Proposed Highway Improvement Program

6 Year Program (2017 - 2022)

Division of Transportation System Development

Northwest Region

Eau Claire Office
718 W Clairemont Ave
Eau Claire WI 54701

Superior Office
1701 N 4th St
Superior WI 54880
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February 15, 2017

Hello and welcome to the 2017 Annual Northwest Region Utility Conference. This conference serves as a forum to share information regarding proposed highway improvement projects and the relocation of affected utility facilities. We hope that you find the conference both informative and useful.

The counties within the Northwest Region are Ashland, Barron, Bayfield, Buffalo, Burnett, Chippewa, Clark, Douglas, Dunn, Eau Claire, Jackson, Pepin, Pierce, Polk, Rusk, Sawyer, St. Croix, Taylor, Trempealeau, and Washburn.

As part of our commitment to our customers, we have developed this handbook titled 2017 Northwest Region Utility Conference Handbook. It contains detailed project related information as well as individual county maps showing the location of the region’s 6-year highway improvement program (state highway and local road projects). The information in the handbook was printed as of January 23, 2017 and is subject to change. We will keep you informed of changes to the program during various stages of the project and through future Utility Conferences.

We look forward to working with you on future projects and appreciate all your efforts to assist us in creating improved transportation routes.

Sincerely,

Brent Pickard  
Michael Piller  
Heath Bielefeldt – Eau Claire  
Susan Heller – Superior  
Vicki Riepl - Spooner
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table of Contents</td>
<td>5</td>
</tr>
<tr>
<td>Northwest Region Office Utility Contacts</td>
<td>6</td>
</tr>
<tr>
<td>Northwest Region Local Program Management Consultant</td>
<td>6</td>
</tr>
<tr>
<td>Northwest Region Office Contacts</td>
<td>6</td>
</tr>
<tr>
<td>Northwest Region County Highway Commissioners</td>
<td>7</td>
</tr>
<tr>
<td>Northwest Region County Surveyors</td>
<td>8</td>
</tr>
<tr>
<td>Wisconsin Department of Transportation Websites</td>
<td>9</td>
</tr>
<tr>
<td>Proposed Highway Improvement Program Definitions</td>
<td>10</td>
</tr>
<tr>
<td>Report Key</td>
<td>12</td>
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## Northwest Region Office Utility Contacts

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## Northwest Region Local Program Management Consultant

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<td>Vacant</td>
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<td>Vacant</td>
<td>NW Region Real Estate Supervisor</td>
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<tr>
<td>Region</td>
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<td>Emil “Moe” Norby</td>
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<tr>
<td></td>
<td>Tim Ramberg</td>
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<td></td>
<td>Frank Scalzo</td>
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<td>715-635-4486</td>
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## Northwest Region County Surveyors

<table>
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<th>Barron</th>
<th>Bayfield</th>
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<tbody>
<tr>
<td>David Carlson</td>
<td>Mark Netterlund</td>
<td>Robert Mick</td>
</tr>
<tr>
<td>201 Main St.</td>
<td>Ashland</td>
<td>Courthouse %</td>
</tr>
<tr>
<td>54806</td>
<td>325 E. Monroe</td>
<td>Land Records</td>
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<tr>
<td>715-692-7044</td>
<td>Ave. Barron, WI</td>
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<td>54812</td>
<td>Street Washburn</td>
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<tr>
<th>Buffalo</th>
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<tr>
<td>Joe Nelsen</td>
<td>Jason Towne</td>
<td>Sam Wenz</td>
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<td>711 N. Bridge</td>
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<tr>
<td>Alma, WI 54610-0492</td>
<td>Siren, WI 54872</td>
<td>Falls, WI 54729</td>
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<td>608-685-6232</td>
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<tr>
<th>Clark</th>
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<tr>
<td>Wade P. Pettit</td>
<td>Zach Devoe</td>
<td>Tom Carlson</td>
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<tr>
<td>517 Court St</td>
<td>1313 Belknap St</td>
<td>390 Red Cedar</td>
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<td>54456</td>
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<td>715-743-5133</td>
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<td>Dean Roth</td>
<td>Tim Jeatran</td>
<td>James Swanson</td>
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<tr>
<td>721 Oxford Ave</td>
<td>307 Main St.</td>
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<td>Eau Claire, WI</td>
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<td>West Durand, WI</td>
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<td>715-839-4742</td>
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<thead>
<tr>
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<th>Rusk</th>
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<td>Ellsworth, WI</td>
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<tr>
<td>Joseph Nelsen</td>
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<td>392 Red Cedar</td>
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Wisconsin Department of Transportation Websites

