2019	CAR	SVR	E	SS	55	55	DR	32	M	B		GO STR	SH/LP	DTC	DTC			346.46(1)		CAR	SVR	S	SS	55	DR	30	
Y	6QL049LVI	8/21/2019	TRK	SA	MNR	S	SS	55	DR	28	M			LT TRN	SH/LP	FTY	FTY			346.18(2)		TRK	UT	SVR	N	SS	55	DR	59
Y	6QL0J3XHI	9/3/2019	CAR	SVR	W	SS	55	55	DR	61	M	B		GO STR	SH/LP	FTY	FTY			346.18(3)		CAR	SVR	N	NONE	55	DR	60	
Y	6QL0GL84	9/10/2019	CAR	MOD	N	SS	55	55	DR	24	M			GO STR	SH/LP	DTC	DTC			346.18(3)		CAR	SVR	N	NONE	55	DR	16	
Y	6QL049LVI	10/13/2019	CAR	SVR	W	SS	55	55	DR	25	M			GO STR	SH/LP	FTY	FTY		OTHR	346.18(3)		TRK	UT	SVR	N	NONE	55	DR	52



INTERSECTION OF CTH U & CTH G -

MAPPED	DOCTNMB	ACDDATE	SEX2	INJSVR2	ONDUTY2	DRVRDO2	SAFETY2	DRVRPC2A	DRVRPC2	HWYPC2	VEHPC2	STNM21	STNM22	DRVRPC_S	DRVRPC_T	DRVRPC_F	DRVRPC_I	DRVRPC_L	DRVRPC_C	DRVRPC_I	DRVRPC_L	DRVRPC_F	DRVRPC_C	DRVRPC_C	DRVRPC_C	HWYPC_SI	HWYPC_N
Y	GTRFQNQ	1/24/2015	M			GO STR	SH/LP																	Y			
Y	GTQQ87G	5/11/2015	F	B		GO STR	SH/LP																			Y	
Y	GTRDPP7	8/24/2015																									
Y	GTPPW2R	1/18/2016	F			GO STR	SH/LP																				
Y	GTX30F8	4/18/2016	M			GO STR	SH/LP																				
Y	GTR6BGG	11/16/2016	F			GO STR	SH/LP																				
Y	6QL0LJRP2	5/26/2017	M			BLNK	SH/LP																				
Y	6QL0BLHJ	11/22/2017	M	B		GO STR	SH/LP																				
Y	6QL0M1L4	8/14/2018	M	B		GO STR	SH/LP																				
Y	KRL0159LX	9/28/2018	M	B		GO STR	SH/LP	FTY	FTY			344.62(1)	346.18(3)														
Y	KRL0159LX	11/19/2018	M			GO STR	SH/LP	DTC	DTC		BRK	346.46(1)															
Y	6QL0BNZL	11/20/2018	M			GO STR	SH/LP																				
Y	6QL0QT5JI	6/4/2019	F	B		GO STR	SH/LP																				
Y	6QL06QG2	6/7/2019	F	B		GO STR	SH/LP																				
Y	6QL0GNQI	6/27/2019	F			GO STR	SH/LP																				
Y	6QL0BMQI	6/28/2019	M			GO STR	SH/LP																				
Y	6QL0D1PT	7/4/2019	F			GO STR	SH/LP	FTY	FTY		OTHR	346.06															
Y	6QL06QG2	7/14/2019	F	A		GO STR	SH/LP																				
Y	6QL049LVI	7/25/2019	M	A		GO STR	SH/LP																				
Y	6QL049LVI	8/21/2019	M			GO STR	SH/LP																				
Y	6QL0J3XHI	9/3/2019	M	B		GO STR	SH/LP																				
Y	6QL0GL84	9/10/2019	F			GO STR	SH/LP																				
Y	6QL049LVI	10/13/2019	M	A		GO STR	SH/LP				OTHR																

