

Scoping Meeting Agenda Notes

**6639-05-30/60
Mauston – Necedah
(Colfax St. to STH 80)
STH 58
Juneau County**

**February 28, 2018
9 AM, Room B-19/20**

Attendees: Jaime Boado, Dennis Parsley-Scoping; Steve Flottmeyer, Michelle Elias-Scoping/Programming; Vicki Romenesko-Programming; Greg Messling, Cory Schlagel-Real Estate; Steve Vetsch-TSS/Env.; Joe Gregas-PDS; Karen Olson-Traffic; John Mueller-Maintenance; Travis Mikshowskey-TSS/Soils; Tim McCarthy-TSS/Pvt.; Anne Wallace-TSS/Materials; Joe Schneider-Traffic; Dan Kleinertz, Tony VanderWielen-PDS; Jill Noel-Utilities; Brad Byom-Traffic.

On Phone: Ian Winger-PDS; Suzan Nast-Traffic.

Purpose & Need

The purpose of this project is to preserve and improve this STH 58 roadway segment. This section of STH 58, that runs south to north, is a Principal Arterial roadway that connects smaller communities to larger cities. This proposed rehabilitation of this roadway will help increase the longevity of the roadway and the safety for the traveling public.

The project is needed due to the roadway surface is aged, rutted and in need of treatment to extend its service life. The proposed improvement is to mill and overlay as well as replace guardrail end terminals as needed. No structure work included in the project.

Basic Project Information

Limits:	Colfax Street to €STH 80
Program Level Estimate:	\$4,508,000 (w/o Engineering)
PS&E Date:	May. 1, 2022 Advanceable PS&E: May 1, 2020
Let Date:	Nov. 8, 2022
Roadway	STH 58
Current ADT (year):	2,500 – 6,700 (2016)
Design ADT (year):	3,200 – 8,800 (2043)
Truck Percentage:	9.2% - 18.2%
Posted Speed Limit(s):	55 MPH
Design Speed:	60 MPH
Classification:	Principal Arterial
Design Class:	A2
Project Length:	11.25 miles
Structure Work:	None
Project Directory:	\\lax31fp2\p3projects\State\s58\66390530\Planning\Scope

Existing Conditions (Facility)

Project Location, Existing Cross-Section, Meta-Manager Analysis: See appendix

DESIGN:

- Existing Cross- Section consists of the following:
 - 2-12' asphaltic driving lane
 - 6' shoulders (Varies: 5' paved & 1' CABG Shldr; 3' Paved & 3' CABG Shldr.)
- All highway intersections have curbed radiuses.

PAVEMENT AND SOILS:

Existing Pavement Structure:

- 4.5" Asphaltic Concrete Pavement, Type E-1 over
- 3.5" Pulverized & Relayed old asphaltic pavement over
- 6.5" to 8.25" of CABG

Existing Soils condition:

MAINTENANCE:

- Roadway:
 - Cross drain pipes present on this section of roadway.
 - Concrete curb & gutter at intersection radiuses.
- Bridge:

Structure Data/History:

NUMBER	FEATURE	TYPE	WORK PERFORMED	Vertical Clearance	Inventory Rating
B-29-038	Over IH 90/94	Cont. Steel, Deck Girder	<u>1964</u> New Structure <u>1985</u> Overlay-Concrete (0029-44-21); Painting <u>1999</u> Repair Substructure (1010-00-60) <u>2000</u> Painting (5882-02-70) <u>2008</u> New Deck (1016-08-72) <u>2013</u> Add Pier Crash Wall (1016-00-72) <u>2015</u> Misc. Preventative Maintenance (0549-29-61)	Cardinal Dir.: 17.1' (EB) Non-Cardinal Dir.: 16.06' (WB)	HS16
B-29-089	Over Little Yellow River	Concrete Box Culvert (Twin Cell)	1990 New Structure (6639-00-71)	-----	HS20

