

PROJECT SYNOPSIS AND POSSIBLE CONFLICTS

PSPC 04/2017 s.66.0831; s.84.063 (3)(b); s.182.0175 (2)(a) Wis. Stats.

Wisconsin Department of Transportation

Title Menomonie - Eau Claire	WisDOT Design ID 1022-08-04
Limits STH 312/CTH EE To STH 37	WisDOT Construction ID 1022-08-74
Highway or Route IH 94	WisDOT Right-of-Way ID
County Eau Claire	Project Plan Date January 27, 2021

PROJECT DESCRIPTION

Proposed improvements include concrete pavement replacement of IH 94 eastbound and westbound from STH 312 to CTH E. Base patching and mill and overlay of IH 94 eastbound and westbound from CTH E to the Chippewa River. The project also includes concrete pavement replacement for the southwest ramp, southwest loop and southeast ramp at the STH 312 Interchange. No work will be done on the northeast ramp at the STH 312 Interchange. Work also includes concrete deck overlay along with minor concrete surface repairs to the substructure for the STH 312 overpass structure B-18-15. Concrete pavement replacement and concrete curb and gutter replacement are also included for STH 312 between the east and west ramp terminal intersections. Temporary widening and temporary median roadways will be constructed to maintain four lanes of IH 94 traffic during construction. Proposed improvements also include installation of high-tension median cable barrier in selected locations and guardrail replacement in the pavement replacement segment.

EARLIEST START OF CONSTRUCTION

March 15, 2022

March 15, 2023

ANTICIPATED START OF CONSTRUCTION

March 15, 2022

March 15, 2023

ANTICIPATED END OF CONSTRUCTION OR DURATION

August 31, 2023

August 30, 2024

TRAFFIC CONTROL AND STAGING

Assuming a construction start date of March 15, 2022. Stage 1 involves constructing median crossovers and temporary widening to accommodate traffic lanes for subsequent stages. Existing lanes for IH 94 mainline, ramp, and crossroad traffic will be kept open except that temporary single-lane closures will be permitted during off-peak hours as necessary to complete the Stage 1 work. Energy Absorbing Terminals will be installed, on existing barrier ends, to accommodate westbound traffic in Stage 2.

PROJECT SYNOPSIS AND POSSIBLE CONFLICTS

Wisconsin Department of Transportation

PSPC 04/2017 s.66.0831; s.84.063 (3)(b); s.182.0175 (2)(a) Wis. Stats.

Stage 2 will consist of replacing 2.8 miles of IH 94 westbound lanes from STH 312 to CTH E. During Stage 2, IH 94 traffic will be restricted to two-lane counter directional (55 MPH speed limit) on the existing eastbound lanes. The STH 312 Interchange Southeast Ramp (westbound exit) pavement will be replaced during this stage. The Southeast Ramp will remain open to traffic during Stage 2 using temporary median crossovers and temporary widening along the existing ramp pavement. To minimize traffic delays and backups, Stage 2 work will not begin prior to September 4, 2023 and must be completed by October 18, 2023 (approximately 6 weeks). During Stage 2 work, truck traffic on IH 94 (both directions) will be detoured on Fridays and Sundays, from 10 a.m. to 6 p.m., using the Alternate IH 94 route to bypass the project work zone. After October 19, 2023 and during the subsequent over-winter suspension of work, IH 94 traffic will be switched back to the normal four-lane configuration with no restrictions through the project area. Westbound traffic will be two lanes on new construction and eastbound traffic will be two lanes on existing pavement (70 MPH speed limit).

Stage 3 will consist of replacing 2.8 miles of IH 94 eastbound lanes from STH 312 to CTH E. During Stage 3, IH 94 traffic will be restricted to two-lane counter directional (55 MPH speed limit) on the new westbound pavement. The STH 312 Interchange Southwest Loop (eastbound exit) and Southwest Ramp (eastbound entrance) pavement will be replaced during this stage. Both the Southwest Loop and Southwest Ramp will remain open to traffic during Stage 3 using temporary median crossovers and temporary widening along the existing ramp pavement. To minimize traffic delays and backups, Stage 3 work will begin as soon as practical in the spring of 2024 and must be completed by May 23, 2024 (approximately 8 weeks). During Stage 3 work, truck traffic on IH 94 (both directions) will be detoured on Fridays and Sundays using the Alternate IH 94 route to bypass the project work zone. Truck traffic will be detoured on STH 29 East to US 53 South. Truck traffic will have access to IH 94, Exit 59 (US 12, STH 312, CTH EE).

