



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.

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

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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 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.

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

Wisconsin Department of Transportation DT1501

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

1. PROJECT LOCATION

Name of Road/Intersection Hampton Avenue & Santa Monica Boulevard			Highway Number
County Milwaukee	City of	Village of Whitefish Bay	Town of
Native Nation	Name of the Metropolitan Planning Organization (MPO) the project is represented by Southeastern Wisconsin MPO		
Did the project complete the Safety Certification Process (state highways only)? <input type="checkbox"/> Yes <input type="checkbox"/> No			
Is the project located on a connecting highway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Is the project located on a local roadway? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
What area type is the project? <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural			

2. SEGMENT INFORMATION

Current Annual Average Daily Traffic E leg = 5,500 vpd W leg = 13,900 vpd N leg = 6,500 vpd S leg = 9,100 vpd	Project Length (miles) Functional area of intersection
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3. INTERSECTION INFORMATION

Existing Traffic Control <input type="checkbox"/> Yield Control <input type="checkbox"/> One-Way Stop-Control <input type="checkbox"/> Two-Way Stop-Control <input type="checkbox"/> All-Way Stop-Control <input checked="" type="checkbox"/> Traffic Signal <input type="checkbox"/> Roundabout <input type="checkbox"/> Other (List):	Entering Vehicle Volume 17,500 vpd	Pedestrian/Bicycle Volume (if available) High
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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. Describe any relevant crash history resulting from existing hazards or deficiencies.

The intersection of Hampton Avenue and Santa Monica Boulevard, located in the Village of Whitefish Bay, has experienced a history of severe left-turn angle crashes. One (1) A-level, two (2) B-level, and one (1) property damage only (PDO) left-turn angle crashes have occurred at this intersection in the five year period from 2019 through 2023, including one involving a pedestrian (A-level crash). In addition to the four (4) left-turn angle crashes, five (5) right-angle crashes have occurred in the same period.

Traffic signal poles in the north leg and south leg medians have been struck three (3) times in the past five years, while the traffic signal pole in the northeast quadrant has been struck one (1) time. Signs in the east leg median have been struck two (2) times.

There are many contributing factors to the frequency and severity of the crashes, including the lack of protected left-turning movements, older traffic signal equipment, no signal heads present over the northbound and southbound lanes, signal poles being in the medians on the north and south legs. For pedestrians, there are no high-visibility crosswalks and the curb ramps are not up to ADA standards.

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

Wisconsin Department of Transportation DT1501

5. PROPOSED IMPROVEMENT

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

It is proposed to update all traffic signals, including new poles to provide signal heads with retro-reflective backplates over each approach lane, install new controller/cabinet, install new video vehicle detection, install audible push buttons, install new emergency vehicle preemption, and replace all conduit/wiring/pull boxes.

It is also proposed to add left-turn protection to all left-turn movements via new left-turn signal heads. Signal heads with flashing yellow capabilities are requested because they can operate in protected-only mode, as proposed, but offer more flexibility for accommodating future travel demands and incorporating features like adaptive protected phasing for pedestrians.

Geometric improvements include pavement repair, friction treatment via concrete grooving, and curb bumpouts (where feasible) with ADA compliant curb ramps and high-visibility crosswalks.

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.

Adding left-turn protection should virtually eliminate the left-turn crashes this intersection has experienced (0.01 CMF ID: 333), including the vehicle/vehicle left-turn crashes and the vehicle/pedestrian, like the pedestrian A-level crash that occurred at this intersection in 2021. Based on the details of the A-level pedestrian crash, if this intersection operated with left-turn protected-only movements, it is highly unlikely that a crash like that could occur because there no longer would be a conflicting permissive left-turn movement with a walk phase.

Adding retro-reflective backplates to all signal heads (0.85 CMF ID: 1410) and signal heads over each approach lane will increase the traffic signal visibility, which should reduce all crash types, particularly ones where drivers disregard the traffic control (there were three). Crashes where drivers disregard traffic control can often be severe.

