DODGE COUNTY FINANCE DEPARTMENT
Purchasing Division
127 East Oak Street, Juneau, WI 53039
(920) 386-4224
Email: tsteinbach@co.dodge.wi.us

Notice of Addendum
RFQ #30 26-02
Addendum #2
Engineering for roundabouts at CTH A & CTH W and CTH G & CTH S
Highway Department, Dodge County, WI
March 16, 2026
(Total 33 pages)

Notice to all firms:
This Addendum is issued to modify, change, delete from, add to, explain or correct the original Request for Qualifications and is hereby made a part of RFQ #30 26-02. In case of conflict between the Request for Qualifications and this Addendum, this Addendum shall govern. It is the bidder's responsibility to pass this addendum information to all involved in the bid.

Questions & Answers

Question 1: Does the County anticipate performing geotechnical and soils investigations separately from the project or should respondents assume these will be needs they will need to meet?

Answer 1: Dodge County will not be performing any geotechnical or soils investigation outside of the project. This would have to be done by the consultant in accordance with WisDOT standards.

Question 2: For the insurance requirements, would the County be willing to adjust the Medical Expense Limit, any one person from $10,000 to $5,000?

Answer 2: No, the medical expense limit must remain at $10,000 for any one person.

Question 3: Could the County provide the HSIP application for review?

Answer 3: The attached HSIP application is for reference only. This is a very preliminary scoping document and the quantities and items may vary. (Funding / Costs are redacted per DOT request)

Return the completed and signed acknowledgement of this addendum with your bid for this request.

Acknowledgement of Addendum was included in the bid documents.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

Wisconsin Department of Transportation
DT1501 3/2024

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 or local roadway and if the location is urban or rural. Locations are considered urban if it is located within a federally designated urban area boundary which is defined by having a population of greater than or equal to 5,000. For state highway projects, indicate if the Safety Certification Process (https://wisconsindot.gov/rdwy/fdm/fd-11-38.pdf#fd11-38) was completed.
Box 2	If the project involves an improvement to a roadway segment, provide the requested information.
Box 3	If the project involves an improvement to an intersection, provide the requested information.
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	List all proposed countermeasure(s) with the project. Examples include: 1. Converting from a Two-Way Stop-Controlled Intersection to a Roundabout 2. Widening paved shoulders and installing shoulder rumble strips 3. Installing flashing yellow arrow, signal head per lane, high visibility crosswalks 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. For each project element (PE/Design, Real Estate, Construction, Other), indicate whether or not HSIP funding is being requested.
Box 7	Provide contact information for application sponsor's primary contact person or agency.
Box 8	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 or for corridor shoulder widening projects.*

RSM 3A. Crash Reports (DT4000): *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 of existing conditions.

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.

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

1. PROJECT LOCATION

Name of Road/Intersection			Highway Number
CTH A & CTH W			N/A
County Dodge	City of	Village of	Town of Oak Grove
Native Nation N/A	Name of the Metropolitan Planning Organization (MPO) the project is represented by Unserved County		
Did the project complete the Safety Certification Process (state highways only)? ☐ Yes ☒ No			
Is the project located on a connecting highway? ☐ Yes ☒ No			
Is the project located on a local roadway? ☒ Yes ☐ No			
What area type is the project? ☐ Urban ☒ Rural			

2. SEGMENT INFORMATION

Current Annual Average Daily Traffic	Project Length (miles)
N/A	N/A

3. INTERSECTION INFORMATION

Existing Traffic Control	Entering Vehicle Volume	Pedestrian/Bicycle Volume (if available)
☐ Yield Control ☐ One-Way Stop-Control ☒ Two-Way Stop-Control ☐ All-Way Stop-Control ☐ Traffic Signal ☐ Roundabout ☐ Other (List):	8,300	N/A

4. IDENTIFICATION OF HAZARDS

Describe existing hazards such as: visibility restrictions, curves, hills, intersection problems, bike/pedestrian conflicts, narrow shoulders, rutting, etc. Describe any relevant crash history resulting from existing hazards or deficiencies.

The intersection of CTH A & CTH W, located in central Dodge County, has experienced a history of severe crashes. Of the 23 total crashes that occurred at this intersection in the five years from 2020 through 2024, 15 were right-angle crashes. Drivers have difficulty crossing or turning onto the free-flow CTH A from the minor stop controlled CTH W, particularly eastbound CTH W vehicles with northbound CTH A vehicles (5 crashes) and westbound CTH W vehicles with southbound CTH A vehicles (5 crashes). Of the 15 right-angle crashes, there were 12 KAB crashes: one fatal crash, two suspected serious injury crashes and nine suspected minor injury crashes. The right-angle crash that resulted in a fatality involved a vehicle that ran the stop sign. A left-turn angle crash involving a northbound driver failing to yield also resulted in a fatality.

The speed of the involved roadways (55 mph speed limits on both roadways) may contribute to difficulty assessing and choosing gaps which result high-speed right-angle crashes. Twelve (12) of the 23 crashes involved drivers failing to yield to oncoming traffic and 5 drivers disregarded traffic control.

During a traffic study of the intersection, several risky behaviors were observed including numerous instances of rolling stops, disregarding the stop sign, and excessive speeds on CTH A. It was also observed that heavy congestion occurred on the westbound leg of the intersection.

5. PROPOSED IMPROVEMENT

5a. Provide a brief list/summary of the proposed countermeasure(s) that will address the identified hazards.

1. convert the intersection from two-way stop-control to a single lane modern roundabout

5b. Describe the proposed project and how the countermeasure(s) address the identified hazards. In addition, briefly discuss any alternatives considered and why these options are not the preferred alternative.

A single lane roundabout is the proposed solution because it is expected to substantially reduce the risk of right-angle crashes, as a roundabout will physically prevent high-speed right-angle crashes and will mitigate the severe injuries that have occurred at this intersection. In addition, a roundabout reduce traffic speeds coming into the intersection, maintain a desirable level of mobility given the importance of both of these routes, and provide sufficient capacity for acceptable operations in future years. Although current operations show a level of service (LOS) of C eastbound and westbound, a roundabout would have LOS A on all legs.

All-way stop control was briefly investigated as an alternative, but wasn't pursued for analysis because the AADT volumes along CTH A are substantially higher than AADT volumes along CTH W.