Stages 4, 5, and 6 will include pavement replacement, curb and gutter replacement, and proposed structure work for B-18-15 on STH 312 between ramp terminal intersections at the STH 312 Interchange. One lane of traffic in each direction will be maintained during these stages using a combination of existing pavements, temporary widening, and new construction. Timing of this work will be at the contractor's discretion with coordination necessary to accommodate the proposed interchange ramp pavement replacement during Stages 2 and 3. No interim completion dates are anticipated for Stages 4, 5, or 6. The proposed Mill and Resurface work on IH 94 will be completed between Memorial Day and Labor Day at the contractor's discretion. No work on the mill and resurface segments of IH 94 will be allowed during Stage 2 or Stage 3 as described above. The proposed mill and resurface work will be completed using temporary single-lane closures during off-peak hours. All lane closures required to complete the proposed mill and resurface work will need to be coordinated with any temporary single-lane closures located in the pavement replacement segments of IH 94 utilized to complete ancillary work within that area of the project. Completion of the mill and resurface work on IH 94 will coincide with the contract completion date.

All ramps at the STH 312 Interchange will remain open during the proposed work. STH 312 will be kept open to traffic during construction, except for intermittent closures with flagging during specific construction activities.

PROJECT SYNOPSIS AND POSSIBLE CONFLICTS

PSPC 04/2017 s.66.0831; s.84.063 (3)(b); s.182.0175 (2)(a) Wis. Stats.

Wisconsin Department of Transportation

Temporary single-lane closures will be allowed except during the hours/days listed here:

Freeway Peak Hours for EB Interstate 94					
	Pre-Memorial Day	June	July	August	Labor Day to Winter Shutdown
Sunday	12pm-5pm	10am-5pm	10am-5pm	10am-5pm	11am-6pm
Monday	---	---	---	11am-4pm	---
Tuesday	---	---	---	---	---
Wednesday	---	---	---	---	---
Thursday	2pm-5pm	1pm-5pm	11am-5pm	11am-5pm	---*
Friday	11am-7pm	10am-7pm	10am-7pm	10am-7pm	11am-7pm**
Saturday	---	10am-1pm	10am-1pm	10am-1pm	---
*	3rd Thursday in October 10am to 5pm				
**	3rd Friday in October 10am to 7pm				

Freeway Peak Hours for WB Interstate 94					
	Pre-Memorial Day	June	July	August	Labor Day to Winter Shutdown
Sunday	2pm-6pm	11am-7pm	12pm-7pm	12pm-7pm	2pm-6pm***
Monday	---	---	---	---	---
Tuesday	---	---	---	---	---
Wednesday	---	---	---	---	---
Thursday	---	---	---	---	---
Friday	2pm-6pm	2pm-5pm	2pm-6pm	1pm-6pm	2pm-6pm
Saturday	---	---	---	---	---
***	Sunday following 3rd Thursday in October 12pm to 8pm				

No major special events near the proposed project are anticipated. Normal holiday work restrictions will be utilized to have the existing number of lanes (2 Eastbound and 2 Westbound) open during the holiday periods, thereby minimizing or avoiding traffic impacts. The Minnesota Educator Academy annual conference is held the third Thursday of October and generates a large amount of traffic from Minnesota travelling through the IH 94 corridor on Thursday and Friday due to all Minnesota Schools not being in session. Special peak hour restrictions will be included in the contract to have all available lanes open during those heavy travel times. Country Jam USA will be held the 3rd week of July. No lane closures will be in effect during this event.

REAL ESTATE

None required

ENVIRONMENTALLY SENSITIVE AREAS

PROJECT SYNOPSIS AND POSSIBLE CONFLICTS

PSPC 04/2017 s.66.0831; s.84.063 (3)(b); s.182.0175 (2)(a) Wis. Stats.

Wisconsin Department of Transportation

Please note that if none are identified that does not mean that none exist. Utility work could encounter unidentified environmentally sensitive areas. Environmental surveys are conducted only for the WisDOT scope of work and therefore may not be applicable to utility work locations/methods.

