

*Wisconsin Department of Transportation (WisDOT)*  
**Stand-alone Signals and ITS Program**  
**FY17 Project Application Form**  
**GENERAL INSTRUCTIONS**

APPLICATIONS DUE: **FEBRUARY 16, 2016**

Please upload applications to the SharePoint site under your Region  
(<https://wisdot.sharepoint.com/sites/dtsd/bto/its-sig/2017/SitePages/Home.aspx>).

Each Region requesting funds from the Stand-alone Signals and ITS Program must submit the following information:

- Stand-alone Signals and ITS Program Region Ranking Spreadsheet (one per Region)
- Completed Stand-alone Signals and ITS Program FY17 Project Application Forms (one for each project request)
- Any supporting materials deemed necessary by the Region

**FY17 Project Application Form:** Each FY17 Project Application Form shall be completed entirely to be considered:

- Box 1** Fill in those areas that are applicable to your project. Provide a project name to be used consistently when referring to the proposed 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.” A proposed project may involve multiple improvement locations; if this is the case, indicate the corridor or the general area of the proposed project. More specific information should be provided in the project description.
- Box 2** Identify and describe area of improvement needed.
- Box 3** Describe the project in as much detail as possible. A good, detailed, description explaining how the project will address the identified need(s) is essential for application review and evaluation.
- Box 4** If your project will be constructed in phases throughout multiple years, then provide the project costs in the appropriate year and describe each in your proposed improvement statement. List major construction items and associated estimates such as new traffic signal installation, intersection channelization. Project expense is considered during the evaluation of the projects. Therefore, **ALL COSTS** (including design, utilities and R/E) should be provided regardless of whether Program funds will be used for all elements of the project.
- Box 5** Complete the various questions as they relate to the proposed project. This information will help determine need and may help with ranking of projects among regions.
- Box 6** Provide contact information for application sponsor’s primary contact person. Application must be signed by the regional operations chief to commit funds and certify as to the answers provided in the application.

**Supporting Materials:** Each completed application shall include the following, *if applicable*:

- Map of location
- General Sketch of Project Proposal or site photo(s). *An adequate sketch is the minimum requirement. Preliminary plan layout sheets or study reports should be provided if available.*
- Warrant Documentation, required **only** for proposals to install new traffic signals (example worksheet available upon request. Ref: Manual on Uniform Traffic Control Devices [MUTCD], Part IV, Sec C).
- Completed Traffic Control Signal Approval Request form DT1199 (Required for all proposals to install new traffic signals on the State Trunk Highway System, including Connecting Highways and ramp terminals).
- Systems Engineering Analysis. *A SEA may need to be completed for certain types of projects funded by this Program.*

**Submittal Instructions & General Questions:**

<p><u>Questions on application process and Program contact:</u>  David Karnes  <a href="mailto:David.Karnes@dot.wi.gov">David.Karnes@dot.wi.gov</a>  Bureau of Traffic Operations  433 W. St. Paul Ave, Suite 300, Milwaukee, WI 53203  (414) 220-6804</p>	<p><u>Submit the application and materials to:</u>  Upload all application materials to the SharePoint site under your Region  (<a href="https://wisdot.sharepoint.com/sites/dtsd/bto/its-sig/2017/SitePages/Home.aspx">https://wisdot.sharepoint.com/sites/dtsd/bto/its-sig/2017/SitePages/Home.aspx</a>).</p>
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**Stand-alone Signals and ITS Program**  
**FY17 Project Application Form**

**1. Project Description**

PROJECT NAME Northeast Region CCTV's		
FILE NAME (AA_BBBB_FY17 Standalone Program App_CCC.docx)* 03_Northeast_Region_CCTV_FY17 Standalone Program App 20160209.Docx		03_Northeast_Region_CCTV_FY17_Standalone_Program_App_20160209.docx
*File should be named consistently with the following nomenclature: AA=Project Regional Rank; BBBB=Project Name; CCC=Date.		
NAME OF ROAD/INTERSECTION <i>I-41, I-43, WIS 54/57</i>		HWY NO. <i>I-41, I-43, WIS 54/57</i>
COUNTY <i>Various</i>	CITY/TOWN <i>Various</i>	REGION <i>Northeast</i>