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 *(include state review)*	**Real Estate**	**Major Construction Items** *(include Const. Engineering, Mobilization, and Contingencies)*	**Other Costs**	**TOTAL**
SFY2024					
SFY2025					
SFY2026	[redacted]				[redacted]
SFY2027		[redacted]			
SFY2028			[redacted]		
SFY2029					
TOTAL	[redacted]	[redacted]	[redacted]		[redacted]
HSIP Funding Requested? (Yes/No) *	Yes	No	Yes	No	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.

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

7. CONTACT INFORMATION

Primary Contact Person and Agency Name Mr. Nathan Kempke, P.E., Dodge County Highway Department	Title Assistant Highway Commissioner
Address 211 E. Center Street	(Area Code) Telephone Number (920) 386-3655
City, State, ZIP Code Juneau, WI 53039	Municipality Dodge County

8. SIGNATURE OF LOCAL APPROVING AUTHORITY

X

(Signature of Local Approving Authority) (Date – mm/dd/yyyy)

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

A. Environmental Documentation Type ☐ Environmental Impact Statement ☐ Categorical Exclusion ☐ Environmental Assessment ☐ Planning Studies ☐ Other:	B. HSIP Work Type
C. Functional Class	D. PEF

E. Is this project location identified in one of the Statewide Safety Initiatives (If yes, select all that apply)? ☐ Yes ☐ No ☐ Cross Median Crashes (CMC) ☐ High Risk Rural Roads (HRRR) ☐ INSS-Rural ☐ INSS-Urban ☐ Location of Interest Report (LOIR) ☐ Horizontal Curve Initiative ☐ Other (List):
F. Which Strategic Highway Safety Plan (SHSP) goal(s) are addressed by this request (Select all that apply)? ☐ Improve Safety Culture, Safety Data, Safety Technology ☐ Reduce Driver Distraction/Improve Driver Alertness ☐Reduce Alcohol & Drug-Impaired Driving ☐ Reduce the Incidence and Severity of Motorcycle Crashes ☐ Improve Non-Motorist Safety ☐ Increase Occupant Protection ☐ Improve Safety of Intersections ☐ Reduce Lane Departure Crashes ☐ Improve Work Zone Safety ☐ Curb Aggressive Driving/Reduce Speed-Related Crashes ☐ Improve Driver Performance (Teens, Older, and Competent)

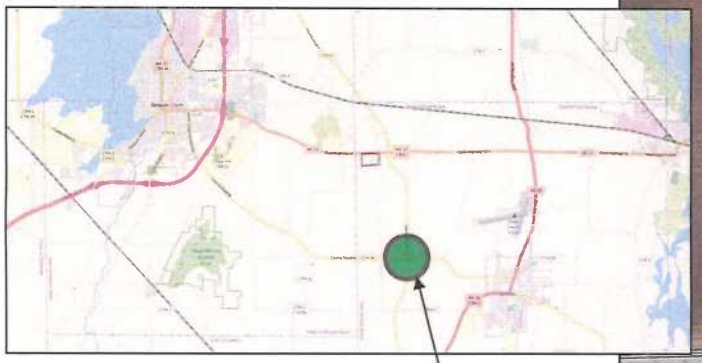
Region Approval – Project Supervisor	Date – mm/dd/yyyy
Region Approval – Planning Supervisor	Date – mm/dd/yyyy

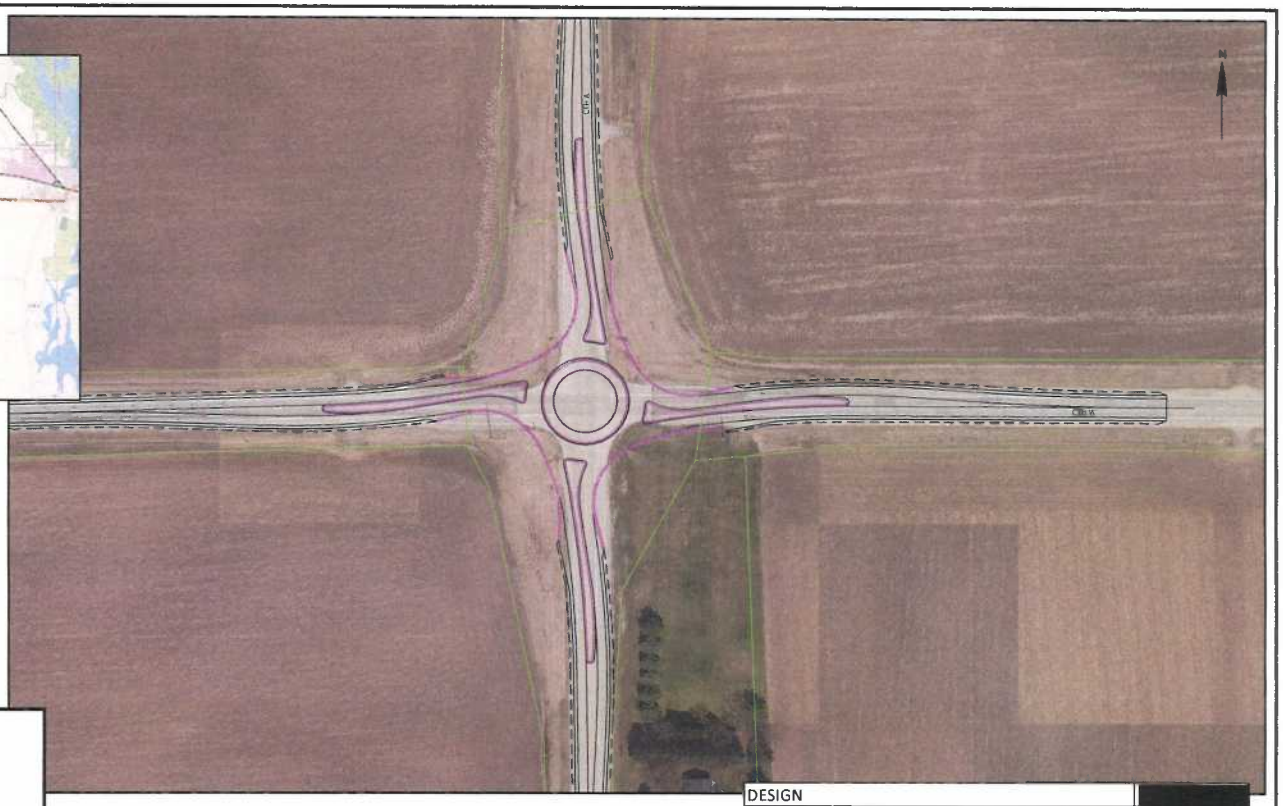
C.O. Decision ☐ Approved ☐ Disapproved

Approving Authority	Date – mm/dd/yyyy

RSM 1A

GENERAL SKETCH OF PROJECT PROPOSAL





CTH A & CTH W
RECOMMENDED IMPROVEMENTS

1. Convert intersection to single lane roundabout.

CTH A & CTH W
RECOMMENDED IMPROVEMENT
CMF values

CONVERT TWO-WAY STOP CONTROLLED INTERSECTION TO ROUNDABOUT (RURAL)
(CMF = 0.242 KA
= 0.615 BC
= 1.868 PDO)