INTERSECTION OF CTH U & CTH G -

MAPPED	DOCTNMB	ACDDATE	HWYPC_LS	HWYPC_SS	HWYPC_LC	HWYPC_RI	HWYPC_PI	HWYPC_O	HWYPC_S	HWYPC_N	HWYPC_C	HWYPC_V	HWYPC_O	AGCYNMB	ENFNAME	ENFTYPE	JRSDTN	STPTLNB	FILEYEAR	WISLR_LIN	WISLR_LK	WISLR_LA	WISLR_LO	WISLR_MU
Y	GTRFQNG	1/24/2015												5200	RACINE	CC CO SHF	RACINE	2	2015	3490122	0	42.81547	-88.0121	
Y	GTQQ87G	5/11/2015												5200	RACINE	CC CO SHF	RACINE	2	2015	3490121	0	42.81547	-88.0121	
Y	GTRDP7	8/24/2015												5200	RACINE	CC CO SHF	RACINE	2	2015	3490121	0	42.81547	-88.0121	
Y	GTPPW2R	1/18/2016												5200	RACINE	CC CO SHF	RACINE	2	2016	3490122	0	42.81547	-88.0121	
Y	GTX30F8	4/18/2016												5200	RACINE	CC CO SHF	RACINE	2	2016	3490121	0	42.81547	-88.0121	
Y	GTR6BGG	11/16/2016												5200	RACINE	CC CO SHF	RACINE	2	2016	3490122	0	42.81547	-88.0121	
Y	6QL0LJRP2	5/26/2017												WI052000	RACINE	CC CO SHF	RACINE	2	2017	5176809	1595	42.81547	-88.0121	
Y	6QL0BLHJ	11/22/2017												WI052000	RACINE	CC CO SHF	RACINE	2	2017	5176809	1595	42.81547	-88.0121	
Y	6QL0M1L4	8/14/2018												WI052000	RACINE	CC CO SHF	RACINE	2	2018	5176809	1556	42.81538	-88.0121	
Y	KRL0159LX	9/28/2018												WIWSP02	WI STATE	IST PAT	DISTRICT 2	2	2018	3490384	0	42.81547	-88.0121	
Y	KRL0159LX	11/19/2018												WIWSP02	WI STATE	IST PAT	DISTRICT 2	2	2018	3490384	0	42.81547	-88.0121	
Y	6QL0BNZL	11/20/2018												WI052000	RACINE	CC CO SHF	RACINE	2	2018	3490384	0	42.81547	-88.0121	
Y	6QL0QT5JI	6/4/2019												WI052000	RACINE	CC CO SHF	RACINE	2	2019	5176809	0	42.81547	-88.0121	
Y	6QL06QG2	6/7/2019												WI052000	RACINE	CC CO SHF	RACINE	2	2019	3490384	0	42.81547	-88.0121	
Y	6QL0GNQI	6/27/2019												WI052000	RACINE	CC CO SHF	RACINE	2	2019	3490122	5	42.81547	-88.0121	
Y	6QL0BMQ	6/28/2019												WI052000	RACINE	CC CO SHF	RACINE	2	2019	5176809	0	42.81547	-88.0121	
Y	6QL0D1PT	7/4/2019												WI052000	RACINE	CC CO SHF	RACINE	2	2019	5176809	1554	42.81538	-88.0121	
Y	6QL06QG2	7/14/2019												WI052000	RACINE	CC CO SHF	RACINE	2	2019	5176809	0	42.81547	-88.0121	
Y	6QL049LVI	7/25/2019												WI052000	RACINE	CC CO SHF	RACINE	2	2019	5176809	0	42.81547	-88.0121	
Y	6QL049LVI	8/21/2019												WI052000	RACINE	CC CO SHF	RACINE	2	2019	5176809	1551	42.81537	-88.0121	
Y	6QL0J3XHI	9/3/2019												WI052000	RACINE	CC CO SHF	RACINE	2	2019	3490384	0	42.81547	-88.0121	
Y	6QL0GL84	9/10/2019												WI052000	RACINE	CC CO SHF	RACINE	2	2019	3490384	0	42.81547	-88.0121	
Y	6QL049LVI	10/13/2019												WI052000	RACINE	CC CO SHF	RACINE	2	2019	3490384	0	42.81547	-88.0121	

