

# UTILITY WORKSHEET

DT2236 6/2009 s 84.063 Wis. Stats.

Wisconsin Department of Transportation

Utility Company Name AT&T Wisconsin - Communication Line	PLEASE RETURN THIS WORKSHEET BY August 1, 2017
Project Description Design Project ID: 7110-05-02 Construction Project ID: 7110-05-72 MONDOVI - EAU CLAIRE IH 94 TO USH 12 STH 37, Eau Claire County	RETURN TO Heath Bielefeldt Division of Transportation System Development Northwest Region Eau Claire Office 718 W Clairemont Ave Eau Claire WI 54701-5108

1. Describe your proposed relocation plan for the above project, as requested in the enclosed letter, using highway stationing whenever possible. Attach extra sheets if needed.

AT&T WI has facilities along the entire S & E side of STH 37 and along the N & W side to Craig Rd intersection. The only obvious conflict area will be along the Shared Use Path Sta 247+65 where AT&T WI has an above ground pedestal located that falls in the edge of the proposed path. AT&T WI will expose that pedestal area along with the cable to /from for 50ft (gain cable slack) and shift the pedestal toward STH 37's direction in an effort to obtain 2ft of ped clearance from new path EoP. All other locations where AT&T WI is identified looks to be clear of conflict. See Proj Synopsis / Possible Conflict Sheet for more detail

2. Conflicting utility facilities will need to be relocated prior to construction. If this is not feasible, provide an explanation and an indication of what work will require coordination with the highway contractor during construction.

all prior to construction

3. Anticipated Start Date

Work for Shared Use Path Sta 247+65 will be prior to Dec 1st 2017

4. Estimated construction time required (In working days)

1 day

5. List the approvals required and the expected time schedule to obtain those approvals.

WisDOT permit if applicable

6. Include a list of the real estate parcels that the Wisconsin Department of Transportation (DOT) must have acquired to enable your company to complete the necessary facility installations and relocations prior to construction.

N/A

7. Review the enclosed plans for the above project. Are your facilities correct as shown? If not, list the errors. In some cases, it may be easier to return a marked up copy of the plan. **It is very important that your facilities are shown correctly because all construction field personnel will use this information. Uncorrected location errors could create construction delays or damage to utility facilities.**

Not on version delivered with 1078, but worked with WisDOT Designer and Utility coordinator to properly ID AT&T WI facilities within limits of project

8. Is this work dependent on work by other utilities? If so, which other utilities, and what time schedule has been coordinated with them?

N/A

9. Please provide the name, address, and telephone number of the field contact person for this project, so that we may place this information on the highway plan

Name

Rick Podolak

Address 304 S Dewey St	
City, State, ZIP Code Eau Claire, WI 54701	
Area Code - Telephone Number 715-839-5565	Area Code - Telephone Number (Mobile) 715-410-0656
E-mail Address rp4514@att.com	


10. List any other relevant information that may impact the ultimate goal of preventing construction delay due to uncertain scheduling of utility facility relocations.

11.

Yes No

<input type="checkbox"/>	<input checked="" type="checkbox"/>	Do you have any facilities that are no longer in use but have been left in place in the project area? If "Yes", approximately where are the facilities located and what type and size of facility is involved?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Does the line have any remaining product?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Does the line have any asbestos wrap or any other hazardous materials associated with it?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Does any part of the line conflict directly with the proposed highway project? If so, what arrangements have been made to remove those portions? This should be mentioned as part of your work plan in question number 1 on this form.
		715-839-5565
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Is there any reason the highway contractor cannot remove portions of the line left in place?

If you answered "Yes" to any of the questions above, please attach additional pages.

Preparer Area Code - Telephone #, Ext. 715-839-5565	Preparer E-Mail Address rp4514@att.com	
	(Name of Person Who Prepared this Worksheet) (If completed electronically, Brush Script Font)	(Date) 7-31-12

**NOTE: DOT will be sending to you a Trans 220 Work Plan Approval letter and a Start Work Notice after we complete the review of your Work Plan.**

## PROJECT SYNOPSIS AND POSSIBLE CONFLICTS

PSPC 10/2016 s.66.0831; s.84.063 (3)(b); s.182.0175 (2)(a) Wis. Stats.

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Wisconsin Department of Natural Resources and/or the U.S. Fish and Wildlife Service, or obtain additional environmental permits pertaining to this species.

The project lies within the Karner Blue High Potential Range.

### ENVIRONMENTAL COMMITMENTS

Standard erosion control measures required.

### ANTICIPATED BORROW AND/OR WASTE SITES

None identified.

### DATE OF UTILITY FIELD SURVEY

Summer/Fall 2016 and early 2017.

