

Marathon County

County Roadway Safety Plan



Prepared by:



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SRF No. 13514

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Introduction

Safety should be a priority for all agencies and Marathon County is serving as a leader among Wisconsin counties in developing a County Road Safety Plan (CRSP). Marathon County understands the value in making roads safer for the public and reducing fatalities and serious injury crashes on County roadways.

The goal of this safety plan is to reduce fatal and serious injury crashes on County roads by providing Marathon County staff with a list of prioritized locations that have safety issues and guidance on specific safety strategies to implement.

This report documents the process used to collect and analyze data on Marathon County's roadways and identifies safety concerns and location specific low-cost high-impact suggested improvements that the County can implement. This plan focuses on engineering-related roadway concerns and how to improve the infrastructure. It does not specifically address other emphasis areas that are driver behavior-focused such as drinking and driving, speeding, distracted driving, etc.

Marathon County – Utilization of Plan

Marathon County intends to utilize this report as a starting point for specific safety improvements on the County Highway system. Improvements that can be incorporated into larger resurfacing or reconstruction projects as part of the County's Capital Improvement Plan (CIP) will be built into the project. The CRSP will also be utilized for future Highway Safety Improvement Program (HSIP) applications to assist the County in securing Federal funding for continued improvements on the County Trunk Highway (CTH) system.

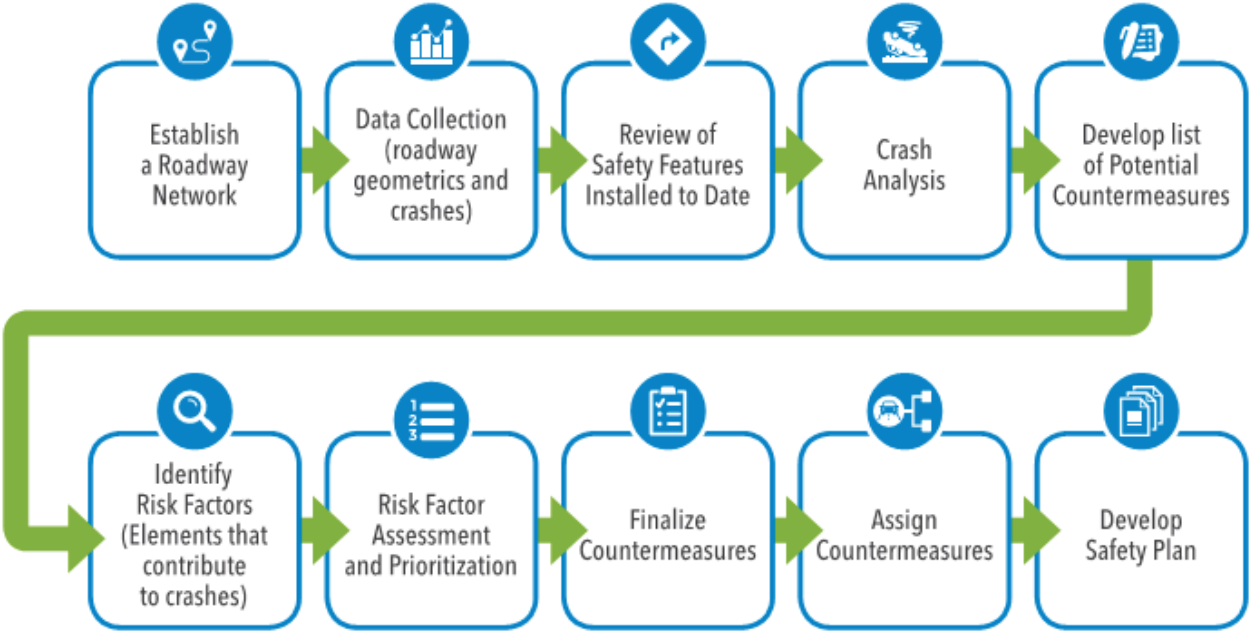
The next step for Marathon County is to identify and prioritize the suggested improvements from this report into a more specific Marathon County Highway Safety Improvement Capital Plan that will supplement the CRSP's overall 6-year CIP, outlining the improvements that will be added to the existing capital projects and additional safety projects.

Project Approach/Process

The CRSP approach looks at safety concerns proactively by seeking out locations that are considered to be at risk not only based on historical crash data, but by roadway characteristics that have been proven to make roads more dangerous and addressing the concerns before a crash occurs. A systemic approach is used to efficiently identify risk and assign safety strategies to all roadways and intersections across the County. Figure 1 illustrates the CRSP approach that was implemented for this project.

The Federal Highway Administration (FHWA) describes systemic analysis as “using crash and roadway data in combination to identify high-risk roadway features that correlate with particular crash types. Agencies have traditionally relied on crash history data to identify “hot spots,” or sites with high crash frequency. However, severe crashes are widely dispersed over road networks, and their location and frequency fluctuate over time. Systemic analysis identifies locations that are at risk for severe crashes, even if there is not a high crash frequency. Practitioners can then apply low-cost countermeasures to those locations. The benefit is wider, but more targeted, safety investment.”

Figure 1. Marathon County – County Roadway Safety Plan Approach



Data Collection

Establishing a Roadway Network

SRF worked with Marathon County staff to gather base roadway network data in Geographic Information Systems (GIS) format. This was used to identify the intersections, segments, and curves included in the analysis, which covers a total of 614 miles of County Trunk Highways. Table 1 illustrates the type and frequency of roadway network elements analyzed for this study.

Table 1. Marathon County Trunk Highway Network Elements Analyzed

	Number Analyzed
Rural Segments	166
Rural Curves	206
Rural Intersections	123

A GIS database was developed as part of this project to track all roadway features and crash data for each roadway. This GIS database was provided to Marathon County to use as a base to update and expand as well as track other County roadway characteristics and data after the CRSP project is complete. Maps documenting the roadway network analyzed for segments, curves, and intersections are included in Figures 2-4.

Figure 2. Marathon County Segments Analyzed

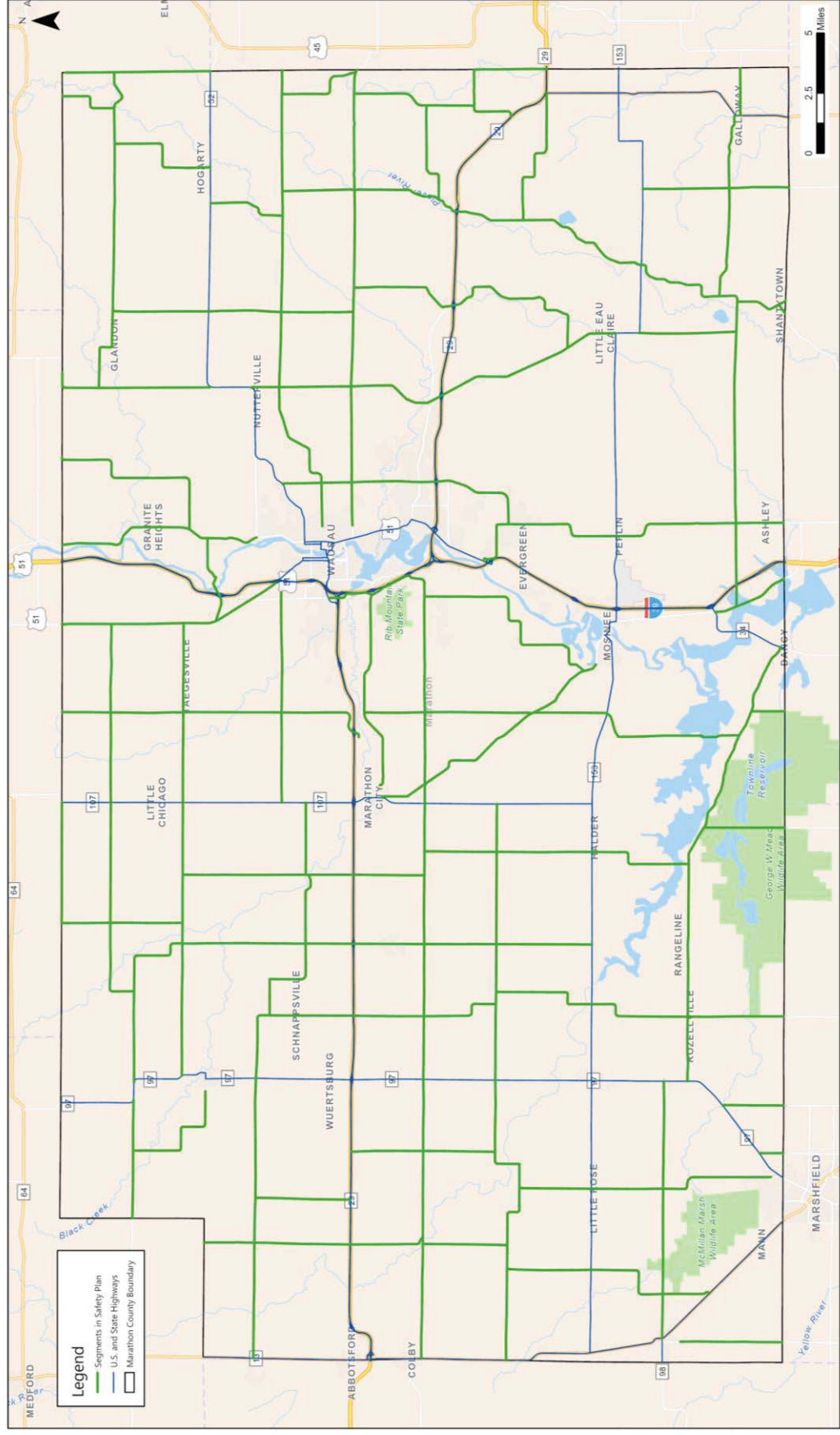


Figure 3. Marathon County Curves Analyzed

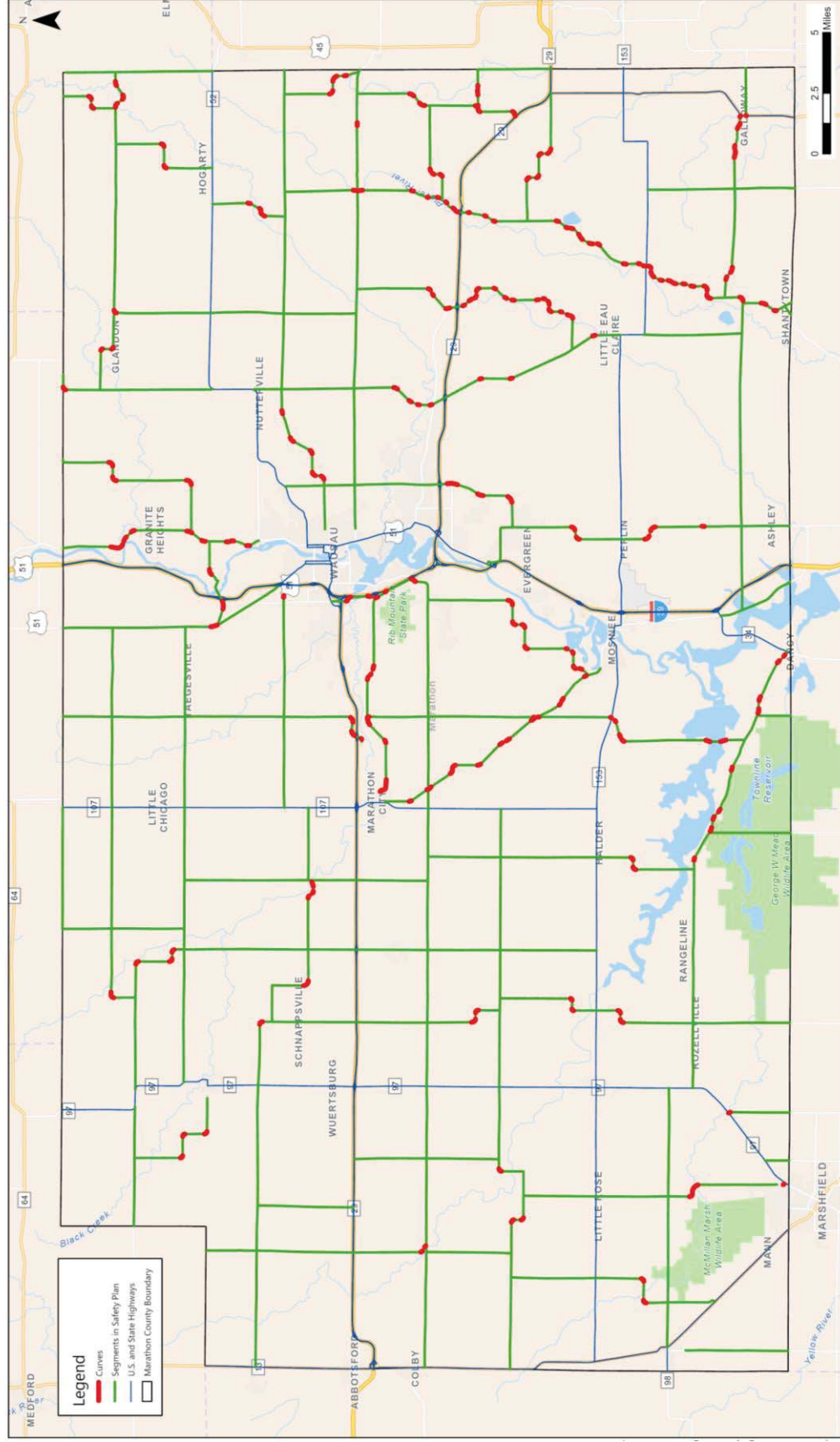
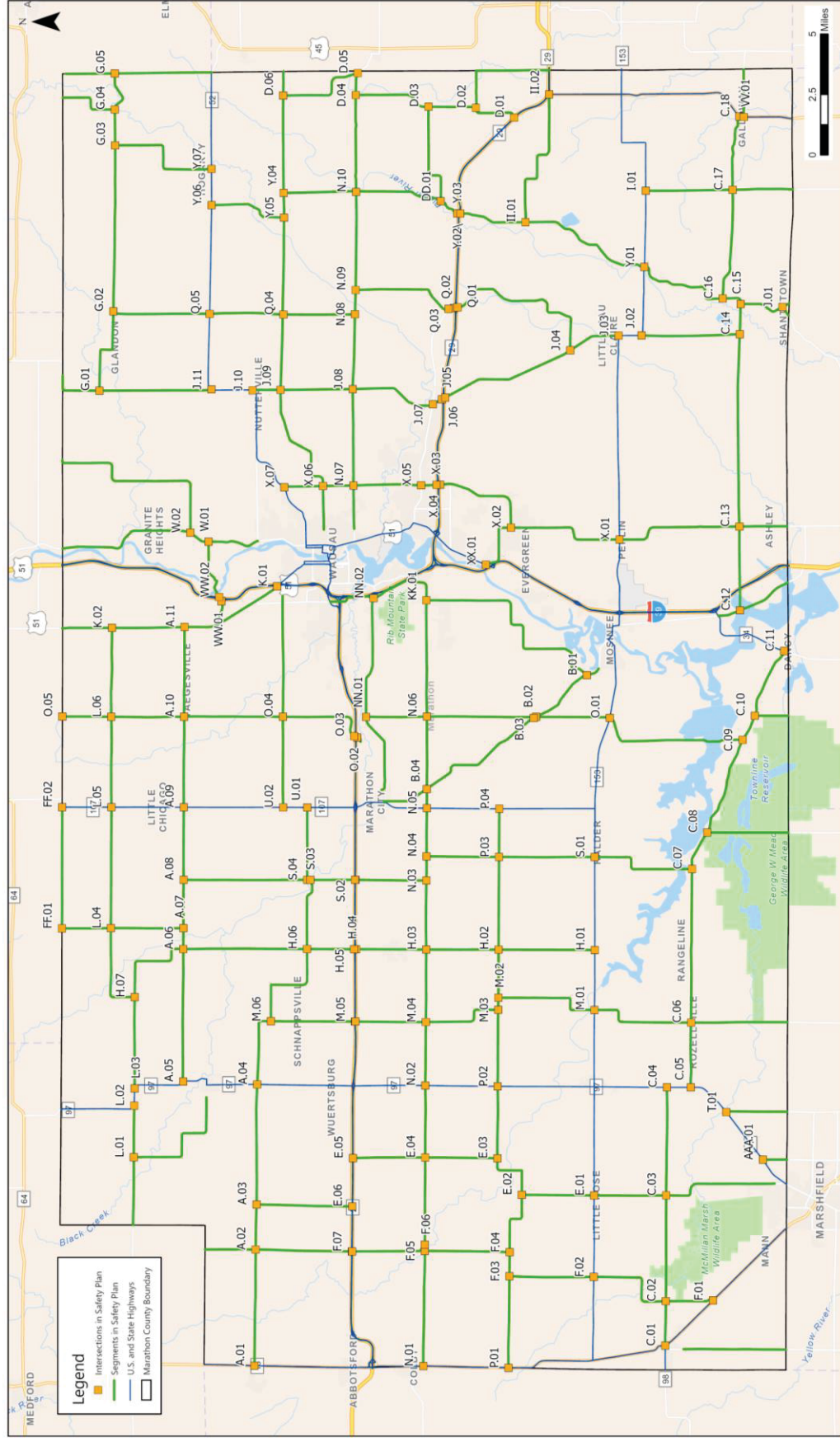


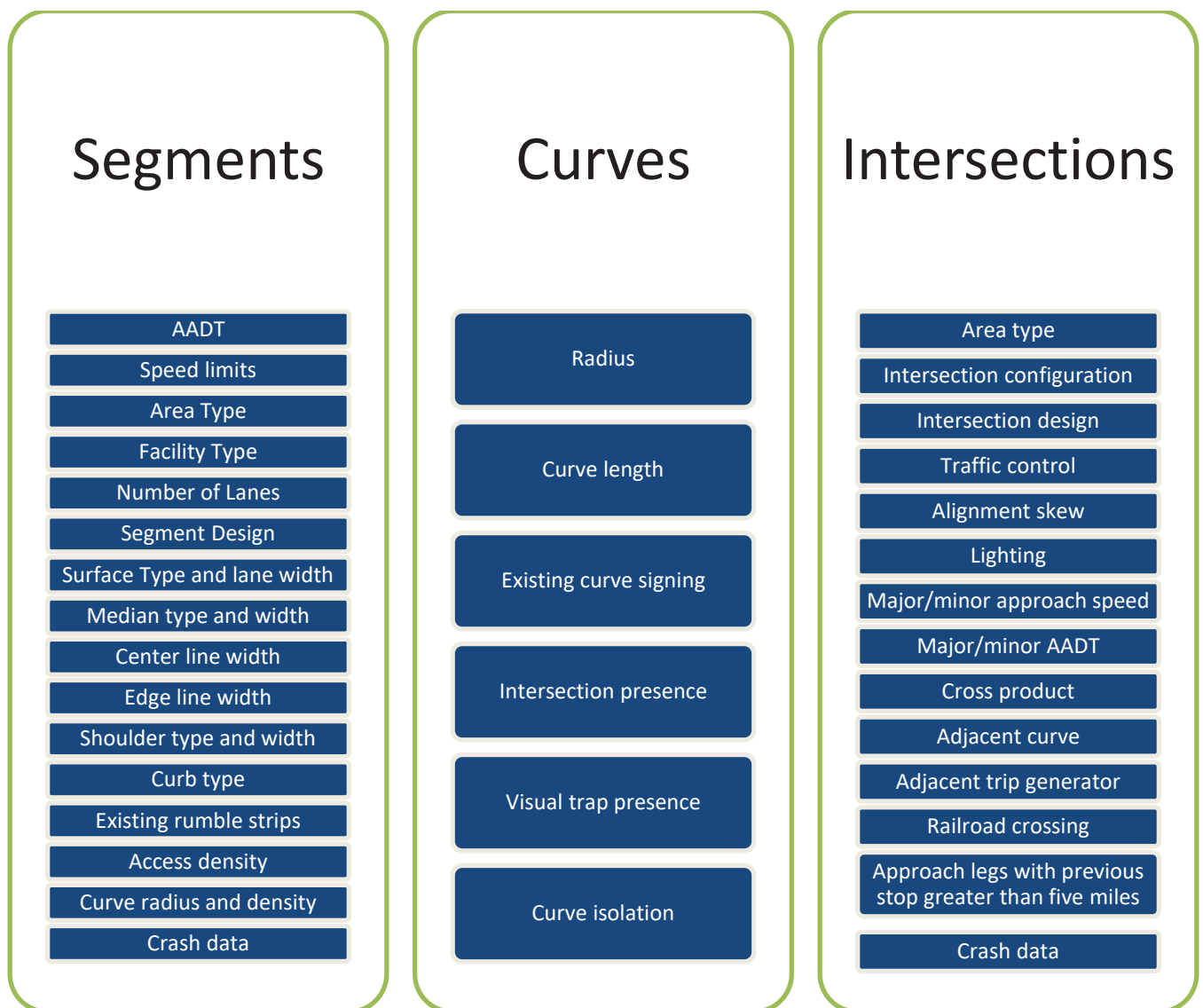
Figure 4. Marathon County Intersections Analyzed



Roadway Feature Data Collected

Understanding the roadway characteristics helps in identifying locations that are high priority. Roadway feature data and traffic volumes were collected and documented in GIS for all roadway segments, intersections, and curves. This data was collected through a number of resources starting with data that Marathon County staff provided as well as through the Wisconsin Information System for Local Roads (WISLR) database and aerial and street level photography. Figure 5 provides a list of roadway feature data collected for each segment, curve, and intersection. Roadway feature definitions can be found under the [Risk Factors](#) section of this Plan. A full list of the segments, curves, and intersections that were analyzed as part of this project are included in Appendix A – Full List of Segments, Curves and Intersections Included in the Project Analysis.

Figure 5. Marathon County Roadway Feature Data Collected



Crash Analysis

A crash data set consisting of five years (2015 – 2019) of crash records for Marathon County was obtained from the Wisconsin Department of Transportation (WisDOT) crash database. This data set included 1,852 crashes that occurred on the Marathon CTH system.

Crash Overview

Detailed analysis of the data is important to identifying the root cause issues of fatal (K) and severe injury (A) crashes. The crash data collected was mapped to determine where they occurred on the CTH system. Figure 6 indicates the location of the severe K + A crashes that have occurred on the Marathon County CTH network from 2015 through 2019. More detailed analysis was conducted on these crashes to identify the factors that contributed to each crash. The crash tree diagram illustrated in Figure 7 distinguishes crashes by roadway characteristics for all crashes that occurred on the Marathon County CTH system between 2015 and 2019. The following lists findings from the detailed crash analysis and crash tree diagram:

- 94% of the severe crashes occurred on the rural County Trunk Highway system
- 57% of the severe rural intersection crashes involved a right-angle crash
- 72% of the severe rural non-intersection crashes were lane departure crashes with the majority (79%) being run off the road crashes
- 18.5% of the rural severe non-intersection crashes occurred on a curve, while curves account for less than 4% of the rural roadways

Figure 6. Severe Crashes on Marathon County Roadways (2015 – 2019)

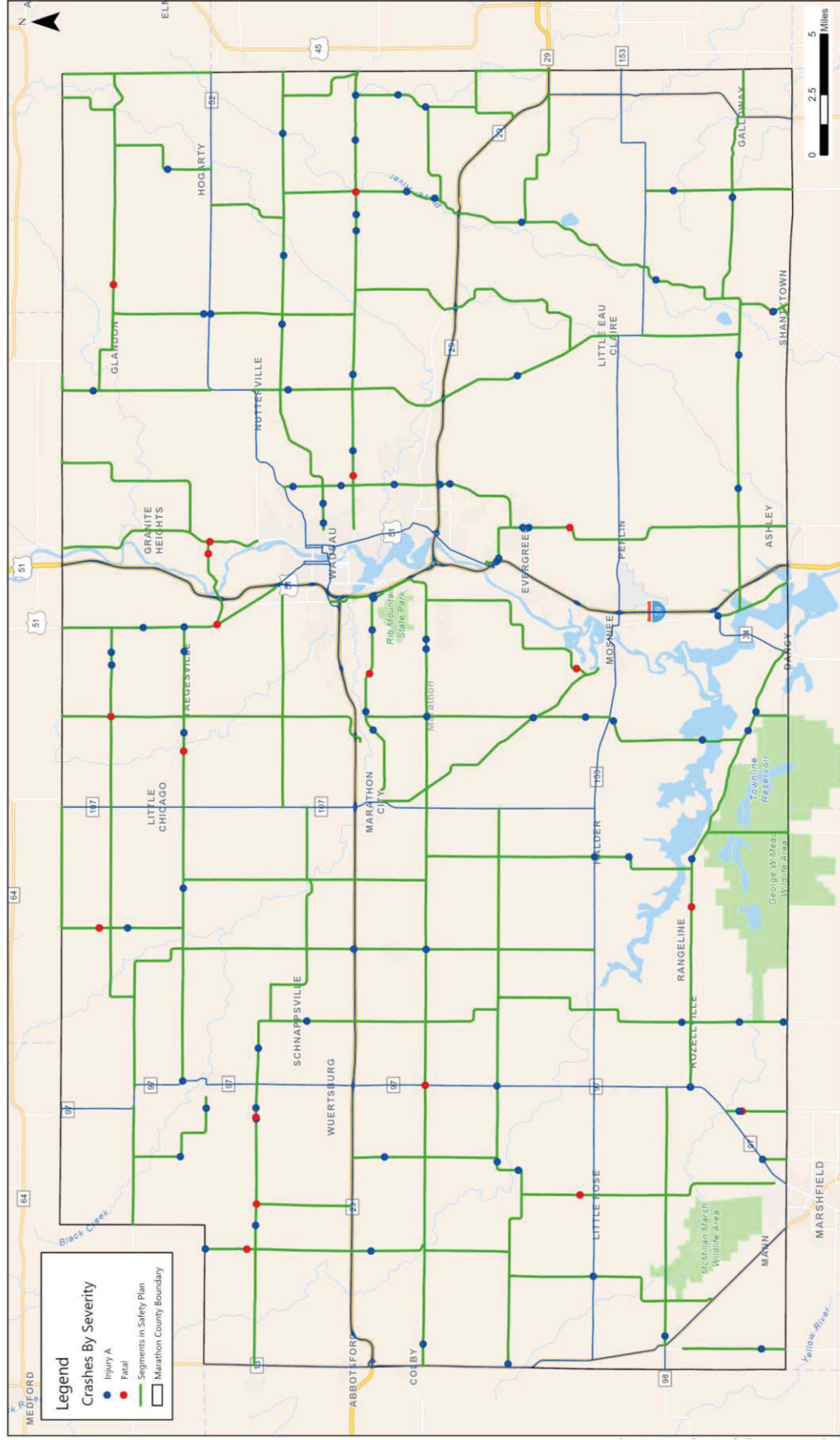
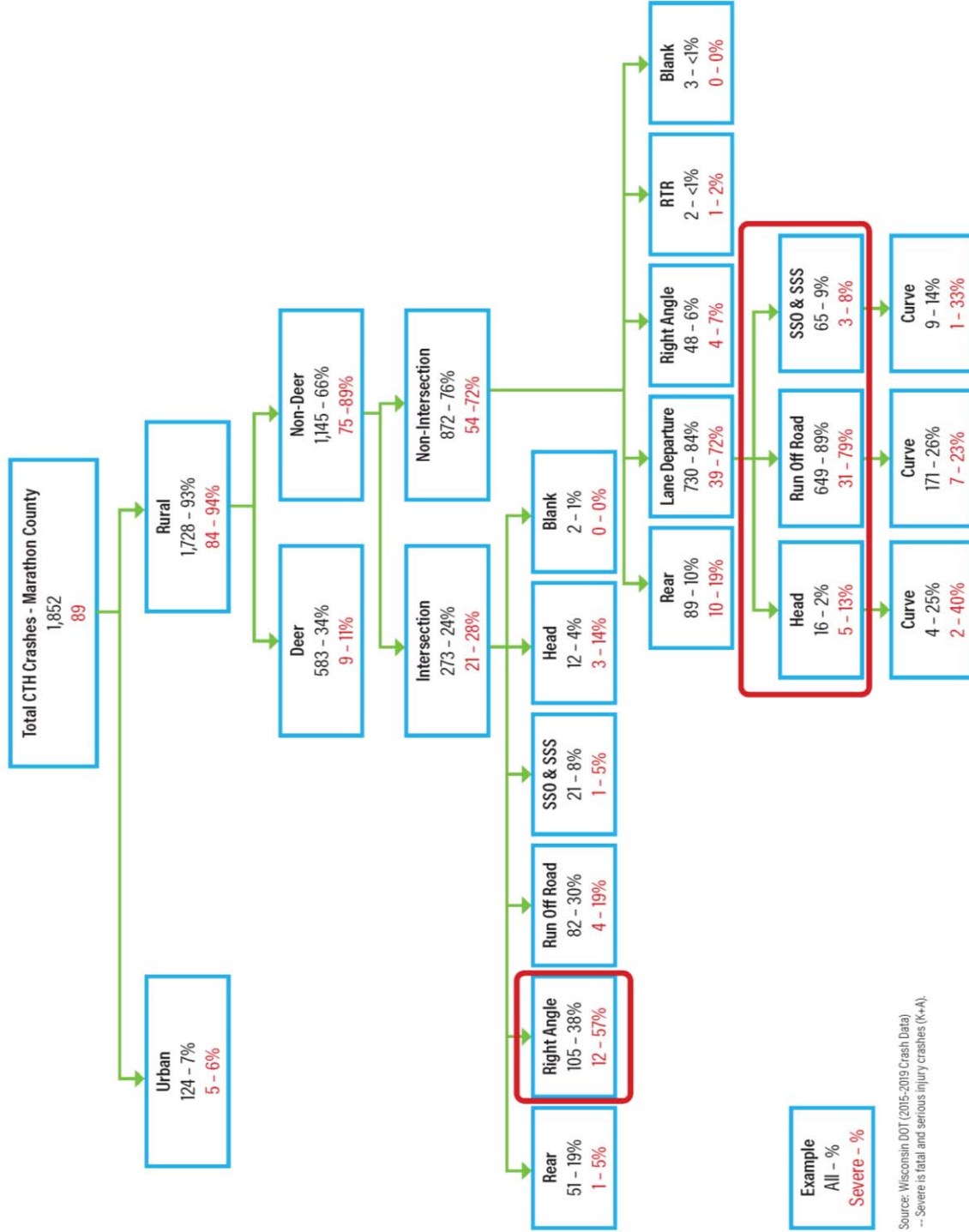


Figure 7. Marathon County Crash Data Overview (2015 - 2019)



Source: Wisconsin DOT (2015-2019 Crash Data)
 -- Severe is fatal and serious injury crashes (K+A).