Wetlands:

Near the south right of way fence along the eastbound IH 94 roadway from Station 54+30 – Station 55+41 and from Station 21+90 – Station 24+45 on the Northeast exit ramp on the left side.

Contaminated Sites:

Hazardous material is identified at structure B-18-0015 (STH 312).

Threatened and Endangered Species:

The Northern Long-eared Bat (*Myotis septentrionalis*) is now listed as threatened under the Endangered Species Act.

The Rusty Patched Bumble Bee (*Bombus affinis*) is now listed as endangered under the Endangered Species Act.

These (and others) may require your company to conduct additional environmental coordination with the Wisconsin Department of Natural Resources and/or the U.S. Fish and Wildlife Service, or obtain additional environmental permits.

Other:

Blanding's turtles (*Emydoidea blandingii*) Wisconsin status Special Concern.

Wood Turtle (*Glyptemys insculpta*), Turtle, State Threatened.

ENVIRONMENTAL COMMITMENTS

Blanding's turtles (*Emydoidea blandingii*) Wisconsin status Special Concern and Wood Turtle (*Glyptemys insculpta*), Turtle, State Threatened. Silt fence, with turtle turnarounds at the ends, will be installed along disturbed areas to prevent turtles from nesting in the work areas.

Standard erosion control measures are to be used to minimize and avoid impacts to surrounding areas. Protection of aquatic or wetland habitat is required. Best management practices shall be used.

Install exclusion fencing according to the Amphibian and Reptile Exclusion Fencing Protocols around the work area, where grading work or culvert work will occur.

ANTICIPATED BORROW AND/OR WASTE SITES

Unknown

DATE OF UTILITY FIELD SURVEY

PROJECT SYNOPSIS AND POSSIBLE CONFLICTS

PSPC 04/2017 s.66.0831; s.84.063 (3)(b); s.182.0175 (2)(a) Wis. Stats.

Wisconsin Department of Transportation

December 2020

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 comes under the provisions of Wisconsin Administrative Code Ch. Trans 220.

AT&T Legacy (Communications) has a shared underground fiber optic, along with WisDOT ITS, near the southwest right-of-way along IH 94 EB through the project area. Crossing STH 312/CTH EE at approximately station 128+90 STH 312 EB. Conflict with guardrail replacement at approximately station 128+90 STH 312 EB. Conflict with temporary ramp widening grading at the southwest ramp from approximately Station 6+00 RT southwest ramp to approximately Station 7+00 RT southwest ramp and from approximately Station 10+00 RT southwest ramp to approximately Station 11+00 RT southwest ramp.

AT&T Wisconsin (COMLN) has underground crossings of IH 94 at the following locations:

- Approximately Station 179+90 IH 94 EB. Conflict with cable barrier installation and guardrail replacement.
- At the CTH E (W Cameron Street) underpass at approximately Station 209+00 IH 94 EB. No conflict anticipated.
- At the CTH C (Crescent Avenue) underpass at approximately Station 296+30 IH 94 EB. No conflict anticipated.
- At the STH 37 (Hendrickson Drive) underpass at approximately Station 364+80 IH 94 EB. No conflict anticipated.

CenturyLink Comm f/k/a Qwest (COMLN) has facilities in the southwest IH 94 right-of-way approaching from the west. The facility crosses IH 94 at approximately Station 58+90 IH 94 EB and continues to the east in the south STH 312 (CTH EE) right-of-way. Conflict with cable barrier installation at approximately Station 59+00 IH 94 WB, RT.

PROJECT SYNOPSIS AND POSSIBLE CONFLICTS

PSPC 04/2017 s.66.0831; s.84.063 (3)(b); s.182.0175 (2)(a) Wis. Stats.

Wisconsin Department of Transportation

CINC (COMLN) has underground fiber facility crossings in the project area minimum depth of bury is 3'. CINC has an underground fiber facility crossing IH 94 at approximately Station 365+00 IH 94 EB. No conflict anticipated.

