

Memorandum of Understanding
between
The City of Racine, Racine County
and
Wisconsin Department of Transportation

This memorandum defines the agreement between the City of Racine (City) and the Wisconsin Department of Transportation (State) for a Connecting Highway Change of WIS 32/20 between Main Street and Marquette Street.

I. General

- a. In 2018, The City notified the State of their interest in investigating WIS 32/20 for a reduction of travel lanes (4-lanes to 2-lanes), converting parallel parking to angled parking, and/or adding a bicycle accommodation.
- b. In 2019, the City initiated a planning process that looked at concerns related to speeding, intersection safety, dooring of bicyclists, economic development, dining comfort, legibility of one-way streets, lack of bicycle facilities and pedestrian accessibility.
- c. The State participated in subcommittee and public meetings in support of the plan development.
- d. Downtown Public Realm and Parking Plan was adopted by the City on 03/03/2020 by Ordinance 0001-20.
- e. The Downtown Public Realm and Parking Plan recommended advancing the State Trunk Highway Change, concurrent with two-waying 32/20 (6th and 7th) and dieting Main Street.
- f. State requested and the City produced a geometric evaluation of route alternatives for WIS32/20 entitled Wisconsin Highway (WIS) 32 Reroute Preliminary Investigation dated April 2020.
- g. The City approved a resolution in July 2020 approving the alternative to change WIS32/20 from its current routing to Marquette Street and State Street. The estimated cost was \$25,000 to \$460,000.
- h. The State requested and the City produced a traffic and safety analysis comparing the existing route to the proposed reroute entitled WIS 32 Reroute Change Evaluation.
 - i. The traffic and safety evaluation demonstrated the need for approximately \$90k of intersection improvements to achieve state operational standards and safety improvements.
- i. The State evaluated elements of the proposed change including connectivity, lane miles, changes to connecting highway aids, bicycle, and pedestrian accommodations, among others.

	Main Street / 6 th & 7 th (current)	Marquette St. / State St. (proposed)
Functional Class	Principal Arterial	Minor Arterial
NHS	Yes	Not Marquette St.
Number of Lanes	4	4
Route distance ¹ (miles)	0.9638	1.0738
Route directness ¹ (number of turns)	1	3
Connecting Highway lane miles (city wide)	31.37	31.30 miles
Estimated Connecting Highway Aid ²	\$30,147	\$19,574
Sidewalk	Yes	Yes
Bike Accommodations	No	No
Access controls	Local control	Local control
Permits	Local control	Local control
Maintenance	Local responsibility	Local responsibility
Local street naming	Keep existing	Keep existing
Land use	Central business	Commercial, industrial

¹ See Exhibit 1.
² \$9,678 per first lane mile, 75% for second lane mile

- j. The 15-year cost-to-cure calculation is used to evaluate reasonable condition of the existing and proposed routes to determine need for cash payment.

II. City Responsibilities

- a. Provide WisDOT 60% design plans and schedule 30 working days for review and revision.
- b. Provide WisDOT 90% design plans that include signing and marking schedule 30 working days for review and revision.
- c. Complete a project as defined in the final developed plans and agreed to by WisDOT including the safety improvements requested by State and described below:
 - i. Review traffic signal timing and change green time and clearance intervals to reduce eastbound right-angle crashes at Marquette Street.
 - ii. Include retro-reflective signal head backplates on the eastbound/westbound WIS 38, near side signal heads.
 - iii. Include lighted and dynamic no left turn sign for southbound Martin Luther King Drive to reduce left turn crashes. The sign could light and/or flash when southbound traffic gets a green light.
 - iv. Retro-reflective signal head backplates on the eastbound approach.
 - v. Relocate signal head as recommended in the re-route report to improve signal visibility for eastbound traffic.
- d. Notify the State of the completed project and provide as-built records.
- e. Issue Adjusted Cost to Cure payment of \$455,000 to the State by June 1, 2024

III. State Responsibilities

- a. Review and comment on plans within 30 working days of receipt.
- b. Execute Connecting Highway Change documents to:
 - i. Rescind the current Connecting Highway 32 route along Main Street, 6th Street, 7th Street, and Washington street between Marquette Street and State Street; and,
 - ii. Designate Connecting Highway 32 on the proposed route along State Street and Marquette Street between Washington Street and Main Street.
- c. Update Connecting Highway Aid payments to align with the effective date.

IV. Effective Date

- a. The effective date of this agreement is December 31st of the year construction is completed (anticipated to be December 31st, 2023)
- b. The project will be open to traffic upon completion of construction (anticipated to be November 2023).

- Signatures provided on the next page -

Date: _____

City of Racine

Cory Mason, Mayor

Date: _____

City of Racine

Kathleen Fischer, Finance Director

Date: _____

City of Racine

Scott R. Letteney, City Attorney

Date: _____

Wisconsin Department of Transportation

Roberto Gutierrez, SE Region Director

Exhibit 1



Image source: NearMap