DESIGN	
CONSTRUCTION	
ROW AQUISITION	
TOTAL PROJECT IMPROVEMENTS COST	

CRASH TYPE	K	A	B	C	PDO	TOT.
RT-ANGLE	1	1	9	1	3	15
REAR-END	0	0	0	2	3	5
LT-ANGLE	1	0	1	0	0	2
SIDE-SWIPE-SAME	0	0	0	0	1	1
TOTAL	2	1	10	3	7	23

N

CRASH SEVERITY DEFINITIONS
K = Fatality
A = Suspected Serious Injury
B = Suspected Minor Injury
C = Possible Injury
PDO = No Apparent Injury

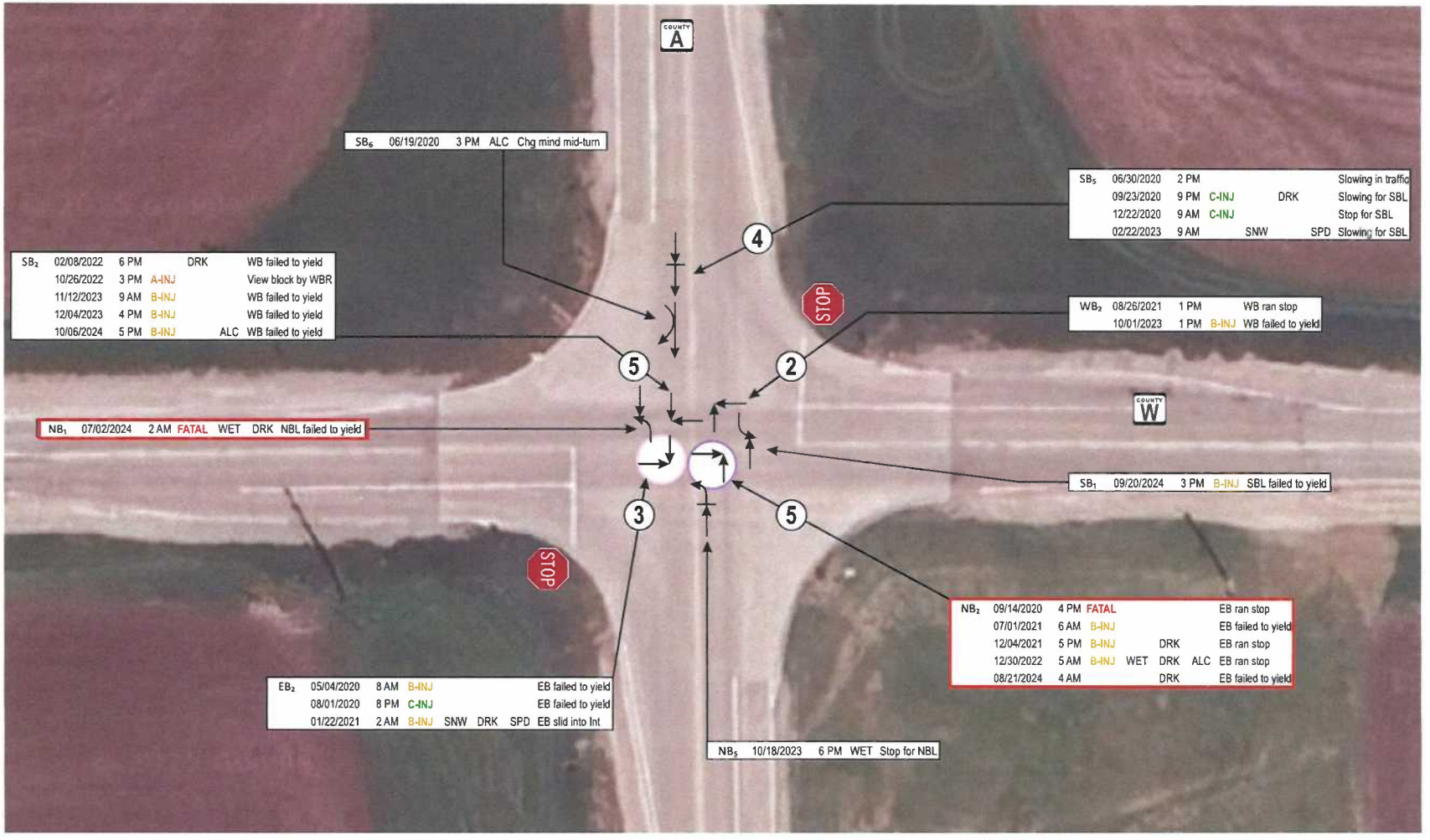
RSM 1A

CONCEPTUAL SAFETY IMPROVEMENTS

CTH A & CTH W
DODGE COUNTY, WISCONSIN

RSM 2A

COLLISION DIAGRAMS



N
NOT TO SCALE

TADI

CRASH STATISTICS

23 Crashes

- 2 Fatal Crash (K)
- 1 Suspected Serious (Type A)
- 10 Suspected Minor (Type B)
- 3 Possible (Type C)
- 7 No Apparent Injury

1.52 Crashes Per Million Entering Vehicles

LEGEND

- FTY Failure to Yield
- Moving Vehicle
- Backing Vehicle
- Pedestrian
- Bicyclist
- Parked Vehicle
- Traffic Signal
- Stop/Yield Sign
- (T) Tree
- (F) Fixed Object
- (N) Non-Fixed Object
- Angle (Right Angle)
- Angle (Left Turn)
- Angle (Right Turn)
- Sideswipe-Same
- Sideswipe-Opposite
- Head-On
- Rear-End
- Out of Control
- Overtake
- Overturn

(#) = 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 = $7583 (KA) 3248 (B), $1424 (C),$1,858 (PDO)

CRASH SEVERITY DEFINITIONS

- K-Inj = Fatal Crash
- A-Inj = Suspected Serious Injury Crash
- B-Inj = Suspected Minor Injury Crash
- C-Inj = Possible Injury Crash
- = No Apparent Injury Crash