Critical Emphasis Areas for Marathon County

Once the crash data was disaggregated, critical emphasis areas (CEAs) were identified. Critical emphasis areas are groups or types of crashes that represent the most opportunity for mitigating and reducing severe crashes. While the American Association of State Highway and Transportation Officials (AASHTO) and FHWA have developed 22 emphasis areas grouped into six categories, this plan focuses on roadway infrastructure improvements. Therefore, only the emphasis areas that relate to roadway infrastructure were considered. Table 2 displays infrastructure-related emphasis areas along with the number of severe crashes and percentage of total severe crashes. Lane departure and intersection crashes were identified as critical emphasis areas for Marathon County.

Table 2. Highway Critical Emphasis Areas

Emphasis Area	Number of Severe Crashes	% of Total Severe Crashes
Train-vehicle collisions	0	0%
Lane departure crashes	47	53%
Intersection crashes	24	27%
Work zone crashes	1	1%

* 2013-2017 Marathon County roadway crash data

Roadway Network Analysis

In order to analyze the roadway network to determine which locations contain roadway features that are considered to be “at-risk”, data for a much larger geographical area is reviewed and compared to Marathon County’s roadway data. Reviewing and comparing data locally versus a larger geographic area increases the statistical reliability that findings from local data are significant and not an anomaly. An outcome of this review and comparison is the identification of an initial set of risk factors. A risk factor is a roadway feature that is present at numerous locations that have experienced a severe crash.

Using a large data set, a comparison of roadway features to severe crashes was made to identify locations that are at-risk. Since a database with roadway feature and severe crash data is not available for the counties directly surrounding Marathon County, data was used from Brown County, Wisconsin as well as other counties in North Dakota and Minnesota similar to Marathon County, since the roadway and crash data has been collected for all county roads in these states. This data was used to compare to Marathon County data and identify the risk factors to use for location prioritization. Analysis of this larger geographic area will include reviewing locations with severe crashes and identifying roadway and traffic characteristics common at these locations.

Risk Factors

Using the risk factors identified in Table 3, Table 4, and Table 5, all roadway segments, intersections, and curves in Marathon County were reviewed to determine which locations have the identified risk factors present. Each location was assessed using a “check” ranking system, assigning a check for each risk factor that is present. The more checks given to a location, the more at-risk the location is to experience a severe crash.

The figures in this section show the percent of total crashes (blue bars) and the percent of severe crashes (red bars) that occurred on rural Marathon County roadways within the risk factor range shown on the x-axis. The green line indicates the percent of the overall length that falls within the risk factor range. The red boxes indicate the ranges where severe crashes are disproportionately high when compared to overall crashes and the length.

Segments

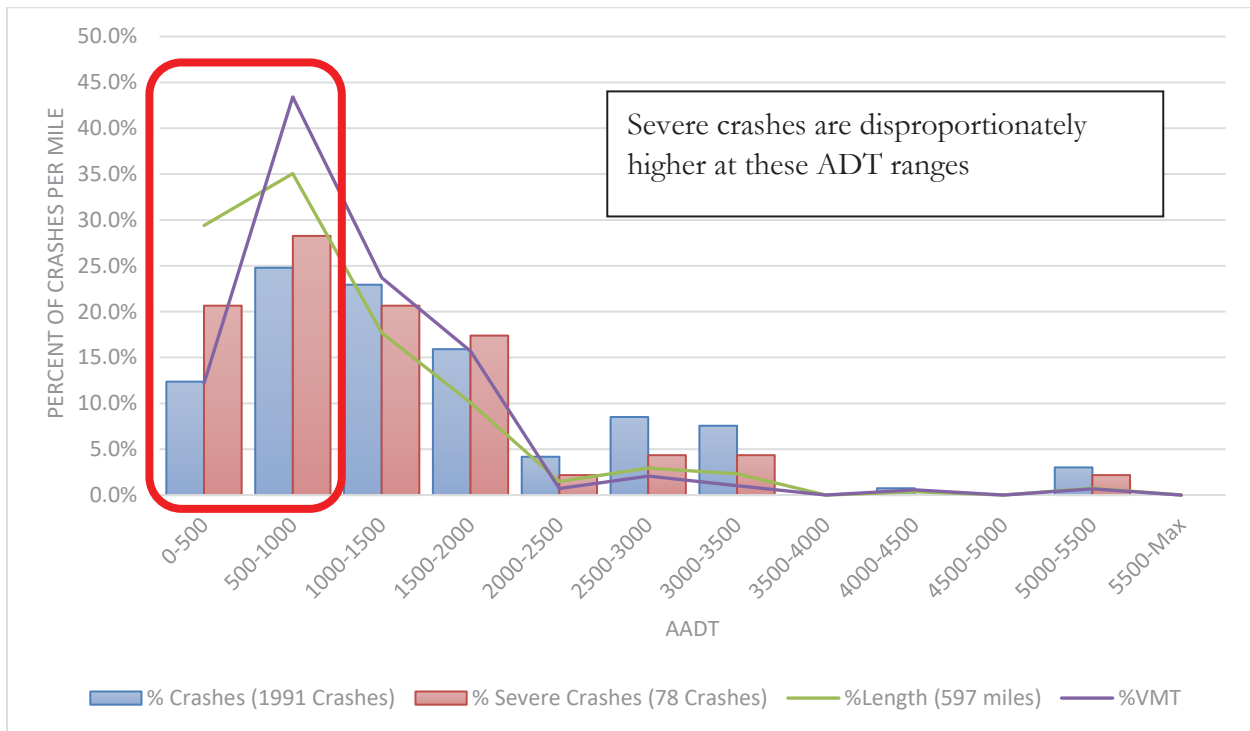
The risk factors used for segments and the critical values for each are summarized in Table 3. A detailed description of each is provided following the table.

Table 3. Summary of Segment Risk Factors

Risk Factor	Value/Range
AADT Range	Less than 1000
Access Density	15 access points per mile or greater
Lane Departure Density	Greater than 0.4 crashes per year
Critical Radius Curve Density	Greater than 0.1 curves per mile (1 curve per 10 miles)
Edge Risk	Score of 2C, 2S, or 3
Shoulder Width	Less than or equal to 5 feet

AADT Range – Figure 8 illustrates that approximately 64% of the crashes occurred on rural highways with an AADT between 500 and 2,000. However, approximately 66% of the severe crashes occurred on these roadways. Roadways with an AADT less than 1000 received a check.

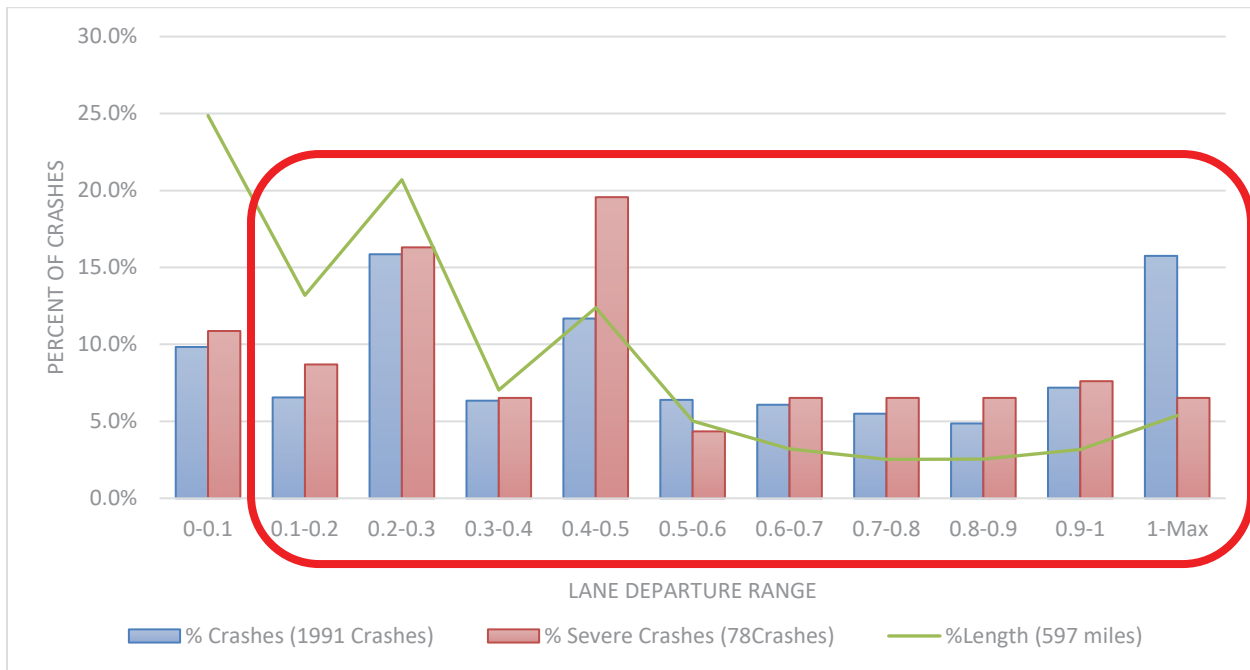
Figure 8. Marathon County Crash Severity by AADT



Access Density – Increased access density on rural highways increases the likelihood that a vehicle involved in a run off the road crash will strike an access point. The Marathon County rural trunk highway system averages approximately 14 access points per mile. Roadways with an access density of 15 access points per mile or greater received a check.

Lane Departure Density – Figure 9 illustrates the relationship between lane departure crash density and crash severity. Roadways with a lane departure crash density greater than 0.4 crashes per year experienced a disproportionately higher number of severe crashes. Therefore, roadway segments with a lane departure density greater than 0.4 received a check.

Figure 9. Marathon County Crash Severity by Lane Departure Crash Density

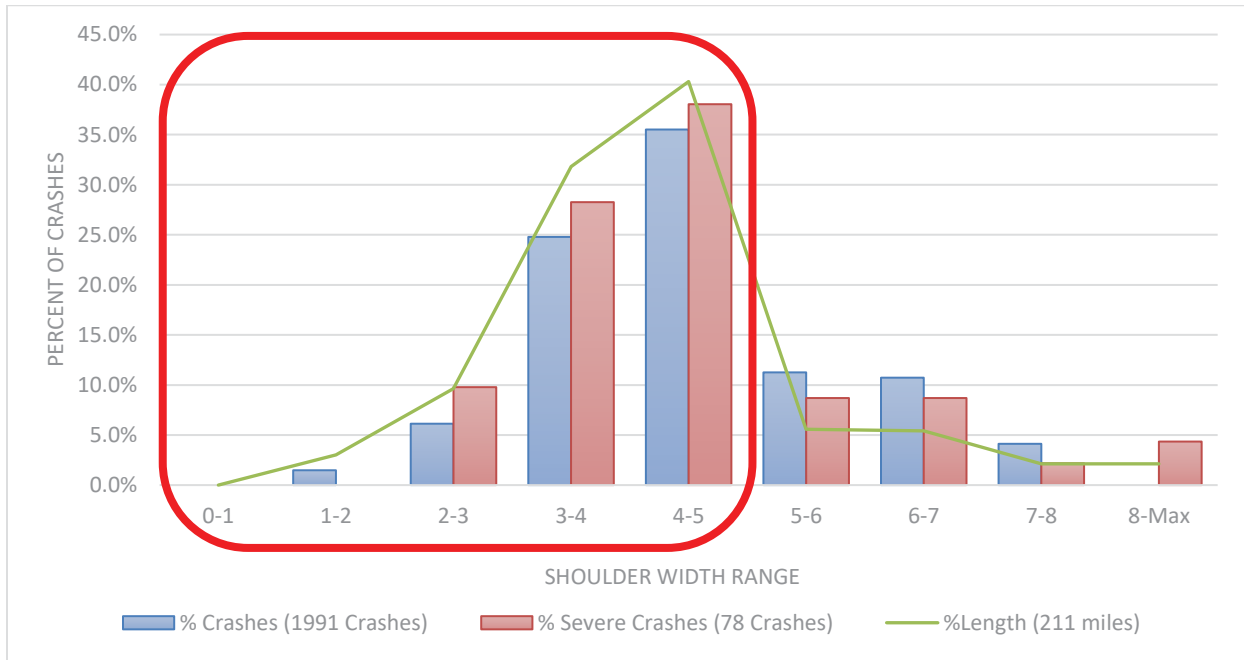


Critical Radius Curve Density – 18.5% of the rural non-intersection severe crashes in Marathon County occurred on a curve. However, curves account for only 4% of the Marathon County rural trunk highway system. Roadways with a critical radius curve density greater than 0.1 curves per mile (1 curve per 10 miles) experienced a disproportionately higher number of severe crashes. Therefore, roadway segments with a critical radius curve density higher than 0.1 received a check.

Edge Risk – A rating system was developed to categorize the level of risk associated with vehicles departing the travel lane. Roadways with a usable shoulder and an adequate clear zone received a rating of one. Roadways with a usable shoulder but an inadequate clear zone received a score of 2C. Roadways without a usable shoulder and an adequate clear zone received a score of 2S. Roadways without a usable shoulder or an adequate clear zone received a score of 3. Roadways that received a score of 2C, 2S, or 3 received a check.

Shoulder Width – Figure 10 illustrates the relationship between shoulder width and crash severity. Roadways with a shoulder width less than or equal to 5 feet experienced a disproportionately higher number of severe crashes. Therefore, roadway segments with a shoulder width less than or equal to 5 feet received a check.

Figure 10. Marathon County Crash Severity by Shoulder Width



Curves

The risk factors used for curves and the critical values for each are summarized in Table 4. A detailed description of each is provided following the table.

Table 4. Summary of Curve Risk Factors

Risk Factor	Value/Range
Curve Radius	Between 250 and 1,250 feet
Existing Chevrons	Present
AADT	AADT greater than 1000
Adjacent Intersection	On a curve
Visual Trap	Present
Total Crashes	Experienced at least one crash

Curve Radius – 80% of the severe crashes on curves occurred on curves with a radius between 250 and 1,250 feet. Therefore, curves with a radius within this range received a check.

AADT – 70% of the severe crashes on curves occurred on roadways with an AADT greater than 1000. Therefore, curves with an AADT greater than 1000 received a check.

Adjacent Intersection – Curves that are located on an intersection are at a higher risk. Therefore, curves that are on or near an intersection received a check.

Visual Trap – The presence of a visual trap on a curve increases the level of crash risk. A visual trap exists when a roadway, tree line, or utility poles leads a driver to believe that the roadway continues straight. An example is shown in Figure 11. Curves with a visual trap received a check.

Figure 11. Visual Trap on a Curve



Total Crashes – Roadways that experienced a severe crash during the analysis period (2015-2019) received a check.

Intersections

The risk factors used for intersections and the critical values for each are summarized in Table 5. A detailed description of each is provided following the table.

Table 5. Summary of Intersection Risk Factors

Risk Factor	Value/Range
ADT Cross Product	Less than 1,000,000
Alignment Skew	15 degrees or more
Adjacent Curve	On or near a curve
Adjacent Trip Generator	Commercial development (trip generator) in one or more quadrant
Railroad Crossing	Rail crossing on or near the minor approach
Previous Stop	Approach that hasn't had to stop for five or more miles

ADT Cross Product – The ADT cross product is the multiplication of the average major approach entering ADT and average minor approach entering ADT. Figure 12 illustrates that intersections in Marathon County with a lower cross product experienced a disproportionately high number of severe angle crashes, relative to the number of intersections at that ADT volume. Therefore, these intersections received a check. Due to the smaller sample size, a range of zero to 1,000,000 was used, which follows the focus of implementing low-cost high-impact strategies.

Prioritization

Once all locations were assessed for risk factors, the segments, curves and intersections were sorted and prioritized by check ranking. Locations with more checks are considered a higher priority. High priority locations include the top two check rankings of each category. Emphasis was given to rural areas with higher speed limits since this is where the majority of severe crashes occur. A few exceptions were made and either removed or included from the prioritization, listed below:

- Curves with a radius greater than 3,000 feet were removed since these curves are so large, they do not require drivers to reduce their speed and vehicles running off the road are less likely.
- Curves in proximity to high priority curves that did not meet the number of risk-factors to be considered a high priority were grouped with the high priority locations for project consideration.

Maps of the high priority locations are shown in Figures 13-15. A full list of the prioritized locations is included in Appendix B – List of Prioritized Segments, Curves and Intersections.

Figure 13. High Priority Segments

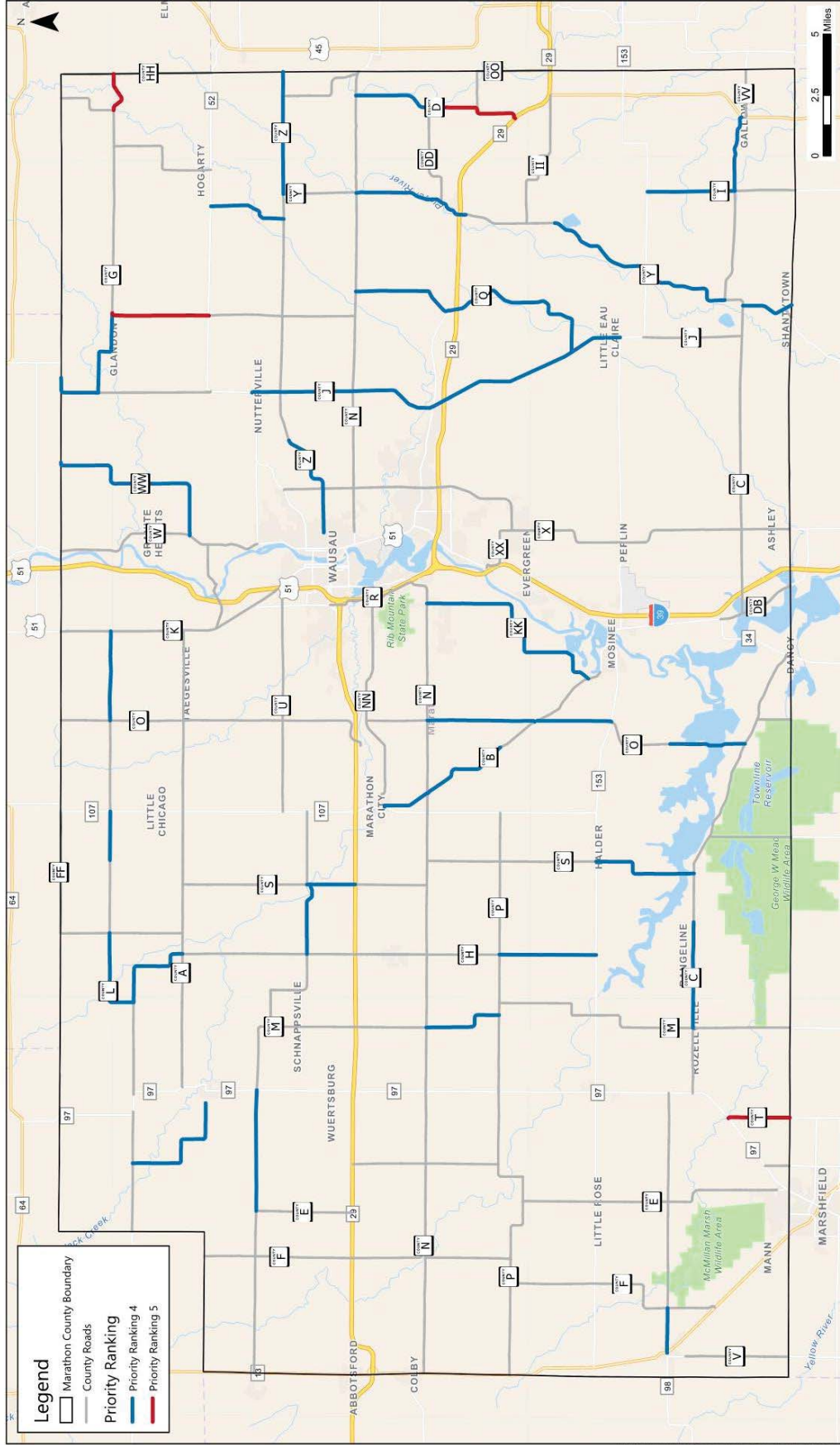


Figure 14. High Priority Curves

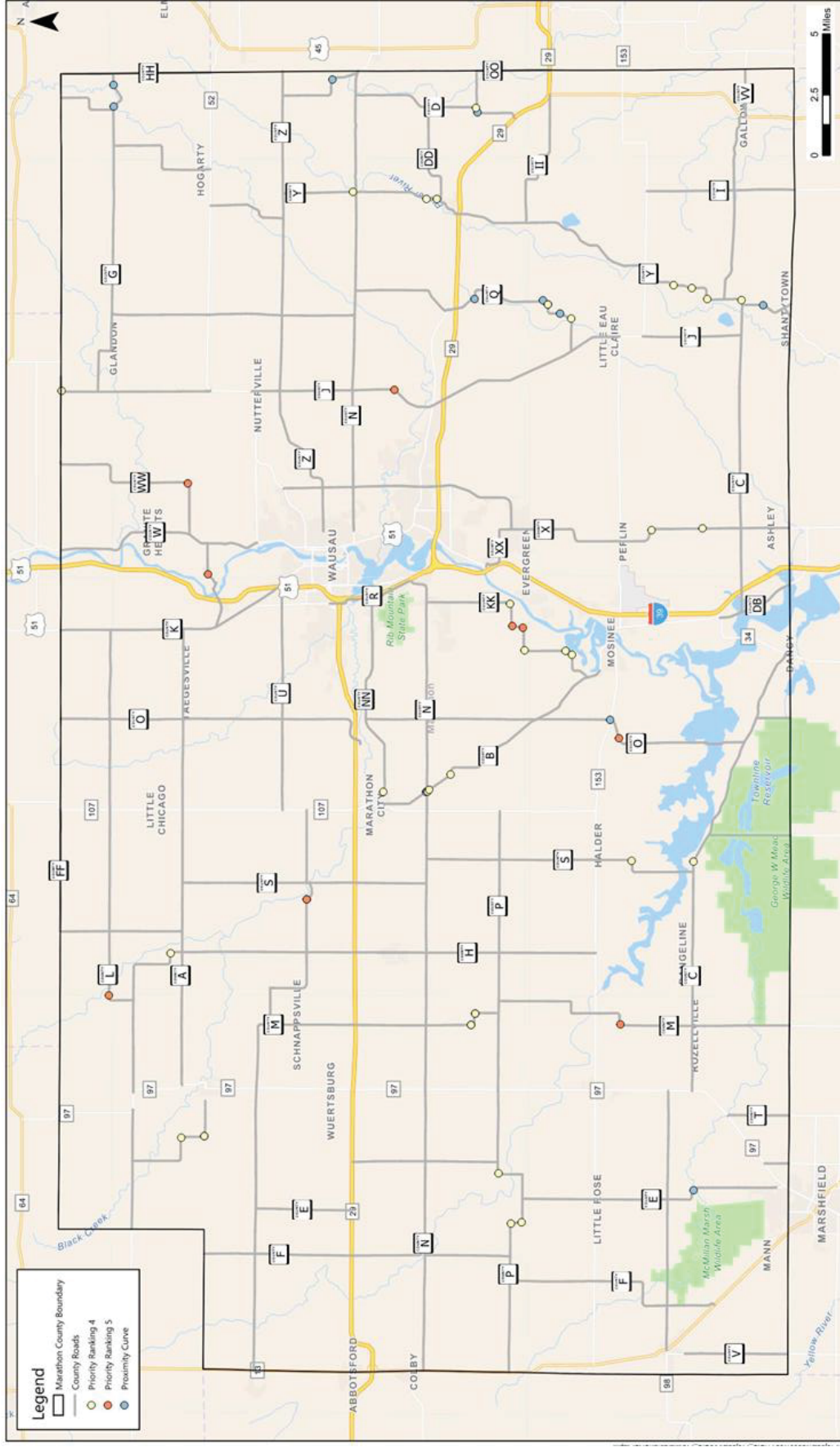
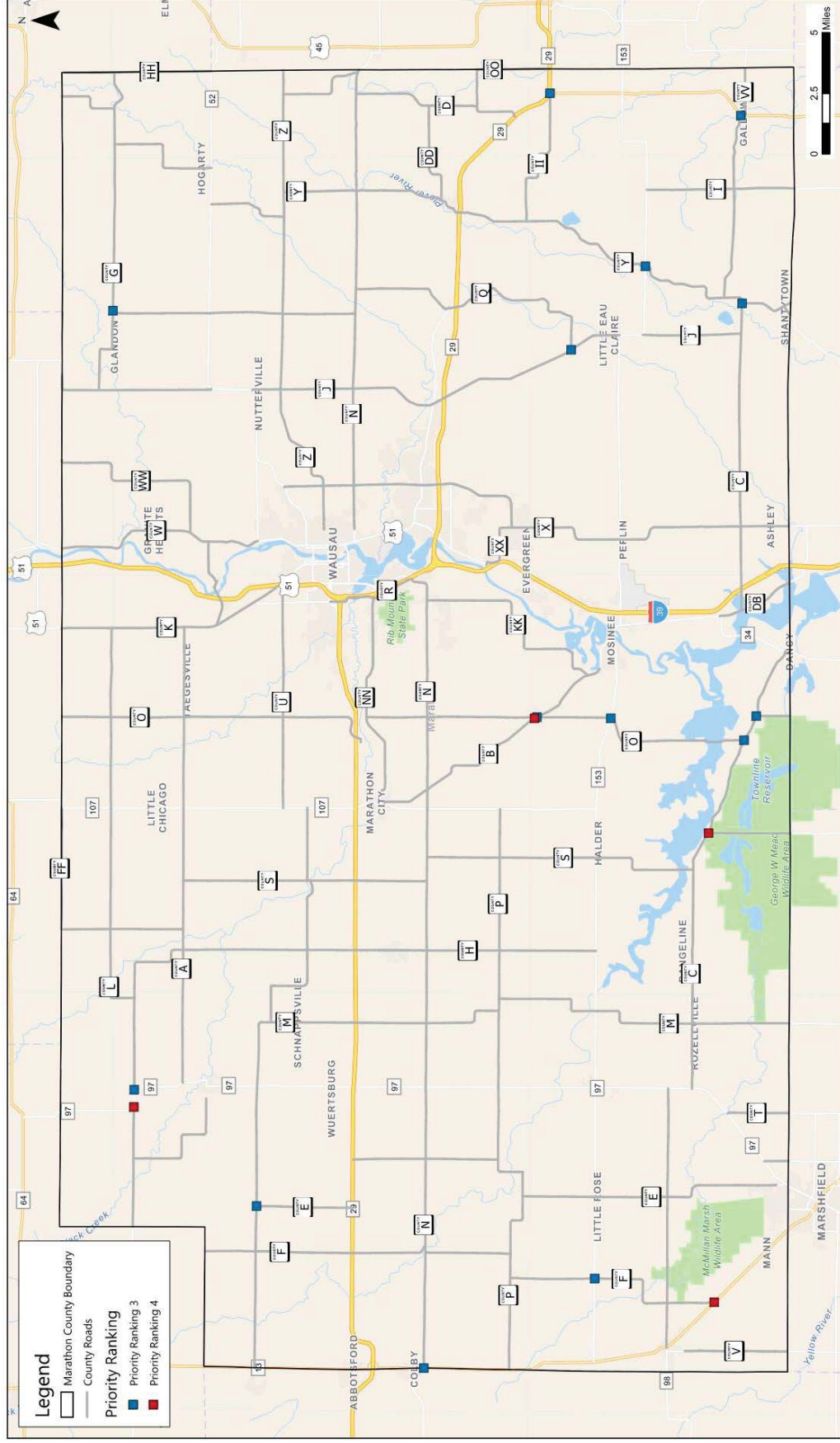


Figure 15. High Priority Intersections

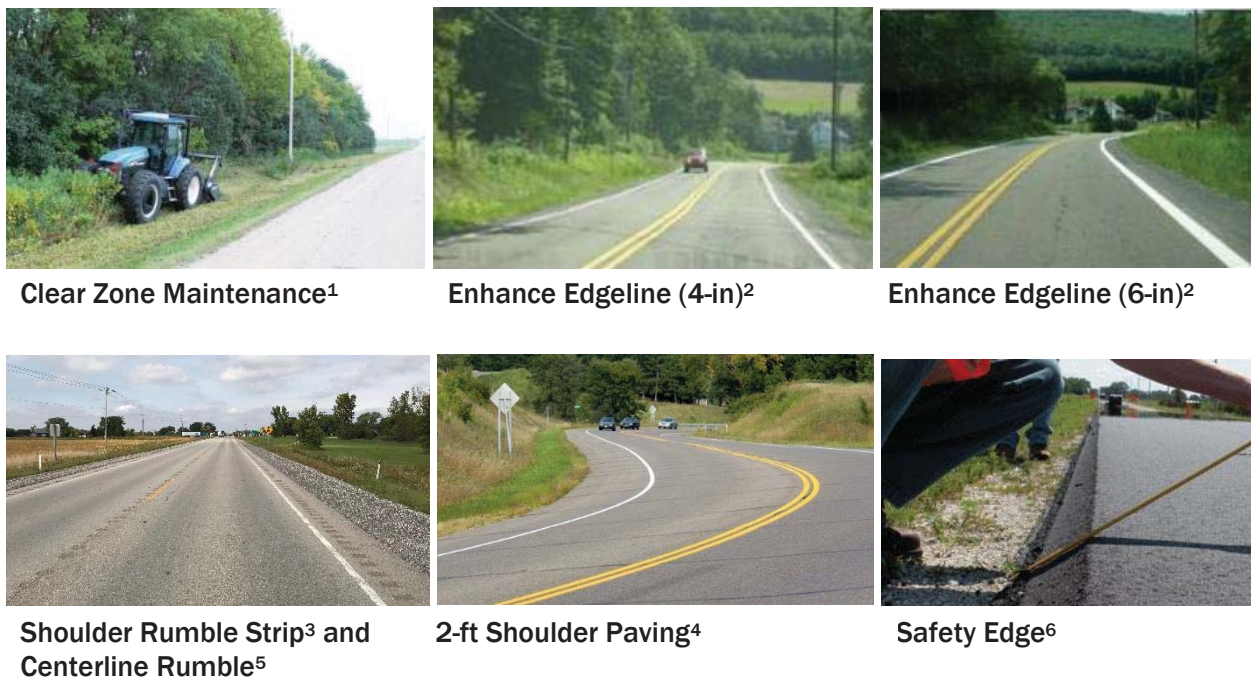


Safety Strategies

Nationally proven counter measures were selected for Marathon County using the critical emphasis areas and research findings documented in the [National Cooperative Highway Research Program \(NCHRP\) 500 series reports](#) and [FHWA Crash Modification Clearinghouse](#). These widely recognized resources contain the most comprehensive and credible list of safety strategies that were developed to assist local agencies in determining safety strategies to consider implementing. The reports include a brief introduction of each strategy, an estimated cost, and research findings on its effectiveness (proven, tried, and experimental). Attention was given to low-cost, high-impact strategies that can be applied systematically.

