

# HIGHWAY SAFETY PROJECT AGREEMENT

Wisconsin Department of Transportation  
Bureau of Transportation Safety

DT38 11/2001

<b>Project Title</b>	<b>2003 Advanced Roundabout Design Workshop</b>
<b>Agency</b>	City <input checked="" type="checkbox"/> Village <input type="checkbox"/> Town <input type="checkbox"/> <b>City of Milwaukee, DPW, Infrastructure</b>
<b>County of Jurisdiction</b>	Milwaukee
<b>Federal Employer ID Number (FEIN)</b>	39-6005532
<b>Agency Head or Authorizing Official—Name</b>	Mariano A. Schifalacqua
<b>Title</b>	Commissioner of Public Works
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## FOR BOTS USE

<b>Date Draft Rec'd:</b>		<b>Date Executed Agreement Rec'd:</b>	
<b>Begin Date:</b>		<b>End Date:</b>	
<b>Federal Identifier</b>		<b>CFDA Number:</b>	
<b>Amount</b>	\$		
<b>Project Number</b>		<b>Revenue Project ID Number:</b>	
<b>Appropriation</b>			
<b>Object Code(s)</b>			
<b>Vendor Number</b>			
<b>County-Muni Code</b>			
<b>Payee</b>			
<b>Databases:</b>	Equipment Inventory <input type="checkbox"/> Enf Monitoring <input type="checkbox"/> Training <input type="checkbox"/> PI&E Monitoring <input type="checkbox"/> Other <input type="checkbox"/>		

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WISCONSIN DEPARTMENT OF TRANSPORTATION

BUREAU OF TRANSPORTATION SAFETY

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## Instructions for Completing Page 2

**Please use the following outline provided. Feel free to add more pages if necessary.**

**ISSUE IDENTIFICATION:** Describe the specific highway safety issue this activity is designed to correct or affect. Provide information to support the need for this project.

**Example:** "Over the past four years, the 5 to 14 year-old age group was involved in 31% of all pedestrian crashes. The two leading causes of pedestrian crashes are pedestrians emerging from between parked cars and motorists failure to yield in school zones."

**GOAL & OBJECTIVES:** A goal describes the long-term target of this program

**Example:** "The goal of this project will be to raise awareness of pedestrian safety for both pedestrians and drivers and reduce crash injuries and fatalities in the 5 to 14 age group."

Objectives are specific, measurable statements of expected results of activity (changes in behavior, knowledge, attitudes, opinions, or some outcome), which contributes to the achievement of the goal. They can be written in one-sentence statements in the following format:

**To / action verb / result / measurement / time**

**Example:** "To reduce crash fatalities and injuries in the 5 to 14 year old age group in Community name from 31% to 26% by August 30, 2002."

**PROJECT DESCRIPTION/WORK PLAN:** Describe the activities and procedures you will undertake to complete each objective. Be sure to include who will do what; a timeline of the activity; anticipated number of participants, or population reached; and any other pertinent information.

**Example:** "In an effort to reduce crash fatalities and injuries in the 5 to 14 year old age group in Community name, a radio PSA will be developed to provide information about school zone safety issues. The intent of the PSA will be to raise drivers' awareness of pedestrians who might dart into the street. This will increase the probability of the drivers seeing pedestrians and yielding to them. The school district will aid in educational efforts through classroom lessons and PTA meetings."

"Coordinator will identify existing radio PSA's and contract for adaptation or creation of new radio PSA's directed at motorists and/or parents about pedestrian safety, especially in school zones by March 31, 2002."

"Community name's Officer Friendly will make presentations regarding pedestrian safety at all grade school classes by April 15<sup>th</sup>, 2002."

**EVALUATION:** Describe the process that will be used to measure this activity in achieving the objectives.

Did you complete the work plan? Provide a brief description of the results of your work plan. What elements were successful? What wasn't successful? Did you change the attitudes, opinions, knowledge or behavior of participants? Was the desired outcome reached; did you make your goal?

**Example:** Coordinator will administer a before and after knowledge (or attitude) test (written or verbal) to determine which pieces of information or which attitudes changed due to project activity

**DELIVERABLES:** Describe what items will be produced as a result of project activity (final report, invoice form, match report form, project or activity reports, outcome reports, PI&E products, analysis, training lesson plans, etc.); who's responsible for producing the items, and what date(s) each will be delivered to BOTS.

# HIGHWAY SAFETY PROJECT AGREEMENT

WISCONSIN DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRANSPORTATION SAFETY  
DT38 11/2001

## FUNDING REQUEST

**NAME OF PROJECT: 2003 Advanced Roundabout Design Workshop**

**AGENCY NAME: City of Milwaukee, Public Works Department**

**ISSUE IDENTIFICATION:** The design of high-capacity modern roundabouts is handicapped by the lack of capacity evaluation models except for the two that have been developed in Great Britain. The British Transport and Road Research Laboratory developed a unified formula based on capacity data from 86 sites. The RODEL and ARCADY design software are based on this unified capacity formula. Mr. Robert Barry Crown developed the the RODEL capacity software.

The effects of the geometric factors fall into a distinct hierarchy and the more significant of these will be presented and illustrated in workshop case studies to provide the designer with an appreciation of their importance to the capacity and safety of modern roundabout operation. Safety is a primary consideration in the design evaluation process which is typically and iterative one.

The designs of modern roundabouts have evolved since 1966 in Britain, Australia, and other countries to include the United States. Experiences in the United States show a reduction in crashes after building a roundabout of about 37 percent for all crashes and 51 percent for injury crashes.