**2. Identification of Needs**

Identify which area for improvement the need falls under:	
<input type="checkbox"/> 1. New Signal Installation	Procurement and installation of controllers, bases and signals
<input type="checkbox"/> 2. Signal Replacement	Replacement of signals including geometric improvements and upgrades for FY17 construction
<input type="checkbox"/> 3. Signal Rehabilitation	Upgrade, install or replace detection, controllers, battery backup, etc.
<input type="checkbox"/> 4. Signal Retrofit	Procure and install monotubes, procure and install flashing yellow arrows, safety improvements not requiring major construction and adaptive signal systems.
<input type="checkbox"/> 5. Signal Retiming	Data collection, evaluation, prepare signal timing plan, develop and implement corridor coordination plan to support 3 and 5 year timing schedule
<input type="checkbox"/> 6. LED Signal Replacement*	Procure and install all materials for annual LED signal 7 year replacement cycle
<input type="checkbox"/> 7. Intersection Communication	Design-build and integrate fiber optic links between existing fiber infrastructure and signal systems, or procure and install cellular Ethernet modems
<input type="checkbox"/> 8. ITS Device Lifecycle Replacement	Upgrade, install or replace detection, controllers, battery backup, etc.
<input type="checkbox"/> 9. Software	Upgrade, install or replace software
<input checked="" type="checkbox"/> 10. ITS Device Installation	Upgrade backbone fiber network equipment and switches, replace ramp meter LED's, update non-standard CCTV's
<input type="checkbox"/> Other	

\*Anticipated improvements are understood for LED Signal Replacement projects. Therefore, it is only necessary to respond to the Project Description (3a) and Existing Conditions (3b) questions in section 3.

**3. Proposed Improvements**

**3a. Project Description**

<p>In some detail, describe the proposed project and how it will address the identified need. If the project includes multiple proposed improvement locations, identify the locations.</p> <p>Freeway cameras &amp; detection would be deployed at various interchanges within the Northeast Region. The deployment at these locations would help fill the various gaps of camera coverage that exists in critical areas of the Northeast Region.</p> <p><u>CCTV &amp; Detection</u>  I-41 &amp; WIS 96 – Outagamie  I-43 &amp; CTH MM – Brown  WIS 172 &amp; CTH GV – Brown  WIS 54/57 &amp; Nicolet - Brown  I-41 &amp; CTH N – Fond du Lac  I-41 &amp; CTH OO – Fond du Lac</p>
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### 3b. Existing Conditions

Describe the existing conditions of the existing infrastructure. For example, type and age of current infrastructure; what is its current condition?

There are not any existing ITS facilities in most of these areas except for traffic signals at a couple of the interchanges. We will be able to tap into the existing power and also communicate with the traffic signals after the wireless system is expanded to these newly installed cameras. A couple of interchanges do have a fiber going through the interchange that the cameras will be able to tie into.

### 3c. Project Performance Goals and Objectives

Describe the proposed project performance goals and objectives. How will project success be determined?

With the deployment of these cameras and detection stations, the STOC and Wisconsin State Patrol Dispatch Centers will be able to quickly assess a situation and deploy the appropriate emergency responders. Law enforcement will have a better understanding of what situation they may be responding to based on the detailed information that the Dispatchers are able to give them.

### 3d. Mobility Improvements

In some detail, describe the anticipated mobility improvements of the proposed project and how they will be measured (i.e. detection will be used to determine before and after peak hour delay).

The cameras and detection will be able to identify an issue on the highway and then the STOC can utilize the PCMS and DMS nearby to notify motorists of the condition ahead on the roadway.

### 3e. Operations and Maintenance Impacts

In some detail, describe how this project will efficiently use or reduce operations and maintenance funds.

As with most infrastructure projects, there will be some additional operation and maintenance responsibilities. This proposed system would include fiber and power be installed up one of the bridge piers and into the bridge arch would could be a little more difficult to maintain should something happen to the fiber. Potential issues and troubleshooting will be handled under the existing statewide ITS maintenance contract.

### 3f. Energy and Environmental Impacts

In some detail, describe the anticipated energy and environmental impacts of the proposed project.

There will very minimal environmental impacts with this project. The contractor will have to core for the concrete bases and install minimal conduit.

