**CORRESPONDENCE/MEMORANDUM State of Wisconsin**

**Date:**

**To:**      , PE

 WisDOT Choose an item. Regional Director

 Attn: (Choose an item.) PDS Chief

**From:** **[Name of County signature authority]**

**[Title of County with signature authority]**

**Subject:** **REQUEST FOR “3R” STANDARDS FOR RURAL COUNTY TRUNK HIGHWAYS**

 Project I.D (design). [XXXX-XX-XX]

Highway: [CTH AB]

Termini: [First Ave. to Second St.]

County: [Insert County]

Having considered the design adequacy, cost effectiveness, and safety improvement requirements while balancing environmental, social, and economic impacts, **County** requests the use of “3R” standards for this section of roadway in accordance with Trans 205.035(5).

**REQUESTED**

**[Name of County signature authority]** Date

**[Title of County signature authority]**

**APPROVED**

     PE Date

Recommended approval by Region LPPM

     PE Date

WisDOT Choose an item. Director

**PURPOSE**

Pursuant to Trans 205.035 of the Wisconsin Administrative Code a request is being made by **[County]** to permit the use of alternative typical section standards in lieu of the standards required for Design Class Choose an item. in Trans 205.03. **[County]** requests the use of alternative “3R” standards for Design Class Choose an item. within Trans 205.035.

**[County]** is proposing improvements located [insert description of project location--highway, termini, county, length, etc.] See attached project location map.

**Minimum Standards for this Design class are:**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Design Class\* | Current AADT | Design AADT | Design Speed (mph) | Traveled Way (ft) | Shoulder (ft) | Roadway (ft) | BridgeDesign Load | Usable Bridge Width (ft) |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |

\*Design Class for the roadway per 205.03

**The following cross section features will be using alternative “3R’ standards:**

Alternative “3R” Standards

|  |  |  |  |
| --- | --- | --- | --- |
| Design Class\* | Traveled Way (ft) | Shoulder (ft) | Roadway (ft) |
|  |  |  |  |
|  |  |  |  |

\*Design Class for the proposed roadway from 205.035 – alternative “3R” standards.

|  |  |
| --- | --- |
| Design ADT | Usable Bridge Width (ft) |
|  |  |
|  |  |

**PROPOSED IMPROVEMENT**

The project will address: (Examples: deteriorating pavement, replace select cross culvert pipe, improve the CTH B intersection sight distance, update guardrail and guardrail end treatments to current safety standards, etc.)

* Action one (Example:Pulverizing and relaying the existing pavement and then adding new hot mix asphalt (HMA) pavement. This will result in raising the existing roadway elevation.**)**
* Additional action (Example:Replacement of select cross culvert pipes that have reached the end of their service life.**)**
* Additional action (Example:Replacement of the existing guardrail that has reached the end of its service life.**)**
* Additional action (Example: Spot grading for 900 feet north of the CTH B intersection to improve sight distance.

**JUSTIFICATION**

Trans 205.035(5) require consideration of adequacy of design, cost effectiveness, safety improvement, environmental impact, and social and economic impact, including dislocation or relocation of property owners for approving the request to use “3R” standards.

**Adequacy of Design**

Example:

The roadway meets criteria for a 60 mph design speed for both horizontal and vertical alignments. Use of alternative “3R” standards will not impact the design speed. The existing typical section along CTH C has 11-foot travel lanes with shoulders ranging from 5 to 6 feet wide. The proposed project involves pulverizing the existing pavement and then placing 4 inches of new HMA pavement.

Using the 3RC2 standard will allow for a 1-foot decrease in the travel lane width compared to C3 standards; the proposed travel lane will match the existing travel lane width. In addition, using 3RC2 standards will allow for a 2-foot decrease in the shoulder width compared to C3 standards. The existing shoulder width is proposed to be reduced due to pulverizing in place the existing pavement and then placing new HMA pavement as this will raise the elevation of the roadway by approximately 4 inches. With the raising of the roadway, to maintain the existing shoulder width, a 1:1 gravel slope would be required to match into the existing side slope creating an unsafe condition.

Using 3RC2 standards will allow for the project to be constructed within the existing roadway section.

Acquisition of right of way is not anticipated to be necessary for construction of the project.

**Cost Effectiveness**

If Design Class Choose an item. was required, this would result in the following additional impacts:

* Action (Example:Filling the side slopes due to widened roadway.**)**
* Action (Example:Grading new ditches due to side slopes being widened.**)**
* Action (Example:Extending the back slopes after grading new ditches.**)**
* Action (Example:Grading side road intersections due to increased roadway width.**)**
* Action (Example: Extensions for existing cross culverts that are not currently being replaced due to the widened slopes.)
* Action (Example:Replacing all entrance culvert pipesdue to new ditches.**)**
* Action (Example:Acquisition of right of way to accommodate new ditches and back slopes**.)**
* Action (Example:Utility relocations throughout project due to grading new ditches and back slope grading.**)**
* Action (Example:Soil disturbance requiring erosion control best management practices.**)**

Approximate additional quantities that would be required if “3R” standards are not approved:

Additional construction costs to upgrade the typical section toChoose an item. standards would be [$XXX,XXX**]** This cost does not include real estate acquisition, utility relocations, or additional roadway engineering design, including a right of way plat.

**Safety Improvement**

The existing crash rate for the project area

|  |  |  |  |
| --- | --- | --- | --- |
| Roadway | Crash Rate (1)(Year) | Statewide Crash Rate (1) (Year) | Number & Severity of Crashes |
| Fatal | Injury | Property Damage | Total No. Crashes |
|  |  |  |  |  |  |  |

(1) Crash rate based on 100 million vehicles miles traveled (100 MVMT)

Crash Trends:

Corridor and/or spot locations crash trends, type, or frequency.

Safety Mitigations in proposed improvement:

Examples:

Rumble strips

Curve corrections

Sight distance

New pavement markings

New signs

Wider shoulders

**Environmental Impact**

Examples**:**

Wetland filling of approximately 0.50 acres

Additional tree clearing would be approximately 1 acre

4F

6F

**Social and Economic Impact, Including Relocation of Property Owners**

Are there any items that would be impacted by the additional widths required in Trans 205.03?

Environmental Justice properties

Relocation of property owners

Additional real estate impacts if not allowed “3R” Standards.

**Conclusion:**

In summary and in accordance with Trans 205.035(5), **[County]** believes the design to be adequate for this section of roadway; it is cost effective, provides safety improvements as needed, and balances the effects of the environmental concerns and additional right of way acquisition. Therefore, we request your approval of the use ofChoose an item. standards for this project.

Attachments:

* Location Map
* Typical Sections
* Preliminary Plan Sheets
* Crash Diagram/summary of crashes