Charter Communications (Communications) has facilities in IH 94 WB right-of-way from approximately Station 101+50 IH 94 WB, LT, to approximately Station 119+00 IH 94 WB, LT. Charter Communications also has facilities in/adjacent to IH 94 EB right-of-way starting at approximately Station 300+40 IH 94 EB, RT, continuing to approximately Station 306+20 IH 94 EB, RT. No conflict anticipated.

Charter Communications has facilities crossings IH 94 at the following locations:

- At approximately Station 102+50 IH 94 EB. Conflict with cable barrier installation and guardrail replacement.
- At approximately Station 183+00 IH 94 EB. Conflict with cable barrier installation and guardrail replacement.
- At approximately Station 210+10 IH 94 EB. No conflict anticipated.
- At approximately Station 237+70 IH 94 EB. No conflict anticipated.
- At approximately Station 297+00 IH 94 EB. No conflict anticipated.

Mosaic Telecom (COMLN) has underground fiber facilities crossing at the following locations:

- At approximately Station 183+00 IH 94 EB. Conflict with cable barrier installation and guardrail replacement.
- From approximately Station 207+10 IH 94 EB, 130' RT to approximately Station 206+80 IH 94 WB, 110' LT. No conflict anticipated.

West Wisconsin Telcom Cooperative (Communications) has underground facilities approaching from the west along CTH EE (Partridge Road) south right-of-way. The facilities go around the southwest IH 94 interchange ramp right-of-way to the south and continue in the IH 94 EB southwest right-of-way to approximately Station 99+00 IH 94 EB. Beginning approximately Station 96+50 IH 94 EB West Wisconsin Telcom Cooperative (WWTC) has facilities in the northeast IH 94 WB right-of-way. The facilities continue to approximately Station 176+10 IH 94 WB. WWTC has facilities in the northeast IH 94 WB right-of-way from approximately Station 209+20 IH 94 WB to Station 297+50 IH 94 WB. No conflict anticipated.

WWTC has facility crossings at the following locations:

- Approximately Station 96+50 IH 94 EB. Conflict with cable barrier installation.
- Approximately Station 179+00 IH 94 WB. Conflict with cable barrier installation.
- Approximately Station 209+20 IH 94 WB. No conflict anticipated.

Dairyland Power Cooperative (Electric Transmission) has overhead facility crossings at the following locations:

- Overhead approximately Station 97+50 IH 94 EB.
- Overhead approximately Station 179+00 IH 94 EB.

PROJECT SYNOPSIS AND POSSIBLE CONFLICTS

PSPC 04/2017 s.66.0831; s.84.063 (3)(b); s.182.0175 (2)(a) Wis. Stats.

Wisconsin Department of Transportation

No conflict anticipated.

Eau Claire Energy Cooperative (ELCTY) has an overhead facility crossing IH 94 at approximately Station 313+80 IH 94 EB. No conflict anticipated.

Xcel Energy (Electric Transmission) has overhead facility crossings at the following locations:

- Overhead approximately Station 101+00 IH 94 EB.
- Overhead approximately Station 103+00 IH 94 EB.

No conflict anticipated.

Xcel Energy, Electric Distribution (ELCTY) has overhead facilities proceed in the northeast IH 94 WB right-of-way from approximately Station 297+80 IH 94 WB to approximately Station 301+80 IH 94 WB. Xcel Energy has facility crossings at the following locations:

- Overhead approximately Station 45+30 IH 94 EB.
- Overhead approximately Station 183+20 IH 94 EB.
- Overhead approximately Station 209+20 IH 94 EB.
- Overhead approximately Station 237+50 IH 94 EB.
- Overhead approximately Station 300+50 IH 94 EB.
- Overhead approximately Station 355+10 IH 94 EB.
- Underground approximately Station 355+10 IH 94 EB.

No conflict anticipated.

Xcel Energy (Gas) has facility crossings at the following locations:

- Approximately Station 56+00 IH 94 EB. Conflict with cable barrier installation.
- Approximately Station 102+40 IH 94 EB. Conflict with cable barrier installation and guardrail replacement.
- Approximately Station 208+00 IH 94 EB. No conflict anticipated.
- Approximately Station 296+30 IH 94 EB. No conflict anticipated.
- Approximately Station 354+30 IH 94 EB. No conflict anticipated.
- Approximately Station 363+00 IH 94 EB. No conflict anticipated.