The proposed geometric improvements of pavement repair, friction treatment, and curb bumpouts are expected to reduce the likelihood of crashes in inclement weather (there were five) and better serve pedestrians by shortening their crossing distances. Furthermore, the curb ramps will be updated to ADA compliant designs and high-visibility crosswalks will be added to all four crosswalks, which will assist pedestrians in crossing at the intersection by decreasing their crash risk. In addition, removing median-located traffic signal poles will reduce the likelihood of the poles being struck.

Operationally, a traffic signal is a viable alternative at this intersection, so no other traffic control alternatives were investigated.

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

	Prelim. Engineering/ Design <i>(include state review)</i>	Real Estate	Major Construction Items <i>(include Const. Engineering, Mobilization, and Contingencies)</i>	Other Costs	TOTAL
SFY2024					
SFY2025					
SFY2026	\$146,092				\$146,092
SFY2027		\$50,000			\$50,000
SFY2028			\$1,272,502		\$1,272,502
SFY2029					
TOTAL	\$146,092	\$50,000	\$1,272,502		\$1,468,594
HSIP Funding Requested? (Yes/No) *	Yes	No	Yes	Yes or 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

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

Wisconsin Department of Transportation DT1501

7. CONTACT INFORMATION

Primary Contact Person and Agency Name Matthew Collins	Title Director of Public Works
Address 155 W. Fairmount Avenue	(Area Code) Telephone Number (414)962-6690 ext. 114
City, State, ZIP Code Whitefish Bay, WI 53217	Municipality Village of Whitefish Bay

8. SIGNATURE OF LOCAL APPROVING AUTHORITY

X <i>Matthew Collins</i>	08/15/2024
(Signature of Local Approving Authority)	(Date – mm/dd/yyyy)

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

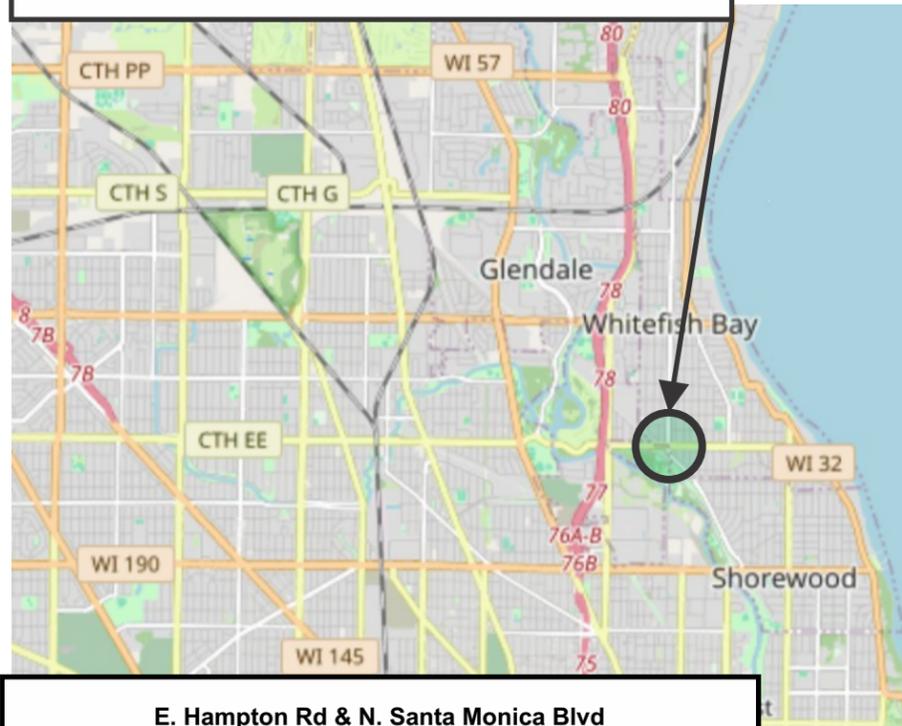
A. Environmental Documentation Type <input type="checkbox"/> Environmental Impact Statement <input type="checkbox"/> Categorical Exclusion <input type="checkbox"/> Environmental Assessment <input type="checkbox"/> Planning Studies <input type="checkbox"/> Other:	B. HSIP Work Type
C. Functional Class	D. PEF
E. Is this project location identified in one of the Statewide Safety Initiatives (If yes, select all that apply)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Cross Median Crashes (CMC) <input type="checkbox"/> High Risk Rural Roads (HRRR) <input type="checkbox"/> INSS-Rural <input type="checkbox"/> INSS-Urban <input type="checkbox"/> Location of Interest Report (LOIR) <input type="checkbox"/> Horizontal Curve Initiative <input type="checkbox"/> Other (List):	
F. Which Strategic Highway Safety Plan (SHSP) goal(s) are addressed by this request (Select all that apply)? <input type="checkbox"/> Improve Safety Culture, Safety Data, Safety Technology <input type="checkbox"/> Reduce Driver Distraction/Improve Driver Alertness <input type="checkbox"/> Reduce Alcohol & Drug-Impaired Driving <input type="checkbox"/> Reduce the Incidence and Severity of Motorcycle Crashes <input type="checkbox"/> Improve Non-Motorist Safety <input type="checkbox"/> Increase Occupant Protection <input type="checkbox"/> Improve Safety of Intersections <input type="checkbox"/> Reduce Lane Departure Crashes <input type="checkbox"/> Improve Work Zone Safety <input type="checkbox"/> Curb Aggressive Driving/Reduce Speed-Related Crashes <input type="checkbox"/> 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 <input type="checkbox"/> Approved <input type="checkbox"/> Disapproved	
Approving Authority	Date – mm/dd/yyyy