Low-cost safety strategies selected for Marathon County are shown in Figures 16-18.

Figure 16. Segment Safety Strategies



¹Source: <https://nativeengineering.files.wordpress.com/2016/12/3.jpg?w=300&h=204>

²Source: Low-Cost Treatments for Horizontal Curve Safety (FHWA, FHWA-SA-07-002)

³Source: Edgeline and Centerline Rumbles on CTH R in Brown County

⁴Source: https://mntransportationresearch.files.wordpress.com/2014/06/dsc_8665nv.jpg?w=672&h=372&crop=1

⁵Source: Mitigation Strategies for Design Exceptions (FHWA, FHWA-SA-07-011)

⁶Source: FHWA Public Roads (Sept/Oct 2014; Vol. 78 No. 2)

Figure 17. Curve Safety Strategies



Install/Upgrade Chevrons¹



2-Ft Shoulder Paving²

Shoulder Rumbles - Curve ²

Install Advanced Curve Warning/Speed Advisory Sign⁴

¹ Source: Low-Cost Traffic Engineering Improvements: A Primer (FHWA, FHWA-OP-03-078)

² Source: https://mntransportationresearch.files.wordpress.com/2014/06/dsc_8665nv.jpg?w=672&h=372&crop=1

³ Source: Using CRFs To Improve Highway Safety (Dan Nabors, VHB) (FHWA)

⁴ Source: Speed Concepts: Informational Guide (FHWA)

Figure 18. Intersection Safety Strategies



Upgrade Signs & Markings¹

Reconstruct to Single T²

¹ Source: Minnesota CRSP

² Source: MnDOT 2015 Traffic Safety Fundamentals Handbook

Table 6 included the crash reduction factor and planning level cost estimate for each strategy. The crash reduction factors are based on review of the Crash Modification Factors (CMF) Clearinghouse and other published research. For intersections that need better visibility, additional strategies listed in Chapter 2-1-8 of the WisDOT Traffic Engineering, Operations & Safety (TEOpS) Manual are suggested for consideration.

Table 6. Safety Strategies

Safety Strategy	Crash Reduction Factor*	Cost
Segments		
Clear Zone Maintenance	35% to 40%	\$50,000 per mile
Enhance Edgeline	10% to 45% all rural severe crashes	\$2,000 per mile
Shoulder Rumble Strip	20% run-off-road crashes	\$5,850 per mile
2-Foot Shoulder Paving & Safety Edge	20% to 30% run-off-road crashes (with shoulder rumble)	\$54,000 per mile
Centerline Rumble	40% head-on/sideswipe crashes	\$3,600 per mile
Curves		
Upgrade/Install Chevrons	20% to 30%	\$3,960 per curve
2-Foot Shoulder Paving	20% to 30% run-off-road crashes (with shoulder rumbles)	\$54,000 per mile
Shoulder Rumble Strip	20% run-off-road crashes	\$5,850 per mile
Advanced Curve Warning/ Speed Advisory Sign	20% to 30%	\$1,440 per curve
Safety Strategy	Crash Reduction Factor*	Cost
Intersections		
Roundabout	20% to 50% all crashes 60% to 90% severe right-angle crashes	\$1,000,000 per intersection
Convert to All Way Stop	Crash reduction data not available – only used when intersection meets warrants	\$2,000 per intersection
Upgrade Signs and Markings	40% upgrade of all signs and pavement markings	\$2,640 per approach
Reconstruct to a Single T	Not Available	\$150,000 per intersection
Additional Safety Strategies for locations that need better visibility ¹	Varies	Varies

¹ See additional Safety Strategies in Chapter 2-1-8 of the WisDOT TEOpS Manual

Project Decision Trees

Project decision trees were developed using the list of prioritized locations and County-selected preferred safety strategies that are the “best fit” for a particular location based on the existing roadway features. Average daily traffic (ADT) is the primary factor in the segment and intersection project decision trees. The primary factors in the curve project decision tree are curve radius, presence of existing chevrons, and the presence of a visual trap. The rural safety strategy decision trees are shown in Figures 19-21.

It is not recommended to place all safety enhancements at one particular location – it has been proven that the right safety strategy at the right location is the most effective way to enhance safety. Installing all safety strategies at one location can be distracting and actually reduce the overall effectiveness of the safety features implemented

Figure 19. Rural Segment - Safety Strategy Decision Tree

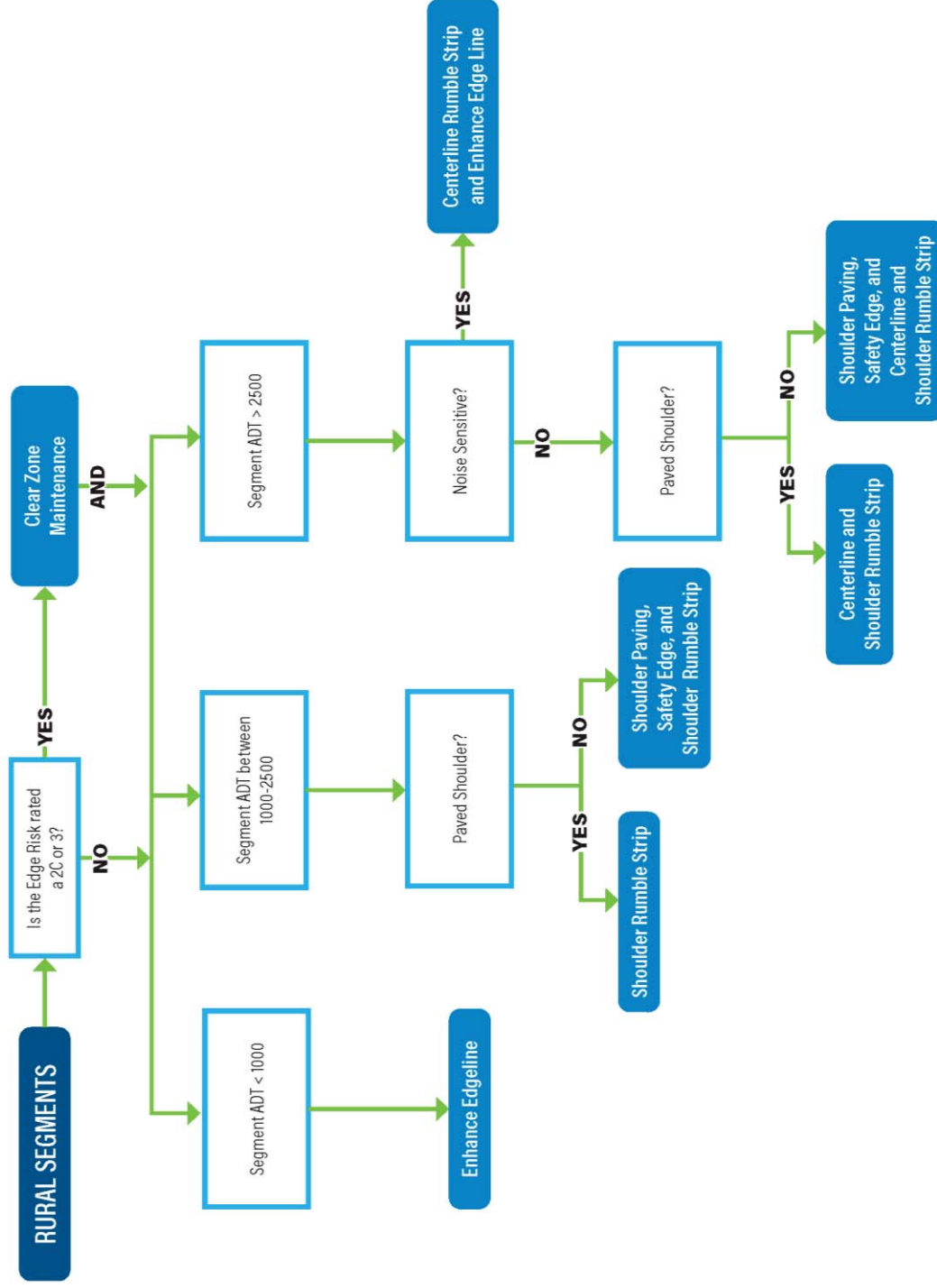


Figure 20. Rural Curve - Safety Strategy Decision Tree

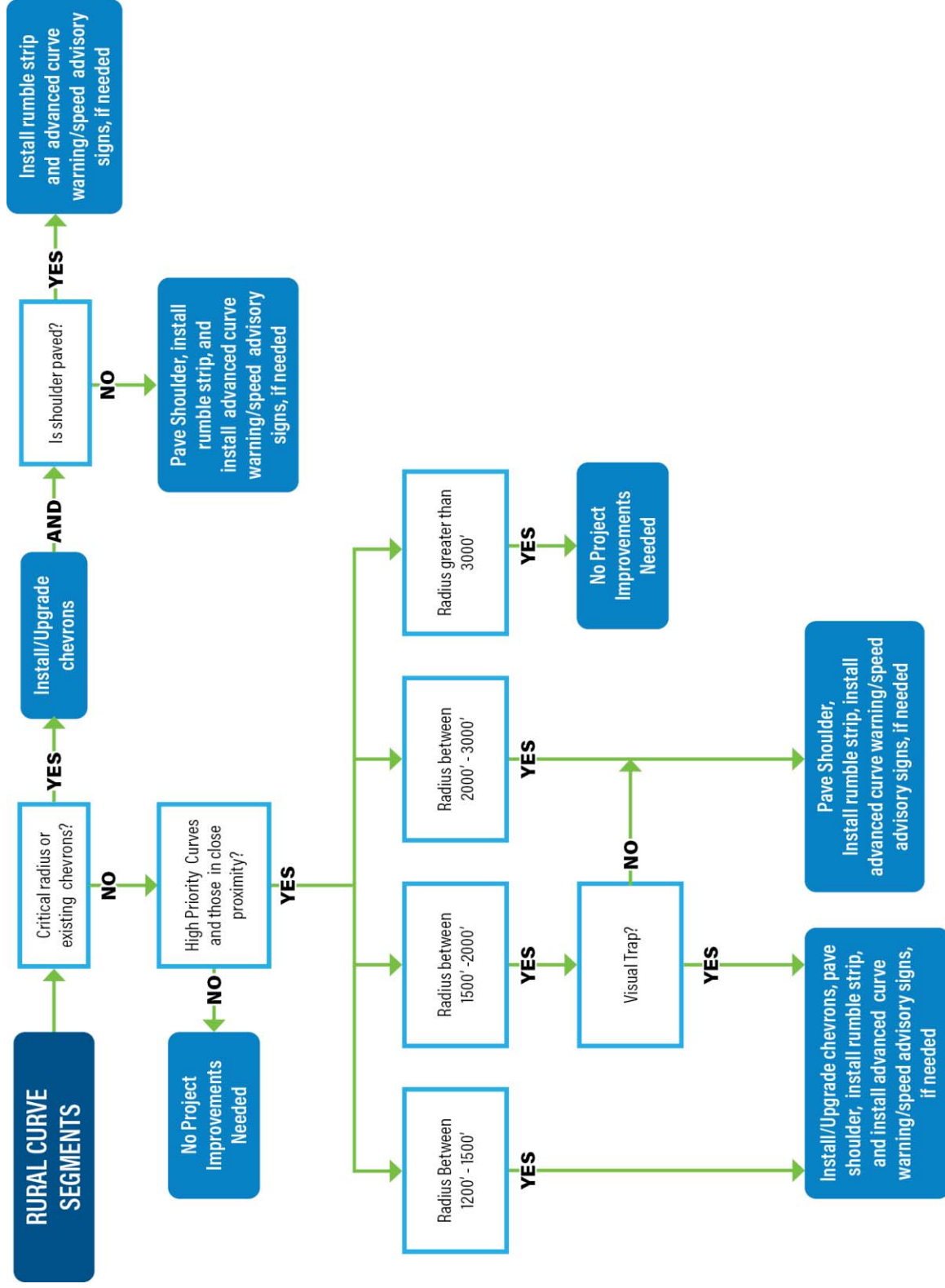
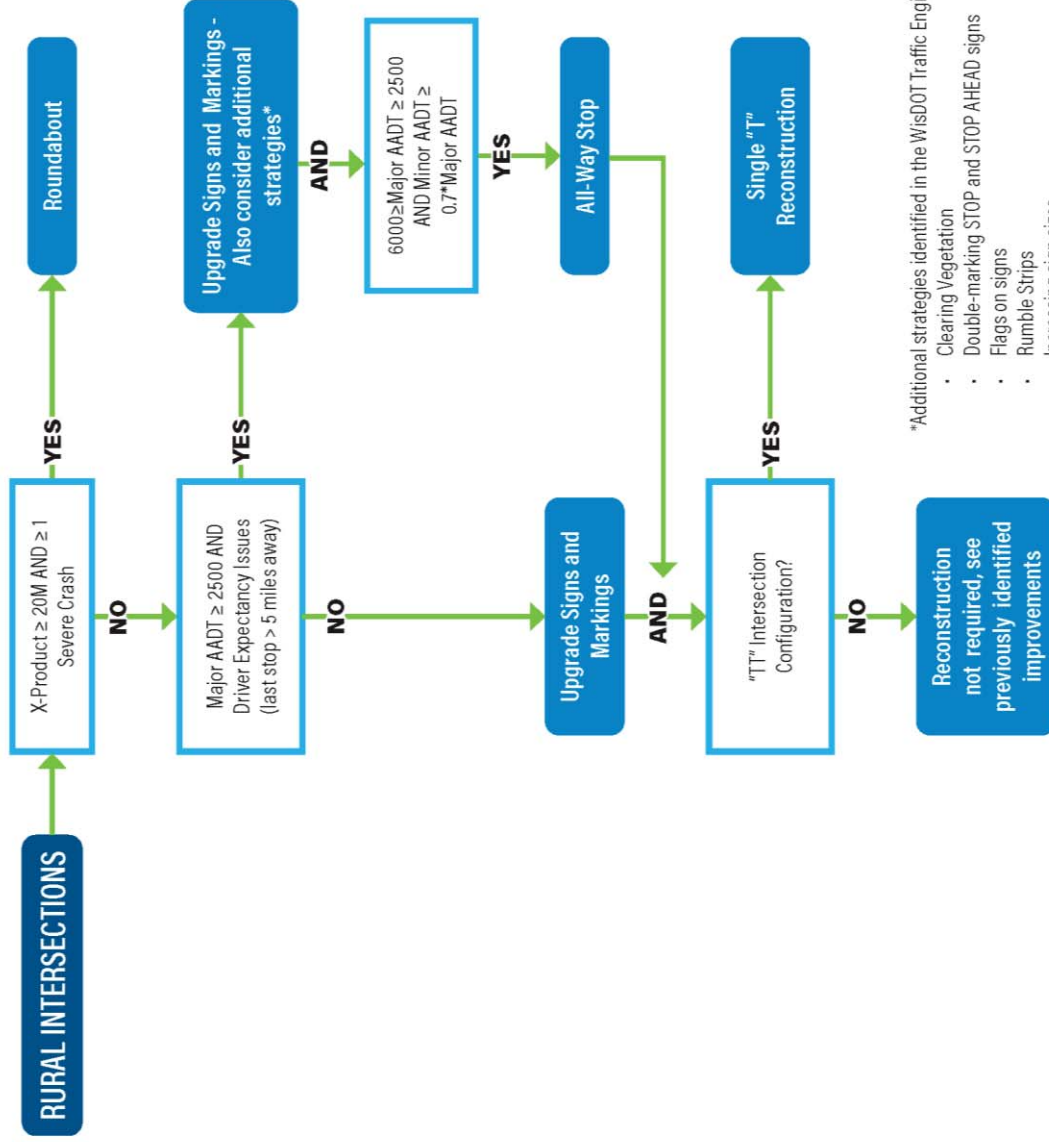


Figure 21. Rural Intersection - Safety Strategy Decision Tree



*Additional strategies identified in the WisDOT Traffic Engineering, Operations & Safety Manual include:

- Clearing Vegetation
- Double-marking STOP and STOP AHEAD signs
- Flags on signs
- Rumble Strips
- Increasing sign sizes
- Flashing beacons
- Others

Recommended Projects

Potential safety mitigation projects for each priority segment, curve and intersection are included in Appendix C – List of Suggested Safety Projects for Prioritized Segments, Curves and Intersections. Potential safety mitigation projects were determined based on data that was available for the analysis. The data was further analyzed to identify recommended projects for high priority locations, which were depicted in Figures 13-15. High priority locations have a higher risk for crashes to occur due their site-specific conditions, and therefore make up the top two check rankings of each category. A summary of the number of recommended high priority projects is provided in Tables 7-9. The final decision for implementing each recommended project is determined by Marathon County due to their local knowledge of their roadway network. For example, if edgeline rumble strips are suggested in an area that has a home nearby, the County can make the decision to install enhanced edgelines instead. Figures 22-24 include Project Maps for High Prioritized Segments, Curves, and Intersection.

Table 7. Summary of Recommended High Priority Segment Projects

Safety Strategy	# of Segments	Total Miles
Clear Zone Maintenance	8	31.8
Enhanced Edgeline	33	114.1
Shoulder Rumble Strips	13	44.7
Shoulder Paving and Safety Edge	7	25.6
Centerline Rumble Strips	3	12.8
Enhanced Edgeline (Noise Sensitive Corridors)	0	0

High Priority Segments received a 4-check ranking or higher.

Table 8. Summary of Recommended High Priority Curve Projects

Safety Strategy	# of Curves	Total Miles
Upgrade Chevrons	2	n/a
Install Chevrons	49	n/a
Shoulder Paving	33	4.8
Install Rumble Strips	54	8.1
Install Advanced Curve Warning/Speed Advisory	54	n/a

High Priority Curves received a 4-check ranking or higher or identified as a proximity curve.

Table 9. Summary of Recommended High Priority Intersection Projects

Safety Strategy	# of Intersections
Convert to Roundabout	0
Additional Safety Strategies for locations that need better visibility ¹	2
Convert to All Way Stop	0
Upgrade Signs and Markings	18
Reconstruct to a Single “T”	1

¹ See additional Safety Strategies in Chapter 2-1-8 of the WisDOT Traffic Engineering, Operations & Safety Manual

High Priority Intersections received a 3-check ranking or higher.

Figure 22. Project Map of High Priority Segments

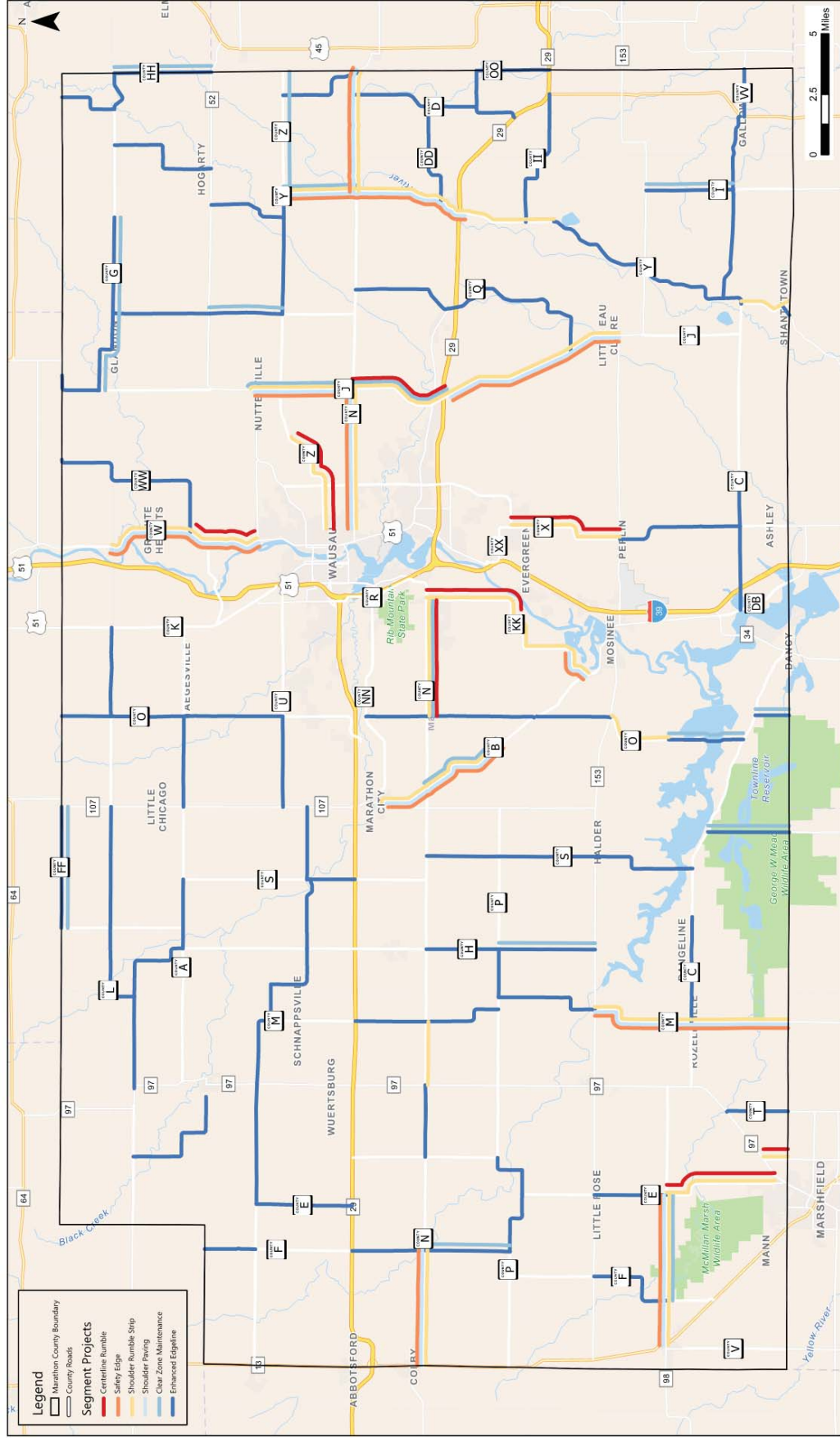


Figure 23. Project Map for High Priority Curves

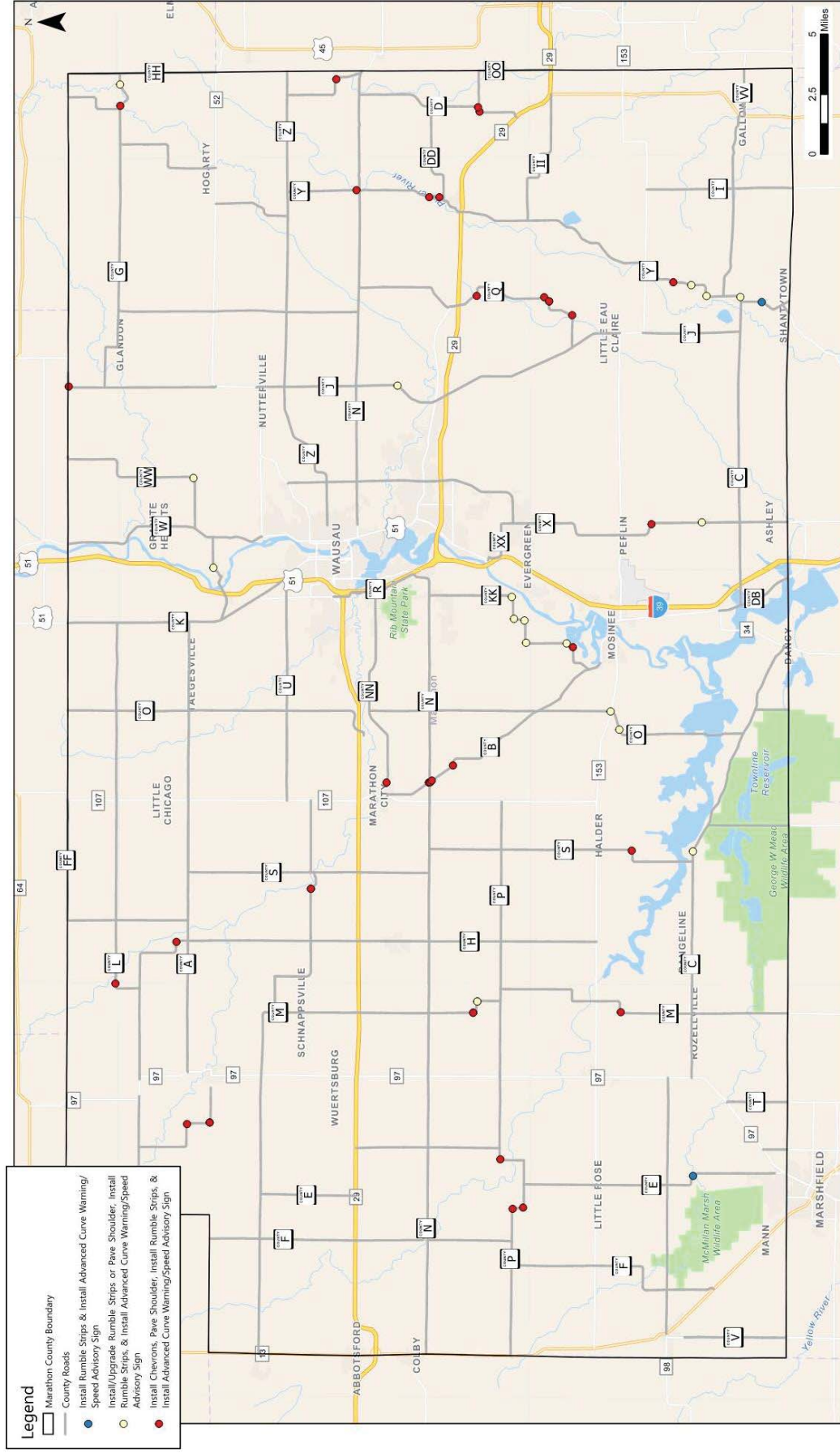
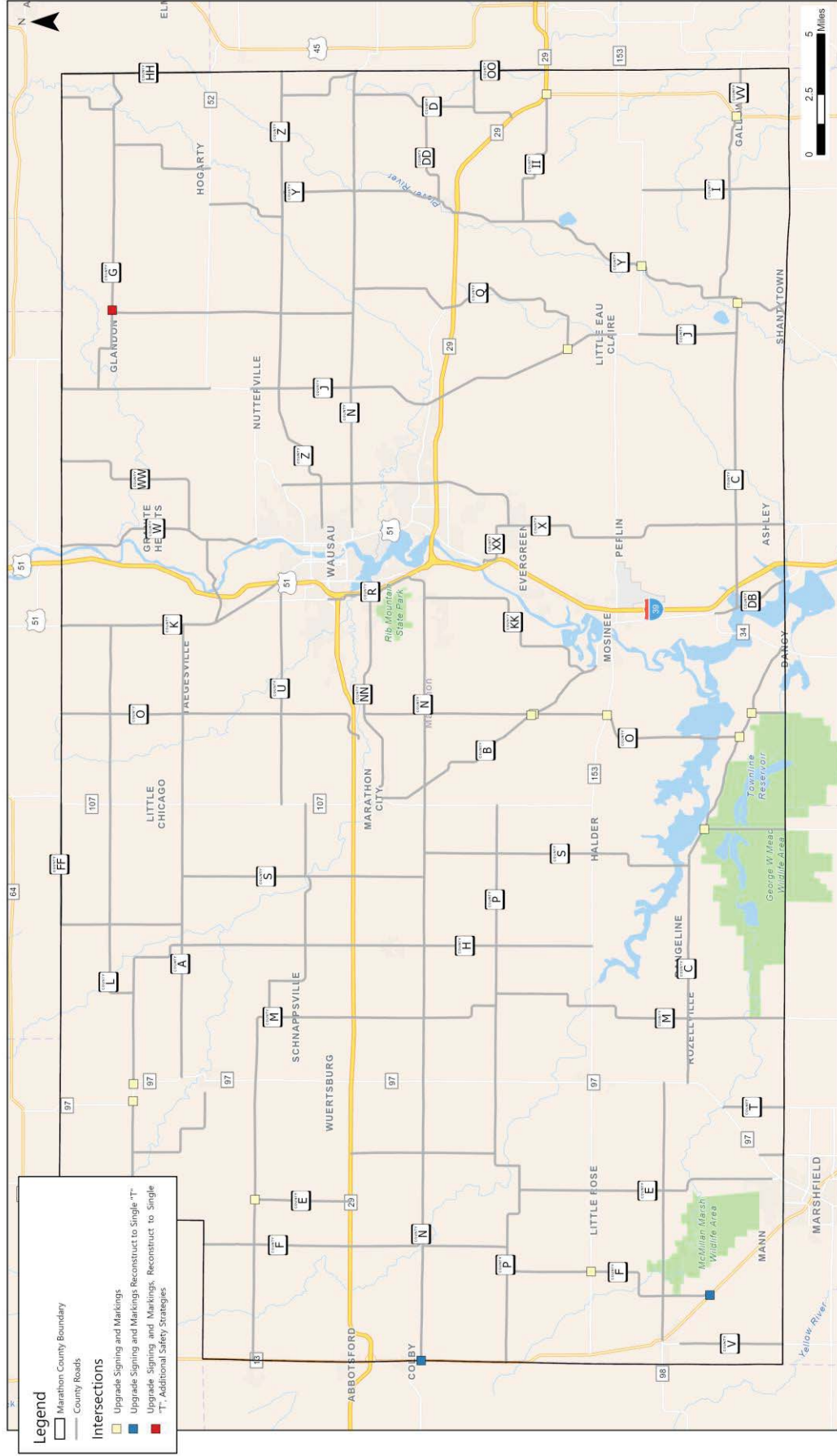