Connecting Highway Aids

State Right-of-Way Permits

WisDOT Guide to Utility Coordination
http://wisconsindot.gov/Pages/doing-business/consultants/cnslt-rsrces/ucguide.aspx

Regional Utility Conference Handbooks
http://wisconsindot.gov/Pages/doing-business/consultants/cnslt-rsrces/ucguide.aspx

Statewide Plans & Projects

Airport Information
http://wisconsindot.gov/Pages/travel/air/default.aspx

Official State Trunk Highway System Maps

Digger's Hotline
http://www.diggershotline.com

Work Zone Safety Pocket Guide

Flaggers Handbook

Wisconsin Lane Closure System
http://transportal.cee.wisc.edu/closures/

Wisconsin Department of Natural Resources (WDNR)
http://dnr.wi.gov/

WI DNR Surface Water Viewer Screening Tool
http://dnr.wi.gov/topic/surfacewater/datasets/swdv_help/

WI Erosion Control Product Acceptability List (PAL)
http://wisconsindot.gov/Pages/doing-business/consultants/cnslt-rsrces/tools/pal/default.aspx

Northwest Region Permit Application Email Address
dotdtsdncpermitcoordination@dot.wi.gov
Proposed Highway Improvement Program Definitions

Resurfacing
Resurfacing means placing a new surface on an existing roadway to provide a better all weather surface, a better riding surface, and to extend or renew the pavement life. It includes pavement widening and shoulder paving (without changing the subgrade shoulder points). Generally, it involves no improvement in capacity or geometrics. Resurfacing may include some elimination or shielding of roadside obstacles, culvert replacements, signals, marking, signing and intersection improvements. Usually, no additional right-of-way is required; except possible minor acquisition for drainage and intersection improvements.

Additional Criteria
• Overlay must be placed directly on top of existing pavement (no intervening base course)
• May include spot replacement of curb and gutter in urban areas

Pavement Replacement
Pavement Replacement means structural improvement to the pavement structure or removal of the total thickness of all paving layers from an existing roadway and providing a new paved surface without changing the subgrade. It may include restoration of the base aggregate by adding more material before repaving, or adding base aggregate open-graded with drainage system. It generally involves no improvement in capacity or geometrics and no increase in roadbed width. Pavement replacement may include some elimination or shielding of roadside obstacles, culvert replacement, signals, pavement marking, signing and intersection improvements. Additional right-of-way is typically not required.

Additional Criteria
• “Paving layers” as used above means existing asphalt and concrete
• No change to subgrade means location of shoulder points is not changed
• May include curb and gutter replacement to same line and grade
• Does not include storm sewer construction
• May include transfer of width between pavement and shoulders
• May include shoulder paving

Reconditioning
Reconditioning means work in addition to resurfacing or pavement replacement. Reconditioning includes improvement of an isolated grade, curve, intersection or sight distance problem to improve safety, or changing the subgrade to widen shoulders or to correct a structural problem. Reconditioning projects may require additional right-of-way.

