

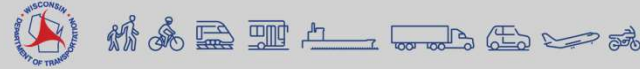


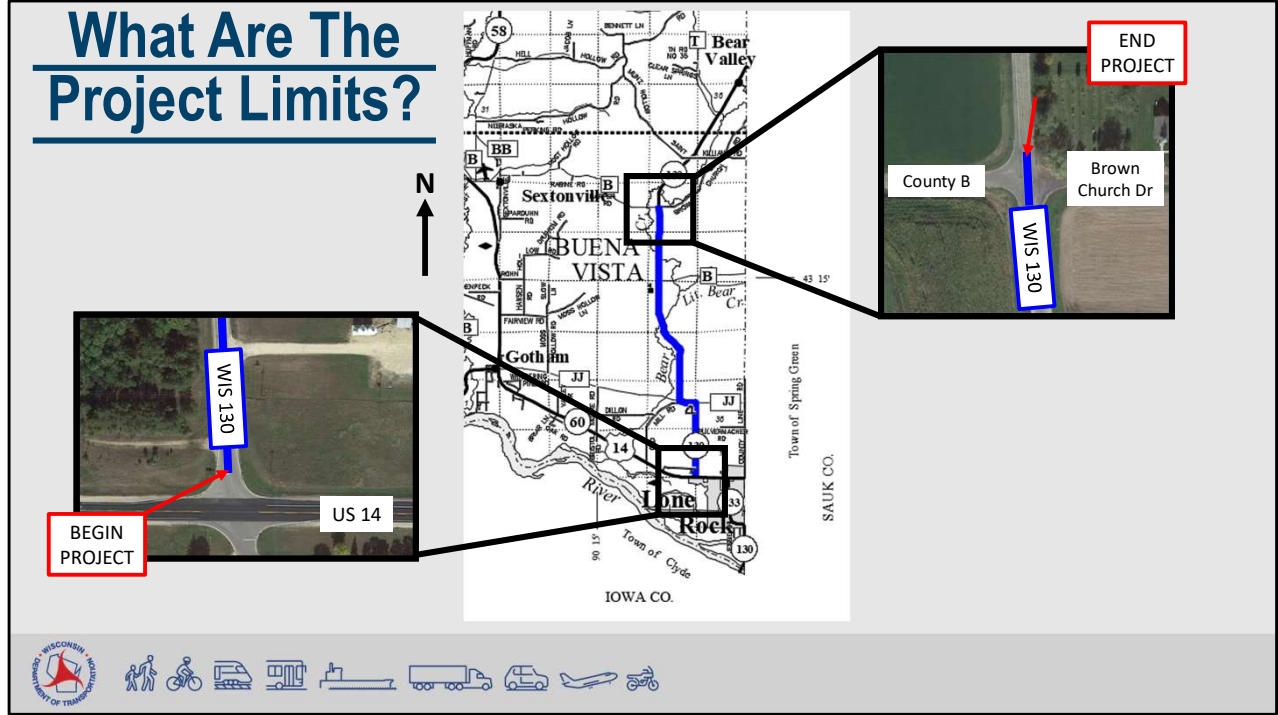
WIS 130
US 14 To West Junction County B
Richland County
Wisconsin Department of Transportation
Public Involvement Presentation

October 2022

Presentation Agenda

- Project Limits
- Project Purpose & Need
- Proposed Design Overview
- Recent Activities
- Upcoming Schedule
- Contact Information





What are the project limits?

The proposed project along WIS 130 begins at the intersection of US 14 and stretches for 5.92 miles north, shown in blue, to the west junction of County B.

What Will Happen to WIS 130 Traffic?

- WIS 130 will remain open to traffic for the duration of construction.
- Project will utilize single-lane closures with flaggers.
- No detour will be posted.

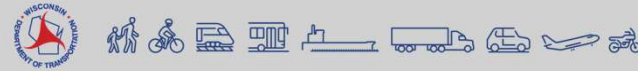


What will happen to WIS 130 traffic during construction?

The anticipated construction year for this project is 2026. WIS 130 will remain open to traffic for the duration of construction. The project will utilize single lane closures with flaggers with no posted detour.

Why Do We Need This Project?

Pavement Deterioration



Why do we need this project?

One reason this project is needed is the pavement deterioration along WIS 130. The existing pavement is aged and deteriorated with extensive alligator cracking, and edge cracking and patching, resulting in a rough riding surface. WIS 130 was last resurfaced in 1994 and seal coated in 2000.

Why Do We Need This Project?

Guardrail Safety Concerns



Another reason this project is needed is to upgrade the current outdated blunt and downturned ends treatments with the Energy Absorbing Terminals (EAT) that meet the latest safety standards.

Why Do We Need This Project?

Structure Deterioration – B-52-0020



Spalling and cracking in concrete curb.



Spalling and cracking in concrete abutments.