Figure 24. Project Map for High Priority Intersections



**Appendix A – Full List of Segments, Curves and Intersections
Included in the Project Analysis**



Total Rural Crashes 1892
Total Severe Crashes 92
Total Length 597

Count	Segment ID	Route Name	Local Name	From	To	Length	Speed Limit	AADT	Access Density	Lane Departure Density	Critical Curve Density	Edge Risk Assessment	Shoulder Width	Severe Crashes	Segment Crashes	Percent Rural Crashes	Critical Radius Curves	Right Shoulder Type	Left Shoulder Type
119	P008	CTHP		GTHS	STH107	2.0	55	430	14.0	0.2	0.0	1	3	0	8	0.423	0	Gravel	Gravel
120	0001	CTHJ		Budleski Dr	Hwy 29	3.8	55	400	11.1	0.1	1.3	25	1	0	5	0.264	5	Gravel	Gravel
121	0002	CTHQ		Budleski Dr	Hwy 29	3.3	55	710	11.1	0.5	0.9	1	4	0	10	0.529	3	Gravel	Gravel
122	0003	CTHQ		GTHN	CTHN	4.7	55	714	14.3	0.5	0.6	1	4	0	13	0.687	3	Gravel	Gravel
123	0004	CTHQ		GTHN	CTHN	3.0	55	150	9.3	0.3	0.0	1	4	0	3	0.159	0	Gravel	Gravel
124	0005	CTHQ		GTHZ	STH52	3.0	55	170	10.3	0.0	0.0	2C	3	0	8	0.423	0	Gravel	Gravel
125	0006	CTHQ		STH52	CTH4	4.0	55	690	9.0	0.5	0.3	2C	2	0	12	0.634	1	Gravel	Gravel
126	S001	GTHS		Wood County	CTH4	3.4	55	560	4.1	0.0	0.0	2C	4	1	2	0.106	0	Gravel	Gravel
127	S002	GTHS		CTH5	STH153	4.5	55	870	13.1	0.1	0.4	25	2	1	8	0.423	2	Gravel	Gravel
128	S003	GTHS		STH153	CTH P	4.0	55	270	9.3	0.0	0.0	25	2	0	2	0.106	0	Gravel	Gravel
129	S004	GTHS		CTHP	CTH P	3.0	55	380	15.3	0.1	0.0	1	3	0	1	0.053	0	Gravel	Gravel
130	S005	GTHS		CTHN	Hwy 29	3.0	55	560	14.7	0.3	0.0	1	4	0	6	0.317	0	Gravel	Gravel
131	S006	GTHS		Hwy 29	CTHU	2.0	55	620	17.5	0.6	0.0	1	4	0	10	0.529	0	Gravel	Gravel
132	S007	GTHS		GTHA	CTHA	5.2	35	630	11.7	0.0	0.0	1	4	0	4	0.211	0	Gravel	Gravel
133	S008	GTHS		GTHA	CTHA	3.0	55	210	10.3	0.1	0.0	1	3	1	1	0.053	0	Gravel	Gravel
134	S009	GTHS		CTHF	CTHF	2.0	55	150	13.0	0.0	0.0	1	3	1	1	0.053	0	Gravel	Gravel
135	T001	GTH		E McMillan St	STH 97	2.5	55	760	17.6	0.4	0.4	1	2	2	14	0.740	1	Gravel	Gravel
136	U001	GTHU		CTHM	CTHM	4.5	55	390	14.4	0.2	0.2	1	3	0	6	0.317	1	Gravel	Gravel
137	U002	GTHU		GTHH	GTHS	3.0	55	320	15.0	0.1	1.0	1	3	0	2	0.106	3	Gravel	Gravel
138	U003	GTHU		GTHS	STH107	3.0	55	710	18.0	0.1	0.0	1	3	0	6	0.317	0	Gravel	Gravel
139	U004	GTHU		STH107	CTHO	3.8	55	550	15.2	0.2	0.0	1	7	0	6	0.317	0	Composite	Composite
140	U005	GTHU		CTHO	Overlook Heights Dr	4.3	45	1259	15.6	1.2	0.0	1	3	1	18	2.643	0	Gravel	Gravel
141	V001	GTHV		Wood County	Town of Spencer	2.0	55	1300	16.9	0.4	0.0	1	3	1	1	0.951	0	Gravel	Gravel
142	V002	GTHV		STH 49	Shawano County	2.0	55	270	19.5	0.0	0.0	1	3	0	1	0.053	0	Gravel	Gravel
143	W001	GTHW		CTHW	Evergreen Rd	3.0	45	2620	25.0	0.9	0.7	1	8	1	27	1.427	2	Gravel	Gravel
144	W002	GTHW		CTHW	Evergreen Rd	3.7	55	1900	13.4	0.5	0.5	1	4	0	13	0.687	2	Gravel	Gravel
145	W003	GTHW		CTHW	Pine Bluff Rd	2.1	55	1300	14.6	0.0	0.0	1	4	0	7	0.370	0	Gravel	Gravel
146	WW001	CTHW		CTHK	CTHW	3.7	45	1790	19.5	0.3	0.0	1	7	2	2	0.18	0	Composite	Composite
147	WW002	CTHW		CTHW	CTHW	3.8	45	848	19.2	0.2	0.3	1	3	0	10	0.529	1	Gravel	Gravel
148	WW003	CTHW		N of Buck Trail Rd	County Line Rd	4.6	55	375	15.4	0.0	0.4	1	3	0	6	0.317	2	Gravel	Gravel
149	X001	GTHX		Portage County	CTHC	2.0	55	520	14.0	0.0	0.0	1	4	0	0	0.000	0	Gravel	Gravel
150	X002	GTHX		CTHC	STH153	5.3	55	870	12.8	0.3	0.4	1	4	0	10	0.529	2	Gravel	Gravel
151	X003	GTHX		STH153	CTHX	4.9	55	2825	16.7	0.9	0.4	1	6	3	47	2.484	2	Composite	Composite
152	X004	GTHX		CTHZ	CTHZ	1.6	45	1700	8.8	1.0	0.0	1	5	1	11	0.581	0	Composite	Composite
153	Y001	CTHY		Portage County	CTHC	4.3	45	524	5.6	0.1	0.2	1	5	0	2	0.106	1	Composite	Composite
154	Y002	CTHY		CTHC	STH153	4.3	45	730	18.4	0.3	1.4	1	3	1	1	0.581	6	Gravel	Gravel
155	Y003	CTHY		STH153	Power River Rd	4.3	45	798	16.2	0.0	1.3	1	2	0	6	0.423	0	Gravel	Gravel
156	Y004	CTHY		Power River Rd	Uji Ln	3.8	45	1320	15.1	0.2	0.6	1	3	1	5	0.687	3	Composite	Composite
157	Y005	CTHY		CTHY	CTHY	4.9	45	1180	17.1	0.2	0.2	1	4	3	3	0.529	0	Composite	Composite
158	Y006	CTHY		CTHY	CTHY	3.0	45	1300	18.9	0.9	0.0	2C	4	0	4	0.529	0	Gravel	Gravel
159	Y007	CTHY		CTHY	STH52	5.0	45	370	10.6	0.2	0.2	3	4	0	4	0.317	3	Gravel	Gravel
160	Y008	CTHY	Jake Rd	STH52	CTH4	5.0	45	170	10.9	0.1	0.8	1	2	0	5	0.364	2	Composite	Composite
161	Y009	CTHY		CTH4	Langlade County	2.7	45	3400	16.5	1.2	0.7	1	5	0	37	1.856	3	Composite	Composite
162	Z001	CTHZ		14th St	N7244 St	4.6	45	470	10.9	0.1	0.2	1	4	0	5	0.264	0	Gravel	Gravel
163	Z002	CTHZ		CTHZ	N Co Rd J	2.1	45	970	11.2	0.4	0.0	1	4	0	5	0.264	0	Gravel	Gravel
164	Z003	CTHZ		CTHZ	N Co Rd J	3.2	55	1300	13.3	0.6	0.0	1	3	1	15	0.793	0	Gravel	Gravel
165	Z004	CTHZ		CTHQ	CTHY	5.0	55	572	11.4	0.5	0.0	1	3	1	18	0.951	0	Gravel	Gravel
166	Z005	CTHZ		CTHY	Shawano County	5.0	55	1000	11.4	0.5	0.0	2C	3	1	21	1.110	0	Gravel	Gravel



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1	B.01	B003	CTH B		515	1073	55	None	840	None	None	0	2	0.901
2	B.02	B002	CTH B		282	527	55	None	840	Present	None	0	0	0.000
3	B.03	B002	CTH B		242	297	55	None	1000	Present	None	0	3	1.351
4	B.04	B002	CTH B		373	922	55	None	1000	Present	None	0	1	0.450
5	B.05	B002	CTH B		927	875	55	None	1000	Present	None	0	2	0.901
6	B.06	B002	CTH B		1112	845	55	W1-6	1000	Present	None	0	0	0.000
7	B.07	B002	CTH B		739	1077	55	None	1000	None	None	0	3	1.351
8	B.08	B002	CTH B		707	1656	55	None	1000	Present	None	0	1	0.450
9	B.09	B001	CTH B		834	2468	55	None	1000	None	None	0	0	0.000
10	B.10	B001	CTH B		698	2181	55	None	1000	None	None	0	1	0.450
11	B.11	B001	CTH B		366	769	45	None	1000	None	None	0	0	0.000
13	B.13	B001	CTH B		438	1194	55	None	2900	None	None	0	0	0.000
14	C.01	C006	CTH C		576	988	55	Chevrons	1100	None	None	1	2	0.901
15	C.02	C006	CTH C		929	2016	55	None	1100	None	None	0	0	0.000
16	C.03	C006	CTH C		682	1432	55	None	1100	None	None	0	2	0.901
17	C.04	C006	CTH C		682	1457	55	None	840	None	None	0	0	0.000
18	C.05	C006	CTH C		775	1901	55	None	840	None	None	0	0	0.000
19	C.06	C007	CTH C		1046	1870	55	None	1100	None	None	1	1	0.450
20	C.07	C007	CTH C		940	1899	55	None	1100	None	None	0	1	0.450
21	C.08	C007	CTH C		641	1790	55	None	1100	None	None	0	0	0.000
22	C.09	C007	CTH C		441	2081	55	None	1100	None	None	0	0	0.000
23	C.10	C012	CTH C		658	1144	55	None	360	None	None	0	1	0.450
24	C.11	C012	CTH C		1179	1917	55	None	360	None	None	0	0	0.000
25	C.12	C013	CTH C		512	1229	55	None	440	None	None	0	1	0.450
26	C.13	C013	CTH C		701	1035	55	None	440	None	None	0	0	0.000
27	C.14	C013	CTH C		635	998	55	None	440	None	None	0	0	0.000
28	C.16	C013	CTH C		509	754	35	None	440	None	Present	0	0	0.000
29	C.17	C013	CTH C		568	638	35	None	440	None	None	0	0	0.000
30	C.18	C013	CTH C		317	199	35	W1-6	440	Present	None	0	0	0.000
31	D.01	D003	CTH D		1120	822	55	W1-6	199	Present	Present	0	0	0.000
32	D.02	D003	CTH D		1523	1262	55	None	199	None	None	0	0	0.000
33	D.03	D003	CTH D		519	1914	55	None	199	None	None	0	0	0.000
34	D.04	D002	CTH D		1067	2235	55	None	330	Present	None	0	0	0.000
35	D.05	D002	CTH D		1305	1432	55	None	330	None	None	0	2	0.901
36	D.06	D001	CTH D		906	574	55	W1-6	500	Present	Present	0	3	1.351
37	D.07	D001	CTH D		704	574	55	None	640	Present	None	0	0	0.000
38	D.08	D001	CTH D		597	572	55	None	330	None	None	0	0	0.000
39	D.09	D001	CTH D		283	464	55	None	330	None	None	0	0	0.000
40	DD.01	DD001	CTH DD		451	712	55	None	530	None	None	0	2	0.901
41	DD.02	DD001	CTH DD		553	572	55	None	530	None	None	0	0	0.000
42	DD.03	DD001	CTH DD		750	570	55	None	530	None	None	0	0	0.000
43	E.01	E001	CTH E	N Peach Ave	1009	581	40	W1-6	1100	None	None	0	5	2.252
44	E.02	E001	CTH E	N Peach Ave	1920	1646	40	W1-6	1100	Present	None	0	0	0.000



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45	F.01	F005	CTH F		435	418	55	W1-6/W13-1P	540	None	None	0	0	0.000
46	F.02	F005	CTH F		295	394	55	None	540	None	None	0	0	0.000
47	F.03	F002	CTH F		881	578	55	None	680	Present	Present	0	0	0.000
48	F.04	F002	CTH F		930	577	55	None	680	Present	Present	0	0	0.000
49	G.01	G001	CTH G		586	363	55	None	140	Present	Present	0	0	0.000
50	G.02	G001	CTH G		567	363	55	None	140	Present	Present	0	0	0.000
51	G.03	G004	CTH G		987	943	55	None	570	None	None	0	1	0.450
52	G.04	G004	CTH G		1061	712	55	None	190	Present	None	0	4	1.802
53	G.05	G004	CTH G		949	1674	55	None	190	None	None	0	0	0.000
54	H.01	H006	CTH H		901	581	55	None	450	Present	Present	0	0	0.000
55	H.02	H006	CTH H		948	579	55	None	450	Present	Present	0	0	0.000
56	H.03	H006	CTH H		793	564	55	None	450	Present	Present	0	1	0.450
57	I.01	I001	CTH II		819	515	55	W1-6	260	Present	None	0	0	0.000
58	I.02	I001	CTH II		795	509	55	W1-6	260	None	None	0	0	0.000
59	I.03	I001	CTH II		756	586	55	W1-6	260	None	None	0	0	0.000
60	I.04	I001	CTH II		437	476	55	W1-6	260	None	None	0	0	0.000
61	I.05	I001	CTH II		490	651	55	W1-6	260	None	None	0	0	0.000
62	J.01	J007	CTH J		898	559	55	None	560	Present	Present	0	4	1.802
63	J.02	J004	CTH J		916	1170	55	None	3100	Present	Present	0	1	0.450
64	J.03	J004	CTH J		582	1408	55	None	3400	None	None	0	3	1.351
65	J.04	J004	CTH J		401	1139	45	None	3400	None	None	0	0	0.000
66	J.05	J004	CTH J		466	977	35	None	3400	None	None	0	0	0.000
67	J.06	J003	CTH J		456	1041	55	None	1900	None	None	0	5	2.252
68	J.07	J003	CTH J		518	1168	55	None	1900	None	None	0	2	0.901
69	J.08	J003	CTH J		585	1514	55	None	2000	None	None	0	1	0.450
70	J.09	J001	CTH J		1124	1895	45	None	1100	None	None	0	0	0.000
71	J.10	J001	CTH J		534	568	45	None	1100	None	None	2	4	1.802
72	KK.01	KK004	CTH KK		1536	947	55	None	1300	None	None	0	7	3.153
73	KK.02	KK003	CTH KK		1038	637	40	None	1300	Present	None	0	3	1.351
74	KK.03	KK003	CTH KK		972	639	40	None	1300	Present	Present	0	6	2.703
75	KK.04	KK002	CTH KK		916	565	40	None	1300	Present	Present	0	6	2.703
76	KK.05	KK002	CTH KK		262	609	35	None	1300	Present	None	0	1	0.450
77	KK.06	KK002	CTH KK		412	402	35	W1-6	1300	Present	None	0	1	0.450
78	KK.07	KK001	CTH KK		890	569	35	W1-6	1300	Present	Present	0	0	0.000
79	KK.08	KK001	CTH KK		517	716	35	None	1300	None	None	0	2	0.901
80	L.01	L003	CTH L		904	594	55	None	399	Present	Present	0	0	0.000
82	M.01	M002	CTH M		1046	687	55	W1-6	1100	Present	Present	0	1	0.450
83	M.02	M002	CTH M		857	562	55	W1-6	1100	Present	Present	0	2	0.901
84	M.03	M003	CTH M		562	334	55	W1-6	280	Present	Present	0	0	0.000
85	M.04	M003	CTH M		596	345	55	W1-6	280	Present	Present	0	0	0.000
86	M.05	M004	CTH M		944	555	35	W1-6	310	Present	None	0	0	0.000
87	M.06	M004	CTH M		650	570	55	W1-6	310	Present	Present	0	1	0.450
88	M.07	M004	CTH M		357	692	55	None	310	None	None	0	1	0.450



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89	M.08	M007	CTH M		966	559	55	W1-6	440	Present	Present	0	1	0.450
90	M.09	M008	CTH M		868	562	55	None	510	Present	Present	0	0	0.000
91	M.10	M009	CTH M		778	467	55	None	240	Present	Present	0	1	0.450
92	M.11	M009	CTH M		758	482	55	None	240	Present	Present	1	2	0.901
93	N.01	N001	CTH N	E Monroe St	754	575	35	None	1099	None	None	0	0	0.000
94	N.02	N014	CTH N		657	1232	55	None	1240	Present	None	0	5	2.252
95	NN.01	NN001	CTH NN		447	569	35	None	1099	None	None	0	1	0.450
96	NN.02	NN001	CTH NN		518	2858	55	None	1600	None	None	0	0	0.000
97	NN.03	NN001	CTH NN		510	2029	55	None	1600	None	None	0	1	0.450
98	NN.04	NN001	CTH NN		648	943	55	None	1600	None	None	0	2	0.901
99	NN.05	NN001	CTH NN		1683	2888	55	None	1600	None	None	0	1	0.450
100	O.01	O007	CTH O		1227	1071	55	0	1000	0	0	0	0	0.000
101	O.02	O007	CTH O		1185	1460	55	None	1000	Present	None	0	0	0.000
102	O.03	O007	CTH O		235	198	55	W1-6	967	None	None	0	0	0.000
103	O.04	O006	CTH O		264	1162	55	None	290	None	None	0	0	0.000
104	O.05	O005	CTH O		376	565	55	None	290	None	None	1	2	0.901
105	O.06	O004	CTH O		195	572	55	None	450	None	None	0	0	0.000
106	O.07	O004	CTH O		244	572	55	None	450	None	None	0	4	1.802
107	O.08	O003	CTH O		331	720	45	None	1200	None	None	1	3	1.351
108	O.09	O003	CTH O		585	1937	45	None	1200	Present	None	0	0	0.000
109	O.10	O003	CTH O		637	816	45	None	1200	Present	Present	0	1	0.450
110	O.11	O002	CTH O		356	1065	45	None	900	None	None	0	0	0.000
111	O.12	O002	CTH O		426	1039	45	None	900	None	None	0	0	0.000
112	O.13	O002	CTH O		443	950	45	Chevrons	900	None	None	0	0	0.000
113	O.14	O002	CTH O		613	1434	45	Chevrons	900	None	None	0	2	0.901
114	O.01	O0002	CTH Oo		135	348	55	Chevrons	320	None	None	0	0	0.000
116	O.03	O0002	CTH Oo		398	2421	55	None	320	None	None	0	0	0.000
117	O.04	O0002	CTH Oo		311	2516	55	None	320	None	None	0	0	0.000
118	P.01	P002	CTH P		802	564	55	W1-6	410	Present	None	0	1	0.450
119	P.02	P002	CTH P		766	574	55	W1-6	410	Present	Present	0	1	0.450
120	P.03	P003	CTH P		860	578	55	W1-6	390	Present	Present	0	1	0.450
121	Q.01	Q006	CTH Q		823	584	55	None	540	Present	Present	0	2	0.901
122	Q.02	Q003	CTH Q		620	584	55	None	650	Present	None	0	2	0.901
123	Q.03	Q003	CTH Q		400	1470	55	None	650	None	None	0	1	0.450
124	Q.05	Q003	CTH Q		249	417	45	None	650	Present	None	0	0	0.000
125	Q.06	Q003	CTH Q		360	544	45	None	650	None	None	0	2	0.901
126	Q.07	Q002	CTH Q		435	1448	55	None	710	Present	None	0	0	0.000
127	Q.08	Q002	CTH Q		666	1453	55	None	710	None	None	0	0	0.000
128	Q.09	Q002	CTH Q		771	583	55	None	710	None	None	0	0	0.000
129	Q.10	Q002	CTH Q		903	574	55	None	710	Present	Present	0	0	0.000
130	Q.11	Q002	CTH Q		408	683	55	None	710	Present	Present	0	0	0.000
131	Q.12	Q002	CTH Q		480	1442	55	None	710	None	None	0	0	0.000
132	Q.13	Q002	CTH Q		537	1714	55	None	710	None	None	0	0	0.000



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133	Q.14	Q001	CTH Q		493	1735	55	None	400	None	None	0	0	0.000
134	Q.15	Q001	CTH Q		386	602	55	None	400	Present	None	0	0	0.000
135	Q.17	Q001	CTH Q		807	968	55	None	400	None	None	0	0	0.000
136	Q.18	Q001	CTH Q		867	582	55	None	400	Present	Present	0	1	0.450
137	Q.19	Q001	CTH Q		346	719	55	None	400	None	None	0	0	0.000
138	Q.20	Q001	CTH Q		399	2075	55	None	400	None	None	0	0	0.000
139	Q.21	Q001	CTH Q		659	587	55	W1-6/W1-8	400	Present	None	0	1	0.450
140	S.01	S002	CTH S		846	579	55	None	870	Present	Present	1	1	0.450
141	S.02	S002	CTH S		925	578	55	None	870	Present	Present	0	2	0.901
142	T.01	T001	CTH T		433	573	55	None	760	None	None	0	9	4.054
143	U.01	U001	CTH U		1570	1054	55	None	390	Present	None	0	1	0.450
144	U.02	U002	CTH U		547	588	55	None	320	None	None	0	0	0.000
145	U.03	U002	CTH U		524	569	55	Chevrons	320	Present	Present	0	1	0.450
146	U.04	U002	CTH U		471	947	55	None	320	None	None	0	0	0.000
147	U.05	U002	CTH U		485	1630	55	None	320	None	None	0	0	0.000
148	U.06	U005	CTH U		402	1251	55	None	2800	None	None	0	2	0.901
149	VV.01	VV001	CTH VV		132	92	55	None	270	None	None	0	1	0.450
150	W.02	W002	CTH W		1760	1182	55	None	1900	None	None	0	0	0.000
151	W.03	W002	CTH W		1049	1933	55	None	1900	None	None	0	0	0.000
152	W.04	W002	CTH W		765	1010	55	None	1900	None	None	0	2	0.901
153	W.05	W002	CTH W		1210	2070	55	None	1900	None	None	0	1	0.450
154	W.06	W001	CTH W		821	1389	45	None	2700	Present	None	0	6	2.703
155	W.07	W001	CTH W		470	1549	45	None	2600	Present	None	0	0	0.000
156	W.08	W001	CTH W		706	1152	45	None	2600	None	None	0	2	0.901
157	W.09	W001	CTH W		669	1154	45	None	2600	None	None	0	2	0.901
158	WW.01	WW003	CTH WW		1361	852	55	W1-6	350	Present	None	0	0	0.000
159	WW.02	WW003	CTH WW		1297	848	55	None	400	None	None	0	0	0.000
160	WW.03	WW002	CTH WW		1597	957	45	None	730	Present	None	0	1	0.450
161	WW.04	WW001	CTH WW		1258	1297	45	None	1900	None	None	0	0	0.000
162	WW.05	WW001	CTH WW		1782	2859	45	None	2000	Present	None	0	2	0.901
163	X.04	X003	CTH X		1077	762	55	Chevrons	2300	Present	None	1	5	2.252
164	X.05	X003	CTH X		846	756	55	Chevrons	2300	Present	None	0	4	1.802
165	X.06	X002	CTH X		1225	1108	55	None	870	Present	None	0	2	0.901
166	X.07	X002	CTH X		1392	1097	55	None	870	None	None	0	2	0.901
167	X.08	X002	CTH X		524	1668	55	None	870	None	None	0	0	0.000
168	Y.01	Y009	CTH Y	Jakes Rd	942	587	55	None	730	Present	Present	0	0	0.000
169	Y.02	Y009	CTH Y	Jakes Rd	795	577	55	None	730	Present	Present	0	1	0.450
170	Y.03	Y008	CTH Y		921	575	45	None	170	Present	Present	0	1	0.450
171	Y.04	Y008	CTH Y		843	575	45	None	170	Present	Present	0	0	0.000
172	Y.05	Y007	CTH Y		543	1263	30	None	230	None	None	0	0	0.000
173	Y.06	Y007	CTH Y		652	582	30	None	230	Present	None	0	2	0.901
174	Y.07	Y007	CTH Y		496	580	45	None	230	Present	None	0	0	0.000
175	Y.08	Y007	CTH Y		292	578	45	None	230	None	None	0	0	0.000



Marathon County - County Road Safety Plans
Rural Curve Data Summary
March 24, 2021



Total Rural Crashes 222
Total Severe Crash 10
Total Length 148210.19

Count	Curve ID	Segment ID	Route Name	Local Name	Length	Radius	Speed Limit	Delimitation	AAAT	Adjacent Intersection	Visual Trap	Total Severe Crashes	Total Crashes	Percent Rural Crashes
176	Y.09	Y006	CTH Y		518	2420	45	None	1100	None	None	0	0	0.000
177	Y.10	Y005	CTH Y		353	1267	45	None	1100	Present	None	1	3	1.351
178	Y.11	Y005	CTH Y		447	1417	45	None	1100	Present	None	0	0	0.000
179	Y.12	Y005	CTH Y		492	1065	45	None	1200	Present	None	0	3	1.351
180	Y.13	Y005	CTH Y		291	1214	45	None	1200	None	None	0	1	0.450
181	Y.14	Y005	CTH Y		399	632	45	None	1200	None	None	0	7	3.153
182	Y.15	Y005	CTH Y		398	465	25	None	2300	Present	None	0	0	0.000
183	Y.16	Y005	CTH Y		363	409	25	None	2700	Present	None	0	2	0.901
184	Y.17	Y005	CTH Y		524	733	45	None	2800	Present	None	0	2	0.901
185	Y.18	Y004	CTH Y		327	881	45	None	1800	None	None	0	1	0.450
186	Y.19	Y004	CTH Y		363	1180	45	None	1800	None	None	0	0	0.000
187	Y.20	Y004	CTH Y		406	902	55	None	1800	None	None	0	1	0.450
188	Y.21	Y003	CTH Y		568	1399	45	None	1100	Present	None	0	0	0.000
189	Y.22	Y003	CTH Y		392	706	45	None	870	None	None	0	0	0.000
190	Y.23	Y003	CTH Y		453	929	45	None	870	Present	None	0	1	0.450
191	Y.24	Y003	CTH Y		316	1490	45	None	870	None	None	0	0	0.000
192	Y.25	Y003	CTH Y		606	1180	45	None	870	None	None	0	0	0.000
193	Y.26	Y003	CTH Y		812	1528	45	None	870	None	None	0	1	0.450
194	Y.27	Y003	CTH Y		660	718	45	None	790	None	None	0	1	0.450
195	Y.28	Y003	CTH Y		688	1412	45	None	790	Present	None	0	0	0.000
196	Y.29	Y003	CTH Y		392	955	35	None	790	None	None	0	0	0.000
197	Y.30	Y003	CTH Y		328	943	35	None	790	None	None	0	0	0.000
198	Y.31	Y002	CTH Y		676	589	35	None	730	Present	None	0	1	0.450
199	Y.32	Y002	CTH Y		1275	1544	45	None	730	None	None	0	1	0.450
200	Y.33	Y002	CTH Y		498	1192	45	None	730	None	None	0	0	0.000
201	Y.34	Y002	CTH Y		633	1070	55	None	730	None	None	0	0	0.000
202	Y.35	Y002	CTH Y		699	1186	55	None	730	None	None	0	0	0.000
203	Y.36	Y002	CTH Y		523	2035	55	None	730	Present	None	0	0	0.000
204	Y.37	Y002	CTH Y		694	2326	55	None	730	None	None	0	0	0.000
205	Y.38	Y002	CTH Y		1328	788	55	None	730	Present	Present	0	2	0.901
206	Y.39	Y002	CTH Y		1357	759	45	None	730	Present	Present	0	0	0.000
207	Y.40	Y001	CTH Y		1138	779	35	None	924	Present	Present	0	1	0.450
208	Z.01	Z001	CTH Z	Franklin St	997	1003	45	None	3400	None	None	0	1	0.450
209	Z.02	Z001	CTH Z	Franklin St	1026	916	45	None	3400	Present	None	0	3	1.351
210	Z.03	Z001	CTH Z	Franklin St	870	816	45	Chevrons	3400	None	None	0	9	4.054
211	Z.04	Z001	CTH Z	Franklin St	1178	1424	45	None	3400	None	None	0	1	0.450
212	Z.05	Z002	CTH Z		711	1938	45	None	870	None	None	0	2	0.901

