

CTH Y Project 7849-03-03 USH 10 to CTH H Clark County Highway Department

Public Involvement Meeting

August 2021



Welcome to the online public involvement meeting for **Project ID 7849-03-03** (construction ID 7849-03-73) along **County Highway Y** between USH 10 and CTH H in Clark County.



Who can I talk with about the project?

Ross Johnson, PE

CBS Squared, Inc.

Consultant Project Manager

Brian Duell

Highway Commissioner

Clark County Highway Department

This is a list of people who are working on this project. Their contact information will be on the last slide of this presentation, which will include their emails and phone numbers. Feel free to contact them with any comments, questions, or concerns regarding this project.



Presentation Agenda

- Project Limits
- Project Purpose & Need
- Design Overview
- Recent Activities
- Upcoming Schedule
- Contact Information

The presentation will follow the outline shown here. First, we will discuss the project limits; then, the purpose and need of the project; then, proposed design improvements; then, the activities which have been completed so far; then, the next activities in the schedule; and finally, the contact information.



What are the project limits?

The project begins at the intersection with USH 10 and ends 4 miles north at the intersection with CTH H. The project passes through Chili in the Town of Fremont. The project is located a few miles northeast of the Village of Granton.



Why do we need this project?

Pavement Deterioration



The reason we need the project is due to the poor pavement conditions along CTH Y. The pavement has been deteriorating and has cracking and rutting. The pavement not only looks bad but also causes CTH Y to have poor ride quality and poor drainage. The pavement no longer has the long-term strength and durability to carry truck traffic and farm machinery.



What improvements are proposed?



The next collection of slides will explain the proposed improvements and design of CTH Y.



Design Alternative

No Build– CTH Y

- Maintain existing highway



One possible solution is always the No Build alternative. Under this alternative, the existing highway would continue to be maintained as-is. The existing pavement problems would not be addressed. The pavement would continue to degrade and eventually fail, with rutting, cracking, and potholes becoming worse with time. Maintenance becomes expensive and difficult. This alternative does not meet the purpose of the project but is presented for discussion and comparison

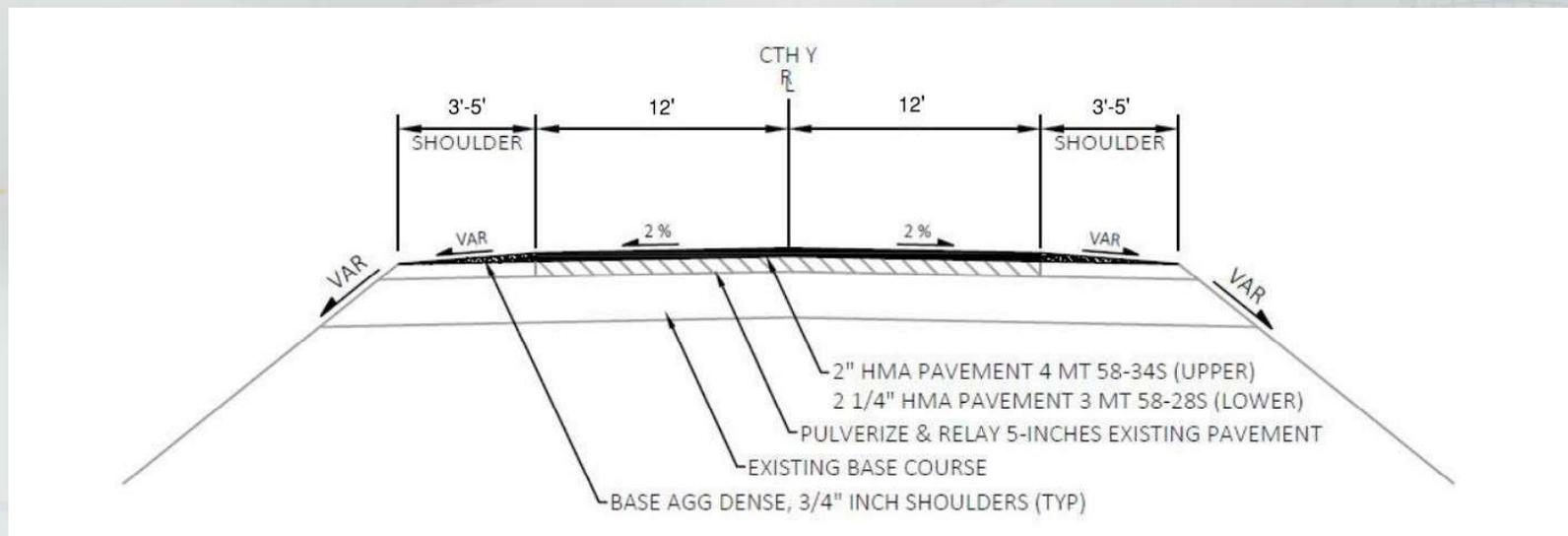


Recommended Alternative

Typical Section – CTH Y

The recommended design of CTH Y outside of Chili is shown here. It would provide a very similar cross section. There would be new pavement and gravel shoulders. The existing pavement would be pulverized and overlaid with a new layer of asphalt. The travel lanes would be striped 11' wide, and the shoulders would be as wide as they are now. No new right of way would be needed, and no work anticipated outside of the shoulders.