HIGHLIGHTED CRASHES

- > $1,000,000 in economic loss*
- > $500,000 in economic loss*

Pedestrian or bicyclist struck by vehicle

CRASH HISTORY (2020-2024)
INTERSECTION OF
CTH A & CTH W
DODGE COUNTY, WISCONSIN

RSM 3A

CRASH REPORTS

Crash Data

Corresponds to Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location:	**CTH A & CTH W**	**From:**	**1/1/2020**		
Municipality:	**Oak Grove**	**To:**	**12/31/2024**	**Duration**	
County:	**Dodge**	**AADT:**	**8,300**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB$_2$	CDL0LLDQ6P	5/4/2020	RT-ANGLE	8 AM	B						EB failed to yield
2	EB$_1$	CDL0KSK13T	8/1/2020	RT-ANGLE	8 PM	C		DAY				EB failed to yield
3	EB$_1$	CDL0HQT5KC	1/22/2021	RT-ANGLE	2 AM	B	SNOW	DARK			Y	EB slid into int
4	WB$_2$	CDL0MXQXW4	8/26/2021	RT-ANGLE	1 PM							WB ran stop
5	WB$_2$	CDL0NK8HL1	10/1/2023	RT-ANGLE	1 PM	B						WB failed to yield
6	NB$_1$	CDL0VQG26R	7/2/2024	LT-ANGLE	2 AM	K	WET	DARK				NBL failed to yield
7	NB$_1$	KRL07FFP77	9/14/2020	RT-ANGLE	4 PM	K						EB ran stop
8	NB$_2$	CDL0HDXVP5	7/1/2021	RT-ANGLE	6 AM	B						EB failed to yield
9	NB$_2$	CDL0LPPTMQ	12/4/2021	RT-ANGLE	5 PM	B		DARK				EB ran stop
10	NB$_2$	CDL0TCPTK9	12/30/2022	RT-ANGLE	5 AM	B	WET	DARK	Y			EB ran stop
11	NB$_2$	CDL0VP713W	8/21/2024	RT-ANGLE	4 AM			DARK				EB failed to yield
12	NB$_4$	CDL0TPL4GN	10/18/2023	REAR-END	6 PM		WET	DAY				Stop for NBL
13	SB$_1$	CDL0T1TJQ7	9/20/2024	LT-ANGLE	3 PM	B						SBL failed to yield
14	SB$_1$	CDL0MWHWSK	2/8/2022	RT-ANGLE	6 PM			DARK				WB failed to yield
15	SB$_1$	CDL1WQ2KVX	10/26/2022	RT-ANGLE	3 PM	A						View block by WBR
16	SB$_1$	CDL0VCBQ6S	11/12/2023	RT-ANGLE	9 AM	B						WB failed to yield
17	SB$_1$	CDL0TPL4H4	12/4/2023	RT-ANGLE	4 PM	B		DAY				WB failed to yield
18	SB$_2$	CDL0V8VN1K	10/6/2024	RT-ANGLE	5 PM	B			Y			WB failed to yield
19	SB$_3$	CDL0DWMM0V	6/30/2020	REAR-END	2 PM							Slowing in traffic
20	SB$_4$	CDL0KBZLX6	9/23/2020	REAR-END	9 PM	C		DARK				Slowing for SBL
21	SB$_3$	CDL0HPL4JP	12/22/2020	REAR-END	9 AM	C						Stop for SBL
22	SB$_4$	CDL0NTWRCB	2/22/2023	REAR-END	9 AM		SNOW				Y	Slowing for SBL
23	SB$_4$	CDL0LLDQ6T	6/19/2020	SIDE-SWIPE-SAME	3 PM				Y			Chg mind mid-turn
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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RSM 4A

SITE PHOTOS

RSM 4A
SITE PHOTOS

INTERSECTION OF CTH A AT CTH W
DODGE COUNTY, WISCONSIN

RSM 5A

ITEMIZED COST ESTIMATE

CTH A & CTH W
CONCEPTUAL COST ESTIMATE

DESIGN	[redacted]
CONSTRUCTION	
ROW AQUISITION	
TOTAL PROJECT IMPROVEMENTS COST	

CONSTRUCTION IMPROVEMENTS					
ITEM	**ITEM DESCRIPTION**	**QUANTITY**	**UNIT**	**UNIT PRICE**	**TOTAL**
	REMOVALS				
1	CURB & GUTTER	307	LF	[redacted]	[redacted]
	REMOVAL SUBTOTAL COST				
	EARTHWORK				
2	COMMON EXCAVATION (1.5' DEPTH) (100 CY EBS)	13,481	CY	[redacted]	[redacted]
	EARTHWORK SUBTOTAL COST				
	PAVEMENT ITEMS				
3	FULL DEPTH ASHPALT SAW CUT	128	LF	[redacted]	[redacted]
4	CONCRETE CURB AND GUTTER (ALL TYPES)	3,808	LF		
5	CONCRETE SIDEWALK 4-INCH	901	SF		
6	BASE AGGREGATE DENSE, 1 1/4-INCH	5,739	TON		
7	SELECT CRUSH MATERIAL	12,312	TON		
8	HMA PAVEMENT	49	TON		
9	MARKING EPOXY 6-INCH	10,168	LF		
10	MARKING EPOXY 10-INCH	250	LF		
11	MARKING DIAGONAL EPOXY 12-INCH	508	LF		
12	MARKING DOTTED EXTENSION EPOXY 18-INCH	173	LF		
13	CONCRETE PAVEMENT	10,445	SY		
	PAVING ITEMS SUBTOTAL COST				
	ROADWAY SUBTOTAL COST				
	MISC ITEMS				
14	DRAINAGE / STORM SEWER	[redacted]	%	% OF ROADWAY SUBTOTAL	[redacted]
15	TRAFFIC CONTROL / STAGING		%	% OF ROADWAY SUBTOTAL	
16	EROSION CONTROL / RESTORATION		%	% OF ROADWAY SUBTOTAL	
17	LIGHTING		LS		
18	SIGNING & MOBILIZATION		%	% OF ROADWAY SUBTOTAL	
	MISC ITEMS SUBTOTAL COST				
	TOTAL ROADWAY COST				
	DESIGN AND CONSTRUCTION				
19	COST ESTIMATE CONTINGENCIES	[redacted]	%	% OF ROADWAY	[redacted]
20	ENGINEERING DESIGN AND STATE DESIGN REVIEW		%	% OF ROADWAY	
21	CONSTRUCTION ENGINEERING AND OVERSIGHT		%	% OF ROADWAY	
22	STAGED CONSTRUCTION		%	% OF ROADWAY	
	DESIGN AND CONSTRUCTION SUBTOTAL COST				
	TOTAL CONSTRUCTION COST				
	REAL ESTATE				
23	REAL ESTATE (R/W ACQUISITION)	[redacted]	LS		[redacted]
	REAL ESTATE SUBTOTAL COST				
	TOTAL CONSTRUCTION IMPROVEMENTS COST				
	TOTAL PROJECT COST ESTIMATE				[redacted]
NOTE: ESTIMATES ARE FOR CONCEPTUAL USE ONLY, AND ARE NOT BASED ON DETAILED FINAL DESIGNS					