Roadway Accommodation Data

NUMBER	Number of Lanes	Deck Width	Bridge Roadway Width	Total Length	Number of Spans	Deck Surface	SR	RS
B-29-038	2	38.5'	36.0'	297.8'	4	Concrete	88.8	
B-29-089	2	-----	44.0'	25.3'	2 Cell	-----	96.4	

NUMBER	Condition Description
B-29-038	
B-29-089	

Approach Roadway Information

NUMBER	Approach Roadway Surface	Approach Roadway Width	Approach Pavement Width	Miscellaneous Information
B-29-038	Asphaltic	30'	22'	
B-29-089	Asphaltic	44.0'	-----	

TRAFFIC:

- Posted Speed in this project consists of:
 - 35 MPH from Colfax to Nazarene Drive.
 - 45 MPH from Nazarene Drive for 0.5 miles
 - 55 MPH for rest of project.
- The intersections are Stop Sign controlled on the Minor roads.

SAFETY SCREENING:

Controlling Criteria:

Existing Design Controls

- Design Speed: 60 mph; 40 mph; 30 mph
 - Posted at 55 mph Apply criteria in FDM 11-10-1.5
 - Posted at 45 mph (Town of Ida); Apply criteria in FDM 11-10-1.5
- Lane Width: 12-Foot
 - Meets criteria in FDM 11-15, Attachment 1.2, Page 1 (Level Terrain)
- Shoulder Width: 10-Foot, 3-Foot paved
 - Meets criteria in FDM 11-15, Attachment 1.2, Page 1 (Level Terrain)
 - Meets criteria in FDM 11-15-1.4, and 11-15, Attachment 1.5 (shoulder width) (paved shoulders)
- Horizontal Curve Radius: See Appendix
 - (FDM11-10-5.2)
- Super Elevation Rate: $e(\max) = 6\%$
 - (FDM 11-10-5.3)
- Stopping Sight Distance:
 - FDM 11-10 Attachment 5.1, 60 mph is 570'
 - Crest Curve; FDM 11-10 Attachment 5.4
 - Sag Curve; FDM 11-10 Attachment 5.6

- Drainage issue, K > 167, FDM 11-10-5.4.2
- Maximum Grade: 6.12%
 - (FDM 11-10-5.4.1, Attachment 5.3, Level Terrain)
- Cross Slope: 0.02% Typical
 - Meets criteria in FDM 11-15-1.3
- Vertical Clearance:

UTILITIES:

- Utility poles located on either side of the roadway for portions at a time.

RIGHT OF WAY:

- The existing Right of Way for both sides varies from 40' to 50'. (As-Built: s0588(04)_1958)

RAILROAD/AERONAUTICAL:

- The project area is within a 5-mile radius of the Mauston-New Lisbon Union Airport and Necedah Airport.
- There is no railroad line that crosses the project area.

ENVIRONMENTAL:

- Majority of land usage abutting the project are wooded marshy areas.
- Farms and residential homes are spread out along this corridor of STH 58.

PLANNING:

- Connecting highway – No (City of Mauston)
- City of Mauston Limits – City Limits ends at the IH90/94 line. Approx. 0.30 miles northerly from Colfax St.
- Designated NHS Route – Yes
- State OSOW Route(s) – No
- State OSOW High Clearance Route – No
- Long Truck Route:
 - Not a US Long Truck Route
 - Not a Wisconsin Long Truck Route
- Bicycle Route – Not designated state bike route
 - The section of STH 58, (from City of Mauston to 47th St.; CTH G (south) to CTH A; CTH G (north to STH 80 are classified as Moderate Condition for bicyclists); (Section from 47th Street to CTH G (south) and 38th St. to CTH G (north) are classified as Undesirable (High Volume) condition for bicyclists).