Mr. Crown has been involved in refining the designs of modern roundabouts in the United States prior to construction and after construction. The recent revisions to the Clearwater, FL roundabout have been especially noteworthy in relation to crash reductions. Mr. Crown will make reference to the Clearwater, FL roundabout revisions in his case studies.

High capacity modern roundabouts must be designed with full recognition and appreciation of the critical geometric features discovered in the British research cited above. RODEL provides a quick method of checking the modifications to geometry and the corresponding impact on capacity.

**GOAL & OBJECTIVES:** The goal of this project is to provide hands-on design experience by conducting a three-day workshop in Waukesha, WI for engineers and planners on the design and capacity evaluation of multilane roundabouts by October 31st, 2002. An area that will be discussed is the marketing of roundabouts to the public.

**PROJECT DESCRIPTION/WORK PLAN:** The City of Milwaukee, Department of Public Works, Infrastructure Services Division- Transportation Section will contract with Mr. Robert Barry Crown, Rodel Software Ltd. and Staffordshire County Council, Stoke-on-Trent, United Kingdom to present a three-day training session at the County Inn Hotel by October 31, 2002.

**Curriculum:**

**Day 1:**

**8:00 - 9:00** Introduction and Marketing of Roundabouts to the Public  
**9:00 - 10:15** The Design Problem  
**10:15 - 10:30** Morning Break  
**10:30 - 12:00** Geometry and Capacity  
**12:00 - 1:00** Lunch  
**1:00 - 2:00** Measures of Performance  
**2:00 - 3:00** Capacity Exercises 1-7 (RODEL)  
**3:00 - 3:15** Afternoon Break  
**3:15 - 5:00** Capacity Exercises 1-7 (RODEL) continued

**Day 2:**

**8:00 - 9:00** Safety - Controlling Speed  
**9:00 - 10:00** Safety - General  
**10:00 - 10:15** Morning Break  
**10:15 - 12:00** Case Studies  
**12:00 - 1:00** Lunch  
**1:00 - 1:15** Capacity Exercise 8 (RODEL)  
**1:15 - 3:00** Design Task 1 - Simple single lane Roundabout  
**3:00 - 3:15** Afternoon Break  
**3:15 - 5:00** Design Task 1 - Simple single lane Roundabout continued

**Day 3:**

**8:00 - 10:00** Design Task 2 - Simple two lane Roundabout  
**10:00 - 10:15** Morning Break  
**10:15 - 12:00** Design Task 2 - Simple two lane Roundabout continued  
**12:00 - 1:00** Lunch  
**1:00 - 3:00** Design Task 3 - Complex two/three lane Roundabout  
**3:00 - 3:15** Afternoon Break  
**3:15 - 4:30** Design Task 3 - Complex two/three lane Roundabout continued  
**4:30 - 5:00** Discussion/Closing

**EVALUATION:** The coordinator will administer a before and after written test to determine the transfer of modern roundabout design principles and practices needed to safely design multilane roundabouts.

**DELIVERABLES:**

- 1. The workshop pretest and posttest summary will be submitted by November 15, 2002.**
- 2. The workshop final report, which shall include a list of attendees, will be submitted by November 15, 2002.**

**BUDGET:** (must relate to work plan)

	<b>Federal Share</b>	<b>Local Share</b>
Personnel Costs		\$24,000
Travel & Training		
Contractual Services	\$5,350	
Materials & Supplies	\$ 650	
Workshop Fees		\$ 7,500
<b>TOTAL COST</b>	<b>\$6,000</b>	<b>\$31,500</b>

**SELF SUFFICIENCY STATEMENT** = explanation of how this projects goal will be continued when BOTS funding ends. This project will serve to either provide documentation of success of this lawn sign program and thus spur on further efforts or will serve as documentation that this type of project may not be fruitful and funds spent on this type of activity may not meet with success if following the same plan.

**DELIVERABLES:**

1. The Final Report will be submitted within 15 days of project completion.
2. Submission of materials related to project, determined by partners.

(item)Quarterly progress report (Not Applicable) (date)Not Applicable

(item)Final report and pretest & posttest summary. (date)11-15-02

(item)Financial claim (date)11-15-02

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**Instructions for Certification**

1. By signing and submitting this proposal, the prospective low tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which the transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transaction. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Non-procurement list.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this on, in addition to other remedies available to the Federal government, the department of agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION - LOWER TIER COVERED TRANSACTIONS:**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statement in this certification, such prospective participants shall attach an explanation to this proposal.

SIGNED:

Mariano Schifalacqua  
(Agency Head or Authorizing Official)

(date)

8/28/02

(date)

(Director, Bureau of Transportation Safety)

## 2003 Advanced Roundabout Design Workshop

		<b>Budget</b>	<b>Actual</b>
Milwaukee Workshop – October 23-25, 2002			
Facility Cost:	\$ 600		
Breaks & Lunch:	\$ 2,900		
		<b>Sub-Total</b>	<b>\$</b>
		\$ 3,500	\$
Presenters:			
Course Fee:	\$ 8,200	\$ 8,200	\$
Workshop Speaker	\$ 150	\$ 150	
Mailer Printing & Postage Allowance:			
		\$ 650	\$
Workshop Notebook & Printing Allowance			
		\$ 1,000	\$
		<b>TOTAL</b>	<b>\$</b>
		\$13,500	\$

### Roundabout Design Workshop Fees:

Government Engineers:	20 @ \$100	\$ 2,000	@ \$100	\$
Consulting Engineers	15 @ \$250	\$ 3,750	@ \$250	\$
Out-of-State Engineers	5 @ \$350	\$ 1,750	@ \$350	\$
		\$ 7,500		\$
		<b>NET TOTAL</b>	<b>\$ 6,000</b>	<b>\$</b>

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