

2018 Southwest Region Utility Conference Handbook

Proposed Highway Improvement Program

6 Year Program (2018 - 2023)



Division of Transportation System Development Southwest Region

La Crosse Office
3550 Mormon Coulee Rd
La Crosse WI 54601

Madison Office
2101 Wright St
Madison WI 53704

I-39/90 Field Office
111 Interstate Blvd.
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Verona Road Field Office
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System Development**

Southwest Region

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February 27, 2018

Hello and welcome to the 2018 Annual Southwest 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 Southwest Region are Columbia, Crawford, Dane, Dodge, Grant, Green, Iowa, Jefferson, Juneau, La Crosse, Lafayette, Monroe, Richland, Rock, Sauk and Vernon.

As part of our commitment to our customers, we have developed this handbook titled *2018 Southwest Region Utility Conference Handbook*. For detailed project information of the Region's 6-year highway improvement program (state highway and local road projects), please visit our website:
<http://wisconsindot.gov/Pages/projects/6yr-hwy-impr/overview/default.aspx>

The information in the handbook was printed as of February 1st, 2018 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 ask that each of you provide feedback about today's conference and handbook. Please take a few moments to complete the questionnaire(s) distributed during today's conference.

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

Sincerely,

Jenny Fredrickson
Mark Goggin
Craig Hardy
Bobbie Keck
Debby Kozol
Jill Noel
Shane Smith



Wisconsin Department of Transportation
**DIVISION OF TRANSPORTATION SYSTEM DEVELOPMENT (DTSD)
 MANAGEMENT**

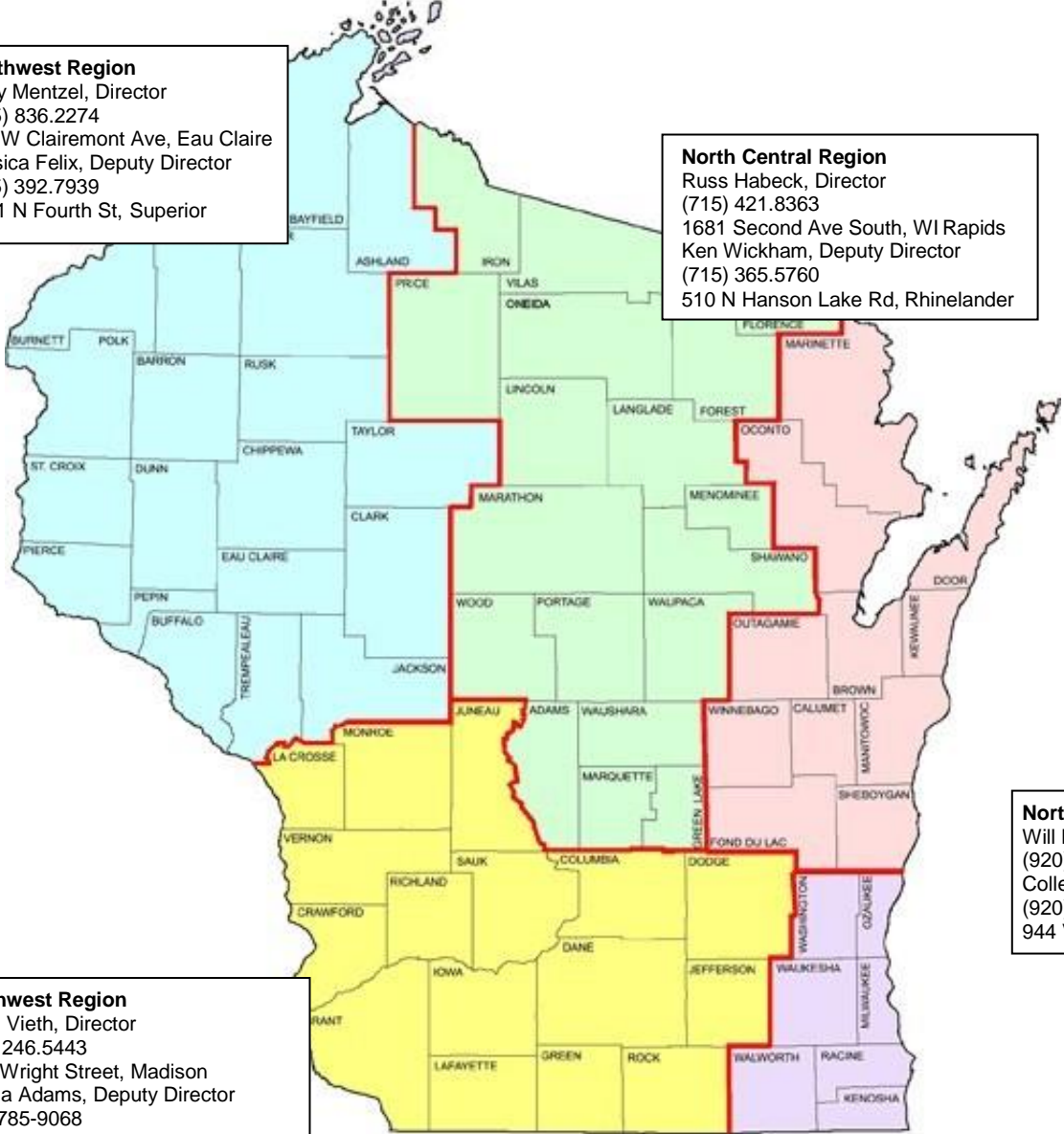
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Effective: January 30, 2018