PROJECTS IN THE AREA:

- **Project 6639-05-30: Adv. Ps&E date – 5/1/2020**

Scheduled Work:

2019 Construction	
Proj. ID 1430-02-74 Mauston – I39 (Juneau Co. Ln. to STH 13) STH 82 Adams County	Resurface

2020 Construction	
Proj. ID 1430-06-60 Mauston – IH39 (Powers Road to Wisconsin River) STH 82 Juneau County	Mill & Overlay (Advanceable Date)
Proj. ID 5530-03-71 Hillsboro – New Lisbon (South City Limit to USH 12) STH 80 Juneau County	Reconstruction
Proj. ID 5530-02-71 Hillsboro – New Lisbon (Liberty Street to STH 82) STH 80 Juneau County	Recondition
Proj. ID 6639-00-72 Mauston – Necedah (CTH G Intersection (6 Miles North of IH90/94)) STH 58 Juneau County	Recondition (HSIP Funded)
2022 Construction	
Proj. ID 1016-05-75 Tomah – Mauston (STH 82 Interchange) IH90/94 Juneau County	Reconstruction
2023 Construction	
Proj. ID 1430-06-60 Mauston – IH 39 (Powers Road to Wisconsin River) STH 82 Juneau County	Mill & Overlay (Scheduled Date)
Proj. ID 1017-01-60 Tomah – Camp Douglas, EB (USH 12 to CTH C) IH90/94 Monroe	Mill & Overlay

Proposed Improvements (Work):

DESIGN:

Proposed Work:

- Improvement Concept: RSRF 30 – Resurfacing (Overlay \geq 4 inches)
- 4.5” Mill and Overlay
 - 4.5” Mill of Driving Lane (12’) & Shoulder (3-5’)
 - Overlay with 4.5” of HMA Pavement on Driving Lane (12’) & Shoulder (3-5’)
 - Gravel for shoulder (1-3’)
- Proposed Typical Section:
 - 2-12’ driving lanes
 - 6’ shoulders of which 3’ is paved & 3’ Base Course for shoulder.
- **Coordination with HSIP project on STH 58:**
 - **Proj. ID 6639-00-72**
Mauston – Necedah
(CTH G Intersection (6 mi N IH90))
STH 58
Juneau County
 - **PS&E: 8/1/2019**
LET: 12/2019
 - Thru the HSIP section, the southbound lane will be done on this project.

Comments:

- **Original Concept:**
 - Mill 4.5” and Overlay with 4.5” of HMA Pavement.
 - This would be fine, except that the existing problem (deep rutting, due to increased truck traffic (ethanol plant)) may occur after a few years. Would need to reinforce the sub-base to prolong pavement life.
- **Proposed Concept:**
 - To help strengthen the subgrade and build structure:
 - Mill the 4.5” of pavement, mix with oil and relay (Cold-in-place Recycling -CIR).
 - Pave 4.5” of HMA over the CIR.
 - Replace all curb & gutter at the intersection radiuses.
 - Increase cost by 700K. (mostly due to CIR)
- **Second Proposed Concept: (preferred concept)**
 - To help strengthen the subgrade:
 - Mill the existing 4.5” pavement and haul off-site.
 - CIR the existing 3.5” base
 - Pave 4.5” of HMA over the CIR base.
 - Keep the same profile, therefore no need to replace C&G at intersection radiuses.
 - More expensive since doubling the milling operations.
 - Will need to do soil boring to confirm existing recycled base course is consistently 3.5” thick.
- The section of STH 58 that is in the HSIP project area (SB lane, CTH G Int. south) will be milled 4.5” deep and overlay with 4.5” of HMA.
- Safety Engineer will investigate if HSIP funding can be used to paved the shoulders extra 2’.

PAVEMENT AND SOILS:

- Pavement Structure: See comments above.
- Soils:
 - Does Soil Borings need to be scheduled? (In house or consultant)

Comments:

- Soil borings will be done by WisDOT.

TRAFFIC:

- Traffic Control during Construction:
 - Road Closure – Detour?
 - Flagging Operations?

Comments:

- Will use a combination of detour and flagging operations, depending on construction stage.
 - Detour will use STH 12 to STH 80, not the Interstate.
 - Detour will only be during the CIR operations.
 - Will keep heavy trucks off STH 58 during paving operations.
 - May have weight restrictions.
 - Local traffic only during detours. (local accessibility only)
- Document detail during the TMP process.
- Concern at SB lane at the CTH G (south) Intersection regarding the by-pass lane.
 - It's a three-legged intersection and the wide driveway across from CTH G is acting like a roadway because of the campground located behind the gas station.
 - The existing by-pass that is on the SB of STH 58 at this intersection should not be there by design criteria.
 - Therefore, extra wide paved shoulder will be placed by without the marking for a by-pass.