RSM 5A
COST ESTIMATE

CTH A & CTH W IMPROVEMENT COSTS SUMMARY
DODGE COUNTY, WISCONSIN

RSM 6A

PEF WORKSHEET AND RESULTS
(Provided by WisDOT)

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECT APPLICATION

Wisconsin Department of Transportation
DT1501 3/2024

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 or local roadway and if the location is urban or rural. Locations are considered urban if it is located within a federally designated urban area boundary which is defined by having a population of greater than or equal to 5,000. For state highway projects, indicate if the Safety Certification Process (https://wisconsindot.gov/rdwy/fdm/fd-11-38.pdf#fd11-38) was completed.
Box 2	If the project involves an improvement to a roadway segment, provide the requested information.
Box 3	If the project involves an improvement to an intersection, provide the requested information.
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	List all proposed countermeasure(s) with the project. Examples include: 1. Converting from a Two-Way Stop-Controlled Intersection to a Roundabout 2. Widening paved shoulders and installing shoulder rumble strips 3. Installing flashing yellow arrow, signal head per lane, high visibility crosswalks 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. For each project element (PE/Design, Real Estate, Construction, Other), indicate whether or not HSIP funding is being requested.
Box 7	Provide contact information for application sponsor's primary contact person or agency.
Box 8	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 or for corridor shoulder widening projects.*

RSM 3A. Crash Reports (DT4000): *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 of existing conditions.

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.

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

1. PROJECT LOCATION

Name of Road/Intersection			Highway Number
CTH G & CTH S			N/A
County Dodge	City of	Village of	Town of Beaver Dam
Native Nation N/A	Name of the Metropolitan Planning Organization (MPO) the project is represented by Unserved County		
Did the project complete the Safety Certification Process (state highways only)? ☐ Yes ☒ No			
Is the project located on a connecting highway? ☐ Yes ☒ No			
Is the project located on a local roadway? ☒ Yes ☐ No			
What area type is the project? ☐ Urban ☒ Rural			

2. SEGMENT INFORMATION

Current Annual Average Daily Traffic	Project Length (miles)
N/A	N/A

3. INTERSECTION INFORMATION

Existing Traffic Control	Entering Vehicle Volume	Pedestrian/Bicycle Volume (if available)
☐ Yield Control ☐ One-Way Stop-Control ☒ Two-Way Stop-Control ☐ All-Way Stop-Control ☐ Traffic Signal ☐ Roundabout ☐ Other (List):	3,190	N/A

4. IDENTIFICATION OF HAZARDS

Describe existing hazards such as: visibility restrictions, curves, hills, intersection problems, bike/pedestrian conflicts, narrow shoulders, rutting, etc. Describe any relevant crash history resulting from existing hazards or deficiencies.

The intersection of CTH G & CTH S, located in west-central Dodge County, has experienced a history of severe crashes. Of the 15 total crashes that occurred at this intersection in the five years from 2020 through 2024, 14 were right-angle crashes. Drivers have difficulty crossing or turning onto the free-flow CTH G from the minor stop controlled CTH S, particularly eastbound CTH S vehicles with northbound CTH G vehicles (5 crashes) and eastbound CTH S vehicles with southbound CTH G vehicles (5 crashes). Of the 14 right-angle crashes, there were five KAB crashes: one fatal crash, one suspected serious injury crash, and three suspected minor injury crashes. The right-angle crash that resulted in a fatality involved a vehicle that ran the stop sign.

The speeds on the intersecting roadways (55 mph speed limits on both roadways) may contribute to difficulty assessing and choosing gaps which result high-speed right-angle crashes. Eight (8) of the 15 crashes involved drivers failing to yield to oncoming traffic and 5 drivers disregarded traffic control.

During a traffic study of the intersection, several risky behaviors were observed including driving too fast for conditions and leaving the roadway, numerous instances of rolling stops, disregarding the stop sign, and excessive speeds on CTH G.

5. PROPOSED IMPROVEMENT

5a. Provide a brief list/summary of the proposed countermeasure(s) that will address the identified hazards.

1. convert the intersection from two-way stop-control to a single lane modern roundabout

5b. Describe the proposed project and how the countermeasure(s) address the identified hazards. In addition, briefly discuss any alternatives considered and why these options are not the preferred alternative.

A single lane roundabout is the proposed solution because it is expected to substantially reduce the risk of right-angle crashes, as a roundabout will physically prevent high-speed right-angle crashes and will mitigate the severe injuries that have occurred at this intersection. In addition, a roundabout reduce traffic speeds coming into the intersection, maintain a desirable level of mobility given the importance of both of these routes, and provide sufficient capacity for acceptable operations in future years. Although current operations show a level of service (LOS) of B eastbound and westbound during the AM peak hour and LOS A during the PM peak hours, a roundabout would have LOS A on all legs.

All-way stop control was briefly investigated as an alternative but wasn't pursued because although it would have acceptable LOS, it would result in more than double the average delay per vehicle compared to the existing two-way top control and roundabout alternatives.

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 *(include state review)*	**Real Estate**	**Major Construction Items** *(include Const. Engineering, Mobilization, and Contingencies)*	**Other Costs**	**TOTAL**
SFY2024					
SFY2025					
SFY2026	[redacted]				[redacted]
SFY2027					
SFY2028			[redacted]		[redacted]
SFY2029					
TOTAL	[redacted]		[redacted]		[redacted]
HSIP Funding Requested? (Yes/No) *	Yes	No	Yes	No	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.

