

2012 Southeast Region Utility Conference Handbook

Proposed Highway Improvement Program

6 Year Program (2012 - 2018)



Division of Transportation System Development

**Southeast Region
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January 30, 2012

Hello and welcome to the 2012 Annual Southeast 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 Southeast Region are Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha.

As part of our commitment to our customers, we have developed this handbook titled *2012 Southeast Region Utility Conference Handbook*. It contains detailed project related information 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 30, 2012 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) that are part of your of handouts.

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

Sincerely,

Donald E. Berghammer, P.E.



Wisconsin Department of Transportation
 New regional organization
 Effective July 1, 2011 (updated July 12, 2011)

DIVISION OF TRANSPORTATION SYSTEM DEVELOPMENT (DTSD)

Dan Grasser, Administrator

Rory Rhinesmith, Deputy Administrator-Statewide Bureaus

Don Miller, Deputy Administrator-Regions

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- Bureau of Project Development – Beth Cannestra, Director
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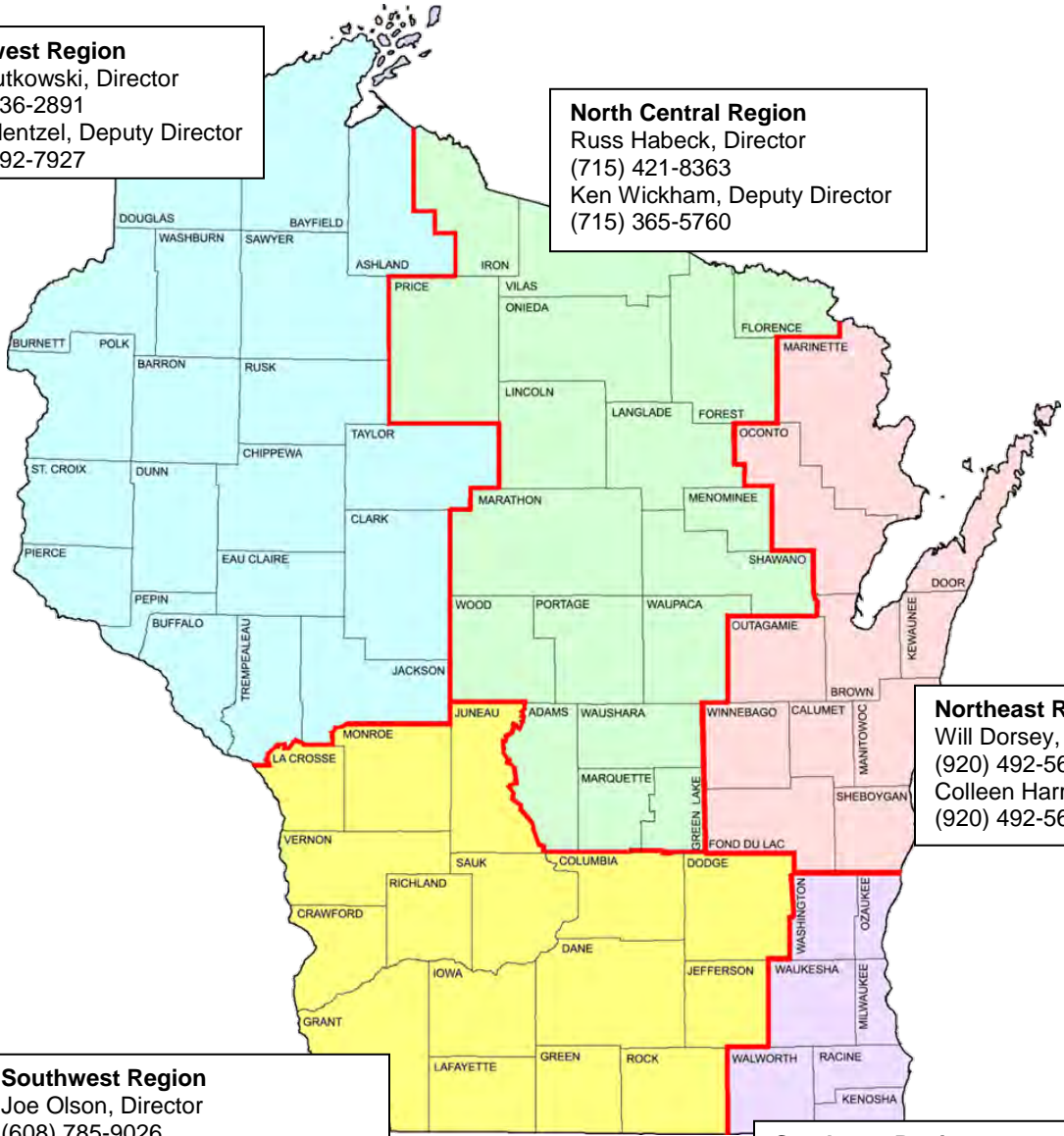


Table of Contents

Table of Contents	5
Southeast Region Office Utility Contacts	6
Southeast Region Local Program Management Consultant.....	6
Southeast Region Office Contacts	7
Southeast Region Office Contacts	7
Southeast Region County Highway Commissioners	8
Southeast Region County Surveyors	8
Wisconsin Department of Transportation Websites	9
Proposed Highway Improvement Program Definitions	10

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Southeast Region Local Program Management Consultant

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Southeast Region Office Contacts

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Southeast Region Office Contacts

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Southeast Region County Highway Commissioners

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Southeast Region County Surveyors

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<p><u>Waukesha</u> Kurt W. Bauer c/o SEWRPC, PO Box 1607 Waukesha, WI 53187-1607</p> <p>262-547-6721 x260</p>		

Wisconsin Department of Transportation Websites

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>

WisDOT Guide to Utility Coordination

<http://roadwaystandards.dot.wi.gov/standards/util/index.htm>

Regional Utility Conference Handbooks

<http://www.dot.wisconsin.gov/library/publications/format/utility.htm>

Statewide Plans & Projects

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

Airports by County and Transportation Region

<http://www.dot.wisconsin.gov/travel/air/airportsbydist.htm>

Official State Trunk Highway System Maps

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

Digger's Hotline

<http://www.diggershotline.com>

Work Zone Safety Pocket Guide

<http://www.dot.wisconsin.gov/business/rules/docs/wzsb.pdf>

Wisconsin Lane Closure System

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

Wisconsin Work Zone and Detour Map

<http://www.dot.wisconsin.gov/travel/road/docs/workzonemap.pdf>

Construction Maps

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

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

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