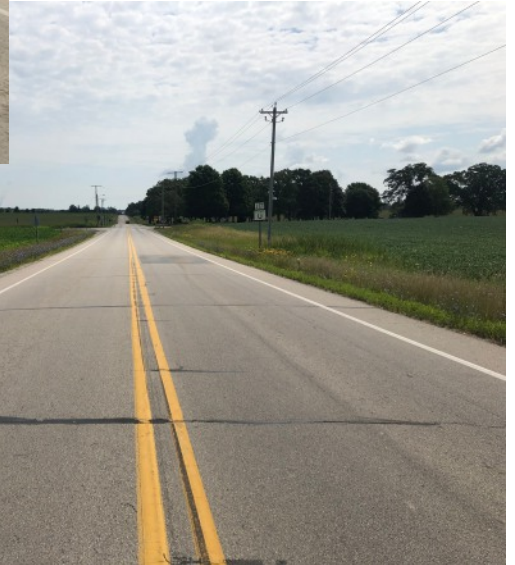
# RSM 4A

## SITE PHOTOS

EB view



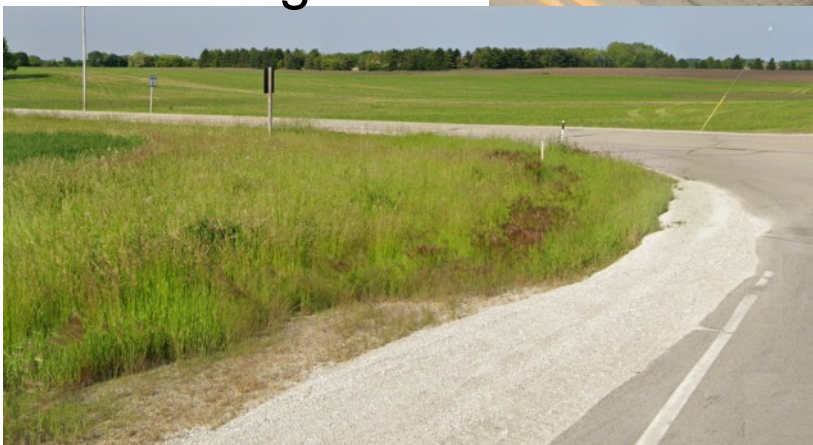
EB view from ~300'



EB Stop control



EB looking North



EB looking South

RSM 4A  
SITE PHOTOS

INTERSECTION OF CTH U & CTH G/6-MILE ROAD - EASTBOUND  
RACINE COUNTY, WISCONSIN



WB view



WB view from ~300'



WB Stop control



WB looking North



WB looking South

RSM 4A  
SITE PHOTOS

INTERSECTION OF CTH U & CTH G/6-MILE ROAD - WESTBOUND  
RACINE COUNTY, WISCONSIN

NB view



NB view  
from ~300'



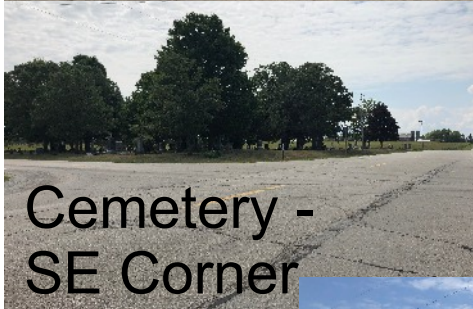
NB view to East



NB view to West



Cemetery -  
SE Corner



SW Corner



RSM 4A  
SITE PHOTOS

INTERSECTION OF CTH U & CTH G/6-MILE ROAD - NORTHBOUND  
RACINE COUNTY, WISCONSIN

SB view



SB view  
from ~300'



SB view to West



SB view to East



NE Corner



NW Corner



RSM 4A  
SITE PHOTOS

INTERSECTION OF CTH U & CTH G/6-MILE ROAD - SOUTHBOUND  
RACINE COUNTY, WISCONSIN

# RSM 6A

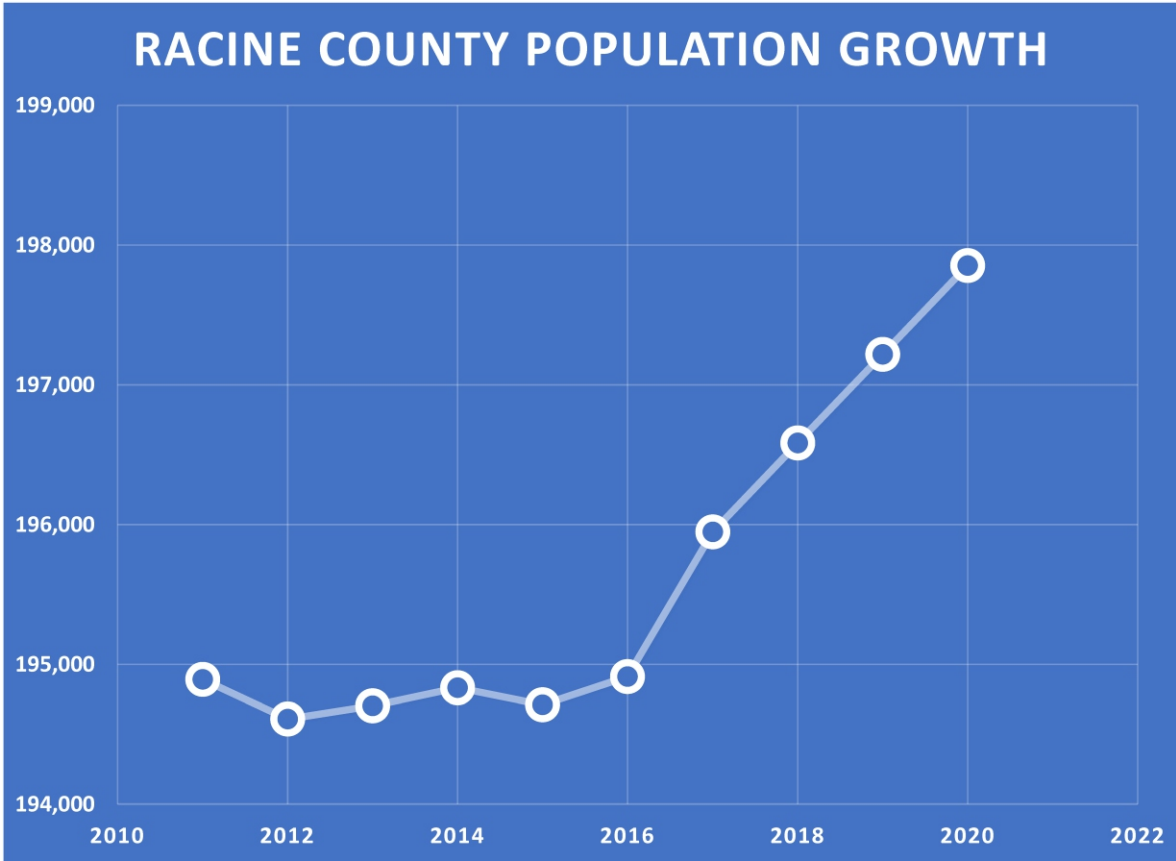
## PEF WORKSHEET AND RESULTS (Provided by WisDOT)