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

7. CONTACT INFORMATION

Primary Contact Person and Agency Name Mr. Nathan Kempke, P.E., Dodge County Highway Department	Title Assistant Highway Commissioner
Address 211 E. Center Street	(Area Code) Telephone Number (920) 386-3655
City, State, ZIP Code Juneau, WI 53039	Municipality Dodge County

8. SIGNATURE OF LOCAL APPROVING AUTHORITY

X

(Signature of Local Approving Authority) (Date – mm/dd/yyyy)

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

A. Environmental Documentation Type ☐ Environmental Impact Statement ☐ Categorical Exclusion ☐ Environmental Assessment ☐ Planning Studies ☐ Other:	B. HSIP Work Type
C. Functional Class	D. PEF

E. Is this project location identified in one of the Statewide Safety Initiatives (If yes, select all that apply)? ☐ Yes ☐ No ☐ Cross Median Crashes (CMC) ☐ High Risk Rural Roads (HRRR) ☐ INSS-Rural ☐ INSS-Urban ☐ Location of Interest Report (LOIR) ☐ Horizontal Curve Initiative ☐ Other (List):
F. Which Strategic Highway Safety Plan (SHSP) goal(s) are addressed by this request (Select all that apply)? ☐ Improve Safety Culture, Safety Data, Safety Technology ☐ Reduce Driver Distraction/Improve Driver Alertness ☐Reduce Alcohol & Drug-Impaired Driving ☐ Reduce the Incidence and Severity of Motorcycle Crashes ☐ Improve Non-Motorist Safety ☐ Increase Occupant Protection ☐ Improve Safety of Intersections ☐ Reduce Lane Departure Crashes ☐ Improve Work Zone Safety ☐ Curb Aggressive Driving/Reduce Speed-Related Crashes ☐ Improve Driver Performance (Teens, Older, and Competent)

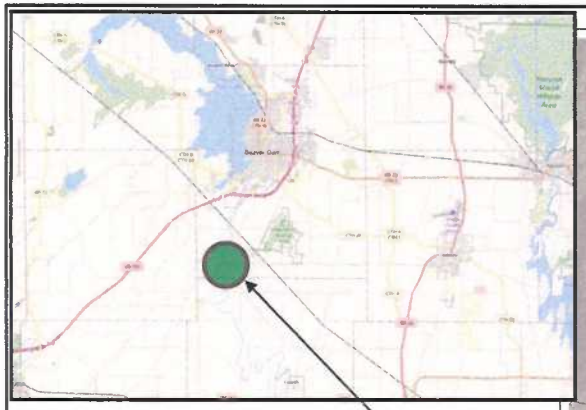
Region Approval – Project Supervisor	Date – mm/dd/yyyy
Region Approval – Planning Supervisor	Date – mm/dd/yyyy

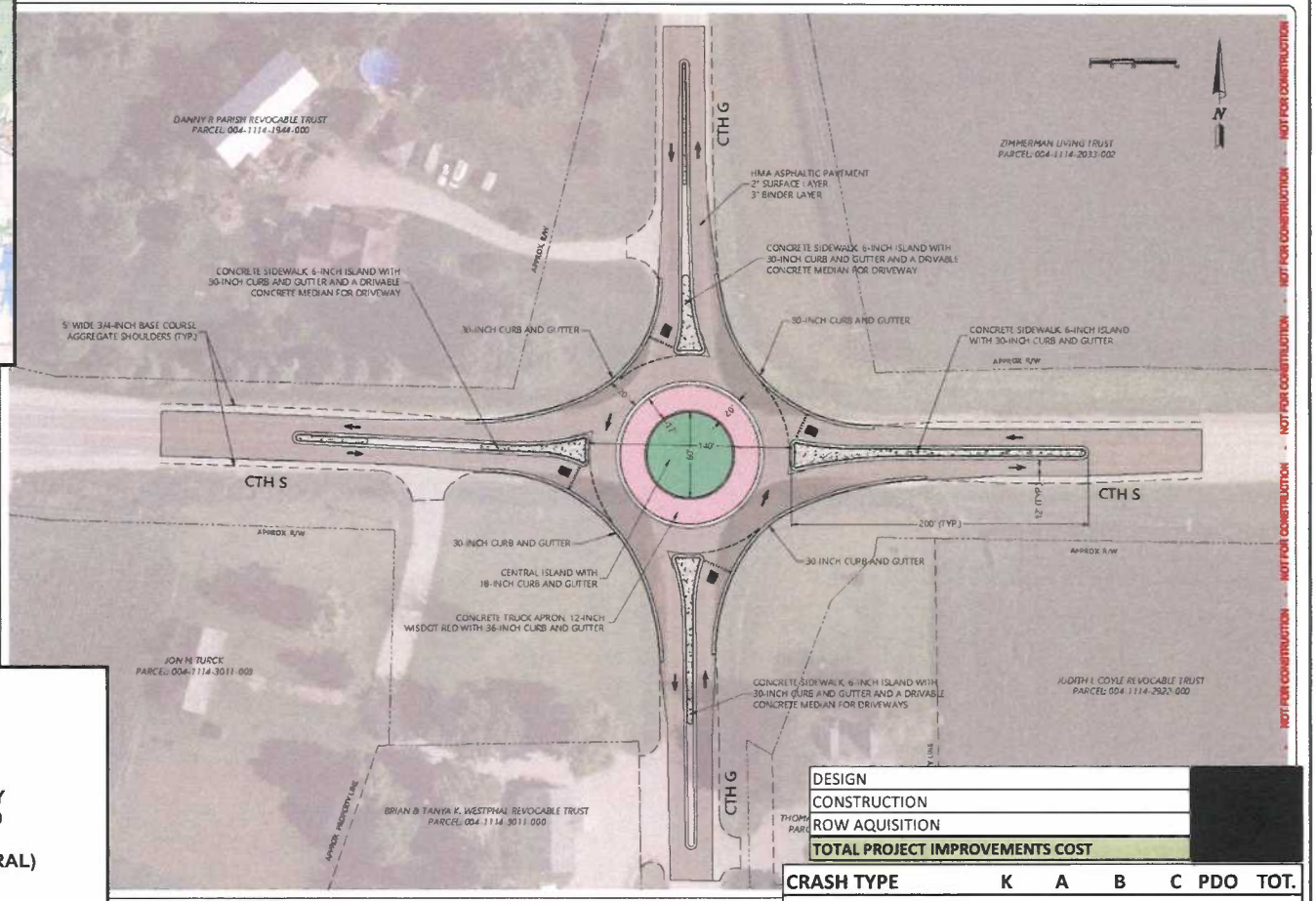
C.O. Decision ☐ Approved ☐ Disapproved

Approving Authority	Date – mm/dd/yyyy

RSM 1A

GENERAL SKETCH OF PROJECT PROPOSAL





CTH G & CTH S
RECOMMENDED IMPROVEMENTS

1. Convert intersection to single lane roundabout.

CTH G & CTH S
RECOMMENDED IMPROVEMENT
CMF values

CONVERT TWO-WAY STOP CONTROLLED INTERSECTION TO ROUNDABOUT (RURAL)
(CMF = 0.242 KA
= 0.615 BC
= 1.868 PDO)