Total Number of Intersections 123
Total Rural Crashes 241
Total Severe Crashes 18
Total Severe Angle Crashes 12

Count	Intersection ID	Route Name	Local Name	Cross Street	Local Name	Intersection Design/Traffic Control	Minor Approach Speed	Major Approach Speed	Minor AADT	Major AADT	AADT Gross Product	Alignment Skew >15	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop >5 miles	Total Severe Crashes	Total Severe Angle Crashes	Percent Rural Crashes
1	A02	CTH A		CTH F		Traditional / SSSC	55	55	1140	970	1105800	0	None	Present	None	Yes	2	0	0.4%
2	A03	CTH A		CTH E	Beaver Rd	Traditional / SSSC	55	55	875	385	336437.5	0	None	None	None	Yes	1	1	0.8%
3	A04	CTH A		CTH E		Traditional / SSSC	55	55	2500	705	1762500	0	None	None	None	Yes	1	0	0.4%
4	5TH 97	CTH A		5TH 97		Traditional / SSSC	55	55	2500	705	1762500	0	None	None	None	Yes	1	0	0.4%
5	A05	CTH A		CTH H	13th Ln	Traditional / SSSC	55	55	2250	1700	3822000	0	None	None	None	Yes	1	1	0.0%
6	A06	CTH A		CTH H		Traditional / SSSC	55	55	1450	536	777200	0	None	None	None	Yes	0	0	0.0%
7	A07	CTH A		County Rd 5		Traditional / SSSC	55	55	1200	54	64800	0	None	None	None	Yes	0	0	0.0%
8	A08	CTH A		CTH 5	7th Ln	Traditional / SSSC	55	55	1250	365	456250	0	None	None	None	Yes	1	0	0.4%
9	A09	CTH A		5TH 107		Traditional / SSSC	35	35	1600	1150	1840000	0	None	Present	None	Yes	5	0	2.1%
10	A10	CTH A		CTH O		Traditional / SSSC	55	55	1200	680	816000	0	None	None	None	No	1	0	0.4%
11	A11	CTH A		CTH K		Traditional / SSSC	55	55	5350	1400	7490000	0	None	Present	None	No	6	1	2.5%
12	AAA.01	5TH 97	Julien Dr	CTH B		Traditional / SSSC	55	55	7450	1400	10426275	40	None	None	None	No	16	1	6.6%
13	B01	CTH B		CTH KK		Traditional / SSSC	55	55	1950	655	1276275	35	None	None	None	Yes	3	0	1.2%
14	B02	CTH B		CTH O		Traditional / SSSC	55	55	1000	450	450000	30	None	None	None	Yes	0	0	0.0%
15	B03	CTH B		CTH O		Traditional / SSSC	55	55	1000	450	450000	30	None	None	None	Yes	2	1	0.8%
16	B04	CTH B		CTH N		Traditional / SSSC	55	55	1700	1000	1700000	0	Yes	None	None	Yes	3	0	1.2%
17	C02	CTH C		CTH F		Traditional / SSSC	55	55	1450	680	986000	0	None	None	None	No	3	0	1.2%
18	C03	CTH C		CTH E		Traditional / SSSC	55	55	1750	1200	2100000	0	None	None	None	No	3	0	1.2%
19	C04	CTH C		5TH 97		Traditional / SSSC	55	55	6800	1100	7480000	0	None	None	None	Yes	2	0	0.8%
20	C05	CTH C		5TH 97		Traditional / SSSC	55	55	8800	2600	17880000	0	None	None	None	No	10	2	4.1%
21	C06	CTH C		CTH S		Traditional / SSSC	55	55	1100	670	697000	0	None	None	None	Yes	1	0	0.4%
22	C07	CTH C		CTH S		Traditional / SSSC	55	55	970	360	349200	30	Yes	None	None	Yes	0	0	0.0%
23	C08	CTH C		CTH O		Traditional / SSSC	55	55	970	360	349200	30	None	None	None	Yes	2	0	0.8%
24	C09	CTH C		CTH O		Traditional / SSSC	55	55	970	360	349200	30	None	None	None	Yes	1	0	0.4%
25	C10	CTH C	Altenburg Rd	5TH 94		Traditional / SSSC	55	55	4450	245	841025	20	None	None	Present	Yes	0	0	0.0%
26	C11	CTH C		CTH 2A		Traditional / SSSC	45	45	1800	245	530100	30	None	None	None	No	1	0	0.4%
27	C12	CTH C		CTH J		Traditional / SSSC	55	55	585	600	350700	0	None	None	None	Yes	0	0	0.0%
28	C13	CTH C		CTH J		Traditional / SSSC	55	55	775	1100	852500	0	Yes	None	None	Yes	1	0	0.4%
29	C14	CTH C		CTH I		Traditional / SSSC	55	55	765	360	271800	0	None	None	None	No	0	0	0.0%
30	C15	CTH C		CTH I		Traditional / SSSC	55	55	400	515	206000	0	None	None	None	No	0	0	0.0%
31	C16	CTH C		5TH 49		Traditional / SSSC	35	35	1950	440	858000	0	Yes	Present	None	No	0	0	0.0%
32	C17	CTH C		CTH 29		Traditional / SSSC	55	55	10350	315	3255075	0	Yes	None	None	No	0	0	0.0%
33	D01	CTH D		CTH 00		Traditional / SSSC	55	55	570	320	182400	0	Yes	None	None	No	1	0	0.4%
34	D02	CTH D		CTH 02		Traditional / SSSC	55	55	415	530	219950	0	Yes	None	None	No	1	0	0.4%
35	D03	CTH D		CTH N		Traditional / SSSC	55	55	1300	330	429000	0	None	None	None	No	4	2	1.7%
36	D04	CTH D		CTH N		Traditional / SSSC	55	55	1300	330	429000	0	None	None	None	No	0	0	0.0%
37	D05	CTH D		CTH 2		Traditional / SSSC	55	55	890	35	48505	40	None	None	None	No	1	0	0.4%
38	D06	CTH D		CTH 2	Emmonsville Rd	Traditional / SSSC	55	55	1750	530	927500	35	None	None	None	No	0	0	0.0%
39	E01	CTH E		5TH 153		Traditional / SSSC	55	55	1850	940	1739000	0	None	None	None	No	3	0	1.2%
40	E02	CTH E		CTH P		Traditional / SSSC	55	55	400	415	165800	0	None	None	None	No	0	0	0.0%
41	E03	CTH E		CTH P		Traditional / SSSC	55	55	515	230	118450	0	None	None	None	No	1	0	0.4%
42	E04	CTH E		5TH 29		Traditional / SSSC	55	55	11450	175	1998025	0	None	None	None	No	3	0	1.2%
43	E05	CTH E		5TH 29		Traditional / SSSC	55	55	11700	385	4498550	0	None	None	None	No	0	0	0.0%
44	F01	CTH F		5TH 13		Traditional / SSSC	55	55	9100	390	3544500	0	Yes	Present	None	Yes	2	0	0.8%
45	F02	CTH F		5TH 13		Traditional / SSSC	55	55	1000	645	645000	0	None	None	None	Yes	2	1	1.0%
46	F03	CTH F		CTH P		Traditional / SSSC	55	55	670	610	408700	0	None	None	None	No	0	0	0.0%
47	F04	CTH F		CTH P		Traditional / SSSC	55	55	590	395	216975	0	None	None	None	No	0	0	0.0%
48	F05	CTH F		CTH P		Traditional / SSSC	55	55	3200	690	828000	0	None	Present	None	No	2	0	0.8%
49	F06	CTH F		CTH N		Traditional / SSSC	55	55	820	540	442800	0	Yes	None	None	No	2	0	0.8%
50	F07	CTH F		5TH 29		Traditional / SSSC	55	55	11350	870	10048500	0	None	None	None	No	5	0	2.1%
51	F08	CTH F		5TH 107		Traditional / SSSC	55	55	106	150	15900	0	None	None	None	No	0	0	0.0%
52	F09	CTH G		5TH 107		Traditional / SSSC	55	55	447	780	348270	0	None	None	None	No	0	0	0.0%
53	G01	CTH G		CTH J		Traditional / SSSC	55	55	585	120	69975	0	None	None	None	No	0	0	0.0%
54	G02	CTH G		CTH Q		Traditional / SSSC	55	55	340	370	125930	25	None	Present	None	No	0	0	0.0%
55	G03	CTH G		CTH Q		Traditional / SSSC	55	55	355	135	47925	0	None	None	None	No	2	0	0.8%
56	G04	CTH G		CTH Q		Traditional / SSSC	55	55	380	740	281200	0	Yes	None	None	No	1	0	0.4%
57	H01	CTH H		CTH 53		Traditional / SSSC	55	55	3000	445	1335000	0	None	None	None	No	0	0	0.0%
58	H02	CTH H		CTH 53		Traditional / SSSC	55	55	345	635	411375	0	None	None	None	No	0	0	0.0%
59	H03	CTH H		CTH N		Traditional / SSSC	55	55	1300	1832	2380960	0	None	Present	None	No	1	1	0.4%
60	H04	CTH H		CTH N		Traditional / SSSC	55	55	1200	355	426000	0	None	None	None	Yes	0	0	0.0%
61	H05	CTH H	Spencer Ln	CTH U		Traditional / SSSC	55	55	328	127	41492	0	None	None	None	Yes	0	0	0.0%
62	H06	CTH H		CTH F		Traditional / SSSC	55	55	640	560	358400	0	None	None	None	No	1	0	0.4%
63	I01	CTH I		5TH 153		Traditional / SSSC	55	55	55	55	55	0	None	None	None	No	0	0	0.0%

Total Number of Intersections 123
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Count	Intersection ID	Route Name	Local Name	Cross Street	Local Name	Intersection Design / Traffic Control	Minor Approach Speed	Major Approach Speed	Minor AADT	Major AADT	AADT Gross Product	Alignment Skew >15	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop >5 miles	Total Severe Crashes	Total Severe Angle Crashes	Percent Rural Crashes
64	II.01	CTH II		CTH V		Traditional / SSSC	55	55	1450	180	260275	0	None	None	None	Yes	0	0	0.0%
65	II.02	CTH II		5TH 49		Traditional / SSSC	55	55	2400	260	624000	0	None	Present	None	Yes	1	0	0.4%
66	II.01	CTH II		CTH V		Traditional / SSSC	55	55	1100	1500	1650000	0	None	None	None	Yes	4	0	1.7%
67	II.03	CTH J		5TH 153	Jeff Rd	Traditional / SSSC	55	55	1500	970	1455000	0	None	None	None	No	0	0	0.0%
68	II.03	CTH J		5TH 153	Burnie Rd	Traditional / 3-Way Stop	55	55	1950	1600	3120000	25	None	None	None	No	0	0	0.8%
69	II.04	CTH J		CTH Q	Kilne Rd	Traditional / SSSC	55	55	1950	149	290550	35	None	None	None	Yes	0	0	0.0%
70	II.08	CTH J		CTH N	Townline Rd	Traditional / SSSC	55	55	1850	2350	4347500	0	None	None	None	No	7	0	2.9%
71	II.10	CTH J		5TH 52		Traditional / SSSC	55	55	2850	1400	3990000	25	Yes	None	None	No	4	0	1.7%
72	II.11	CTH J		5TH 52		Traditional / SSSC	55	55	2900	780	2262000	0	Yes	None	None	No	3	0	1.2%
73	K.02	CTH K		CTH F	Prehn Dr	Traditional / SSSC	55	55	5000	365	1822500	0	None	None	None	Yes	2	0	0.8%
74	KK.01	CTH K		CTH H	S Mountain Rd	Traditional / SSSC	55	45	5150	2115	10892250	0	None	None	None	Yes	7	0	2.9%
75	L.01	CTH L		CTH M		Traditional / SSSC	55	55	550	145	79475	0	None	None	None	Yes	1	0	0.4%
76	L.02	CTH L		5TH 97		Traditional / SSSC	55	55	1310	510	668100	80	Yes	None	None	Yes	1	0	0.4%
77	L.03	CTH L		5TH 97		Traditional / SSSC	55	55	1310	510	668100	80	Yes	None	None	No	0	0	0.0%
78	L.04	CTH L		County Rds		Traditional / SSSC	55	55	154	180	27720	0	None	None	None	Yes	0	0	0.0%
79	L.05	CTH L		5TH 107		Traditional / SSSC	55	55	940	370	347800	0	None	None	None	Yes	2	0	0.8%
80	L.06	CTH L		CTH O		Traditional / SSSC	55	55	630	390	245700	0	None	None	None	No	1	1	0.4%
81	M.01	CTH M		5TH 153		Traditional / SSSC	55	55	3250	690	2242500	0	None	None	None	No	4	0	1.7%
82	M.02	CTH M		CTH P		Traditional / SSSC	55	55	495	280	138600	0	None	None	None	No	0	0	0.0%
83	M.03	CTH M	Redwood St	CTH P		Traditional / SSSC	55	55	320	310	101200	0	None	None	None	No	0	0	0.0%
84	M.04	CTH M		5TH 29		Traditional / SSSC	55	55	1050	325	341250	0	None	None	None	No	0	0	0.0%
85	M.05	CTH M		CTH M		Traditional / SSSC	55	65	13950	365	5091750	0	None	None	None	Yes	4	0	1.7%
86	M.06	CTH M		CTH U		Traditional / SSSC	55	55	415	1111	47085	0	None	None	None	Yes	1	0	0.4%
87	N.01	CTH N	E Monroe St	5TH 13		Traditional / SSSC	55	55	5800	3300	9540000	0	None	Present	Present	Yes	6	2	2.5%
88	N.02	CTH N		CTH Z		Traditional / SSSC	55	52	4450	245	477250	0	None	None	None	Yes	6	0	2.4%
89	N.03	CTH N		CTH S		Traditional / SSSC	55	55	1590	240	379500	0	None	None	None	No	0	0	0.0%
90	N.04	CTH N		5TH 107		Traditional / SSSC	55	55	2800	1650	3954000	0	None	None	None	No	6	0	2.5%
91	N.05	CTH N		CTH N		Traditional / SSSC	55	55	2400	1331	2043200	0	None	None	None	No	2	1	0.8%
92	N.06	CTH N		CTH X		Traditional / SSSC	55	55	5300	2050	10865000	0	None	None	None	Yes	7	0	2.9%
93	N.07	CTH N		CTH X		Traditional / SSSC	55	55	1550	125	19375	0	None	None	None	Yes	3	0	1.2%
94	N.08	CTH N		CTH Q		Traditional / SSSC	55	55	1550	375	580475	0	None	None	None	Yes	0	0	0.0%
95	N.09	CTH N		CTH Q		Traditional / SSSC	55	55	1200	1150	1380000	0	None	None	None	Yes	3	1	1.2%
96	N.10	CTH N		CTH Y		Traditional / SSSC	55	55	1265	289	365885	0	None	None	None	No	0	0	0.0%
97	NN.01	CTH NN		5TH 153		Traditional / SSSC	55	55	3150	825	2598750	25	Yes	Present	None	No	4	0	1.7%
98	O.01	CTH O		CTH FF		Traditional / SSSC	55	55	320	630	201600	0	None	None	None	No	0	0	0.0%
99	O.05	CTH O		5TH 13		Traditional / SSSC	35	35	5400	715	3861000	0	None	Present	Present	No	3	0	1.2%
100	P.01	CTH P		5TH 97	Front St	Traditional / SSSC	55	55	3700	410	1517000	0	None	None	None	Yes	2	1	0.8%
101	P.02	CTH P		5TH 97		Traditional / SSSC	55	55	425	325	138125	0	None	None	None	No	0	0	0.0%
102	P.03	CTH P		CTH P		Traditional / SSSC	55	55	1850	430	795500	0	None	None	None	No	3	0	1.2%
103	P.04	CTH P		5TH 107		Traditional / SSSC	55	55	600	160	96000	0	None	None	None	No	0	0	0.0%
104	Q.04	CTH Q		CTH Z		Traditional / SSSC	55	55	1900	430	817000	0	None	None	None	Yes	2	0	0.8%
105	Q.05	CTH Q		5TH 52		Traditional / SSSC	55	55	3300	570	1881000	0	None	None	None	Yes	1	1	0.4%
106	S.01	CTH S		5TH 29		Traditional / SSSC	55	65	17250	590	10177500	0	None	Present	None	No	7	0	2.9%
107	S.02	CTH S		CTH U		Traditional / SSSC	55	35	625	320	200000	0	None	None	None	No	0	0	0.0%
108	S.03	CTH S		CTH U	W 17th St	Traditional / SSSC	55	35	625	710	443750	0	None	None	None	No	2	0	0.8%
109	S.04	CTH S		CTH U		Traditional / SSSC	55	35	6950	760	5287000	0	Yes	None	None	No	8	0	3.3%
110	T.01	CTH T		5TH 97		Traditional / SSSC	45	55	2700	500	1350000	0	None	None	None	No	2	0	0.8%
111	T.01	CTH U		5TH 107		Traditional / SSSC	45	55	2100	315	660450	0	None	None	None	No	2	0	0.8%
112	U.02	CTH U		5TH 49		Traditional / SSSC	55	45	1800	270	486000	0	None	None	None	No	1	0	0.4%
113	W.01	CTH W		CTH WW		Traditional / SSSC	55	55	2650	1900	5035000	0	Yes	Present	None	No	3	0	1.2%
114	W.01	CTH W		CTH WW		Traditional / SSSC	55	55	2300	1200	2760000	35	Yes	None	None	No	1	0	0.4%
115	W.02	CTH W		5TH 153		Traditional / SSSC	55	55	1950	1585	3099750	0	None	None	None	No	2	0	0.8%
116	X.01	CTH X		CTH XX	Pine Dr	Traditional / SSSC	35	45	3900	2950	11315000	0	Yes	Present	None	No	8	0	3.3%
117	X.02	CTH X		CTH XX		Traditional / SSSC	35	45	4800	1700	8160000	0	Yes	None	None	No	4	0	1.7%
118	X.07	CTH X		5TH 52		Traditional / SSSC	45	55	860	760	653600	0	Yes	None	None	Yes	2	0	0.8%
119	Y.01	CTH Y		5TH 153		Traditional / SSSC	45	55	815	1000	815000	0	None	None	None	No	3	0	1.2%
120	Y.04	CTH Y		CTH Z		Traditional / SSSC	55	55	605	355	379725	0	None	None	None	No	0	0	0.0%
121	Y.05	CTH Y		5TH 52		Traditional / SSSC	55	55	1650	1050	1732500	0	None	None	None	No	1	0	0.4%
122	Y.06	CTH Y		5TH 52		Traditional / SSSC	55	55	1650	1050	1732500	0	None	None	None	No	1	0	0.4%
123	Y.07	CTH Y		5TH 52		Traditional / SSSC	55	55	1650	135	221925	0	None	None	None	No	0	0	0.0%

Appendix B – List of Prioritized Segments, Curves and Intersections

Rank	Segment ID	Route Name	Local Name	From	To	Length	AADT	ADT Range	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Total
1	G004	CTH G		CTH Y	CTH HH	1.8	190	✓	✓	✓	✓	✓	✓	✓
2	D001	CTH D		CTH 29	CTH DD	3.8	474	✓	✓	✓	✓	✓	✓	✓
3	T001	CTH T		E McMillan St	STH 97	2.5	760	✓	✓	✓	✓	✓	✓	✓
4	G006	CTH Q		CTH 52	CTH G	4.0	690	✓	✓	✓	✓	✓	✓	✓
5	S006	CTH S		Hwy 29	CTH U	2.0	620	✓	✓	✓	✓	✓	✓	✓
6	C001	CTH C		CTH 13	CTH F	1.9	1600	✓	✓	✓	✓	✓	✓	✓
7	C013	CTH C		CTH 49	CTH 49	3.2	440	✓	✓	✓	✓	✓	✓	✓
8	H006	CTH H		CTH A	CTH F	3.9	450	✓	✓	✓	✓	✓	✓	✓
9	B002	CTH I		CTH C	CTH 153	3.6	560	✓	✓	✓	✓	✓	✓	✓
10	J001	CTH J		County Line Dr	CTH C	2.3	1048	✓	✓	✓	✓	✓	✓	✓
11	J003	CTH J		CTH 153	Weston Ave	7.5	1950	✓	✓	✓	✓	✓	✓	✓
12	J004	CTH J		Weston Ave	Co. Rd N	4.4	3400	✓	✓	✓	✓	✓	✓	✓
13	J005	CTH J		Co. Rd N	CTH 52	4.2	1550	✓	✓	✓	✓	✓	✓	✓
14	I007	CTH I		CTH G	County Line Rd	2.2	560	✓	✓	✓	✓	✓	✓	✓
15	K001	CTH K		CTH B	Half Moon Lake Dr	1.4	1300	✓	✓	✓	✓	✓	✓	✓
16	O004	CTH O		CTH 153	CTH B	3.1	450	✓	✓	✓	✓	✓	✓	✓
17	U002	CTH U		CTH H	CTH S	3.0	320	✓	✓	✓	✓	✓	✓	✓
18	W002	CTH W		CTH W	N of Buck Trail Rd.	3.8	848	✓	✓	✓	✓	✓	✓	✓
19	W003	CTH W		N of Buck Trail Rd.	County Line Rd	4.6	375	✓	✓	✓	✓	✓	✓	✓
20	Y002	CTH Y		CTH C	CTH 153	4.3	730	✓	✓	✓	✓	✓	✓	✓
21	Y007	CTH Y		CTH Z	CTH 52	3.3	230	✓	✓	✓	✓	✓	✓	✓
22	B002	CTH B		CTH N	Alhrens Rd	3.8	1350	✓	✓	✓	✓	✓	✓	✓
23	B003	CTH B		CTH 107	CTH N	2.0	1012	✓	✓	✓	✓	✓	✓	✓
24	D002	CTH D		CTH DD	Co. Hwy N	3.3	230	✓	✓	✓	✓	✓	✓	✓
25	H001	CTH H		CTH 153	CTH P	4.0	654	✓	✓	✓	✓	✓	✓	✓
26	K002	CTH K		Half Moon Lake Dr	4 Mile Creek Rd	2.9	1300	✓	✓	✓	✓	✓	✓	✓
27	K003	CTH K		4 Mile Creek Rd	Collie St	1.2	1300	✓	✓	✓	✓	✓	✓	✓
28	O002	CTH O		CTH C	Hickory Rd	3.1	900	✓	✓	✓	✓	✓	✓	✓
29	C005	CTH C		CTH M	Youngs Ln	4.4	820	✓	✓	✓	✓	✓	✓	✓
30	M009	CTH M		Silver Leaf Rd	CTH L	3.8	240	✓	✓	✓	✓	✓	✓	✓
31	Z005	CTH Z		CTH Y	Shawano County	5.0	1000	✓	✓	✓	✓	✓	✓	✓
32	A002	CTH A		CTH E	STH 97	5.0	875	✓	✓	✓	✓	✓	✓	✓
33	L005	CTH L		5th Lane	StH 107	2.0	390	✓	✓	✓	✓	✓	✓	✓
34	L007	CTH L		CTH O	CTH O	3.7	680	✓	✓	✓	✓	✓	✓	✓
35	Q003	CTH Q		Hwy 29	CTH N	4.7	714	✓	✓	✓	✓	✓	✓	✓
36	G001	CTH G		CTH J	CTH Q	3.7	140	✓	✓	✓	✓	✓	✓	✓
37	M008	CTH M		Mueller St	Silver Leaf Rd	1.5	510	✓	✓	✓	✓	✓	✓	✓
38	L003	CTH L		CTH H	Co. Rd S	3.9	155	✓	✓	✓	✓	✓	✓	✓
39	M004	CTH M		CTH P	CTH N	3.4	367	✓	✓	✓	✓	✓	✓	✓
40	O005	CTH O		CTH B	CTH N	4.5	290	✓	✓	✓	✓	✓	✓	✓
41	Q001	CTH Q		CTH J	Budleski Dr	3.8	400	✓	✓	✓	✓	✓	✓	✓
42	S002	CTH S		CTH S	STH 153	4.5	870	✓	✓	✓	✓	✓	✓	✓
43	Y003	CTH Y		STH 153	Plover River Rd	4.5	798	✓	✓	✓	✓	✓	✓	✓
44	K004	CTH K		Collie St	CTH N	3.8	2850	✓	✓	✓	✓	✓	✓	✓
45	Y005	CTH Y		Lily Ln	CTH N	4.9	1580	✓	✓	✓	✓	✓	✓	✓
46	Z001	CTH Z		Franklin St	N 73rd St	4.6	3400	✓	✓	✓	✓	✓	✓	✓
47	Q002	CTH Q		Budleski Dr	Hwy 29	3.3	710	✓	✓	✓	✓	✓	✓	✓