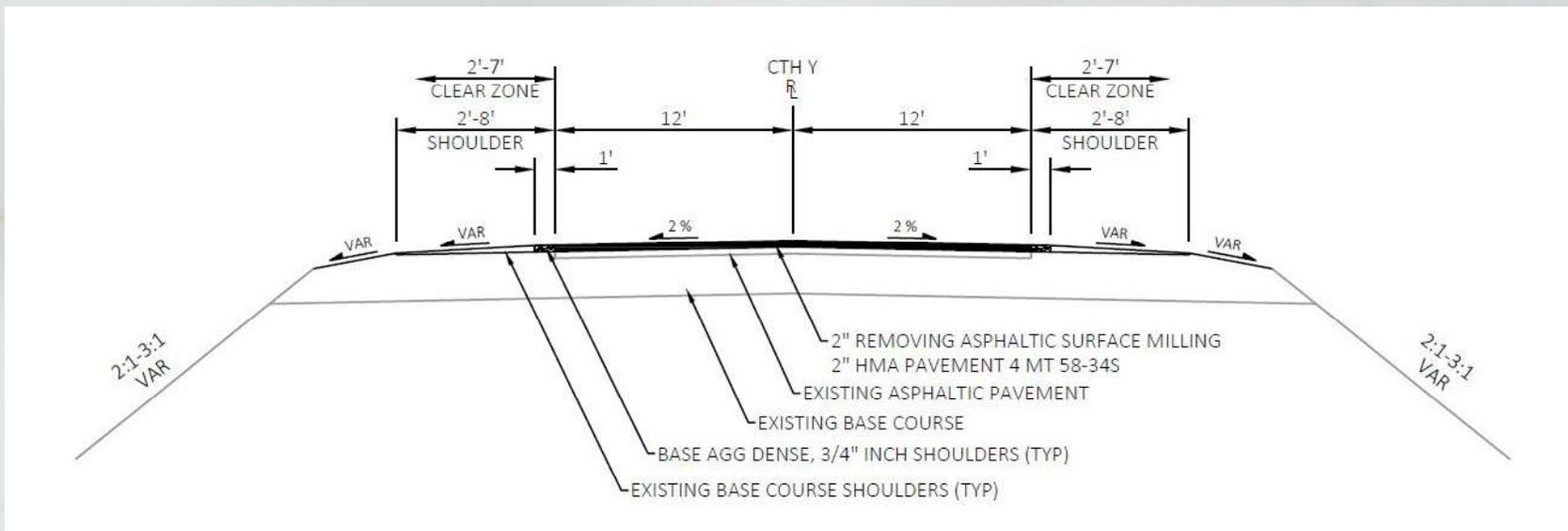
- Pavement replacement
 - Asphalt, 4.25 inches
- Rural shoulders
 - 3' – 5' gravel



Recommended Alternative Typical Section – CTH Y in Chili

The recommended design of CTH Y through Chili is shown here. The roadway width would not change. The existing pavement would only be milled and resurfaced with a minimal 2-inches of new asphalt, because of the possibility of future sanitary sewer work that would need to remove the pavement. No new right of way would be needed, and no work anticipated outside of the shoulders.

- Pavement resurfacing
 - Mill 2-inches, pave 2-inches.



Design Alternative

Consideration of sidewalks in Chili



Portions of old sidewalks still exist along the right of way in Chili. The old segments of sidewalk are disconnected; they start and stop and do not provide any useful connections. Replacing or adding new sidewalks along CTH Y is not anticipated to be included in the scope of the project. The Town of Fremont is not able to maintain sidewalks and does not require new sidewalk. The town is not aware of any residential or commercial purposes or requests for installing new sidewalk along CTH Y.