DESIGN	
CONSTRUCTION	
ROW AQUISITION	
TOTAL PROJECT IMPROVEMENTS COST	

CRASH TYPE	K	A	B	C	PDO	TOT.
RT-ANGLE	1	1	3	3	6	14
REAR-END	0	1	0	0	0	1
TOTAL	1	2	3	3	6	15

N

CRASH SEVERITY DEFINITIONS
K = Fatality
A = Suspected Serious Injury
B = Suspected Minor Injury
C = Possible Injury
PDO = No Apparent Injury

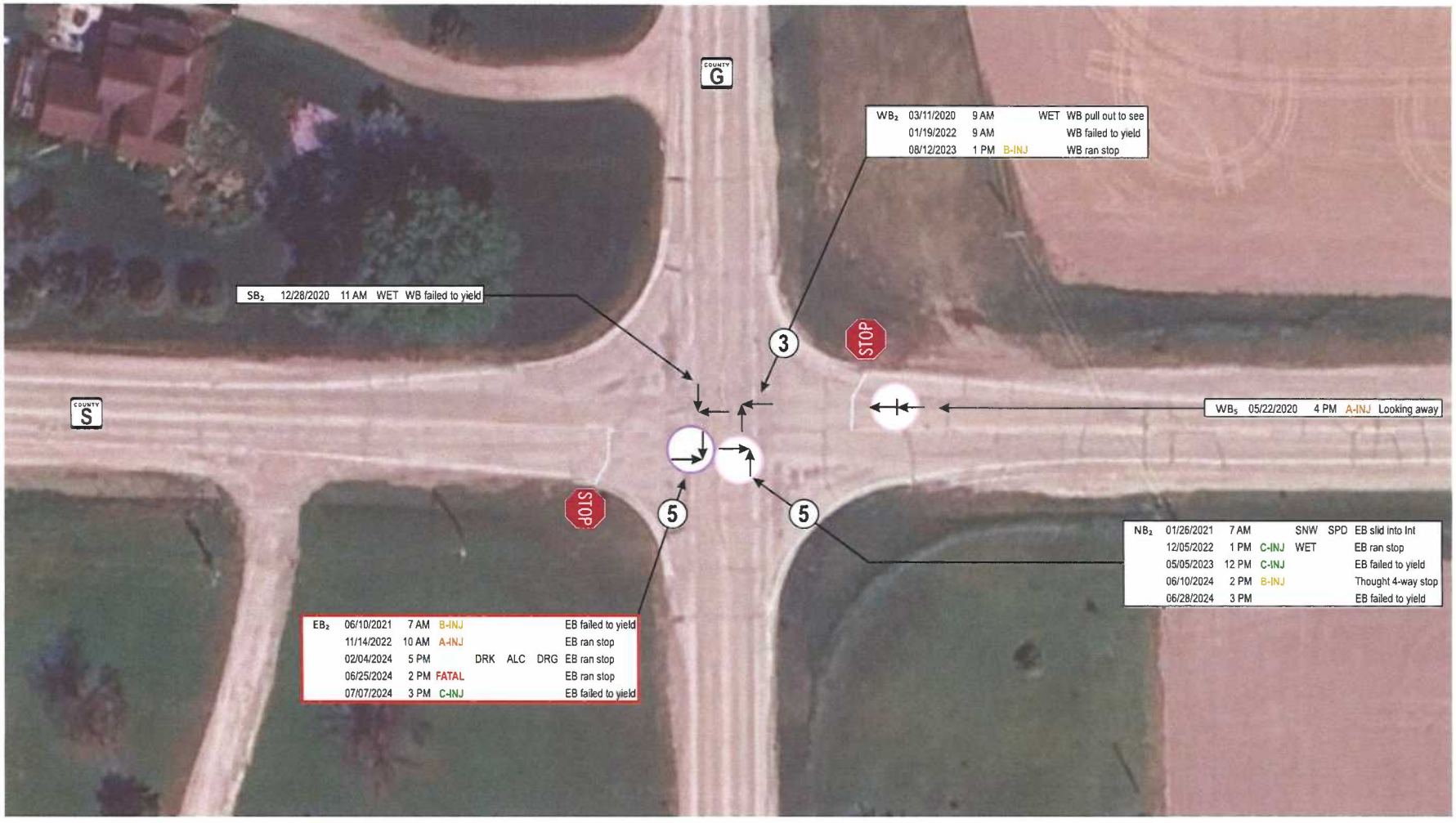
RSM 1A

CONCEPTUAL SAFETY IMPROVEMENTS

CTH G & CTH S
DODGE COUNTY, WISCONSIN

RSM 2A

COLLISION DIAGRAMS



N
NOT TO SCALE

TADI

CRASH STATISTICS

15 Crashes

1 Fatal Crash (K)
2 Suspected Serious (Type A)
3 Suspected Minor (Type B)
3 Possible (Type C)
6 No Apparent Injury

2.58 Crashes Per Million Entering Vehicles

LEGEND

FTY Failure to Yield
Moving Vehicle
Backing Vehicle
Pedestrian
Bicyclist
Parked Vehicle
Traffic Signal
Stop/Yield Sign
(T) Tree
(F) Fixed Object
(N) Non-Fixed Object
Angle (Right Angle)
Angle (Left Turn)
Angle (Right Turn)
Sideswipe-Same
Sideswipe-Opposite
Head-On
Rear-End
Out of Control
Overtake
Overturn

(#) = 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 = $7.8k (KA) $240 (B), $142k (C),$18.8k (PDO)

CRASH SEVERITY DEFINITIONS

K-Inj = Fatal Crash
A-Inj = Suspected Serious Injury Crash
B-Inj = Suspected Minor Injury Crash
C-Inj = Possible Injury Crash
= No Apparent Injury Crash