RSM 1A

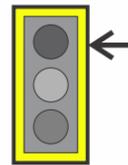
GENERAL SKETCH OF PROJECT
PROPOSAL

E. Hampton Rd & N. Santa Monica Blvd RECOMMENDED IMPROVEMENTS

1. Yellow Retro-Reflective Backplates
2. Protected left-turns
3. Signal heads over each lane
4. Audible pedestrian push buttons
5. High-visibility crosswalks
6. Curb bumpouts
7. ADA compliant curb ramps
8. Pavement friction



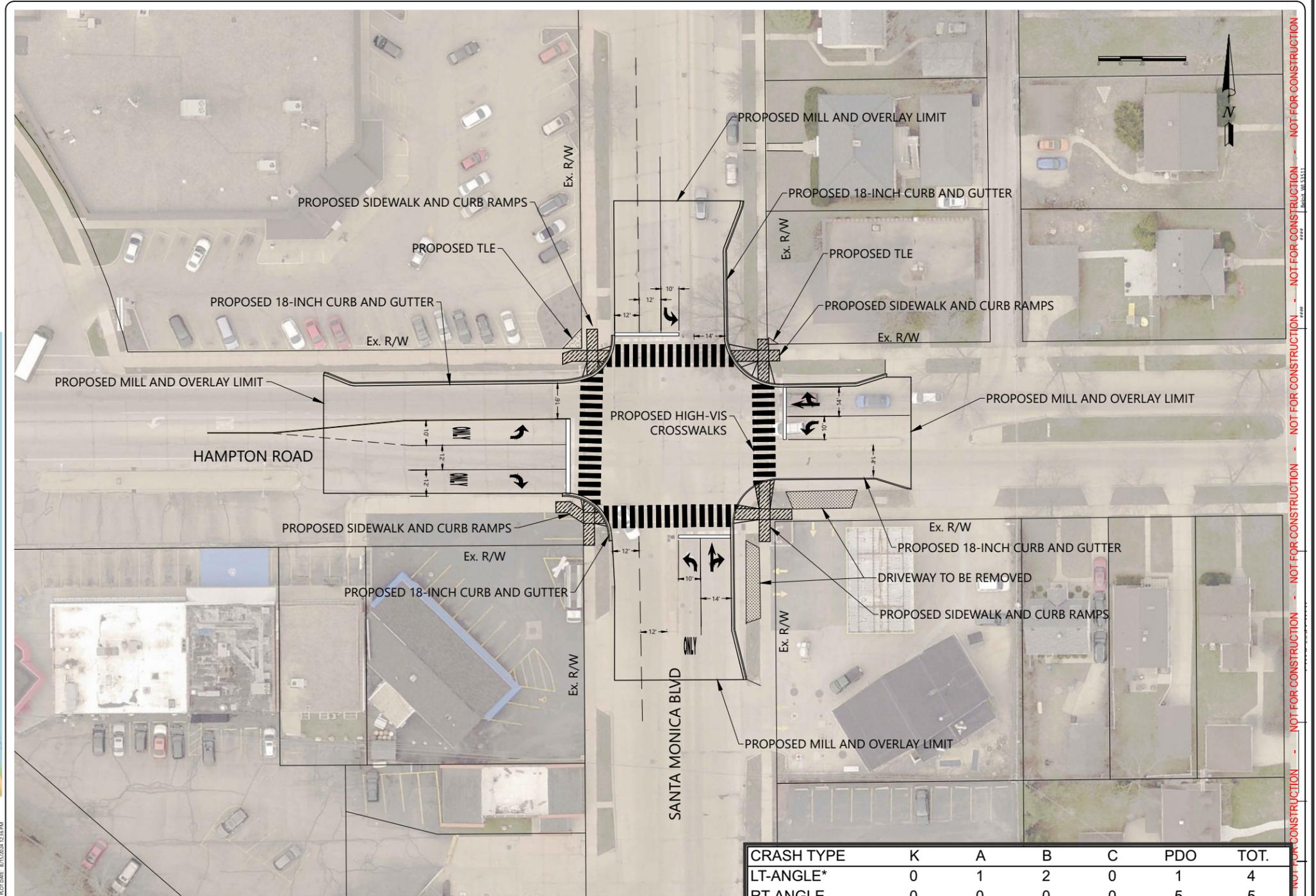
E. Hampton Rd & N. Santa Monica Blvd RECOMMENDED IMPROVEMENT CMF values



YELLOW RETRO-REFLECTIVE
BACKPLATES
(CMF = 0.85)



PROTECTED
LEFT-TURNS
(CMF = 0.01 left-turns)



E. Hampton Road & N. Santa Monica Blvd

DESIGN	\$146,092.00
CONSTRUCTION	\$1,272,502.00
ROW AQUISITION	\$50,000.00
TOTAL PROJECT IMPROVEMENTS COST	\$1,468,594.00

CRASH TYPE	K	A	B	C	PDO	TOT.
LT-ANGLE*	0	1	2	0	1	4
RT-ANGLE	0	0	0	0	5	5
REAR-END	0	0	0	0	2	2
SIDE-SWIPE-SAME	0	0	0	0	1	1
FIXED-OBJECT	0	0	0	0	6	6
DRIVEWAY-RELATED	0	0	0	0	1	1
TOTAL	0	1	2	0	16	19

*One driver making permissive left-turn struck a pedestrian in the crosswalk with WALK indicated



CRASH SEVERITY DEFINITIONS

- K = Fatality
- A = Suspected Serious Injury
- B = Suspected Minor Injury
- C = Possible Injury
- PDO = No Apparent Injury

RSM 2A

COLLISION DIAGRAMS



*Driver making left turn during permissive left-turn phase struck a pedestrian that had a WALK indication. The pedestrian was severely injured.