Construction Methods

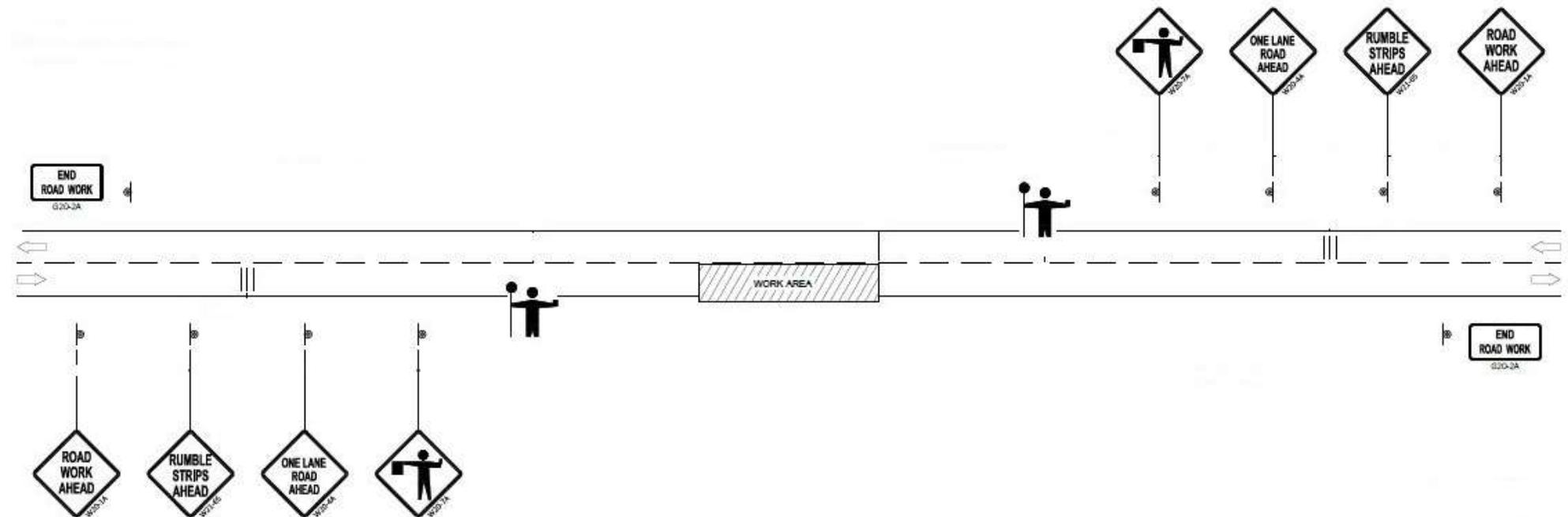
Replacing the pavement – “pulverize and relay”



On this slide, we see a typical pavement rehabilitation operation. With pulverize and relay, the existing pavement would be improved by first pulverizing the existing pavement layer in place, then compacting the pulverized layer and paving a new layer of asphalt on top. The shoulders would be restored with fresh gravel. The project is finished and restored quickly. This slide shows photos from a similar rehabilitation project.



What will happen to CTH Y traffic?



The anticipated construction for CTH Y is currently scheduled for the summer of 2023 and would occur under traffic using flaggers. As one side of the highway is pulverized and paved, traffic will be flagged around the machinery using the opposite open lane while oncoming traffic is held. The sideroads along CTH Y would remain open. Traffic will run on the pulverized surface for a while until the new asphalt is paved.



Recent Activity

- 2021
 - Survey completed.
 - Pavement cores taken to understand the underlying roadbed.
 - Planning meeting held to review proposed design.
- 2021 and beyond
 - Coordination with state and federal agencies.
 - Soils testing and pavement design completed.
 - Begin drafting environmental report.
 - Preliminary plans and cost estimates developed.

This slide lists the activities that have been completed thus far for the project. The survey for the project was completed at the beginning of 2021. Initial environmental coordination letters were sent in early 2021. Soils testing was also completed in early 2021. The draft environmental report will be drafted this fall. Coordination with state and federal agencies has begun and will be ongoing throughout design.



What is next?

- Environmental Report Signed January 2022
- Final Plans August 2022
- DOT Bid letting December 2022
- Construction Summer 2023

As mentioned, the work on the environmental report has started and we anticipate the report to be approved by DOT next winter. The plans for the project are currently scheduled to be finalized by August 2022 and construction is anticipated to begin in the spring of 2023.



Thank you for your time

If you have any comments, questions, or concerns please send us an email, give us a call, or send us mail at:

CBS Squared, Inc

770 Technology Way, Chippewa Falls, WI 54729



The list of people who are working on this project and their contact information will be displayed on the next slide.
Thank you for your time and have a great day.



Project Contact Information

Ross Johnson, PE

Project Manager

rjohnson@cbssquaredinc.com

(715) 579-4175

Brian Duell

Highway Commissioner

Brian.duell@co.clark.wi.us

(715) 743-3680