HIGHLIGHTED CRASHES

> $1,000,000 in economic loss*

> $500,000 in economic loss*

Pedestrian or bicyclist struck by vehicle

CRASH HISTORY (2020-2024)
INTERSECTION OF
CTH G & CTH S
DODGE COUNTY, WISCONSIN

RSM 3A

CRASH REPORTS

Crash Data

Corresponds to Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location:	**CTH G & CTH S**	**From:**	**1/1/2020**		
Municipality:	**Beaver Dam**	**To:**	**12/31/2024**	**Duration**	
County:	**Dodge**	**AADT:**	**3,190**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB$_1$	KFL0NQ6N01	6/10/2021	RT-ANGLE	7 AM	B						EB failed to yield
2	EB$_1$	KFL043FP3N	11/14/2022	RT-ANGLE	10 AM	A						EB ran stop
3	EB$_1$	CDL0MT1TML	2/4/2024	RT-ANGLE	5 PM			DARK	Y	Y		EB ran stop
4	EB$_1$	CDL0VB3P4J	6/25/2024	RT-ANGLE	2 PM	K						EB ran stop
5	EB$_1$	CDL0TDXVQZ	7/7/2024	RT-ANGLE	3 PM	C						EB failed to yield
6	WB$_1$	CDL0LJRP3C	3/11/2020	RT-ANGLE	9 AM		WET					WB pull out to see
7	WB$_1$	KFL0NQ6N03	1/19/2022	RT-ANGLE	9 AM							WB failed to yield
8	WB$_1$	CDL0MKMLXB	8/12/2023	RT-ANGLE	1 PM	B						WB ran stop
9	WB$_1$	CDL0LF2KRL	5/22/2020	REAR-END	4 PM	A						looking away
10	NB$_1$	CDL0LCTJNS	1/26/2021	RT-ANGLE	7 AM		SNOW				Y	EB slid into Int
11	NB$_1$	CDL0MT1TL2	12/5/2022	RT-ANGLE	1 PM	C	WET					EB ran stop
12	NB$_1$	CDL0NTWRCJ	5/5/2023	RT-ANGLE	12 PM	C						EB failed to yield
13	NB$_1$	CDL0NXCTLK	6/10/2024	RT-ANGLE	2 PM	B						Thought 4-way stop
14	NB$_1$	CDL0VLQXWD	6/28/2024	RT-ANGLE	3 PM							EB failed to yield
15	SB$_1$	CDL0KZHSKS	12/28/2020	RT-ANGLE	11 AM		WET					WB failed to yield
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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RSM 4A

SITE PHOTOS

RSM 4A
SITE PHOTOS

INTERSECTION OF CTH G AT CTH S
DODGE COUNTY, WISCONSIN

RSM 5A

ITEMIZED COST ESTIMATE

CTH G & CTH S
CONCEPTUAL COST ESTIMATE

DESIGN	[redacted]
CONSTRUCTION	[redacted]
ROW AQUISITION	[redacted]
TOTAL PROJECT IMPROVEMENTS COST	[redacted]

CONSTRUCTION IMPROVEMENTS					
ITEM	**ITEM DESCRIPTION**	**QUANTITY**	**UNIT**	**UNIT PRICE**	**TOTAL**
	REMOVALS				
1	REMOVE CULVERTS	4	EACH	[redacted]	[redacted]
2	CURB & GUTTER	400	LF		
	REMOVAL SUBTOTAL COST				
	EARTHWORK				
3	COMMON EXCAVATION (2.5' DEPTH) (250 CY EBS)	7,300	CY	[redacted]	[redacted]
	EARTHWORK SUBTOTAL COST				
	PAVEMENT ITEMS				
4	FULL DEPTH ASPHALT SAW CUT	120	LF	[redacted]	[redacted]
5	CONCRETE CURB AND GUTTER 18-INCH	200	LF		
6	CONCRETE CURB AND GUTTER 30-INCH	2,550	LF		
7	CONCRETE CURB AND GUTTER 36-INCH	310	LF		
8	CONCRETE SIDEWALK 6-INCH	4,700	SF		
9	CONCRETE TRUCK APRON 12-INCH	500	SY		
10	COLORING CONCRETE WISDOT RED	160	CY		
11	BASE AGGREGATE DENSE, 3/4-INCH (4" DEPTH)	400	TON		
12	BASE AGGREGATE DENSE, 1 1/4-INCH (12" DEPTH)	3,500	TON		
13	SELECT CRUSH MATERIAL (12" DEPTH)	5,300	TON		
14	HMA PAVEMENT	1,400	TON		
	PAVING ITEMS SUBTOTAL COST				
	ROADWAY SUBTOTAL COST				
	MISC ITEMS				
15	PAVEMENT MARKING	[redacted]	LS	% OF ROADWAY SUBTOTAL	[redacted]
16	DRAINAGE / STORM SEWER		LS	% OF ROADWAY SUBTOTAL	
17	TRAFFIC CONTROL / STAGING		LS	% OF ROADWAY SUBTOTAL	
18	EROSION CONTROL / RESTORATION		LS	% OF ROADWAY SUBTOTAL	
19	LIGHTING		LS	% OF ROADWAY SUBTOTAL	
20	SIGNING		LS	% OF ROADWAY SUBTOTAL	
21	MOBILIZATION		LS	% OF ROADWAY SUBTOTAL	
	MISC ITEMS SUBTOTAL COST				
	TOTAL ROADWAY COST				
	DESIGN AND CONSTRUCTION				
22	COST ESTIMATE CONTINGENCIES	[redacted]	LS	% OF ROADWAY	[redacted]
23	ENGINEERING DESIGN AND STATE DESIGN REVIEW		LS	% OF ROADWAY	
24	CONSTRUCTION ENGINEERING AND OVERSIGHT		LS	% OF ROADWAY	
25	STAGED CONSTRUCTION		LS	% OF ROADWAY	
	DESIGN AND CONSTRUCTION SUBTOTAL COST				
	TOTAL CONSTRUCTION COST				
	REAL ESTATE				
25	REAL ESTATE (R/W ACQUISITION)	[redacted]	AC	[redacted]	[redacted]
	REAL ESTATE SUBTOTAL COST				
	TOTAL CONSTRUCTION IMPROVEMENTS COST				
	TOTAL PROJECT COST ESTIMATE				[redacted]

NOTE: ESTIMATES ARE FOR CONCEPTUAL USE ONLY, AND ARE NOT BASED ON DETAILED FINAL DESIGNS

RSM 5A
COST ESTIMATE

CTH G & CTH S IMPROVEMENT COSTS SUMMARY
DODGE COUNTY, WISCONSIN

RSM 6A

PEF WORKSHEET AND RESULTS
(Provided by WisDOT)