CRASH STATISTICS

19 Crashes

0.59 Crashes Per Million Entering Vehicles

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

LEGEND

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

= 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 = \$684k (KA), \$217k (B), \$123k (C), \$10.8k (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

Large Purple Circle	> \$1,000,000 in economic loss*
Medium Purple Circle	> \$500,000 in economic loss*
Light Blue Circle	Pedestrian or bicyclist struck by vehicle

**CRASH HISTORY (2019-2023)
INTERSECTION OF
HAMPTON RD & SANTA MONICA BLVD
WHITEFISH BAY, WISCONSIN**

RSM 3A

CRASH REPORTS

RSM 4A

SITE PHOTOS



EB view of intersection



NB view of intersection



Existing Signal and Ped Countdown Timer



WB view of intersection



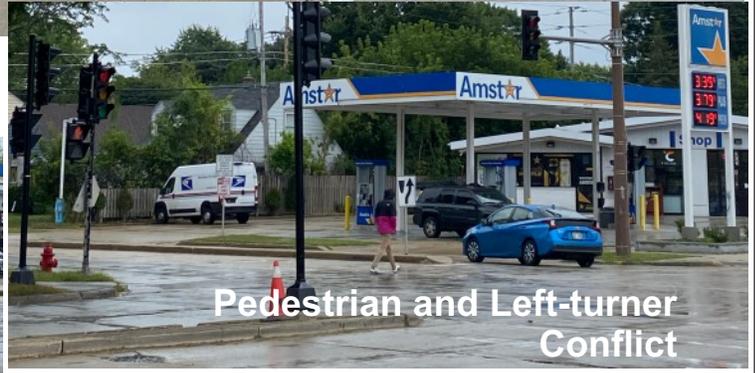
SB view of intersection



Existing Curb Ramp and Crosswalks



Pedestrian w/Cane



Pedestrian and Left-turner Conflict

RSM 4A
SITE PHOTOS

INTERSECTION OF E. HAMPTON RD & N. SANTA MONICA BLVD
WHITEFISH BAY, WISCONSIN

RSM 5A

ITEMIZED COST ESTIMATE

E. HAMPTON RD & N. SANTA MONICA BLVD CONCEPTUAL COST ESTIMATE

DESIGN	\$146,092.00
CONSTRUCTION	\$1,272,502.00
ROW AQUISITION	\$50,000.00
TOTAL PROJECT IMPROVEMENTS COST	\$1,468,594.00