Additional Criteria
• Does not include, increasing the number of driving lanes
• May include replacing and/or expanding existing storm sewer systems
• May include continuous shoulder, pavement or subgrade widening
• Does not include adding continuous lanes
• May include reconstruction not to exceed 50% of the length of the project
• May include replacement of curb and gutter in urban areas with up to 50% of new curb & gutter on new horizontal or vertical alignment.
**Reconstruction**
Reconstruction means total rebuilding of both the pavement and subgrade of an existing highway to improve maintainability, safety, geometric and traffic service. It is accomplished basically on existing location, and major elements may include flattening of hills and grades, improvement of curves, widening of the roadbed, and elimination or shielding of roadside obstacles. It includes minor widening of urban streets to widen lanes or to add parking, bicycle accommodations or auxiliary lanes. Removing parking together with pavement replacement is in this category, because the traffic carrying capacity of the roadway is increased without actually constructing new through travel lanes. Normally, this type of reconstruction will require some additional right-of-way.

**Additional Criteria**
- Work that either changes the location of the existing subgrade shoulder points or removes all of the existing pavement and base course for at least 50% of the length of the project.

**Expansion**
Expansion includes the same types of work associated with reconstruction, but also involves the construction of additional through travel lanes. In some cases, expansion may include construction of an entirely new street or highway on new alignment. Substantial land acquisitions may occur with these types of projects. Major projects are excluded from this definition. [EA]

**Additional Criteria**
- Same as Reconstruction
- Additional travel lanes may be either on existing or new location. May or may not include rebuilding the existing roadway.
- Relocation, as used below, means changing the horizontal alignment sufficiently so that the old and new right-of-way are no longer contiguous.

**Bridge Rehabilitation**
Bridge Rehabilitation means the repair, restoration or replacement of the components of the existing structure, including asphaltic surfacing or concrete overlays, as well as work to correct safety defects. Additional right-of-way will typically not be required, except minimal acquisitions may be necessary to accommodate ancillary improvements for drainage or for the construction of an abutment or pier.

**Additional Criteria**
- Includes widening of superstructure and substructure components
- Includes replacement of any superstructure component
- May include replacement of portions of abutments or piers

**Bridge Replacement**
Bridge Replacement means the building of a new bridge at the location of the existing structure or at a new location usually contiguous to the existing structure. A minor acquisition of additional right-of-way may be required.

**Additional Criteria**
- Includes replacement bridges with wider lanes and shoulders or additional lanes
- Includes eliminating grade separations and replacing with at-grade crossings
- Includes box culverts or a series of pipes wide enough to be classified as a bridge
- A bridge of any length or type may be replaced by any other
Report Key

State highway and local road projects are listed in the Excel spreadsheet within the NW Region conference link.

The corresponding report lists projects by Construction Year and then by Let Date. Projects are further broken down by Design ID and then Construction ID (if more than one exists per Design ID).

Field definitions:

<table>
<thead>
<tr>
<th>Field</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN ID</td>
<td>The number assigned to the design phase of the project</td>
</tr>
<tr>
<td>TITLE</td>
<td>Description information generally referring to map identifiable locations in cardinal direction (i.e., from South to North and from East to West)</td>
</tr>
<tr>
<td>PROJECT MANAGER</td>
<td>A staff member from the Project Development Section who oversees the designer of the project</td>
</tr>
<tr>
<td>CONST ID</td>
<td>The number assigned to the construction phase of the project</td>
</tr>
<tr>
<td>HIGHWAY</td>
<td>The STH or USH of the project</td>
</tr>
<tr>
<td>LIMITS</td>
<td>A description that further defines where the project is located</td>
</tr>
<tr>
<td>PROJECT NOTES</td>
<td>A field that provides more information about the project</td>
</tr>
<tr>
<td>LET</td>
<td>The date the project is let for bids</td>
</tr>
<tr>
<td>LENGTH</td>
<td>The length (in miles) of the project</td>
</tr>
<tr>
<td>TYPE OF WORK</td>
<td>Definition of highway improvement projects</td>
</tr>
</tbody>
</table>