Southwest Region Utility/Environmental/Railroads Contacts

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Southwest Region Local Program Contact

Name	Contact	Phone Number
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DTSD SOUTHWEST REGION PROJECT DEVELOPMENT SECTION CONTACTS



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	Project Manager	Travis Buros	608-789-5702
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	Local Proj Mgr	Zachary Pearson	608-246-5319
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	Project Manager	Matt Dapp	608-246-5353
	Project Manager	Mahesh Shrestha	608-245-2674
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	Project Manager	Jeremy Hall	608-245-2655
	Project Manager	John Jenkins	608-246-3866
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	Project Manager	Adam Kopp	608-576-8551
	Project Manager	Derek Potter	608-884-7135
	Project Manager	Emmanuel Yarty	608-884-7131
	Project Manager	Mark Sponem	608-516-1792

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	Project Manager	Jeff Bereus	608-245-2656
	Project Manager	Ruchi Dutta	608-246-3850
	Project Manager	Rob Knorr	608-246-5444
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	Project Manager	Alex Hagen	608-516-6501
	Project Manager	Mike Rud	608-789-7876
	Project Manager	John VonRuden	608-789-5952

Southwest Region County Highway Commissioners

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<p><u>La Crosse</u> Ron Chamberlain 301 Carlson Road West Salem, WI 54669 608-786-3813</p>	<p><u>Lafayette</u> Thomas Jean 12016 Hill St PO Box 100 Darlington, WI 53530-0100 608-776-4919</p>	<p><u>Monroe</u> David Ohnstad 803 Washington St Sparta, WI 54656-2538 608-269-8740</p>
<p><u>Richland</u> Jim Chitwood 120 Bowen Cir Richland Center, WI 53581-9207 608-647-4707</p>	<p><u>Rock</u> Duane Jorgenson 3715 N Newville Rd Janesville, WI 53545-8844 608-757-5450</p>	<p><u>Sauk</u> Patrick Gavinski 620 State Rd 136 PO Box 26 Baraboo, WI 53913-0026 608-355-4855</p>
<p><u>Vernon</u> Phil Hewitt 602 N Main St PO Box 232 Viroqua, WI 54665-0232 608-637-5451</p>		

Wisconsin Department of Transportation Websites

Statewide Plans & Projects

<http://www.dot.wisconsin.gov/projects/index.htm>

WisDOT Guide to Utility Coordination

<http://wisconsin.gov/Pages/doing-business/eng-consultants/cns-consultants/consultants/util/ucguide.aspx>

Regional Utility Conference Handbooks

<http://wisconsin.gov/Pages/doing-business/eng-consultants/cns-consultants/consultants/util/handbks.aspx>

Connecting Highway Aids

<http://www.dot.wisconsin.gov/localgov/highways/connecting.htm>

State Right-of-Way Permits

<http://www.dot.wisconsin.gov/business/rules/property-permits.htm>

Utility Accommodation Policy

<http://www.dot.state.wi.us/business/rules/property-uap.htm>

Wisconsin Airport Information

<http://wisconsin.gov/Pages/travel/air/airport-info/airport-dir-city.aspx>

Official State Trunk Highway System Maps

<http://www.dot.wisconsin.gov/travel/maps/sth.htm>

WISCORS (Wisconsin Continuously Operating Reference Station) Network

<http://wisconsin.gov/Pages/doing-business/eng-consultants/cns-consultants/tools/wiscors/default.aspx>

Wisconsin Lane Closure System

<http://transportal.cee.wisc.edu/closures/>

Work Zone Safety Pocket Guide-Guidelines for Construction, Maintenance & Utility Operations

http://epdfiles.engr.wisc.edu/pdf_web_files/tic/handbooks/WorkZoneSafety.pdf

Other Useful Websites

Digger's Hotline

<http://www.diggershotline.com>

Army Corp of Engineers

http://www.usace.army.mil/CECW/Pages/reg_permit.aspx

Wisconsin Department of Natural Resources (WDNR)

<http://dnr.wi.gov>

Wisconsin Portal Wisconsin Cities, Towns and Villages

www.wisconsin.gov/Pages/local.aspx

Buy America Issues to Consider for Utility Work on Projects

<http://www.fhwa.dot.gov/utilities/buyam.cfm>

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, geometrics 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