TRAFFIC SIGNAL IMPROVEMENTS					
ITEM	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Controller and cabinet	1	EACH	\$ 31,000.00	\$ 31,000.00
2	Overhead vehicular signal indications and monotube poles including left-turn arrows and street lights if required	4	EACH	\$ 32,000.00	\$ 128,000.00
3	Other new poles and indications including street lights	4	EACH	\$ 12,000.00	\$ 48,000.00
4	Reflective backplates	20	EACH	\$ 300.00	\$ 6,000.00
5	Remove and reinstall pedestrian countdown timers	8	EACH	\$ 1,000.00	\$ 8,000.00
6	Audible/ADA compliant pedestrian push buttons	8	EACH	\$ 650.00	\$ 5,200.00
7	Emergency Vehicle Pre-emption	1	EACH	\$ 12,000.00	\$ 12,000.00
8	Video vehicle detection	1	LS	\$ 42,000.00	\$ 42,000.00
9	Wiring, conduit, pull boxes, site restoration	1	LS	\$ 100,000.00	\$ 100,000.00
10	Temporary traffic signals	1	LS	\$ 80,000.00	\$ 80,000.00
11	Misc. Signing & Pavement Marking (% of construction items)	5	%		\$ 23,010.00
12	Mobilization & traffic control (% of construction items)	10	%		\$ 46,020.00
13	Construction contingencies (% of construction items)	15	%		\$ 69,030.00
14	Engineering Design and State Design Review (% of all construction, including mobilization, traffic control, and contingencies)	12	%		\$ 71,791.00
15	Construction Engineering and Oversight (% of all construction, including mobilization, traffic control, and contingencies)	15	%		\$ 89,739.00
TRAFFIC SIGNAL IMPROVEMENTS COST					\$ 759,790.00
REAL ESTATE					
16	REAL ESTATE (R/W ACQUISITION)	1	LS	\$ 50,000.00	\$ 50,000.00
REAL ESTATE SUBTOTAL COST					\$ 50,000.00
TOTAL TRAFFIC SIGNAL IMPROVEMENTS COST					\$ 809,790.00
INTERSECTION GEOMETRIC IMPROVEMENTS					
ITEM	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
REMOVALS					
1	REMOVING CURB & GUTTER	550	LF	\$ 20.00	\$ 11,000.00
2	REMOVING SIDEWALK	110	SY	\$ 20.00	\$ 2,200.00
3	REMOVING CONCRETE PAVEMENT	1,200	SY	\$ 15.00	\$ 18,000.00
4	CONCRETE MILLING	2,500	SY	\$ 5.00	\$ 12,500.00