Rank	Segment ID	Route Name	Local Name	From	To	Length	AADT	ADT Range	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Total
48	W001	CTH W		CTH Ww	Evergreen Rd	3.0	2620		✓	✓	✓		✓	✓✓✓
49	L002	CTH L		CTH 97	CTH H	3.9	450	✓	✓	✓	✓	✓	✓	✓✓✓
50	M001	CTH M		Wood County	CTH C	4.0	1600	✓	✓	✓	✓	✓	✓	✓✓✓
51	P001	CTH O		Portage County	CTH C	1.4	350	✓	✓	✓	✓	✓	✓	✓✓✓
52	P006	CTH P		CTH M	CTH H	2.0	450	✓	✓	✓	✓	✓	✓	✓✓✓
53	Q005	CTH Q		CTH Z	CTH 52	3	170	✓	✓	✓	✓	✓	✓	✓✓✓
54	S004	CTH S		CTH P	CTH N	3.0	380	✓	✓	✓	✓	✓	✓	✓✓✓
55	U003	CTH U		CTH S	CTH 107	3.0	710	✓	✓	✓	✓	✓	✓	✓✓✓
56	V001	CTH VV		CTH 49	Shawano County	2.0	270	✓	✓	✓	✓	✓	✓	✓✓✓
57	O009	CTH O		CTH F	CTH F	2.0	450	✓	✓	✓	✓	✓	✓	✓✓✓
58	Y006	CTH Y		CTH Z	CTH Z	3.0	1100	✓	✓	✓	✓	✓	✓	✓✓✓
59	D003	CTH D		Co. Rd N	Co. Rd Zz	3.8	60	✓	✓	✓	✓	✓	✓	✓✓✓
60	D001	CTH DD		CTH Y	CTH D	4.3	692	✓	✓	✓	✓	✓	✓	✓✓✓
61	E001	CTH E	N Peach Ave	Ash St	CTH C	4.9	2570	✓	✓	✓	✓	✓	✓	✓✓✓
62	E002	CTH E		CTH C	CTH 153	3.0	750	✓	✓	✓	✓	✓	✓	✓✓✓
63	F004	CTH F		CTH P	CTH N	3.5	690	✓	✓	✓	✓	✓	✓	✓✓✓
64	F007	CTH F		CTH A	Maple Ave	2.2	430	✓	✓	✓	✓	✓	✓	✓✓✓
65	H001	CTH HH		CTH 52	CTH Y	4.0	555	✓	✓	✓	✓	✓	✓	✓✓✓
66	H001	CTH HH		CTH Y	CTH 49	6.2	380	✓	✓	✓	✓	✓	✓	✓✓✓
67	M003	CTH M		CTH P	CTH P	4.5	368	✓	✓	✓	✓	✓	✓	✓✓✓
68	M005	CTH M		CTH N	Hwy 29	3.0	340	✓	✓	✓	✓	✓	✓	✓✓✓
69	N004	CTH N		CTH M	CTH M	2.7	1000	✓	✓	✓	✓	✓	✓	✓✓✓
70	S003	CTH S		CTH 153	CTH P	4.0	270	✓	✓	✓	✓	✓	✓	✓✓✓
71	U004	CTH U		CTH 107	CTH O	3.8	530	✓	✓	✓	✓	✓	✓	✓✓✓
72	X003	CTH X		CTH 153	CTH X	4.9	2825	✓	✓	✓	✓	✓	✓	✓✓✓
73	A004	CTH A		CTH H	CTH S	2.9	920	✓	✓	✓	✓	✓	✓	✓✓✓
74	A006	CTH A		CTH 107	CTH O	3.8	872	✓	✓	✓	✓	✓	✓	✓✓✓
75	G008	CTH G		CTH DB	CTH X	3.5	490	✓	✓	✓	✓	✓	✓	✓✓✓
76	G009	CTH G		CTH X	0	2.2	400	✓	✓	✓	✓	✓	✓	✓✓✓
77	G012	CTH G		CTH Y	CTH I	4.6	360	✓	✓	✓	✓	✓	✓	✓✓✓
78	E006	CTH E		Hwy 29	CTH A	4.0	670	✓	✓	✓	✓	✓	✓	✓✓✓
79	F002	CTH F		CTH C	CTH 153	3.9	680	✓	✓	✓	✓	✓	✓	✓✓✓
80	FF001	CTH FF		Co. Rd S	CTH 107	5.0	115	✓	✓	✓	✓	✓	✓	✓✓✓
81	G002	CTH G		CTH Q	Rocky Rd	4.0	540	✓	✓	✓	✓	✓	✓	✓✓✓
82	H002	CTH H		CTH P	CTH N	3.0	820	✓	✓	✓	✓	✓	✓	✓✓✓
83	L004	CTH L		Co. Rd S	5th Lane	3.0	350	✓	✓	✓	✓	✓	✓	✓✓✓
84	M007	CTH M		CTH U	CTH 97	3.1	440	✓	✓	✓	✓	✓	✓	✓✓✓
85	N003	CTH N		CTH E	CTH 97	3.0	490	✓	✓	✓	✓	✓	✓	✓✓✓
86	N009	CTH N		CTH O	Co. Rd Kk	4.8	3100	✓	✓	✓	✓	✓	✓	✓✓✓
87	N011	CTH N		S 13th St	N Co. Rd J	5.8	2020	✓	✓	✓	✓	✓	✓	✓✓✓
88	O008	CTH O		CTH U	CTH F	7.1	940	✓	✓	✓	✓	✓	✓	✓✓✓
89	O002	CTH Oo		CTH D	Hwy 29	4.5	586	✓	✓	✓	✓	✓	✓	✓✓✓
90	S001	CTH S		CTH S	CTH C	3.4	560	✓	✓	✓	✓	✓	✓	✓✓✓
91	W002	CTH W		Wood County	Pine Bluff Rd	3.7	1900	✓	✓	✓	✓	✓	✓	✓✓✓
92	X002	CTH X		Evergreen Rd	CTH 153	5.3	870	✓	✓	✓	✓	✓	✓	✓✓✓
93	Z004	CTH Z		CTH Q	CTH 153	5.0	572	✓	✓	✓	✓	✓	✓	✓✓✓
94	AA001	CTH AAA	Galvin Ave	CTH 97	E McMillan St	1.0	2700	✓	✓	✓	✓	✓	✓	✓✓✓

Rank	Segment ID	Route Name	Local Name	From	To	Length	AADT	ADT Range	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Total
95	G002	CTHC		CTHF	CTHE	4.4	1300					✓	✓	✓✓✓
96	O003	CTHO		Hickory Rd	STH 153	3.1	1050			✓	✓		✓	✓✓✓
97	M002	CTHM		CTHC	STH 153	4.5	1100			✓	✓		✓	✓✓✓
98	F005	CTHF		CTHN	Hwy 29	3.2	540	✓			✓		✓	✓✓✓
99	N014	CTHN		CTHY	Shawno County	5.1	1240			✓	✓		✓	✓✓✓
100	O006	CTHO		CTHN	CTH NN	2.6	290	✓			✓		✓	✓✓✓
101	P002	CTHP		CTHF	CTHE	2.8	410	✓			✓		✓	✓✓✓
102	P003	CTHP		CTHP	CTHE	2.5	390	✓			✓		✓	✓✓✓
103	U001	CTHU		CTHM	CTHH	4.5	390	✓			✓		✓	✓✓✓
104	Y009	CTHY	Jakes Rd	CTHG	Langlade County	2.7	730	✓			✓		✓	✓✓✓
105	N001	CTHN	E Monroe St	S Division St	CTHF	5.0	1220	✓			✓		✓	✓✓✓
106	Y001	CTHY		Portage County	CTHC	4.5	924	✓			✓		✓	✓✓✓
107	Y004	CTHY		Plover River Rd	Liv Ln	3.8	1520	✓			✓		✓	✓✓✓
108	Y008	CTHY		STH 52	CTHG	5.0	170	✓			✓		✓	✓✓✓
109	M006	CTHM		Hwy 29	CTHU	3.5	390	✓			✓		✓	✓✓
110	P007	CTHP		CTHS	CTH S	3.9	420	✓			✓		✓	✓✓
111	P008	CTHP		CTHS	STH 107	2.0	430	✓			✓		✓	✓✓
112	V001	CTHV		Wood County	Town of Spencer	4.3	1300	✓			✓		✓	✓✓
113	S005	CTHS		CTHN	Hwy 29	3.0	560	✓			✓		✓	✓✓
114	X001	CTHX		Portage County	CTHC	2.0	520	✓			✓		✓	✓✓
115	X007	CTHX		CTHZ	STH 52	1.6	1700	✓			✓		✓	✓✓
116	N012	CTHN		N Co. Rd J	CTHQ	4.1	1800	✓			✓		✓	✓✓
117	A007	CTHA		CTHO	CTHK	3.8	932	✓			✓		✓	✓✓
118	B001	CTHB		Range Line Rd	Town Line Rd	5.3	1190	✓			✓		✓	✓✓
119	E004	CTHE		CTHP	CTHN	3.0	210	✓			✓		✓	✓✓
120	E005	CTHE		CTHN	Hwy 29	3.0	250	✓			✓		✓	✓✓
121	F003	CTHF		STH 153	CTHP	3.5	690	✓			✓		✓	✓✓
122	F006	CTHF		Hwy 29	CTHA	4.0	800	✓			✓		✓	✓✓
123	G003	CTHG		Rocky Rd	CTHY	4.5	570	✓			✓		✓	✓✓
124	H005	CTHH		CTHU	CTHA	5.2	890	✓			✓		✓	✓✓
125	HH002	CTHH		CTHG	Langlade County	2.1	650	✓			✓		✓	✓✓
126	L001	CTHL		Taylor County	STH 97	4.9	566	✓			✓		✓	✓✓
127	N005	CTHN		CTHM	CTHH	3.0	1100	✓			✓		✓	✓✓
128	N006	CTHN		CTHN	Co. Rd S	2.8	1500	✓			✓		✓	✓✓
129	P004	CTHP		CTHE	STH 97	3.0	320	✓			✓		✓	✓✓
130	P005	CTHP		STH 97	CTHM	3.7	504	✓			✓		✓	✓✓
131	S008	CTHS		CTHA	CTHF	3.0	210	✓			✓		✓	✓✓
132	S009	CTHS		CTHF	CTHFF	2.0	150	✓			✓		✓	✓✓
133	U005	CTHU		CTHO	Overlook Heights Dr	5.0	1259	✓			✓		✓	✓✓
134	Z003	CTHZ		N Co. Rd J	CTHQ	3.2	1300	✓			✓		✓	✓✓
135	A005	CTHA		CTHS	STH 107	3.0	1255	✓			✓		✓	✓✓
136	C003	CTHC		CTHE	STH 97	4.5	1100	✓			✓		✓	✓✓
137	G004	CTHG		CTHM	CTHM	2.7	1865	✓			✓		✓	✓✓
138	C007	CTHC		CTHO	STH 34	3.0	978	✓			✓		✓	✓✓
139	G010	CTHG		0	CTHJ	5.8	400	✓			✓		✓	✓✓
140	C011	CTHC		CTHJ	CTHJ	1.3	773	✓			✓		✓	✓✓
141	E003	CTHE		STH 153	CTHP	3.0	740	✓			✓		✓	✓✓

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Rank	Segment ID	Route Name	Local Name	From	To	Length	AADT	ADT Range	Access Density	Lane Departure Crash Density	Critical Radius Curve Density	Edge Risk Assessment	Shoulder Width	Total
142	F001	CTH F		STH 13	CTH C	2.0	680	✓					✓	✓
143	H003	CTH H		CTH N	Hwy 29	3.0	2250		✓				✓	✓
144	B001	CTH I		Lost Rd	CTH C	2.5	470	✓					✓	✓
145	J002	CTH J		CTH C	STH 153	4.0	1100					✓	✓	✓
146	J006	CTH J		CTH 52	CTH G	4.7	678	✓					✓	✓
147	L006	CTH L		STH 107	CTH O	3.8	390	✓					✓	✓
148	N002	CTH N		CTH F	CTH E	3.6	540	✓					✓	✓
149	N008	CTH N		STH 107	CTH O	3.8	1700	✓		✓			✓	✓
150	P001	CTH P		CTH P	CTH F	4.8	650	✓					✓	✓
151	Q004	CTH Q		CTH N	CTH Z	3.0	150	✓					✓	✓
152	S007	CTH S		CTH A	CTH A	5.2	630	✓					✓	✓
153	Z002	CTH Z		N 23rd St	N Co. Rd J	2.1	870	✓					✓	✓
154	NN001	CTH NN		Marathon City Limits	CTH O	3.4	1600	✓			✓		✓	✓
155	A001	CTH A		STH 13	CTH E	6.7	1284	✓		✓			✓	✓
156	O007	CTH O		Hwy 29	CTH U	4.0	967	✓			✓		✓	✓
157	N013	CTH N		CTH Q	CTH Y	4.1	1300						✓	✓
158	W003	CTH W		Pine Bluff Rd	Lincoln County	2.1	1300						✓	✓
159	H004	CTH H		Hwy 29	CTH U	2.0	1600						✓	✓
160	K002	CTH K		CTH Ww	CTH F	4.4	5385			✓			✓	✓
161	WW001	CTH WW		CTH W	CTH W	3.7	1790		✓				✓	✓
162	A003	CTH A		STH 97	CTH H	5.5	1245						✓	✓
163	DB001	CTH DB		STH 34	Portage County	3.3	1900						✓	✓
164	N007	CTH N		Co. Rd S	StH 107	3.0	1500						✓	✓
165	C006	CTH C		Youngs Ln	CTH O	9.0	1012				✓		✓	✓
166	K003	CTH K		CTH F	Lincoln County	2.1	4000						✓	✓
						112			58	56	66	35	153	

Check Marks

- ADT Range - If segment has an ADT in the range most at risk (ADT < 1000)
- Access Density - If segment has an Access Density in the range most at risk (Access Density > 15)
- Lane Departure Crash Density - If segment has an Lane Departure Crash Density in the range most at risk (Density > 0.4)
- Critical Radius Curve Density - If segment has an Critical Radius Curve Density in the range most at risk (Density > 0.1)
- Edge Risk Assessment - If Segment has an Edge Risk of 2C, 2S or 3
- Shoulder Width - If Segment has a Shoulder Width less than or equal to 5 feet

✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
#	%	Mileage	%	%	%	%	%	%	%	%	%	%	%	%
0	0%	0.0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4	2%	12.1	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
43	26%	153.2	26%	26%	26%	26%	26%	26%	26%	26%	26%	26%	26%	26%
61	37%	224.4	37%	37%	37%	37%	37%	37%	37%	37%	37%	37%	37%	37%
48	29%	168.7	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%
9	5%	37.0	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
1	1%	2.1	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
166	100%	597.3	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



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Curve ID	Segment ID	Route Name	Local Name	Length	Radius	Speed Limit	Shoulder Type	Critical Radius	Existing Chevrons?	ADT	Adjacent Intersection	Visual Trap	Total Crashes	Total	Priority (black) or Proximity (red)?
B.01	B003	CTH B		515	1073	55	Gravel	✓					✓	✓	
B.02	B002	CTH B		282	527	55	Gravel	✓			✓		✓	✓	✓
B.03	B002	CTH B		242	297	55	Gravel	✓		✓			✓	✓	✓
B.04	B002	CTH B		373	922	55	Gravel	✓		✓			✓	✓	✓
B.05	B002	CTH B		927	875	55	Gravel	✓		✓			✓	✓	✓
B.06	B002	CTH B		1112	845	55	Gravel	✓		✓			✓	✓	✓
B.07	B002	CTH B		739	1077	55	Gravel	✓		✓			✓	✓	✓
B.08	B002	CTH B		707	1656	55	Gravel	✓		✓			✓	✓	✓
B.09	B001	CTH B		834	2468	55	Composite			✓			✓	✓	
B.10	B001	CTH B		698	2181	55	Composite			✓			✓	✓	
B.11	B001	CTH B		366	769	45	Composite	✓		✓			✓	✓	
B.13	B001	CTH B		438	1194	55	Composite	✓		✓			✓	✓	
C.01	C006	CTH C		576	988	55	Composite	✓	✓	✓			✓	✓	✓
C.02	C006	CTH C		929	2016	55	Composite			✓			✓	✓	
C.03	C006	CTH C		682	1432	55	Composite			✓			✓	✓	
C.04	C006	CTH C		682	1457	55	Composite			✓			✓	✓	
C.05	C006	CTH C		775	1901	55	Composite			✓			✓	✓	
C.06	C007	CTH C		1046	1870	55	Gravel			✓			✓	✓	
C.07	C007	CTH C		940	1899	55	Gravel			✓			✓	✓	
C.08	C007	CTH C		641	1790	55	Gravel			✓			✓	✓	
C.09	C007	CTH C		441	2081	55	Gravel			✓			✓	✓	
C.10	C012	CTH C		658	1144	55	Gravel	✓					✓	✓	
C.11	C012	CTH C		1179	1917	55	Gravel						✓	✓	
C.12	C013	CTH C		512	1229	55	Gravel	✓					✓	✓	
C.13	C013	CTH C		701	1035	55	Gravel	✓					✓	✓	
C.14	C013	CTH C		635	998	55	Gravel	✓					✓	✓	
C.16	C013	CTH C		509	754	35	Gravel	✓				✓	✓	✓	
C.17	C013	CTH C		568	638	35	Gravel	✓					✓	✓	
C.18	C013	CTH C		317	199	35	Gravel				✓		✓	✓	
D.01	D003	CTH D		1120	822	55	Gravel	✓					✓	✓	✓
D.02	D003	CTH D		1523	1262	55	Gravel						✓	✓	✓
D.03	D003	CTH D		519	1914	55	Gravel						✓	✓	
D.04	D002	CTH D		1067	2235	55	Gravel				✓		✓	✓	
D.05	D002	CTH D		1305	1432	55	Gravel						✓	✓	
D.06	D001	CTH D		906	574	55	Gravel	✓					✓	✓	✓
D.07	D001	CTH D		704	574	55	Gravel	✓					✓	✓	✓
D.08	D001	CTH D		597	572	55	Gravel	✓					✓	✓	
D.09	D001	CTH D		283	464	55	Gravel	✓					✓	✓	
DD.01	DD001	CTH DD		451	712	55	Gravel	✓					✓	✓	
DD.02	DD001	CTH DD		553	572	55	Gravel	✓					✓	✓	
DD.03	DD001	CTH DD		750	570	55	Gravel	✓					✓	✓	
E.01	E001	CTH E	N Peach Ave	1009	581	40	Composite	✓		✓			✓	✓	✓
E.02	E001	CTH E	N Peach Ave	1920	1646	40	Composite	✓		✓			✓	✓	✓
F.01	F005	CTH F		435	418	55	Gravel	✓					✓	✓	
F.02	F005	CTH F		295	394	55	Gravel	✓					✓	✓	
F.03	F002	CTH F		881	578	55	Gravel	✓					✓	✓	✓
F.04	F002	CTH F		930	577	55	Gravel	✓					✓	✓	✓
G.01	G001	CTH G		586	363	55	Gravel	✓					✓	✓	✓



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Curve ID	Segment ID	Route Name	Local Name	Length	Radius	Speed Limit	Shoulder Type	Critical Radius	Existing Chevrons?	ADT	Adjacent Intersection	Visual Trap	Total Crashes	Total	Priority (black) or Proximity (red)?
G02	G001	CTH G		567	363	55	Gravel	✓			✓		✓✓✓	✓✓✓	✓
G03	G004	CTH G		943	943	55	Gravel	✓					✓	✓✓	✓
G04	G004	CTH G		1061	712	55	Gravel	✓			✓		✓	✓✓✓	✓
G05	G004	CTH G		949	1674	55	Gravel	✓						✓✓✓	✓
H01	H006	CTH H		801	581	55	Gravel	✓			✓			✓✓✓	✓
H02	H006	CTH H		948	579	55	Gravel	✓			✓			✓✓✓	✓
H03	H006	CTH H		793	564	55	Gravel	✓			✓		✓	✓✓✓	✓
I01	I001	CTH I		819	515	55	Gravel	✓			✓			✓✓	✓
I02	I001	CTH I		795	509	55	Gravel	✓						✓✓	✓
I03	I001	CTH I		756	586	55	Gravel	✓						✓	✓
I04	I001	CTH I		437	476	55	Gravel	✓						✓	✓
I05	I001	CTH I		490	651	55	Gravel	✓						✓	✓
J01	J007	CTH J		898	559	55	Gravel	✓			✓		✓	✓✓✓	✓
J02	J004	CTH J		916	1170	55	Composite	✓			✓		✓	✓✓✓	✓
J03	J004	CTH J		582	1408	55	Composite	✓			✓		✓	✓✓✓	✓
J04	J004	CTH J		401	1139	45	Composite	✓						✓✓	✓
J05	J004	CTH J		466	977	35	Composite	✓			✓			✓✓	✓
J06	J003	CTH J		456	1041	55	Gravel	✓			✓		✓	✓✓✓	✓
J07	J003	CTH J		518	1168	55	Gravel	✓						✓✓✓	✓
J08	J003	CTH J		585	1514	55	Gravel	✓						✓✓	✓
J09	J001	CTH J		1124	1895	45	Composite	✓						✓✓	✓
J10	J001	CTH J		534	568	45	Composite	✓					✓	✓✓✓	✓
KK01	KK004	CTH KK		1536	947	55	Composite	✓					✓	✓✓✓	✓
KK02	KK003	CTH KK		1038	637	40	Composite	✓			✓		✓	✓✓✓	✓
KK03	KK003	CTH KK		972	639	40	Composite	✓			✓		✓	✓✓✓	✓
KK04	KK002	CTH KK		916	565	40	Composite	✓			✓		✓	✓✓✓	✓
KK05	KK002	CTH KK		262	609	35	Composite	✓			✓		✓	✓✓✓	✓
KK06	KK002	CTH KK		412	402	35	Composite	✓			✓		✓	✓✓✓	✓
KK07	KK001	CTH KK		890	569	35	Gravel	✓			✓		✓	✓✓✓	✓
KK08	KK001	CTH KK		517	716	35	Gravel	✓			✓		✓	✓✓✓	✓
L01	L003	CTH L		904	594	55	Gravel	✓			✓		✓	✓✓✓	✓
M01	M002	CTH M		1046	687	55	Gravel	✓			✓		✓	✓✓✓	✓
M02	M002	CTH M		857	562	55	Gravel	✓			✓		✓	✓✓✓	✓
M03	M003	CTH M		562	334	55	Gravel	✓			✓		✓	✓✓✓	✓
M04	M003	CTH M		596	345	55	Gravel	✓			✓		✓	✓✓✓	✓
M05	M004	CTH M		944	555	35	Gravel/Grass	✓			✓		✓	✓✓	✓
M06	M004	CTH M		650	570	55	Gravel/Grass	✓			✓		✓	✓✓✓	✓
M07	M004	CTH M		357	692	55	Gravel/Grass	✓			✓		✓	✓✓	✓
M08	M007	CTH M		966	559	55	Gravel	✓			✓		✓	✓✓	✓
M09	M008	CTH M		868	562	55	Gravel	✓			✓		✓	✓✓	✓
M10	M009	CTH M		778	467	55	Gravel	✓			✓		✓	✓✓	✓
M11	M009	CTH M		758	482	55	Gravel	✓			✓		✓	✓✓	✓
N01	N001	CTH N	E Monroe St	754	575	35	Composite	✓			✓		✓	✓✓	✓
N02	N014	CTH N		657	1232	55	Gravel	✓			✓		✓	✓✓	✓
NN01	NN001	CTH NN		447	569	35	Composite	✓			✓		✓	✓✓	✓
NN02	NN001	CTH NN		518	2858	55	Composite	✓			✓		✓	✓✓	✓
NN03	NN001	CTH NN		510	2029	55	Composite	✓			✓		✓	✓✓	✓
NN04	NN001	CTH NN		648	943	55	Composite	✓			✓		✓	✓✓	✓



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Curve ID	Segment ID	Route Name	Local Name	Length	Radius	Speed Limit	Shoulder Type	Critical Radius	Existing Chevrons?	ADT	Adjacent Intersection	Visual Trap	Total Crashes	Total	Priority (black) or Proximity (red)?
NN.05	NN001	CTH NN		1683	2888	55	Composite			✓			✓	✓	
O.01	O007	CTH O		1227	1071	55	Composite	✓		✓			✓	✓	
O.02	O007	CTH O		1185	1460	55	Composite			✓			✓	✓	
O.03	O007	CTH O		235	198	55	Composite								
O.04	O006	CTH O		264	1162	55	Gravel	✓					✓	✓	
O.05	O005	CTH O		376	965	55	Gravel	✓					✓	✓	
O.06	O004	CTH O		195	572	55	Gravel	✓					✓	✓	
O.07	O004	CTH O		244	572	55	Gravel	✓					✓	✓	✓
O.08	O003	CTH O		331	720	45	Composite	✓		✓			✓	✓	
O.09	O003	CTH O		585	1937	45	Composite	✓		✓			✓	✓	
O.10	O003	CTH O		637	816	45	Composite	✓		✓			✓	✓	
O.11	O002	CTH O		356	1065	45	Composite	✓							
O.12	O002	CTH O		426	1039	45	Composite	✓							
O.13	O002	CTH O		443	950	45	Composite	✓							
O.14	O002	CTH O		613	1434	45	Composite	✓		✓			✓	✓	
OO.01	OO002	CTH OO		135	348	55	Gravel	✓		✓			✓	✓	
OO.03	OO002	CTH OO		398	2421	55	Gravel								
OO.04	OO002	CTH OO		311	2516	55	Gravel								
P.01	P002	CTH P		802	564	55	Gravel	✓		✓			✓	✓	✓
P.02	P002	CTH P		766	574	55	Gravel	✓		✓			✓	✓	✓
P.03	P003	CTH P		860	578	55	Gravel	✓		✓			✓	✓	✓
Q.01	Q006	CTH Q		823	584	55	Gravel	✓		✓			✓	✓	✓
Q.02	Q003	CTH Q		620	584	55	Gravel	✓		✓			✓	✓	✓
Q.03	Q003	CTH Q		400	1470	55	Gravel	✓		✓			✓	✓	✓
Q.05	Q003	CTH Q		249	417	45	Gravel	✓		✓			✓	✓	✓
Q.06	Q003	CTH Q		360	544	45	Gravel	✓		✓			✓	✓	✓
Q.07	Q002	CTH Q		435	1448	55	Gravel								
Q.08	Q002	CTH Q		666	1453	55	Gravel								
Q.09	Q002	CTH Q		771	583	55	Gravel	✓					✓	✓	✓
Q.10	Q002	CTH Q		903	574	55	Gravel	✓		✓			✓	✓	✓
Q.11	Q002	CTH Q		408	683	55	Gravel	✓		✓			✓	✓	✓
Q.12	Q002	CTH Q		480	1442	55	Gravel								
Q.13	Q002	CTH Q		537	1714	55	Gravel								
Q.14	Q001	CTH Q		493	1735	55	Gravel								
Q.15	Q001	CTH Q		386	602	55	Gravel	✓		✓			✓	✓	✓
Q.17	Q001	CTH Q		807	968	55	Gravel	✓		✓			✓	✓	✓
Q.18	Q001	CTH Q		867	582	55	Gravel	✓		✓			✓	✓	✓
Q.19	Q001	CTH Q		346	719	55	Gravel	✓		✓			✓	✓	✓
Q.20	Q001	CTH Q		399	2075	55	Gravel	✓		✓			✓	✓	✓
Q.21	Q001	CTH Q		659	587	55	Gravel	✓		✓			✓	✓	✓
S.01	S002	CTH S		846	579	55	Gravel	✓		✓			✓	✓	✓
S.02	S002	CTH S		925	578	55	Gravel	✓		✓			✓	✓	✓
T.01	T001	CTH T		433	573	55	Gravel	✓		✓			✓	✓	✓
U.01	U001	CTH U		1570	1054	55	Gravel	✓		✓			✓	✓	✓
U.02	U002	CTH U		547	588	55	Gravel	✓		✓			✓	✓	✓
U.03	U002	CTH U		524	569	55	Gravel	✓		✓			✓	✓	✓
U.04	U002	CTH U		471	947	55	Gravel	✓		✓			✓	✓	✓
U.05	U002	CTH U		485	1630	55	Gravel	✓		✓			✓	✓	✓

Curve ID	Segment ID	Route Name	Local Name	Length	Radius	Speed Limit	Shoulder Type	Critical Radius	Existing Chevrons?	ADT	Adjacent Intersection	Visual Trap	Total Crashes	Total	Priority (black) or Proximity (red)?
U.06	U005	CTH U		402	1251	55	Composite			✓			✓	✓	
W.01	W001	CTH VV		132	92	55	Gravel						✓	✓	
W.02	W002	CTH W		1760	1182	55	Gravel	✓		✓			✓	✓	
W.03	W002	CTH W		1049	1933	55	Gravel			✓			✓	✓	
W.04	W002	CTH W		765	1010	55	Gravel	✓		✓			✓	✓	
W.05	W002	CTH W		1210	2070	55	Gravel			✓			✓	✓	
W.06	W001	CTH W		821	1389	45	Gravel			✓			✓	✓	
W.07	W001	CTH W		470	1549	45	Gravel			✓			✓	✓	
W.08	W001	CTH W		706	1152	45	Gravel	✓		✓			✓	✓	
W.09	W001	CTH W		669	1154	45	Gravel	✓		✓			✓	✓	
WW.01	WW003	CTH WW		1361	852	55	Gravel	✓		✓			✓	✓	
WW.02	WW003	CTH WW		1297	848	55	Gravel	✓		✓			✓	✓	
WW.03	WW002	CTH WW		1597	957	45	Gravel	✓		✓			✓	✓	
WW.04	WW001	CTH WW		1258	1297	45	Composite			✓			✓	✓	
WW.05	WW001	CTH WW		1782	2859	45	Composite	✓		✓			✓	✓	
X.04	X003	CTH X		1077	762	55	Composite	✓	✓	✓			✓	✓	
X.05	X003	CTH X		846	756	55	Composite	✓	✓	✓			✓	✓	
X.06	X002	CTH X		1225	1108	55	Gravel	✓		✓			✓	✓	
X.07	X002	CTH X		1392	1097	55	Gravel	✓		✓			✓	✓	
X.08	X002	CTH X		524	1668	55	Gravel						✓	✓	
Y.01	Y009	CTH Y	Jakes Rd	942	587	55	Gravel	✓		✓			✓	✓	
Y.02	Y009	CTH Y	Jakes Rd	795	577	55	Gravel	✓		✓			✓	✓	
Y.03	Y008	CTH Y		921	575	45	Composite	✓		✓			✓	✓	
Y.04	Y008	CTH Y		843	575	45	Composite	✓		✓			✓	✓	
Y.05	Y007	CTH Y		543	1263	30	Gravel	✓		✓			✓	✓	
Y.06	Y007	CTH Y		652	582	30	Gravel	✓		✓			✓	✓	
Y.07	Y007	CTH Y		496	580	45	Gravel	✓		✓			✓	✓	
Y.08	Y006	CTH Y		292	578	45	Gravel	✓		✓			✓	✓	
Y.09	Y006	CTH Y		518	2420	45	Gravel			✓			✓	✓	
Y.10	Y005	CTH Y		353	1267	45	Gravel			✓			✓	✓	
Y.11	Y005	CTH Y		447	1417	45	Gravel			✓			✓	✓	
Y.12	Y005	CTH Y		492	1065	45	Gravel	✓		✓			✓	✓	
Y.13	Y005	CTH Y		291	1214	45	Gravel	✓		✓			✓	✓	
Y.14	Y005	CTH Y		399	632	45	Gravel	✓		✓			✓	✓	
Y.15	Y005	CTH Y		398	465	25	Gravel	✓		✓			✓	✓	
Y.16	Y005	CTH Y		363	409	25	Gravel	✓		✓			✓	✓	
Y.17	Y005	CTH Y		524	733	45	Gravel	✓		✓			✓	✓	
Y.18	Y004	CTH Y		327	881	45	Composite	✓		✓			✓	✓	
Y.19	Y004	CTH Y		363	1180	45	Composite	✓		✓			✓	✓	
Y.20	Y004	CTH Y		406	902	55	Composite	✓		✓			✓	✓	
Y.21	Y003	CTH Y		568	1399	45	Gravel	✓		✓			✓	✓	
Y.22	Y003	CTH Y		392	706	45	Gravel	✓		✓			✓	✓	
Y.23	Y003	CTH Y		453	929	45	Gravel	✓		✓			✓	✓	
Y.24	Y003	CTH Y		316	1490	45	Gravel	✓		✓			✓	✓	
Y.25	Y003	CTH Y		606	1180	45	Gravel	✓		✓			✓	✓	
Y.26	Y003	CTH Y		812	1528	45	Gravel	✓		✓			✓	✓	
Y.27	Y003	CTH Y		660	718	45	Gravel	✓		✓			✓	✓	
Y.28	Y003	CTH Y		688	1412	45	Gravel	✓		✓			✓	✓	