### UTILITY LOCATIONS AND POSSIBLE CONFLICTS

*Please note the utility is responsible for verifying these potential conflicts and identifying any other conflicts that might exist.*

*WisDOT does not accept any work plans with "...may be in conflict". If depth is the determining factor then the facility must be exposed and measured. If it is possible for WisDOT to move their proposed design slightly to accommodate a conflicting facility, or if WisDOT can have our contractor use alternate means and methods in constructing an item to remove the conflict, please contact the designer and discuss the options available.*

***ALL utility relocations (i.e. both compensable and non-compensable) within the project limits are required to be sketched onto the applicable project plan sheet and returned with the utility worksheet. Statements such as "... will be relocated outside the proposed work" by themselves are not acceptable.***

This contract falls under the provisions of Trans 220.

**AT&T Legacy (COMLN)** has a fiber duct package along with WisDOT in the EB IH 94 RW.

**AT&T Wisconsin (COMLN)** has facilities in the following locations:

- One fiber and two copper underground facilities along the north/west RW of the STH 37 (Hendrickson Drive) SB lanes from IH 94 to the west side of the Craig Road and STH 37 (Hendrickson Drive) intersection.
  - Conflict with intersection and storm sewer construction from STA 50+00 NB, 110' Lt to STA 52+30 NB, 110' Lt. *Facility Depths found 28 to 36"*
  - Conflict with grading from STA 56+40 NB, Lt to STA 64+50 NB, Lt. *at or near SI = should be OK*
  - Conflict with storm sewer construction STA 81+00 NB, 120' Lt. *at or near R/W -30"D & +/- 15ft from existing culvert end*
  - Conflict with storm sewer construction STA 84+20 NB, 120' Lt. *fiber north of culvert running parallel. Fiber xing parallel to Craig is 48"D*

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- Two fiber facilities crossing underground south of the Short Street, W Hamilton Avenue and STH 37 (Hendrickson Drive) intersection.
  - Conflict with intersection construction STA 50+00 NB, 80' Rt to STA 50+80 NB, 120' Rt.  
*Facilities found 32"-42"D*
- One fiber and one copper underground facility along the south/east RW of the STH 37 (Hendrickson Drive) NB lanes from the Short Street, W Hamilton Avenue and STH 37 (Hendrickson Drive) intersection to the west side of the Craig Road and STH 37 (Hendrickson Drive) intersection. The fiber facility crosses STH 37 (Hendrickson Drive) and continues along the west RW of Craig Road to the north. The Copper facility continues along the west RW of Craig Road to the south.
  - Conflict with intersection construction STA 51+30 NB, 110' Rt to STA 51+70 NB, 110' Rt.  
*Facilities found 36"-48"D*
  - Conflict with shared use path construction from STA 60+50 NB, 70' Rt to STA 63+50 NB, 80' Rt. *Existing buried - should be OK unless excessive path excavation prep is required*
  - Conflict with shared use path and storm sewer construction from STA 68+60 NB, 70' Rt to STA 77+00 NB, 60' Rt. *Existing buried - use caution when replacing excavating and replacing MHs*
  - Conflict with storm sewer construction STA 82+10 NB, 70' Rt. *Existing buried - use caution when replacing excavating and replacing MH*
  - Conflict with intersection and storm sewer construction from STA 83+40 NB, 70' Rt to STA 85+40 NB, 230' Lt. *existing buried - use caution when replacing new STRM pipe*
- Underground copper facility along the north/west of the frontage road adjacent to STH 37 (Hendrickson Drive) from the Craig Road and STH 37 (Hendrickson Drive) intersection to USH 12 (W Clairemont Avenue.)
  - Conflict with shared use path construction from STA 243+00 Shared Use Path to STA 251+50 Shared Use Path. *Path design shift - eliminated pedestal conflicts except for Sta 247+65*
- Underground conduit package along the south RW of USH 12 (W Clairemont Avenue) crossing STH 37 (Hendrickson Drive) on the south side of the STH 37 (Hendrickson Drive) and USH 12 (W Clairemont Avenue) intersection.
  - Conflict with intersection and shared use path construction from STA 101+60 NB, 90' Lt to STA 101+90 NB, 90' Rt. *existing duct, should be ok as is, just use caution when excavating*

**Charter Communications (COMLN)** has facilities in the following locations:

- Overhead and underground facilities along the north RW of Short Street/W Hamilton Avenue crossing STH 37 (Hendrickson Drive) on the north side of the Short Street, W Hamilton Avenue and STH 37 (Hendrickson Drive) intersection.
  - Pole in conflict with intersection and shared use path construction STA 51+60 NB, 100' Rt.
- Overhead facilities along the east RW of Craig Road crossing STH 37 (Hendrickson Drive) on the east side of the Craig Road and STH 37 (Hendrickson Drive) intersection.
  - Pole (Xcel Energy) in conflict with intersection and storm sewer construction STA 84+90 NB, 80' Rt.
  - Pole (Xcel Energy) in conflict with intersection construction STA 85+90 NB, 160' Lt.