It is not expected that the proposed project will improve the natural environment at this time. However, as previous mentioned, this project has the potential to lead to better monitoring, observation and increased coordination with law enforcement, emergency services, towing and county maintenance operations which can lead to enhanced mobility and improved energy and environmental impacts.

### 3g. Safety Improvements

In some detail, describe the anticipated safety improvements of the proposed project.

The proposed camera and detection project will help WisDOT monitor the highway system for incidents, congestions, etc... WisDOT will share the video with emergency responders so they can deploy the appropriate emergency responders to the scene quicker and safer.

### 3h. Additional Justification

Provide additional detail that should be considered during the evaluation of this project. This may include the consequences of what would happen should the project not be implemented.

## 4. Project Cost

Estimate project costs in today's dollars:	FY17	FY18	FY19	FY20*
Design:	\$20,000			
Real Estate: (Note: real estate acquisition funds are NOT included in this appropriation, other funding sources need to be identified in the space below)	N/A			
Construction Items (Include Construction Engineering and Contingencies): (Note: up to 50% of the geometric improvements needed can be funded by this appropriation )				
Let construction	N/A			
Installation via procurement contracts	\$250,000			
State furnished materials	\$70,000			
Other Costs:				
<b>**TOTAL COST =</b>	<b>\$340,000</b>			

\* The program does not extend passed FY18, however for planning purposes please include potential projects for FY20 which could be funded through a reauthorization of this program or an alternate funding source.

\*\* The project sponsors will be responsible for any project costs in excess of the approved appropriation funding amount. Appropriation funds must be encumbered during the FY identified.

## 5. Additional Project Information

Is this specific project addressed through PDS within the next 6 years?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>Performance measures: does this project help with achieving WisDOT's performance goals? Refer to <a href="http://dotnet/mapss/index.htm">http://dotnet/mapss/index.htm</a></p> <ul style="list-style-type: none"> <li>- <i>Mobility</i>: Delivering transportation choices that result in efficient trips and no unexpected delays.</li> <li>- <i>Accountability</i>: The continuous effort to use public dollars in the most efficient and cost-effective way.</li> <li>- <i>Preservation</i>: Protecting, maintaining and operating Wisconsin's transportation system efficiently by making sound investments that preserve and extend the life of our infrastructure, while protecting our natural environment.</li> <li>- <i>Safety</i>: Moving toward minimizing the number of deaths, injuries and crashes on our roadways.</li> <li>- <i>Service</i>: High quality and accurate products and services delivered in a timely fashion by a professional and proactive workforce.</li> </ul>	<p>Select all that apply:</p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Mobility</li> <li><input checked="" type="checkbox"/> Accountability</li> <li><input checked="" type="checkbox"/> Preservation</li> <li><input checked="" type="checkbox"/> Safety</li> <li><input checked="" type="checkbox"/> Service</li> </ul>
Is this project listed as a strategic objective in the State Traffic Operations Program Plan (STOPP)? Refer to <a href="\\Mad00fph\n4public\BHO\meeting-minutes\bto\stopp">\\Mad00fph\n4public\BHO\meeting-minutes\bto\stopp</a>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If yes, what section of the STOPP?

### Timeline

Steps in process	Months (MM/YY – MM/YY)	Anticipated Quarter of Encumbrance	Anticipated Required Resources (Reg PDS, Reg OPS (eng, electricians), consultant contract, electrical contractors, etc.)
1. Design	07/16 – 09/16	1 <sup>st</sup>	BTO Engineer and existing on-site consultant contract.
2. Real Estate Acquisition	N/A		
3. Procurement	07/16 – 09/16	1 <sup>st</sup>	Existing procurement contract with vendor.
4. Construction	10/16	2 <sup>nd</sup>	Existing procurement contract with vendor.
5. Other	N/A		

## 6. Contact Information and Signature

PRIMARY CONTACT NAME <i>Randy Asman</i>	TITLE <i>NE Region Traffic Engineer</i>
REGION <i>Northeast</i>	
EMAIL ADDRESS <a href="mailto:randy.asman@dot.wi.gov">randy.asman@dot.wi.gov</a>	TELEPHONE 920-492-7719
SIGNATURE OF OPERATIONS SUPERVISOR  <i>Christian G. Blazek</i>	DATE <i>February 16, 2016</i>
SIGNATURE OF OPERATIONS CHIEF	DATE

REVISED DRAFT 10/31/2015