Marathon County - County Road Safety Plans
 Rural Curve Prioritization
 March 24, 2021



Curve ID	Segment ID	Route Name	Local Name	Length	Radius	Speed Limit	Shoulder Type	Critical Radius	Existing Chevrons?	AADT	Adjacent Intersection	Visual Trap	Total Crashes	Total	Priority (black) or Proximity (red)?
Y.29	Y003	CTHY		392	955	35	Gravel	✓						✓	
Y.30	Y003	CTHY		328	943	35	Gravel	✓						✓	
Y.31	Y002	CTHY		676	589	35	Gravel	✓			✓			✓	✓
Y.32	Y002	CTHY		1275	1544	45	Gravel	✓					✓	✓	✓
Y.33	Y002	CTHY		498	1192	45	Gravel	✓						✓	
Y.34	Y002	CTHY		633	1070	55	Gravel	✓						✓	
Y.35	Y002	CTHY		699	1186	55	Gravel	✓						✓	
Y.36	Y002	CTHY		523	2035	55	Gravel	✓			✓			✓	
Y.37	Y002	CTHY		694	2326	55	Gravel	✓						✓	
Y.38	Y002	CTHY		1328	788	55	Gravel	✓			✓			✓	✓
Y.39	Y002	CTHY		1357	759	45	Gravel	✓			✓			✓	✓
Y.40	Y001	CTHY		1138	779	35	Composite	✓			✓			✓	✓
Z.01	Z001	CTHZ	Franklin St	997	1003	45	Composite	✓		✓	✓			✓	✓
Z.02	Z001	CTHZ	Franklin St	1026	916	45	Composite	✓		✓	✓			✓	✓
Z.03	Z001	CTHZ	Franklin St	870	816	45	Composite	✓	✓	✓				✓	✓
Z.04	Z001	CTHZ	Franklin St	1178	1424	45	Composite	✓		✓				✓	✓
Z.05	Z002	CTHZ		711	1938	45	Gravel	✓						✓	✓
				28.07	148			8		80	89	41	101		

Check Marks

Critical Radius If curve has a radius in the range most at risk (250 < Radius < 1250)

Existing Chevrons If curve has existing chevrons

AADT If curve has an AADT greater than 1000

Intersection within a curve If intersection is located on curve

Visual Trap If curve has a visual trap

Total Crashes If intersection has at least one crash

	#	%
✓	0	0.0%
✓	9	4.3%
✓	31	14.8%
✓	49	23.4%
✓	50	23.9%
✓	51	24.4%
✓	19	9.1%
Total	209	100.0%



Marathon County - County Road Safety Plans
Rural Intersection Prioritization
March 24, 2021



Rank	Intersection ID	Route Name	Local Name	Cross Street	Local Name	Cross Product AADT	AADT Cross Product	Alignment Skew >15	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Severe Crashes	Total
1	B.03	CTHB		CTHD		450000	✓	✓				✓	✓	✓
2	C.08	CTHC		CTHS		543200	✓	✓	✓			✓	✓	✓
3	F.01	CTHF		CTH13		3544450	✓	✓	✓	✓		✓	✓	✓
4	L.02	CTHL		CTH97		668100	✓	✓	✓		✓		✓	✓
5	A.03	CTHA		CTHE	Beaver Rd	336438	✓	✓	✓			✓	✓	✓
6	F.02	CTHF		CTH153		645000	✓	✓	✓			✓	✓	✓
7	B.02	CTHB		CTHO		450000	✓	✓	✓			✓	✓	✓
8	C.09	CTHC		CTH0		873000	✓	✓	✓			✓	✓	✓
9	C.10	CTHC		CTH0		395000	✓	✓	✓			✓	✓	✓
10	C.15	CTHC		CTHJ		852500	✓	✓	✓			✓	✓	✓
11	C.18	CTHC		CTH49		858000	✓	✓	✓			✓	✓	✓
12	G.02	CTHG		CTHQ		125630	✓	✓	✓			✓	✓	✓
13	I.02	CTHI		CTH49		624000	✓	✓	✓			✓	✓	✓
14	J.04	CTHJ		CTHQ	Kline Rd	290550	✓	✓	✓			✓	✓	✓
15	L.03	CTHL		CTH97		668100	✓	✓	✓			✓	✓	✓
16	N.01	CTHN		CTH13		8450000	✓	✓	✓			✓	✓	✓
17	O.01	CTHO		CTH153		2598750	✓	✓	✓			✓	✓	✓
18	Y.01	CTHY	E Monroe St	CTH153		653600	✓	✓	✓			✓	✓	✓
19	A.05	CTHA		CTH97		3825000	✓	✓	✓			✓	✓	✓
20	A.11	CTHA		CTHK		7490000	✓	✓	✓			✓	✓	✓
21	AAA.01	STH97		Galvin Ave		10426275	✓	✓	✓			✓	✓	✓
22	D.04	CTHD		CTHN		429000	✓	✓	✓			✓	✓	✓
23	L.06	CTHL		CTHO		245700	✓	✓	✓			✓	✓	✓
24	N.02	CTHN		CTH97		2421250	✓	✓	✓			✓	✓	✓
25	N.10	CTHN		CTHY		1380000	✓	✓	✓			✓	✓	✓
26	P.02	CTHP		CTH97		1517000	✓	✓	✓			✓	✓	✓
27	S.01	CTHS		CTH153		1881000	✓	✓	✓			✓	✓	✓
28	H.03	CTHH		CTHF		2380950	✓	✓	✓			✓	✓	✓
29	A.02	CTHA		CTHF		1105800	✓	✓	✓			✓	✓	✓
30	A.06	CTHA		CTHH		777200	✓	✓	✓			✓	✓	✓
31	A.07	CTHA		County Rd 5	13th Ln	64800	✓	✓	✓			✓	✓	✓
32	A.08	CTHA		CTHS	7th Ln	455625	✓	✓	✓			✓	✓	✓
33	A.09	CTHA		CTH107		1840000	✓	✓	✓			✓	✓	✓
34	B.01	CTHB	Julian Dr	CTHKK		1276275	✓	✓	✓			✓	✓	✓
35	B.04	CTHB		CTHN		1700000	✓	✓	✓			✓	✓	✓
36	C.07	CTHC		CTHS		957000	✓	✓	✓			✓	✓	✓
37	C.11	CTHC		CTH34		3410225	✓	✓	✓			✓	✓	✓
38	C.12	CTHC	Atterburg Rd	CTHDB		530100	✓	✓	✓			✓	✓	✓
39	C.14	CTHC		CTHJ		350708	✓	✓	✓			✓	✓	✓
40	D.02	CTHD		CTH00		182400	✓	✓	✓			✓	✓	✓
41	D.03	CTHD		CTHDD		219950	✓	✓	✓			✓	✓	✓
42	D.05	CTHD		CTHN		429000	✓	✓	✓			✓	✓	✓
43	DD.01	CTHDD		CTHY	Emmonsville Rd	927500	✓	✓	✓			✓	✓	✓
44	F.05	CTHF		CTHN		828000	✓	✓	✓			✓	✓	✓
45	F.06	CTHF		CTHN		442800	✓	✓	✓			✓	✓	✓
46	G.04	CTHG		CTHY		277400	✓	✓	✓			✓	✓	✓
47	H.06	CTHH		CTHU	Spruce Ln	426000	✓	✓	✓			✓	✓	✓
48	H.07	CTHH		CTHF		41492	✓	✓	✓			✓	✓	✓
49	I.01	CTHI		CTHY		260275	✓	✓	✓			✓	✓	✓
50	J.10	CTHJ		CTH52		3990000	✓	✓	✓			✓	✓	✓
51	L.01	CTHL		CTHM		79475	✓	✓	✓			✓	✓	✓



Marathon County - County Road Safety Plans
Rural Intersection Prioritization
March 24, 2021



Rank	Intersection ID	Route Name	Local Name	Local Name	Cross Street	Local Name	Cross Street	Local Name	Cross Product AADT	AADT Cross Product	Alignment Skew >15	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Severe Crashes	Total
52	L.04	CTH L		County Rd S					27720	✓					✓		✓/✓
53	L.05	CTH L		STH 107					347800	✓					✓		✓/✓
54	M.06	CTH M		CTH U					170565	✓					✓		✓/✓
55	N.08	CTH N		CTH Q					192975	✓					✓		✓/✓
56	N.09	CTH N		CTH Q					580475	✓					✓		✓/✓
57	P.01	CTH P	E Clark St	STH 13		Front St			3861000	✓			✓		✓		✓/✓
58	Q.05	CTH Q		STH 52		W 17th St			817000	✓			✓		✓		✓/✓
59	S.03	CTH S		CTH U					200000	✓			✓		✓		✓/✓
60	W.01	CTH W		CTH WW					5035000	✓			✓		✓		✓/✓
61	W.02	CTH W		CTH WW					2760000	✓	✓						✓/✓
62	C.05	CTH C		STH 97					17680000	✓						✓	✓/✓
63	N.06	CTH N		CTH O					2953200	✓						✓	✓/✓
64	A.04	CTH A		STH 97					1762500	✓					✓		✓/✓
65	A.10	CTH A		CTH O					816000	✓							✓/✓
66	C.02	CTH C		CTH F					986000	✓							✓/✓
67	C.04	CTH C		STH 97					6930000	✓					✓		✓/✓
68	C.16	CTH C		CTH Y					271800	✓							✓/✓
69	C.17	CTH C		CTH I					206000	✓							✓/✓
70	D.01	CTH D		STH 29					3255075	✓			✓				✓/✓
71	D.06	CTH D		CTH Z					48505	✓							✓/✓
72	E.02	CTH E		CTH P					165800	✓							✓/✓
73	E.03	CTH E		CTH P					74550	✓							✓/✓
74	E.04	CTH E		CTH N					118450	✓							✓/✓
75	F.03	CTH F		CTH P					408700	✓							✓/✓
76	F.04	CTH F		CTH P					216975	✓							✓/✓
77	FF.01	CTH FF		CTH S					15900	✓							✓/✓
78	FF.02	CTH FF		STH 107					348270	✓							✓/✓
79	G.01	CTH G		CTH J					69508	✓							✓/✓
80	G.03	CTH G		CTH Y					74648	✓							✓/✓
81	G.05	CTH G		CTH HH					378300	✓							✓/✓
82	H.02	CTH H		CTH P					411075	✓							✓/✓
83	I.01	CTH I		STH 153					358400	✓							✓/✓
84	I.01	CTH I		CTH Y					1650000	✓					✓		✓/✓
85	J.02	CTH J		STH 153					1455000	✓	✓						✓/✓
86	J.11	CTH J		STH 52					2262000	✓					✓		✓/✓
87	K.02	CTH K		CTH F					1822500	✓					✓		✓/✓
88	KK.01	CTH KK		CTH N					10892250	✓					✓		✓/✓
89	M.02	CTH M		CTH P					138600	✓							✓/✓
90	M.03	CTH M	Redwood St	CTH P					161200	✓							✓/✓
91	M.04	CTH M		CTH N					341250	✓							✓/✓
92	M.05	CTH M		STH 29					5091750	✓					✓		✓/✓
93	N.03	CTH N		CTH S					477775	✓							✓/✓
94	N.04	CTH N		CTH S					359250	✓							✓/✓
95	N.07	CTH N		CTH X					10865000	✓					✓		✓/✓
96	NN.01	CTH NN		CTH O					365585	✓							✓/✓
97	O.05	CTH O		CTH FF					201600	✓							✓/✓
98	P.03	CTH P		CTH S					138125	✓							✓/✓
99	P.04	CTH P		STH 107					795500	✓							✓/✓
100	Q.04	CTH Q		CTH Z					96000	✓							✓/✓
101	S.04	CTH S		CTH U					443750	✓							✓/✓
102	T.01	CTH T		STH 97					5282000	✓			✓				✓/✓



Rank	Intersection ID	Route Name	Local Name	Cross Street	Local Name	Cross Product AADT	AADT Cross Product	Alignment Skew >15	Adjacent Curve	Adjacent Trip Generator	Railroad Crossing	Previous Stop (>5 miles)	Total Severe Crashes	Total
103	U.02	CTH U		STH 107		660450	✓							✓
104	VV.01	CTH VV		STH 49		486000	✓							✓
105	X.02	CTH X		CTH XX	Pine Dr	11115000				✓				✓
106	X.07	CTH X		STH 52		5185000			✓					✓
107	Y.04	CTH Y		CTH Z		815000	✓							✓
108	Y.05	CTH Y		CTH Z		375725	✓							✓
109	Y.06	CTH Y		STH 52		356500	✓							✓
110	Y.07	CTH Y		STH 52		221925	✓							✓
111	C.03	CTH C		CTH E		2100000								
112	E.01	CTH E		STH 153		1739000								
113	E.05	CTH E		STH 29		1998025								
114	E.06	CTH E		STH 29		4498650								
115	F.07	CTH F		STH 29		10048500								
116	H.01	CTH H		STH 153		1333500								
117	J.03	CTH J		STH 153	Budnik Rd	3120000								
118	J.08	CTH J		CTH N	Townline Rd	4347500								
119	M.01	CTH M		STH 153		2242500								
120	N.05	CTH N		STH 107		3795000								
121	S.02	CTH S		STH 29		1017500								
122	U.01	CTH U		STH 107		1350000								
123	X.01	CTH X		STH 153		3090750								
						75		18	20	15	4	46	15	

Check Marks
 ADT Range - If intersection has an ADT cross product in the range most at risk (ADT < 1000000)
 Alignment Skew - If alignment skew is greater than 15
 Adjacent Curve - If intersection is in/at a curve
 Adjacent Trip Generator - If an Adjacent Trip Generator is Present
 Railroad crossing - If intersection is near/at Rail Road Crossing
 Previous Stop (>5 miles) - If previous stop is more than 5 miles away

✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
#														
%														
0														
0														
4														
14														
43														
49														
13														
123														
100%														

**Appendix C – List of Potential Safety Mitigation Projects for
Prioritized Segments, Curves and Intersections**



Marathon County - County Road Safety Plans
Rural 2-Lane Segment Projects
March 24, 2021

Route	From	To	Length	Priority Ranking	Clear Zone Maintenance		Enhance Edgeline		Shoulder Rumble Strip		Shoulder Paving		Safety Edge		Centerline Rumble		Enhanced Edgeline - Noise Sensitivity		Total Cost
					Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
CTHG	CTHY	CTHH	1.8	✓✓✓✓✓	✓	\$ 3,500.00	✓	\$ 3,500.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 3,500.00
CTHD	CTH 29	CTH DD	3.8	✓✓✓✓✓	✓	\$ 7,600.00	✓	\$ 7,600.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 7,600.00
CTHT	E McMillan St	CTH 97	2.5	✓✓✓✓✓	✓	\$ 5,000.00	✓	\$ 5,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 5,000.00
CTHS	CTH 52	CTH G	4.0	✓✓✓✓✓	✓	\$ 8,000.00	✓	\$ 8,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 8,000.00
CTHU	Hwy 29	CTHU	0.5	✓✓✓✓✓	✓	\$ 4,000.00	✓	\$ 4,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 4,000.00
CTHV	CTH 13	CTH F	3.9	✓✓✓✓✓	✓	\$ -	✓	\$ -	✓	\$ 10,872.50	✓	\$ 99,900.00	✓	\$ 18,500.00	✓	\$ -	✓	\$ -	\$ 129,272.50
CTHW	CTH 13	CTH I	3.2	✓✓✓✓✓	✓	\$ 6,300.00	✓	\$ 6,300.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 6,300.00
CTHX	CTH 49	CTH J	3.9	✓✓✓✓✓	✓	\$ 7,600.00	✓	\$ 7,600.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 7,600.00
CTHY	CTH 133	CTH K	2.9	✓✓✓✓✓	✓	\$ 7,200.00	✓	\$ 7,200.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 7,200.00
CTHZ	County Line Dr	CTH L	3.8	✓✓✓✓✓	✓	\$ 180,000.00	✓	\$ 180,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 180,000.00
CTHA	CTH 133	CTH M	2.5	✓✓✓✓✓	✓	\$ -	✓	\$ -	✓	\$ 13,162.50	✓	\$ 405,000.00	✓	\$ 75,000.00	✓	\$ -	✓	\$ -	\$ 523,825.00
CTHB	Western Ave	Co. Rd N	4.4	✓✓✓✓✓	✓	\$ 220,000.00	✓	\$ 220,000.00	✓	\$ 25,740.00	✓	\$ 224,100.00	✓	\$ 41,500.00	✓	\$ -	✓	\$ -	\$ 265,580.00
CTHC	Western Ave	Co. Rd N	4.2	✓✓✓✓✓	✓	\$ 207,500.00	✓	\$ 207,500.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 207,500.00
CTHD	CTH G	County Line Rd	2.2	✓✓✓✓✓	✓	\$ 4,300.00	✓	\$ 4,300.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 4,300.00
CTHE	CTH B	Half Moon Lake Dr	3.4	✓✓✓✓✓	✓	\$ -	✓	\$ -	✓	\$ 8,190.00	✓	\$ 75,600.00	✓	\$ 14,000.00	✓	\$ -	✓	\$ -	\$ 97,790.00
CTHF	CTH 153	CTH B	3.1	✓✓✓✓✓	✓	\$ 6,100.00	✓	\$ 6,100.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 6,100.00
CTHG	CTH 153	CTH B	3.0	✓✓✓✓✓	✓	\$ 6,000.00	✓	\$ 6,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 6,000.00
CTHH	CTH Ww	N of Buck Trail Rd	3.8	✓✓✓✓✓	✓	\$ 7,500.00	✓	\$ 7,500.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 7,500.00
CTHI	CTH Ww	County Line Rd	4.6	✓✓✓✓✓	✓	\$ 9,100.00	✓	\$ 9,100.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 9,100.00
CTHJ	N of Buck Trail Rd	CTH C	4.3	✓✓✓✓✓	✓	\$ 8,500.00	✓	\$ 8,500.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 8,500.00
CTHK	CTH C	CTH C	4.3	✓✓✓✓✓	✓	\$ 6,600.00	✓	\$ 6,600.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 6,600.00
CTHL	CTH 2	CTH 52	3.3	✓✓✓✓✓	✓	\$ 190,000.00	✓	\$ 190,000.00	✓	\$ 22,230.00	✓	\$ 205,200.00	✓	\$ 38,000.00	✓	\$ -	✓	\$ -	\$ 455,430.00
CTHM	CTH B	Albrens Rd	3.8	✓✓✓✓✓	✓	\$ -	✓	\$ -	✓	\$ 11,700.00	✓	\$ 108,000.00	✓	\$ 20,000.00	✓	\$ -	✓	\$ -	\$ 139,700.00
CTHN	CTH 107	CTH N	2.0	✓✓✓✓✓	✓	\$ 6,500.00	✓	\$ 6,500.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 6,500.00
CTHO	CTH DD	Co. Hwy N	3.3	✓✓✓✓✓	✓	\$ 200,000.00	✓	\$ 200,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 200,000.00
CTHP	CTH 153	CTH P	4.0	✓✓✓✓✓	✓	\$ 8,000.00	✓	\$ 8,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 8,000.00
CTHQ	Half Moon Lake Dr	4 Mile Creek Rd	2.9	✓✓✓✓✓	✓	\$ -	✓	\$ -	✓	\$ 16,672.50	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 16,672.50
CTHR	4 Mile Creek Rd	Collie St	3.2	✓✓✓✓✓	✓	\$ 155,000.00	✓	\$ 155,000.00	✓	\$ 7,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 162,000.00
CTHS	CTH C	Rickety Rd	3.1	✓✓✓✓✓	✓	\$ 6,200.00	✓	\$ 6,200.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 6,200.00
CTHT	CTH C	Pouge Ln	3.8	✓✓✓✓✓	✓	\$ 7,600.00	✓	\$ 7,600.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 7,600.00
CTHU	Shawnee County	Shawnee County	5.0	✓✓✓✓✓	✓	\$ 250,000.00	✓	\$ 250,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 250,000.00
CTHV	CTH E	SH 197	5.0	✓✓✓✓✓	✓	\$ 10,000.00	✓	\$ 10,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 10,000.00
CTHW	SH Line	SH 107	2.0	✓✓✓✓✓	✓	\$ 4,000.00	✓	\$ 4,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 4,000.00
CTHX	CTH Q	CTH K	3.7	✓✓✓✓✓	✓	\$ 7,400.00	✓	\$ 7,400.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 7,400.00
CTHY	Hwy 29	CTH N	4.7	✓✓✓✓✓	✓	\$ 9,400.00	✓	\$ 9,400.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 9,400.00
CTHZ	CTH J	CTH Q	3.7	✓✓✓✓✓	✓	\$ 7,400.00	✓	\$ 7,400.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 7,400.00
CTIA	Mueller St	Silver Leaf Rd	1.5	✓✓✓✓✓	✓	\$ 3,000.00	✓	\$ 3,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 3,000.00
CTIB	CTH H	Co. Rd S	3.9	✓✓✓✓✓	✓	\$ 7,700.00	✓	\$ 7,700.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 7,700.00
CTIC	CTH P	CTH M	3.4	✓✓✓✓✓	✓	\$ 6,800.00	✓	\$ 6,800.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 6,800.00
CTID	CTH Q	CTH B	4.5	✓✓✓✓✓	✓	\$ 8,900.00	✓	\$ 8,900.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 8,900.00
CTIE	CTH J	Budleak Dr	3.8	✓✓✓✓✓	✓	\$ 7,600.00	✓	\$ 7,600.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 7,600.00
CTIF	CTH S	SH 153	4.5	✓✓✓✓✓	✓	\$ 9,000.00	✓	\$ 9,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 9,000.00
CTIG	SH 153	Plover River Rd	4.5	✓✓✓✓✓	✓	\$ 9,000.00	✓	\$ 9,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 9,000.00
CTIH	Collie St	CTH N	3.8	✓✓✓✓✓	✓	\$ 9,000.00	✓	\$ 9,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 9,000.00
CTII	Livy Ln	CTH N	4.9	✓✓✓✓✓	✓	\$ -	✓	\$ -	✓	\$ 22,230.00	✓	\$ 261,900.00	✓	\$ 48,500.00	✓	\$ 13,680.00	✓	\$ -	\$ 338,772.50
CTIJ	14th St	CTH N	4.6	✓✓✓✓✓	✓	\$ -	✓	\$ -	✓	\$ 26,910.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 26,910.00
CTIK	Budleak Dr	Hwy 29	3.3	✓✓✓✓✓	✓	\$ 6,500.00	✓	\$ 6,500.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 6,500.00
CTIL	CTH Ww	Evergreen Rd	3.0	✓✓✓✓✓	✓	\$ 7,700.00	✓	\$ 7,700.00	✓	\$ 17,500.00	✓	\$ 162,000.00	✓	\$ 30,000.00	✓	\$ 10,880.00	✓	\$ -	\$ 220,350.00
CTIM	SH 197	CTH L	3.9	✓✓✓✓✓	✓	\$ 2,800.00	✓	\$ 2,800.00	✓	\$ 23,480.00	✓	\$ 216,000.00	✓	\$ 40,000.00	✓	\$ -	✓	\$ -	\$ 272,880.00
CTIN	Shawnee County	Shawnee County	3.8	✓✓✓✓✓	✓	\$ 70,000.00	✓	\$ 70,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 70,000.00
CTIO	CTH A	CTH C	2.0	✓✓✓✓✓	✓	\$ 150,000.00	✓	\$ 150,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 150,000.00
CTIP	CTH Z	CTH 52	3.0	✓✓✓✓✓	✓	\$ 6,000.00	✓	\$ 6,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 6,000.00
CTIQ	CTH S	CTH P	3.0	✓✓✓✓✓	✓	\$ 6,000.00	✓	\$ 6,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 6,000.00
CTIR	CTH S	SH 107	3.0	✓✓✓✓✓	✓	\$ 4,000.00	✓	\$ 4,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 4,000.00
CTIS	SH 107	Shawnee County	2.0	✓✓✓✓✓	✓	\$ 4,000.00	✓	\$ 4,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 4,000.00
CTIT	CTH F	CTH F	2.0	✓✓✓✓✓	✓	\$ 4,000.00	✓	\$ 4,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 4,000.00
CTIU	CTH N	CTH Z	3.0	✓✓✓✓✓	✓	\$ 150,000.00	✓	\$ 150,000.00	✓	\$ 17,550.00	✓	\$ 162,000.00	✓	\$ 30,000.00	✓	\$ -	✓	\$ -	\$ 359,550.00
CTIV	Co. Rd N	Co. Rd Z	3.8	✓✓✓✓✓	✓	\$ 8,500.00	✓	\$ 8,500.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 8,500.00
CTIW	CTH Y	CTH D	4.3	✓✓✓✓✓	✓	\$ 5,500.00	✓	\$ 5,500.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 5,500.00
CTIX	CTH C	CTH E	4.9	✓✓✓✓✓	✓	\$ 6,000.00	✓	\$ 6,000.00	✓	\$ 28,372.50	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 45,825.00
CTIY	CTH P	CTH L	3.0	✓✓✓✓✓	✓	\$ 175,000.00	✓	\$ 175,000.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 175,000.00
CTIZ	Maple Ave	Maple Ave	2.2	✓✓✓✓✓	✓	\$ 4,300.00	✓	\$ 4,300.00	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ 4,300.00



Route	From	To	Length	Priority Ranking	Clear Zone Maintenance		Enhance Edgeline		Shoulder Paving		Safety Edge		Centerline Rumble		Enhanced Edgeline - Noise Sensitivity		Total Cost
					Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
CTH 11H	STH 52	CTH Y	4.0	✓✓✓	✓	\$ 200,000.00	✓	\$ 8,000.00									\$ 200,000.00
CTH 11	CTH Y	STH 49	6.2	✓✓✓			✓	\$ 12,300.00									\$ 12,300.00
CTH 1M	CTH P	STH 153	4.5	✓✓✓			✓	\$ 9,000.00									\$ 9,000.00
CTH 1N	CTH N	Hwy 29	3.0	✓✓✓			✓	\$ 5,900.00									\$ 5,900.00
CTH 1S	CTH M	STH 97	2.7	✓✓✓					✓	\$ 15,502.50							\$ 15,502.50
CTH 1U	CTH P	STH 153	4.0	✓✓✓			✓	\$ 8,000.00									\$ 8,000.00
CTH 1V	CTH O	CTH O	3.8	✓✓✓			✓	\$ 7,500.00									\$ 7,500.00
CTH 1W	CTH X	CTH X	4.9	✓✓✓			✓	\$ 28,372.50									\$ 28,372.50
CTH 1X	CTH H	CTH H	2.8	✓✓✓			✓	\$ 7,000.00									\$ 7,000.00
CTH 1Y	CTH G	CTH G	3.8	✓✓✓			✓	\$ 7,200.00									\$ 7,200.00
CTH 2	CTH B	CTH B	3.2	✓✓✓			✓	\$ 4,400.00									\$ 4,400.00
CTH 3	CTH Y	CTH Y	2.2	✓✓✓			✓	\$ 2,000.00									\$ 2,000.00
CTH 4	CTH A	CTH A	4.6	✓✓✓			✓	\$ 8,000.00									\$ 8,000.00
CTH 5	Hwy 29	CTH A	4.0	✓✓✓			✓	\$ 7,000.00									\$ 7,000.00
CTH 6	CTH C	STH 153	3.9	✓✓✓			✓	\$ 10,000.00									\$ 10,000.00
CTH 7	CTH F	STH 107	5.0	✓✓✓	✓	\$ 250,000.00	✓	\$ 10,000.00									\$ 260,000.00
CTH 8	Co. Rd 5	CTH Q	4.0	✓✓✓	✓	\$ 200,000.00	✓	\$ 8,000.00									\$ 208,000.00
CTH 9	CTH Q	Rocky Rd	3.0	✓✓✓			✓	\$ 6,000.00									\$ 6,000.00
CTH 10	CTH P	CTH N	3.0	✓✓✓			✓	\$ 6,000.00									\$ 6,000.00
CTH 11	Co. Rd 5	SH Lane	3.0	✓✓✓			✓	\$ 6,000.00									\$ 6,000.00
CTH 12	CTH M	CTH U	3.1	✓✓✓			✓	\$ 6,100.00									\$ 6,100.00
CTH 13	CTH E	STH 97	3.0	✓✓✓			✓	\$ 6,000.00									\$ 6,000.00
CTH 14	CTH O	Co. Rd Rk	4.8	✓✓✓	✓	\$ 240,000.00	✓	\$ 6,000.00									\$ 246,000.00
CTH 15	CTH N	Co. Rd J	5.8	✓✓✓			✓	\$ 39,930.00									\$ 39,930.00
CTH 16	CTH O	CTH F	7.1	✓✓✓			✓	\$ 14,200.00									\$ 14,200.00
CTH 17	CTH O	CTH F	4.5	✓✓✓			✓	\$ 9,000.00									\$ 9,000.00
CTH 18	CTH S	Hwy 29	3.4	✓✓✓	✓	\$ 170,000.00	✓	\$ 6,800.00									\$ 176,800.00
CTH 19	CTH W	Wood County Evergreen Rd	3.7	✓✓✓			✓	\$ 6,800.00									\$ 6,800.00
CTH 20	CTH C	Pine Bluff Rd	5.3	✓✓✓			✓	\$ 10,600.00									\$ 10,600.00
CTH 21	CTH Q	CTH C	3.0	✓✓✓			✓	\$ 30,000.00									\$ 30,000.00
CTH 22	CTH Q	CTH H	5.0	✓✓✓			✓	\$ 10,000.00									\$ 10,000.00
CTH 23	CTH P	CTH H	4.0	✓✓✓			✓	\$ 6,840.00									\$ 6,840.00
CTH 24	CTH G	E Ridgeman St	3.1	✓✓✓	✓	\$ 220,000.00	✓	\$ 2,740.00									\$ 222,740.00
CTH 25	CTH O	STH 153	4.1	✓✓✓			✓	\$ 17,842.50									\$ 17,842.50
CTH 26	CTH C	CTH C	4.5	✓✓✓			✓	\$ 26,325.00									\$ 26,325.00
CTH 27	CTH N	Hwy 29	3.2	✓✓✓			✓	\$ 6,300.00									\$ 6,300.00
CTH 28	CTH N	Shawano County	5.1	✓✓✓			✓	\$ 6,300.00									\$ 6,300.00
CTH 29	CTH N	CTH NN	2.6	✓✓✓			✓	\$ 5,100.00									\$ 5,100.00
CTH 30	CTH P	CTH E	2.8	✓✓✓			✓	\$ 5,600.00									\$ 5,600.00
CTH 31	CTH P	CTH E	2.5	✓✓✓			✓	\$ 5,000.00									\$ 5,000.00
CTH 32	CTH M	CTH H	4.5	✓✓✓			✓	\$ 9,000.00									\$ 9,000.00
CTH 33	CTH Y	Langlade County	2.7	✓✓✓			✓	\$ 5,300.00									\$ 5,300.00
CTH 34	CTH N	S Division St	5.0	✓✓✓			✓	\$ 5,300.00									\$ 5,300.00
CTH 35	CTH Y	Portage County	4.5	✓✓✓			✓	\$ 8,998.83									\$ 8,998.83
CTH 36	CTH Y	Power River Rd	3.8	✓✓✓			✓	\$ 10,000.00									\$ 10,000.00
CTH 37	CTH Y	STH 52	5.0	✓✓✓			✓	\$ 10,000.00									\$ 10,000.00
CTH 38	CTH G	CTH G	5.0	✓✓✓	18	\$ 3,412,500.00	78	\$ 553,099.83	29	\$ 632,092.50	16	\$ 3,456,000.00	8	\$ 112,680.00	0	\$ -	\$ 8,806,372.33