REMOVAL SUBTOTAL COST					\$ 43,700.00
EARTHWORK					
5	COMMON EXCAVATION	400	CY	\$ 50.00	\$ 20,000.00
EARTHWORK SUBTOTAL COST					\$ 20,000.00
PAVEMENT ITEMS					
6	FULL DEPTH CONCRETE SAW CUT	3000	LF	\$ 3.00	\$ 9,000.00
7	CONCRETE CURB AND GUTTER 18-INCH	550	LF	\$ 35.00	\$ 19,250.00
8	CONCRETE PAVEMENT, 8-INCH	700	SY	\$ 100.00	\$ 70,000.00
9	DRILLED DOWEL BARS	4600	EACH	\$ 14.00	\$ 64,400.00
10	DRILLED TIE RODS	650	EACH	\$ 12.00	\$ 7,800.00
11	CONCRETE SIDEWALK 4-INCH	500	SF	\$ 12.00	\$ 6,000.00
12	CONCRETE SIDEWALK 6-INCH & DETECTABLE WARNING	450	SF	\$ 20.00	\$ 9,000.00
13	BASE AGGREGATE DENSE, 1 1/4-INCH (12" DEPTH)	1100	TON	\$ 25.00	\$ 27,500.00
14	HMA PAVEMENT	375	TON	\$ 120.00	\$ 45,000.00
PAVEMENT ITEMS SUBTOTAL COST					\$ 257,950.00
ROADWAY SUBTOTAL COST					\$ 321,650.00
MISC ITEMS					
15	PAVEMENT MARKING	7	LS	% OF ROADWAY SUBTOTAL	\$ 22,515.50
16	DRAINAGE / STORM SEWER	10	LS	% OF ROADWAY SUBTOTAL	\$ 32,165.00
17	TRAFFIC CONTROL / STAGING	20	LS	% OF ROADWAY SUBTOTAL	\$ 64,330.00
18	EROSION CONTROL / RESTORATION	5	LS	% OF ROADWAY SUBTOTAL	\$ 16,082.50
19	SIGNING	2	LS	% OF ROADWAY SUBTOTAL	\$ 6,433.00
20	MOBILIZATION	10	LS	% OF ROADWAY SUBTOTAL	\$ 32,165.00
MISC ITEMS SUBTOTAL COST					\$ 173,691.00
TOTAL ROADWAY COST					\$ 495,341.00
DESIGN AND CONSTRUCTION					
21	COST ESTIMATE CONTINGENCIES	10	LS	% OF ROADWAY	\$ 49,534.10
22	ENGINEERING DESIGN AND STATE DESIGN REVIEW	15	LS	% OF ROADWAY	\$ 74,301.15
23	CONSTRUCTION ENGINEERING AND OVERSIGHT	8	LS	% OF ROADWAY	\$ 39,627.28
DESIGN AND CONSTRUCTION SUBTOTAL COST					\$ 163,462.53
TOTAL CONSTRUCTION COST					\$ 658,803.53
TOTAL PROJECT COST ESTIMATE					\$ 1,468,593.53
NOTE: ESTIMATES ARE FOR CONCEPTUAL USE ONLY, AND ARE NOT BASED ON DETAILED FINAL DESIGNS					

**RSM 5A
COST ESTIMATE**

**E. HAMPTON RD & N. SANTA MONICA BLVD IMPROVEMENT COSTS SUMMARY
WHITEFISH BAY, WISCONSIN**

RSM 6A

PEF WORKSHEET AND RESULTS
(Provided by WisDOT)