Coating loss and corrosion of metal railings.



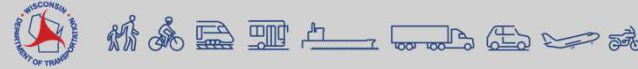
Minor section loss, paint loss, and corrosion of steel girders.



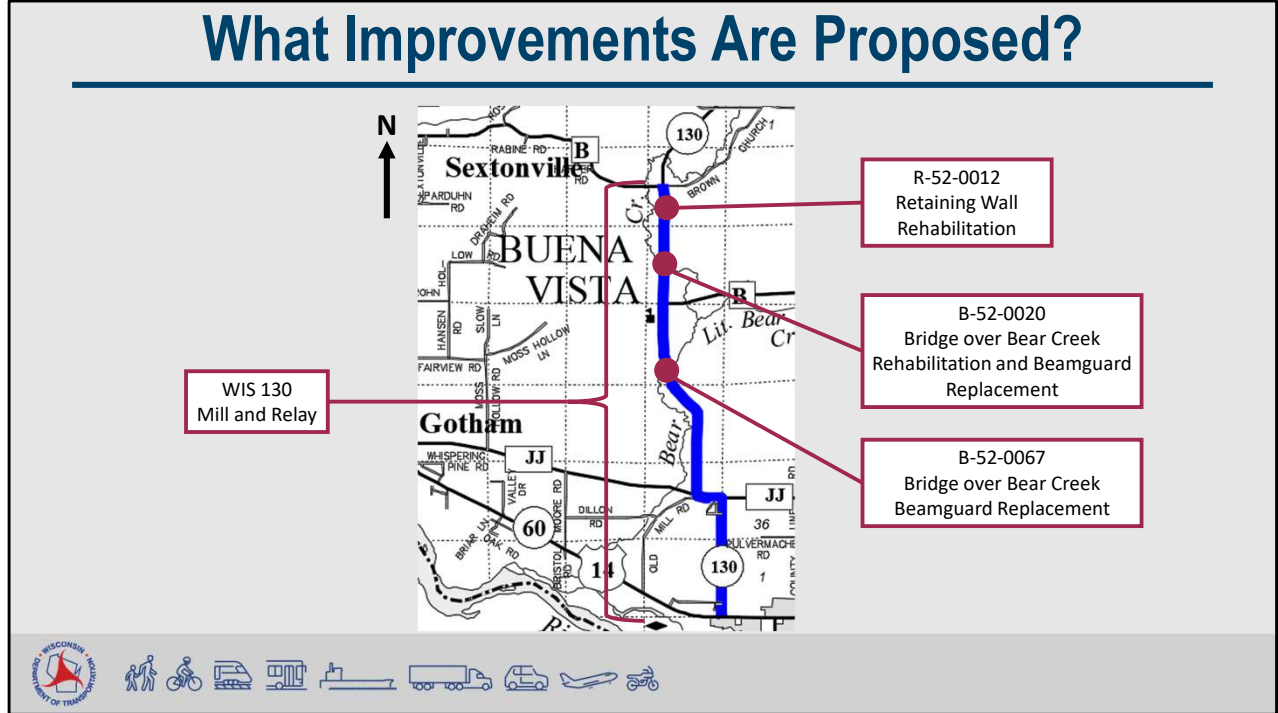
Another reason this project is needed is to rehabilitate structure B-52-0020, WIS 130 over Bear Creek. Structure B-52-0020 exhibits rusting and scratches on the rails, cracking and rust bleeding on the curb; freeze/thaw damage, spalling, delamination, and cracking on the concrete abutments; and minor section loss, rusting, and paint loss on the steel girders.

Why Do We Need This Project?

Structure Deterioration – R-52-0012



Another reason this project is needed to rehabilitate retaining wall R-52-0012. Retaining wall R-52-0012 has cap blocks that are cracked, spalled, and missing.



What are the proposed improvements?

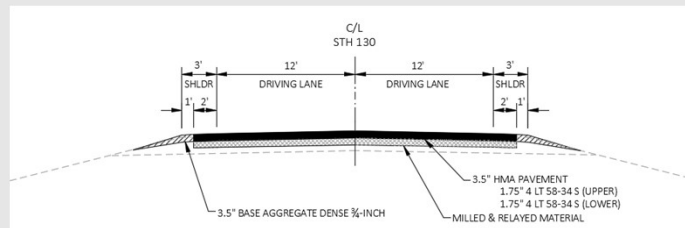
The proposed project includes resurfacing WIS 130, replacing guardrail and end treatments at structures B-52-0067 and B-52-0020, rehabilitating structure B-52-0020, and replacing damaged cap stones on retaining wall R-52-0012.

The following slides will explain each proposed improvement in more detail.