Safety Edge
 Clear Zone
 Ditch/Embankment
 Enhance Edgeline
 Shoulder Rumble Strip
 Shoulder Paving
 Centerline Rumble

\$10,000-\$50,000
 \$50,000 - \$500,000
 \$500,000 - \$1,000,000
 \$2,000
 \$5,000
 \$5,000
 \$5,600



Curve ID	Segment ID	Route Name	Local Name	Priority Ranking	Priority (black) or Proximity (red)?	Upgrade Chevrons		Install Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		Total Cost
						Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
B.01	B003	CTH B		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ -	✓	\$ 570.67	✓	\$ 1,440.00	\$ 5,970.67
B.02	B002	CTH B		✓✓	✓	\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 2,882.13	✓	\$ 312.23	✓	\$ 1,440.00	\$ 8,594.36
B.03	B002	CTH B		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 2,470.73	✓	\$ 267.66	✓	\$ 1,440.00	\$ 8,138.39
B.04	B002	CTH B		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 3,812.49	✓	\$ 413.02	✓	\$ 1,440.00	\$ 9,625.51
B.05	B002	CTH B		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 9,476.69	✓	\$ 1,026.64	✓	\$ 1,440.00	\$ 15,903.33
B.06	B002	CTH B		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 11,369.46	✓	\$ 1,231.69	✓	\$ 1,440.00	\$ 18,001.15
B.07	B002	CTH B		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 7,562.19	✓	\$ 819.24	✓	\$ 1,440.00	\$ 13,781.43
B.08	B002	CTH B		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 7,235.22	✓	\$ 783.82	✓	\$ 1,440.00	\$ 9,459.03
B.09	B001	CTH B		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
B.10	B001	CTH B		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
B.11	B001	CTH B		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ -	✓	\$ 405.63	✓	\$ 1,440.00	\$ 5,805.63
B.13	B001	CTH B		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 485.09	✓	\$ 637.64	✓	\$ 1,440.00	\$ 5,885.09
C.01	C006	CTH C		✓✓✓✓	✓	\$ -	\$ 3,960.00	✓	\$ -		\$ -	✓	\$ -	✓	\$ -	\$ 6,037.64
C.02	C006	CTH C		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
C.03	C006	CTH C		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
C.04	C006	CTH C		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
C.05	C006	CTH C		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
C.06	C007	CTH C		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
C.07	C007	CTH C		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
C.08	C007	CTH C		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
C.09	C007	CTH C		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
C.10	C012	CTH C		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ -	✓	\$ 728.79	✓	\$ 1,440.00	\$ 6,128.79
C.11	C012	CTH C		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
C.12	C013	CTH C		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 9,264.28	✓	\$ 1,003.63	✓	\$ 1,440.00	\$ 15,667.91
C.13	C013	CTH C		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 7,204.20	✓	\$ 780.45	✓	\$ 1,440.00	\$ 13,384.65
C.14	C013	CTH C		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ -	✓	\$ 660.96	✓	\$ 1,440.00	\$ 6,060.96
C.16	C013	CTH C		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 563.44	✓	\$ 703.59	✓	\$ 1,440.00	\$ 6,103.59
C.17	C013	CTH C		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ -	✓	\$ 629.54	✓	\$ 1,440.00	\$ 5,963.44
C.18	C013	CTH C		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ 6,029.54
D.01	D003	CTH D		✓✓✓✓	✓	\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 11,458.40	✓	\$ 1,241.33	✓	\$ 1,440.00	\$ 18,099.72
D.02	D003	CTH D		✓✓	✓	\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 15,580.21	✓	\$ 1,687.86	✓	\$ 1,440.00	\$ 22,668.07
D.03	D003	CTH D		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
D.04	D002	CTH D		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
D.05	D002	CTH D		✓✓		\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	\$ -
D.06	D001	CTH D		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 9,264.28	✓	\$ 1,003.63	✓	\$ 1,440.00	\$ 15,667.91
D.07	D001	CTH D		✓✓✓✓	✓	\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 7,204.20	✓	\$ 780.45	✓	\$ 1,440.00	\$ 13,384.65
D.08	D001	CTH D		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ -	✓	\$ 660.96	✓	\$ 1,440.00	\$ 6,060.96
D.09	D001	CTH D		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 314.00	✓	\$ 314.00	✓	\$ 1,440.00	\$ 5,714.00
D0.01	D001	CTH DD		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 499.99	✓	\$ 499.99	✓	\$ 1,440.00	\$ 5,899.99
D0.02	D001	CTH DD		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 613.00	✓	\$ 613.00	✓	\$ 1,440.00	\$ 6,013.00
D0.03	D001	CTH DD		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 830.83	✓	\$ 830.83	✓	\$ 1,440.00	\$ 6,230.83
E.01	E001	CTH E	N Peetch Ave	✓✓✓✓	✓	\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ -	✓	\$ 1,117.86	✓	\$ 1,440.00	\$ 6,517.86
E.02	E001	CTH E	N Peetch Ave	✓✓		\$ -	\$ -		\$ -		\$ -	✓	\$ 2,127.49	✓	\$ 1,440.00	\$ 3,567.49
F.01	F005	CTH F		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ -	✓	\$ 482.23	✓	\$ 1,440.00	\$ 5,882.23
F.02	F005	CTH F		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 326.64	✓	\$ 326.64	✓	\$ 1,440.00	\$ 5,726.64
F.03	F002	CTH F		✓✓✓✓	✓	\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 9,006.24	✓	\$ 975.68	✓	\$ 1,440.00	\$ 15,381.92
F.04	F002	CTH F		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 9,514.13	✓	\$ 1,030.70	✓	\$ 1,440.00	\$ 15,944.82
G.01	G001	CTH G		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 5,989.18	✓	\$ 648.83	✓	\$ 1,440.00	\$ 12,038.01
G.02	G001	CTH G		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 5,798.54	✓	\$ 628.17	✓	\$ 1,440.00	\$ 11,826.71
G.03	G004	CTH G		✓✓✓✓	✓	\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 10,095.93	✓	\$ 1,093.73	✓	\$ 1,440.00	\$ 16,589.66
G.04	G004	CTH G		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 10,853.64	✓	\$ 1,175.81	✓	\$ 1,440.00	\$ 17,429.46
G.05	G004	CTH H		✓✓✓✓	✓	\$ -	\$ -		\$ -		\$ 704.77	✓	\$ 1,051.35	✓	\$ 1,440.00	\$ 12,196.12
H.01	H006	CTH H		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 9,216.17	✓	\$ 988.42	✓	\$ 1,440.00	\$ 15,614.59
H.02	H006	CTH H		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 9,692.34	✓	\$ 1,049.99	✓	\$ 1,440.00	\$ 16,182.33
H.03	H006	CTH H		✓✓✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ 8,106.29	✓	\$ 878.18	✓	\$ 1,440.00	\$ 14,384.47
H.01	H001	CTH H		✓✓		\$ -	\$ 3,960.00	✓	\$ 3,960.00	✓	\$ -	✓	\$ 907.62	✓	\$ 1,440.00	\$ 6,307.62

Curve ID	Segment ID	Route Name	Local Name	Priority Ranking	Priority (black) or Proximity (red)?	Upgrade Chevrons		Install Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		Total Cost
						Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
IL02	IL001	CTH II		✓			\$	3,960.00	✓	\$	880.43	✓	\$	1,440.00	\$	6,280.43
IL03	IL001	CTH II		✓			\$	3,960.00	✓	\$	837.14	✓	\$	1,440.00	\$	6,237.14
IL04	IL001	CTH II		✓			\$	3,960.00	✓	\$	483.68	✓	\$	1,440.00	\$	5,883.68
IL05	IL001	CTH II		✓			\$	3,960.00	✓	\$	543.19	✓	\$	1,440.00	\$	5,943.19
IJ01	IJ007	CTH J		✓✓✓✓	✓		\$	3,960.00	✓	\$	918.13	✓	\$	1,440.00	\$	15,576.01
IJ02	IJ004	CTH J		✓✓✓✓	✓		\$	3,960.00	✓	\$	1,014.56	✓	\$	1,440.00	\$	6,414.56
IJ03	IJ004	CTH J		✓✓			\$	3,960.00	✓	\$	444.61	✓	\$	1,440.00	\$	5,844.61
IJ04	IJ004	CTH J		✓✓			\$	3,960.00	✓	\$	516.85	✓	\$	1,440.00	\$	5,916.85
IJ05	IJ003	CTH J		✓✓✓	✓		\$	3,960.00	✓	\$	4,666.05	✓	\$	1,440.00	\$	10,571.53
IJ06	IJ003	CTH J		✓✓✓	✓		\$	3,960.00	✓	\$	5,295.37	✓	\$	1,440.00	\$	11,269.03
IJ07	IJ003	CTH J		✓✓			\$	3,960.00	✓	\$	1,245.83	✓	\$	1,440.00	\$	6,685.83
IJ08	IJ001	CTH J		✓✓✓	✓		\$	3,960.00	✓	\$	592.18	✓	\$	1,440.00	\$	5,992.18
IJ09	IJ001	CTH J		✓✓✓	✓		\$	3,960.00	✓	\$	1,701.28	✓	\$	1,440.00	\$	7,101.28
IJ10	IJ004	CTH KK		✓✓✓	✓		\$	3,960.00	✓	\$	1,149.70	✓	\$	1,440.00	\$	6,549.70
KK01	KK003	CTH KK		✓✓✓✓	✓		\$	3,960.00	✓	\$	1,076.61	✓	\$	1,440.00	\$	6,476.61
KK02	KK003	CTH KK		✓✓✓✓	✓		\$	3,960.00	✓	\$	1,015.28	✓	\$	1,440.00	\$	6,415.28
KK03	KK002	CTH KK		✓✓✓✓	✓		\$	3,960.00	✓	\$	290.69	✓	\$	1,440.00	\$	5,690.69
KK04	KK002	CTH KK		✓✓✓✓	✓		\$	3,960.00	✓	\$	456.74	✓	\$	1,440.00	\$	5,856.74
KK05	KK002	CTH KK		✓✓✓✓	✓		\$	3,960.00	✓	\$	986.36	✓	\$	1,440.00	\$	15,491.22
KK06	KK001	CTH KK		✓✓✓	✓		\$	3,960.00	✓	\$	5,287.67	✓	\$	1,440.00	\$	11,260.50
KK07	KK001	CTH KK		✓✓✓	✓		\$	3,960.00	✓	\$	9,249.78	✓	\$	1,440.00	\$	15,651.84
KK08	KK001	CTH KK		✓✓✓	✓		\$	3,960.00	✓	\$	10,694.59	✓	\$	1,440.00	\$	17,253.17
LO1	LO03	CTH L		✓✓✓✓	✓		\$	3,960.00	✓	\$	1,158.58	✓	\$	1,440.00	\$	15,115.60
M01	M002	CTH M		✓✓✓✓	✓		\$	3,960.00	✓	\$	949.65	✓	\$	1,440.00	\$	15,115.60
M02	M002	CTH M		✓✓✓✓	✓		\$	3,960.00	✓	\$	622.86	✓	\$	1,440.00	\$	11,772.29
M03	M003	CTH M		✓✓✓	✓		\$	3,960.00	✓	\$	659.88	✓	\$	1,440.00	\$	12,151.05
M04	M004	CTH M		✓✓	✓		\$	3,960.00	✓	\$	6,091.18	✓	\$	1,440.00	\$	6,445.53
M05	M004	CTH M		✓✓	✓		\$	3,960.00	✓	\$	720.23	✓	\$	1,440.00	\$	6,120.23
M06	M004	CTH M		✓✓✓	✓		\$	3,960.00	✓	\$	395.50	✓	\$	1,440.00	\$	5,795.50
M07	M007	CTH M		✓✓	✓		\$	3,960.00	✓	\$	1,070.30	✓	\$	1,440.00	\$	16,350.02
M08	M008	CTH M		✓✓✓	✓		\$	3,960.00	✓	\$	9,879.72	✓	\$	1,440.00	\$	15,234.79
M09	M008	CTH M		✓✓✓	✓		\$	3,960.00	✓	\$	8,873.50	✓	\$	1,440.00	\$	14,219.36
M10	M009	CTH M		✓✓✓✓	✓		\$	3,960.00	✓	\$	7,957.32	✓	\$	1,440.00	\$	14,219.36
M11	M009	CTH M		✓✓✓✓	✓		\$	3,960.00	✓	\$	839.42	✓	\$	1,440.00	\$	13,987.87
N01	N001	CTH N	E Monroe St	✓✓			\$	3,960.00	✓	\$	7,748.45	✓	\$	1,440.00	\$	6,235.27
N02	N014	CTH N		✓✓✓	✓		\$	3,960.00	✓	\$	6,722.33	✓	\$	1,440.00	\$	12,850.59
NN01	NN001	CTH NN		✓✓✓	✓		\$	3,960.00	✓	\$	494.72	✓	\$	1,440.00	\$	5,894.72
NN02	NN001	CTH NN		✓✓	✓		\$	3,960.00	✓	\$	717.88	✓	\$	1,440.00	\$	6,117.88
NN03	NN001	CTH NN		✓✓	✓		\$	3,960.00	✓	\$	717.88	✓	\$	1,440.00	\$	6,117.88
NN04	NN001	CTH NN		✓✓	✓		\$	3,960.00	✓	\$	717.88	✓	\$	1,440.00	\$	6,117.88
NN05	NN001	CTH NN		✓✓	✓		\$	3,960.00	✓	\$	717.88	✓	\$	1,440.00	\$	6,117.88
O01	O007	CTH O		✓✓			\$	3,960.00	✓	\$	1,359.76	✓	\$	1,440.00	\$	6,759.76
O02	O007	CTH O		✓✓			\$	3,960.00	✓	\$	1,359.76	✓	\$	1,440.00	\$	6,759.76
O03	O007	CTH O		✓✓			\$	3,960.00	✓	\$	1,359.76	✓	\$	1,440.00	\$	6,759.76
O04	O006	CTH O		✓			\$	3,960.00	✓	\$	292.70	✓	\$	1,440.00	\$	5,692.70
O05	O005	CTH O		✓✓			\$	3,960.00	✓	\$	417.02	✓	\$	1,440.00	\$	5,817.02
O06	O004	CTH O		✓✓			\$	3,960.00	✓	\$	215.58	✓	\$	1,440.00	\$	5,615.58
O07	O004	CTH O		✓✓	✓		\$	3,960.00	✓	\$	2,494.79	✓	\$	1,440.00	\$	8,165.06
O08	O003	CTH O		✓✓✓	✓		\$	3,960.00	✓	\$	366.65	✓	\$	1,440.00	\$	5,766.65
O09	O003	CTH O		✓✓✓	✓		\$	3,960.00	✓	\$	705.38	✓	\$	1,440.00	\$	6,105.38
O10	O003	CTH O		✓✓✓	✓		\$	3,960.00	✓	\$	394.93	✓	\$	1,440.00	\$	5,794.93
O11	O002	CTH O		✓✓	✓		\$	3,960.00	✓	\$	472.46	✓	\$	1,440.00	\$	5,872.46
O12	O002	CTH O		✓✓	✓		\$	3,960.00	✓	\$	490.35	✓	\$	1,440.00	\$	5,890.35
O13	O002	CTH O		✓✓	✓		\$	3,960.00	✓	\$	490.35	✓	\$	1,440.00	\$	5,890.35
O14	O002	CTH O		✓✓	✓		\$	3,960.00	✓	\$	490.35	✓	\$	1,440.00	\$	5,890.35
O001	O002	CTH Ob		✓✓			\$	3,960.00	✓	\$	149.96	✓	\$	1,440.00	\$	5,549.96



Curve ID	Segment ID	Route Name	Local Name	Priority Ranking	Priority (black) or Proximity (red)?	Upgrade Chevrons		Install Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		Total Cost
						Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
OO.03	OO02	CTH.00														
OO.04	OO02	CTH.00														
P.01	P002	CTH.P		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 8,201.68	✓	\$ -	✓	\$ 1,440.00	\$ 14,490.20
P.02	P002	CTH.P		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 7,836.73	✓	\$ -	✓	\$ 1,440.00	\$ 14,085.70
P.03	P003	CTH.P		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 8,796.55	✓	\$ -	✓	\$ 1,440.00	\$ 15,149.51
O.01	OO06	CTH.O		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 8,414.15	✓	\$ -	✓	\$ 1,440.00	\$ 14,725.68
O.02	OO03	CTH.O		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 6,342.18	✓	\$ -	✓	\$ 1,440.00	\$ 12,429.25
O.03	OO03	CTH.O		✓✓	✓		\$ -	✓	\$ -	✓	\$ 7,754.43	✓	\$ -	✓	\$ 1,440.00	\$ 5,675.43
O.05	OO03	CTH.O		✓✓	✓		\$ -	✓	\$ -	✓	\$ 3,992.77	✓	\$ -	✓	\$ 1,440.00	\$ 5,792.77
O.07	OO02	CTH.O		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
O.08	OO02	CTH.O		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
O.09	OO02	CTH.O		✓✓	✓		\$ -	✓	\$ -	✓	\$ 7,881.92	✓	\$ -	✓	\$ 1,440.00	\$ 14,135.79
O.10	OO02	CTH.O		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 9,231.99	✓	\$ -	✓	\$ 1,440.00	\$ 15,623.12
O.11	OO02	CTH.O		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 4,171.85	✓	\$ -	✓	\$ 1,440.00	\$ 10,023.80
O.12	OO02	CTH.O		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
O.13	OO02	CTH.O		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
O.14	OO01	CTH.O		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
O.15	OO01	CTH.O		✓✓	✓		\$ -	✓	\$ -	✓	\$ 3,943.10	✓	\$ -	✓	\$ 1,440.00	\$ 9,770.27
O.17	OO01	CTH.O		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 8,867.33	✓	\$ -	✓	\$ 1,440.00	\$ 14,551.13
O.18	OO01	CTH.O		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 8,867.33	✓	\$ -	✓	\$ 1,440.00	\$ 15,227.96
O.19	OO01	CTH.O		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 3,538.65	✓	\$ -	✓	\$ 1,440.00	\$ 9,322.01
O.20	OO01	CTH.O		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
O.21	OO01	CTH.O		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 6,740.43	✓	\$ -	✓	\$ 1,440.00	\$ 12,870.65
S.01	S002	CTH.S		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 6,655.90	✓	\$ -	✓	\$ 1,440.00	\$ 14,693.51
S.02	S002	CTH.S		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 9,458.24	✓	\$ -	✓	\$ 1,440.00	\$ 15,882.88
U.01	U001	CTH.U		✓✓	✓		\$ -	✓	\$ -	✓	\$ 1,024.64	✓	\$ -	✓	\$ 1,440.00	\$ 5,879.67
U.02	U001	CTH.U		✓✓	✓		\$ -	✓	\$ -	✓	\$ 17,399.85	✓	\$ -	✓	\$ 1,440.00	\$ 23,200.05
U.03	U002	CTH.U		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 16,060.19	✓	\$ -	✓	\$ 1,440.00	\$ 11,601.18
U.04	U002	CTH.U		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 5,595.05	✓	\$ -	✓	\$ 1,440.00	\$ 11,335.57
U.05	U002	CTH.U		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 5,355.40	✓	\$ -	✓	\$ 1,440.00	\$ 5,922.09
U.06	U005	CTH.U		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
WV.01	WV001	CTH.WV		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
W.02	W002	CTH.W		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
W.03	W002	CTH.W		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
W.04	W002	CTH.W		✓✓	✓		\$ -	✓	\$ -	✓	\$ 7,826.76	✓	\$ -	✓	\$ 1,440.00	\$ 14,074.66
W.05	W002	CTH.W		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
W.06	W001	CTH.W		✓✓	✓		\$ -	✓	\$ -	✓	\$ 8,392.64	✓	\$ -	✓	\$ 1,440.00	\$ 14,701.84
W.07	W001	CTH.W		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
W.08	W001	CTH.W		✓✓	✓		\$ -	✓	\$ -	✓	\$ 6,846.24	✓	\$ -	✓	\$ 1,440.00	\$ 12,987.91
W.09	WV003	CTH.WV		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
WV.01	WV003	CTH.WV		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
WV.02	WV002	CTH.WV		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
WV.03	WV001	CTH.WV		✓✓	✓		\$ -	✓	\$ -	✓	\$ 16,334.32	✓	\$ -	✓	\$ 1,440.00	\$ 23,503.87
WV.04	X003	CTH.X		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
WV.05	X003	CTH.X		✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
X.04	X002	CTH.X		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ 12,528.01	✓	\$ -	✓	\$ 1,440.00	\$ 19,285.21
X.05	X002	CTH.X		✓✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
X.06	X002	CTH.X		✓✓	✓		\$ -	✓	\$ -	✓	\$ 1,541.82	✓	\$ -	✓	\$ 1,440.00	\$ 6,941.82
X.07	Y009	CTH.Y	Jakes Rd	✓✓	✓		\$ -	✓	\$ -	✓	\$ -	✓	\$ -	✓	\$ -	\$ -
X.08	Y009	CTH.Y	Jakes Rd	✓✓	✓		\$ -	✓	\$ -	✓	\$ 9,636.28	✓	\$ -	✓	\$ 1,440.00	\$ 16,080.21
X.01	Y008	CTH.Y		✓✓	✓		\$ -	✓	\$ -	✓	\$ 8,131.33	✓	\$ -	✓	\$ 1,440.00	\$ 14,122.22
X.02	Y008	CTH.Y		✓✓	✓		\$ -	✓	\$ -	✓	\$ 880.89	✓	\$ -	✓	\$ 1,440.00	\$ 6,419.87
X.03	Y007	CTH.Y		✓✓	✓		\$ -	✓	\$ -	✓	\$ 934.48	✓	\$ -	✓	\$ 1,440.00	\$ 6,334.48
Y.04	Y007	CTH.Y		✓✓	✓		\$ -	✓	\$ -	✓	\$ 6,664.37	✓	\$ -	✓	\$ 1,440.00	\$ 12,786.34



Curve ID	Segment ID	Route Name	Local Name	Priority Ranking	Priority (black) or Proximity (red)?	Upgrade Chevrons		Install Chevrons		Pave Shoulder		Install Rumble Strips		Install Advanced Curve Warning/Speed Advisory Sign		Total Cost
						Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	Recommended	Cost	
Y.05	Y007	CHY		✓✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 549.33	✓	\$ 1,440.00	\$ 5,949.33
Y.06	Y007	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 323.60	✓	\$ 1,440.00	\$ 5,723.60
Y.07	Y006	CHY		✓✓	✓	\$	\$	✓	\$	✓	\$	✓	\$	✓	\$	\$
Y.08	Y005	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 391.45	✓	\$ 1,440.00	\$ 9,404.81
Y.09	Y005	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$	✓	\$	\$
Y.10	Y005	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 544.72	✓	\$ 1,440.00	\$ 10,972.89
Y.11	Y005	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 322.93	✓	\$ 1,440.00	\$ 8,703.81
Y.12	Y005	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 442.09	✓	\$ 1,440.00	\$ 9,922.95
Y.13	Y005	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 441.34	✓	\$ 1,440.00	\$ 9,915.29
Y.14	Y005	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 402.52	✓	\$ 1,440.00	\$ 9,518.05
Y.15	Y005	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 580.32	✓	\$ 1,440.00	\$ 11,337.08
Y.16	Y004	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 362.32	✓	\$ 1,440.00	\$ 5,762.32
Y.17	Y004	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 402.18	✓	\$ 1,440.00	\$ 5,802.18
Y.18	Y004	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 449.36	✓	\$ 1,440.00	\$ 5,849.36
Y.19	Y003	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$	✓	\$	\$
Y.20	Y003	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 434.37	✓	\$ 1,440.00	\$ 5,834.37
Y.21	Y003	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 502.36	✓	\$ 1,440.00	\$ 10,539.53
Y.22	Y003	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$	✓	\$	\$
Y.23	Y003	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 671.61	✓	\$ 1,440.00	\$ 6,071.61
Y.24	Y003	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$	✓	\$	\$
Y.25	Y003	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 730.72	✓	\$ 1,440.00	\$ 6,130.72
Y.26	Y003	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$	✓	\$	\$
Y.27	Y003	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 434.27	✓	\$ 1,440.00	\$ 5,834.27
Y.28	Y003	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 363.45	✓	\$ 1,440.00	\$ 5,763.45
Y.29	Y002	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 749.18	✓	\$ 1,440.00	\$ 13,064.74
Y.30	Y002	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$	✓	\$	\$
Y.31	Y002	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 551.35	✓	\$ 1,440.00	\$ 5,951.35
Y.32	Y002	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 701.63	✓	\$ 1,440.00	\$ 6,101.63
Y.33	Y002	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 774.60	✓	\$ 1,440.00	\$ 6,174.60
Y.34	Y002	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$	✓	\$	\$
Y.35	Y002	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$	✓	\$	\$
Y.36	Y002	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 1,471.10	✓	\$ 1,440.00	\$ 20,450.53
Y.37	Y002	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 1,503.10	✓	\$ 1,440.00	\$ 20,777.84
Y.38	Y001	CHY		✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 1,261.11	✓	\$ 1,440.00	\$ 6,661.11
Y.39	Z001	CHZ	Franklin St	✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 1,104.46	✓	\$ 1,440.00	\$ 6,504.46
Y.40	Z001	CHZ	Franklin St	✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 1,136.46	✓	\$ 1,440.00	\$ 6,536.46
Z.01	Z001	CHZ	Franklin St	✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 963.99	✓	\$ 1,440.00	\$ 6,363.99
Z.02	Z001	CHZ	Franklin St	✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 1,104.46	✓	\$ 1,440.00	\$ 6,504.46
Z.03	Z001	CHZ	Franklin St	✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 1,136.46	✓	\$ 1,440.00	\$ 6,536.46
Z.04	Z001	CHZ	Franklin St	✓✓	✓	\$	\$ 3,960.00	✓	\$ 3,960.00	✓	\$	✓	\$ 963.99	✓	\$ 1,440.00	\$ 6,363.99
Z.05	Z002	CHZ		✓	✓	\$	\$	✓	\$	✓	\$	✓	\$	✓	\$	\$
						9	\$ 35,640.00	145	\$ 574,200.00	74	\$ 575,619.76	157	\$ 124,248.55	157	\$ 226,080.00	\$ 1,535,788.31

Notes:
 Upgrade Chevrons \$3,960
 Install Chevrons \$3,960
 Pave Shoulders \$54,000
 Install Rumble Strips \$5,850
 Install Advance Curve Warning Sign \$1,440

10.31379879 21.35957104

Note

Convert to Roundabout	\$1,000,000
Additional Safety Strategies	Varies
Convert to All Way Stop	\$2,000
Streetlight (assume 2 per intersection)	\$6,000 per light
Upgrade Signing and Markings	\$2,640
Reconstruct to Single T Intersection	\$150,000

¹ See additional Safety Strategies in Chapter 2-1.8 of the WisDOT Traffic Engineering Operations & Safety Manual