MAINTENANCE:

Roadway:

- Pipe work?
- Curb & Gutter repairs?

Structure:

- Box culvert and/or Bridge repairs?

Comments:

- Need inspection of current conditions of pipes.
- Replace existing guardrails.

SAFETY SCREENING:

- Evaluating Controlling Criteria's:
 - Several deficient vertical curves. The deficiencies are not a contributing factor for crashes.
 - Eligible for Programmatic exceptions.

Comments:

UTILITIES:

- Utility conflicts not anticipated
- Utility concern with timeline with the 1077's and 1078's.
 - Keep updating with Utility section personnel so timely adjustments can be made.

Comments:

RIGHT OF WAY:

- No new Right of Way anticipated.
- Ho Chunk Nation has parcels of land abutting the project.

Comments:

RAILROAD/AERONAUTICAL:

- Aeronautical coordination anticipated.
- No Railroad coordination anticipated.

Comments:

ENVIRONMENTAL:

- As of Monday, January 22, 2018, Project ID 6639-05-30 is only cleared for History on the screening list.
- Anticipate environmental document type ~~CEC (Categorical Exclusion Checklist)~~
- Floodplain: areas labeled as "Area of Minimal Flood Hazard" on FEMA maps.

Comments:

- Project is cleared for both History and Archeological as of the scoping meeting.
- Environmental document PCE (Programmatic Categorical Exclusion).
- Coordinate with the Ho-Chunk Nation.

PLANNING:

- 3R Project; Funding 80% Federal, 20% State
- Scheduling:
 - Begin Design:
 - Env. Doc.:
 - DSR:
 - R/W Plat:
 - R/E Acquisition Start:
 - R/E Acquisition End:
 - 1078 Start:
 - 1078 End:

Comments:

- Scheduling dates discussed and accepted at the scoping meeting is in the appendix.

SURVEY AND MAPPING:

- Project to be consulted out.
- Survey needs to be done by consultants.

Comments:

Federal Oversight: ~~Yes~~/No

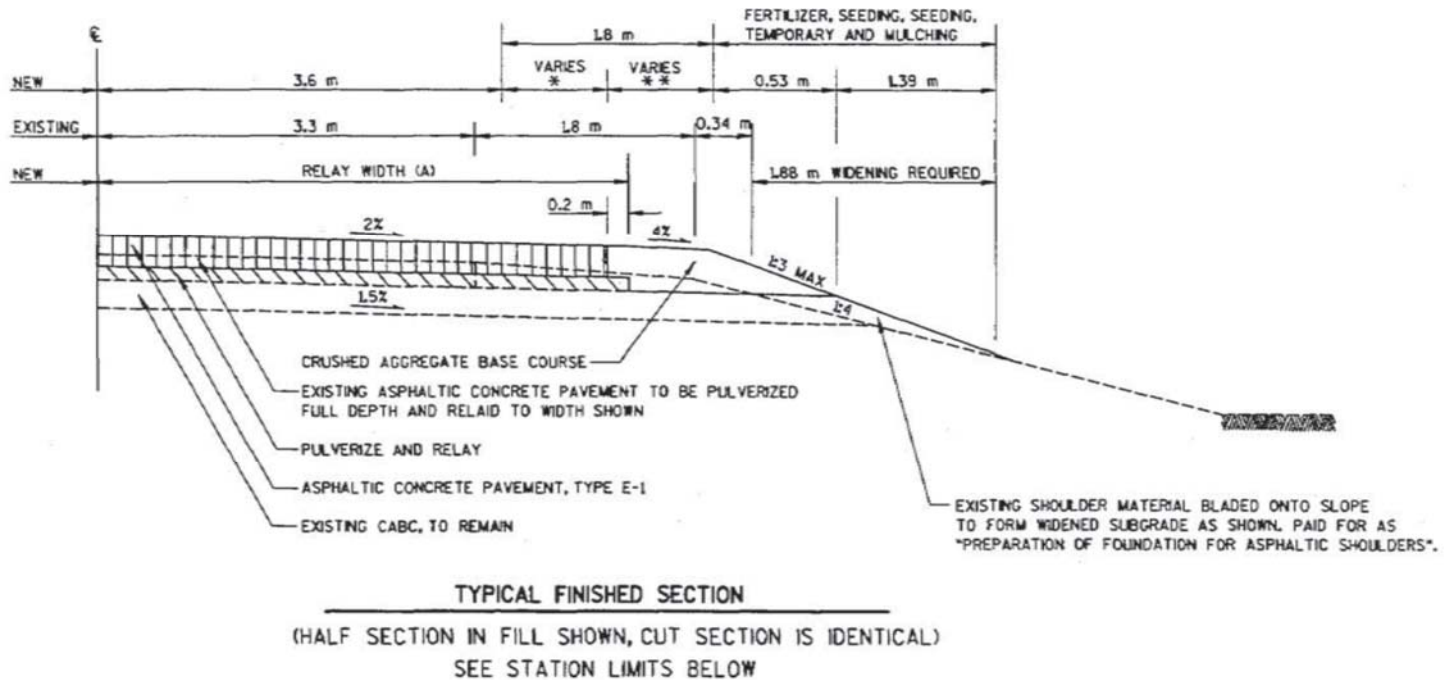
Other:

Appendix

1) Project Location



2) Existing Cross-Sections:



3) Meta-Manager Analysis:

		Step 1 Meta-Manager Analysis							Step 2 Geometric	
PDP Segments			Improvement Flag?	Crash Type Flag?					Substandard Geometrics?	Contributing Cause?
RP From:	RP To:	LOP	CRFLA G	KAB CRFLAG	AKFL AG	RORFLA G	INTFLA G	CRSHSP OT	Yes/No	Yes/No
058N069 000	058N070 000	20	1.04	1.33	0.00	1.42	0.00	1	N	N
058N070 000	058N071 000	0	0.00	0.00	0.00	0.00	0.00	0	N	N
058N071 000	058N071 101	0	0.00	0.00	0.00	0.00	0.00	0	Y	N
058N071 101	058N072 000	0	0.00	0.00	0.00	0.00	0.00	0	N	N
058N072 000	058N073 000	0	0.00	0.00	0.00	0.00	0.00	1	N	N
058N073 000	058N074 000	18	1.46	2.36	1.88	0.00	1.26	1	N	N
058N074 000	058N075 000	0	0.00	0.00	0.00	0.00	0.00	1	N	N
058N075 000	058N077 000	21	1.13	1.38	1.13	0.00	0.00	1	Y	N
058N077 000	058N078 000	4	2.01	0.00	0.00	0.00	1.59	1	N	N

4) Project Schedule:

Scheduling		
Proj. ID 6639-05-30/60		
Mauston - Necedah		
(Colfax St. to STH 80)		
STH 58		
Juneau County		
	<u>Scheduled</u>	<u>Advanceable</u>
PS&E Date:	May 1, 2022	May 1, 2020
Let Date:	Nov. 8, 2022	Nov. 2020
Const. Date:	2023	2021
Scoping Date:	Fed. 28, 2018	
Begin Design:	April 28, 2018	June 1, 2018
Env. Doc.: (signed)	Oct. 1, 2019	June 1, 2019
DSR: (signed)	Oct. 1, 2019	June 1, 2019
R/W Plat: (Done)	Oct. 1, 2019	June 1, 2019
R/E Acq. Start:	Oct. 1, 2019	June 1, 2019
R/E Acq. End:	Oct. 1, 2021	Nov. 1, 2019
1078 Start:	Oct. 1, 2019	June 1, 2019
1078 End:	Oct. 1, 2021	Oct. 1, 2019
PS&E Date:	May 1, 2022	May 1, 2020