Proposed Design Overview

Typical Section – WIS 130 – South of B-52-0020

- Pavement
 - Mill and Relay 3-Inches Existing Pavement
 - Pave 3.5-Inches of Asphaltic Surface
- Shoulders
 - 2-Foot Paved
 - 1-Foot Unpaved

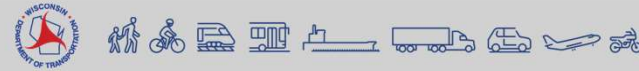
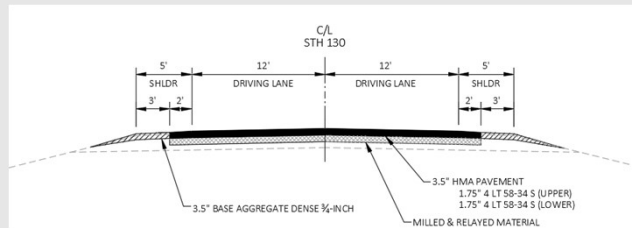


From the beginning of the project at US 14 to the south side of structure B-52-0067, the pavement and underlying material will be milled to a depth of 3-inches, relayed to the width of the proposed pavement, and overlaid with 3.5-inch of asphaltic material. The existing shoulder is a 3-foot unpaved shoulder. The proposed shoulder consists of a 2-foot paved and 1-foot unpaved shoulder.

Proposed Design Overview

Typical Section – WIS 130 – North of B-52-0020

- Pavement
 - Mill and Relay 3-Inches Existing Pavement
 - Pave 3.5-Inches of Asphaltic Surface
- Shoulders
 - 2-Foot Paved
 - 3-Foot Unpaved



From the north side of structure B-52-0067 to the end of project, the pavement and underlying material will be milled to a depth of 3-inches, relayed to the width of the proposed pavement, and overlaid with 3.5-inch of asphaltic material. The existing shoulder is a 5-foot unpaved shoulder. The proposed shoulder consists of a 2-foot paved and 3-foot unpaved shoulder.

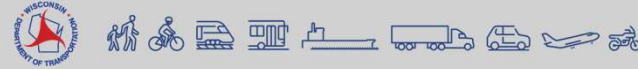
Proposed Design Overview

Bridge B-52-0067

- Replace existing guardrail and end terminals



B-52-0067
Bridge over
Bear Creek



At structure B-52-0067, the existing guardrail and terminals will be removed and replaced with MGS guardrail and EAT terminals meeting current design and safety standards.

Proposed Design Overview

Bridge B-52-0020

- Replace existing guardrail and end terminals
- Replace deck overlay
 - Mill existing overlay to full depth
 - Perform concrete deck repairs prior to overlaying
 - Overlay deck with 1.5-inches of asphaltic surface
- Replace surface drains
- Repair and paint railings
- Paint steel girders and diaphragms
- Concrete surface repair of curbs, concrete diaphragms, and concrete abutments



At structure B-52-0020, the existing guardrail and terminals will be removed and replaced with MGS guardrail and EAT terminals that meet current design and safety standards and the structure will be rehabilitated.

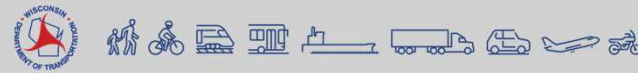
The rehabilitation of structure B-52-0020 over Bear Creek will include the following:

- Mill and replace the existing asphaltic overlay in kind. Prior to re-paving the overlay perform concrete deck repairs to address delamination of the concrete deck.
- Replace the steel surface drains with PVC drains extending beyond the steel girders.
- Repair scratches and surface damage to original bridge rail and repaint. Replace wood posts as necessary of attached thrie beam railing.
- Paint steel girders and diaphragms.
- Perform concrete surface repairs on the concrete curbs, diaphragms, and abutments.

Proposed Design Overview

Rehabilitation of Retaining Wall R-52-0012

- Replace missing and damaged cap blocks



At structure R-52-0012, the damaged, missing, and loose cap blocks will be replaced.

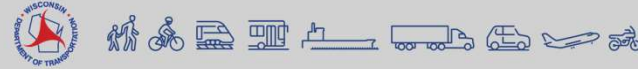
Recent Activity

- 2021
 - Survey Completed
 - Agency & Utility Coordination Initiated
- 2022 & Beyond
 - Preliminary Roadway Plans
 - Pavement Design Report
 - Webpage Created



What is Next?

- | | |
|-------------------------------|--------------------|
| • Environmental Report | November 2022 |
| • Preliminary Design Complete | November 2022 |
| • Design Study Report | May 2023 |
| • Final (90%) Plans | March 2025 |
| • PS&E (Advanceable) | May 2025 |
| • Let Date (Advanceable) | November 2025 |
| • Construction | Spring/Summer 2026 |



Project Contact Information

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Project Webpage

<https://wisconsindot.gov/Pages/projects/by-region/sw/wis130-lonerock/default.aspx>



Thank You For Your Time

If you have any comments, questions, or concerns, please send Erik Meyer with Westbrook Associated Engineers, Inc. and email, give him a call, or return the comment form in the mail.