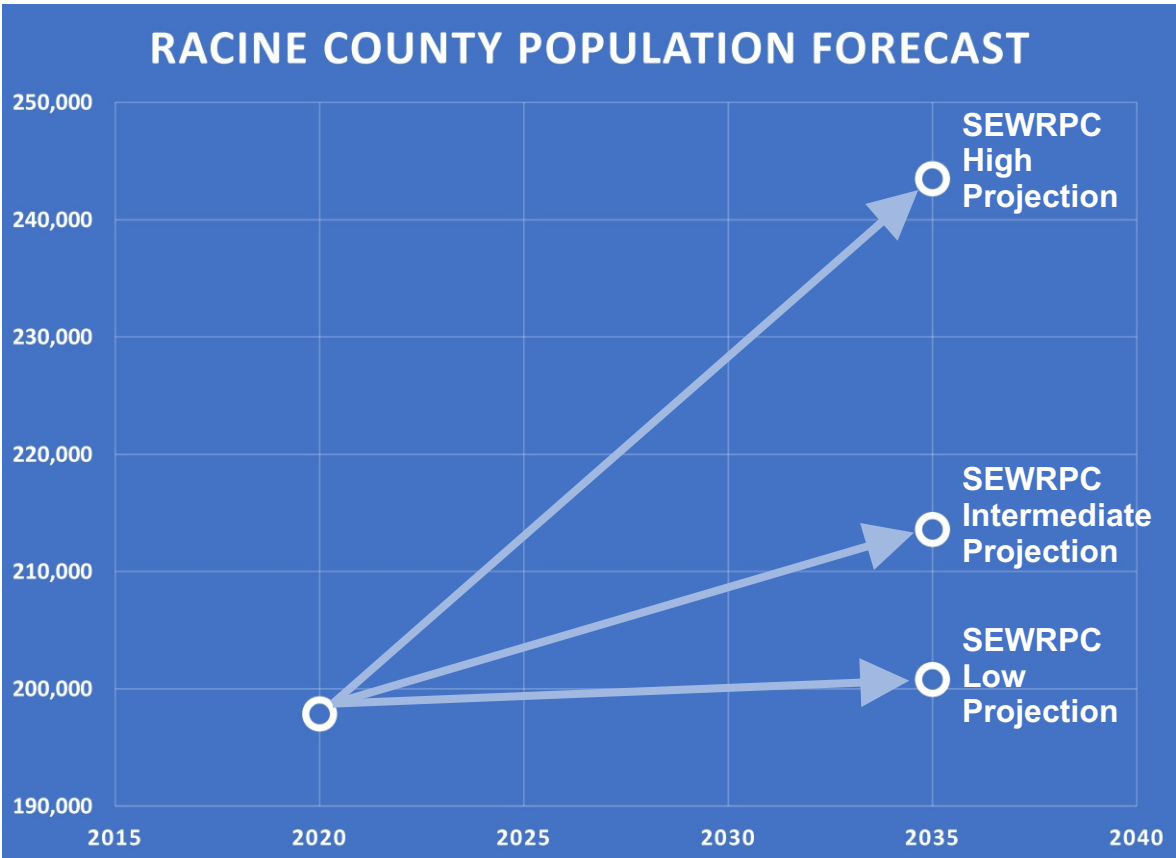
OSM

OTHER SUPPORT  
MATERIAL

# RACINE COUNTY POPULATION GROWTH



SOURCE: worldpopulationreview.com



SOURCE: SEWRPC