



# WIS 124 Resurfacing Chippewa County

WisDOT Project IDs: 8610-08-02, 8610-08-03, 8610-02-04

Eric Gwidt, P.E.  
WisDOT Project Manager

May 2021



# Project Staff

- Project Manager – Eric Gwidt, P.E., WisDOT
- Project Supervisor – Daniel Segerstrom, P.E., WisDOT
- Consultant Designer – Zach Larson, P.E., AECOM

# Project Design Website

- <https://wisconsindot.gov/Pages/projects/by-region/nw/wis124cc/default.aspx>



# Presentation Agenda

- 1) Project Location
- 2) Route Importance
- 3) Purpose and Need
- 4) Alternatives Considered
- 5) WisDOT Recommended Alternative
- 6) Proposed Improvements
- 7) Project Timeline
- 8) How to Provide Comments and/or Ask Questions

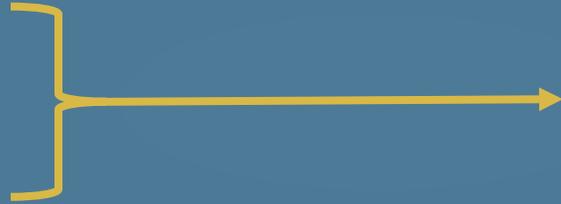


# Project Location

The Wisconsin Department of Transportation (WisDOT) is planning pavement improvements for WIS 124 in Chippewa County.

The improvements consist of three projects:

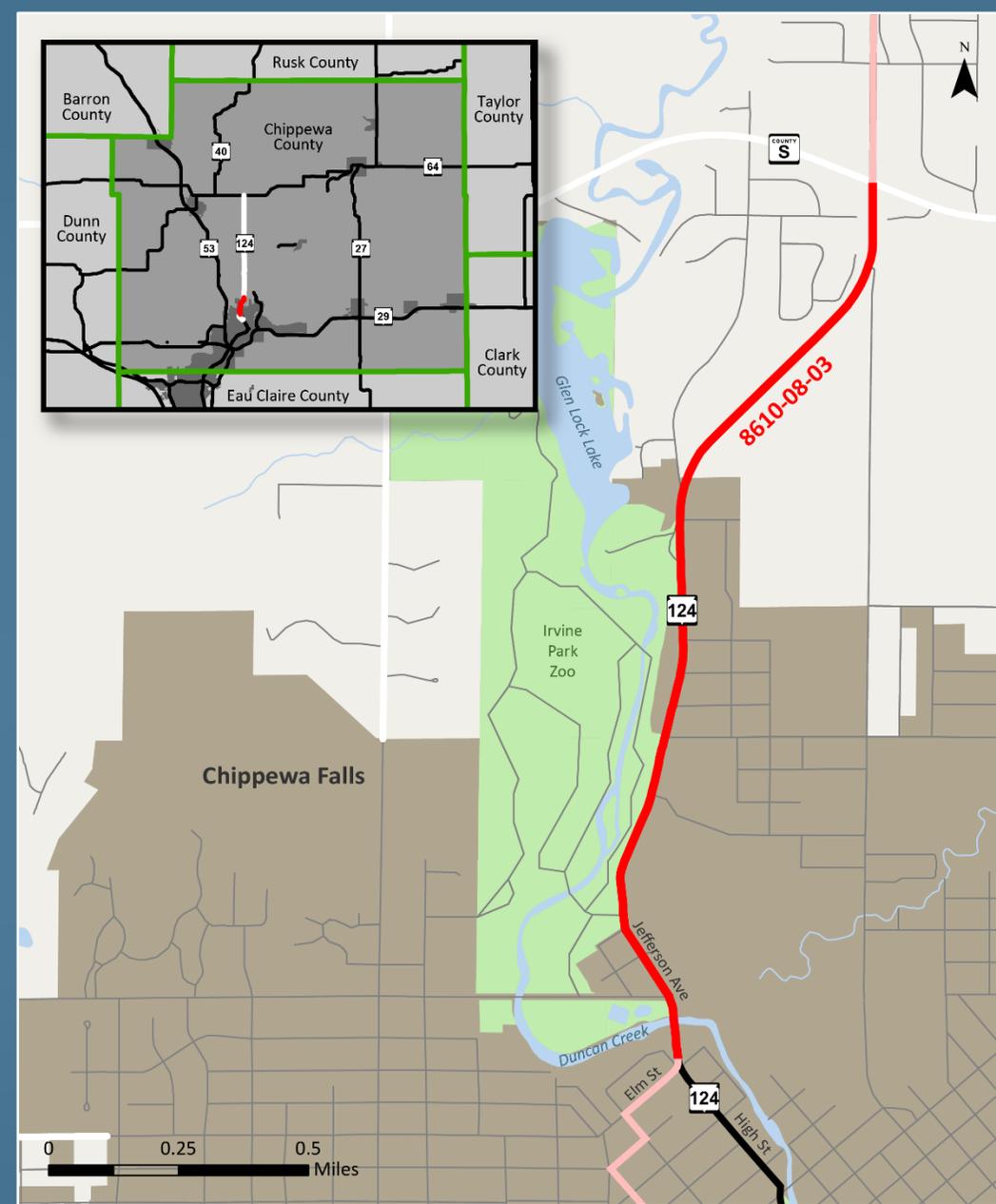
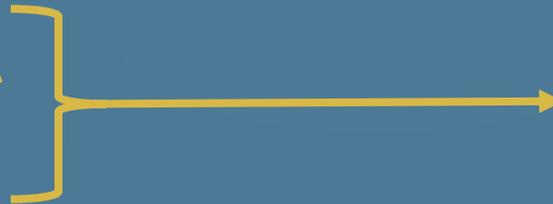
- **8610-02-04**
  - *Bridge Street to High Street*
  - *0.9 miles in length*
- **8610-08-03**
  - *High Street to County S*
  - *1.9 miles in length*
- **8610-08-02**
  - *County S to WIS 64*
  - *10.6 miles in length*



# Project Location

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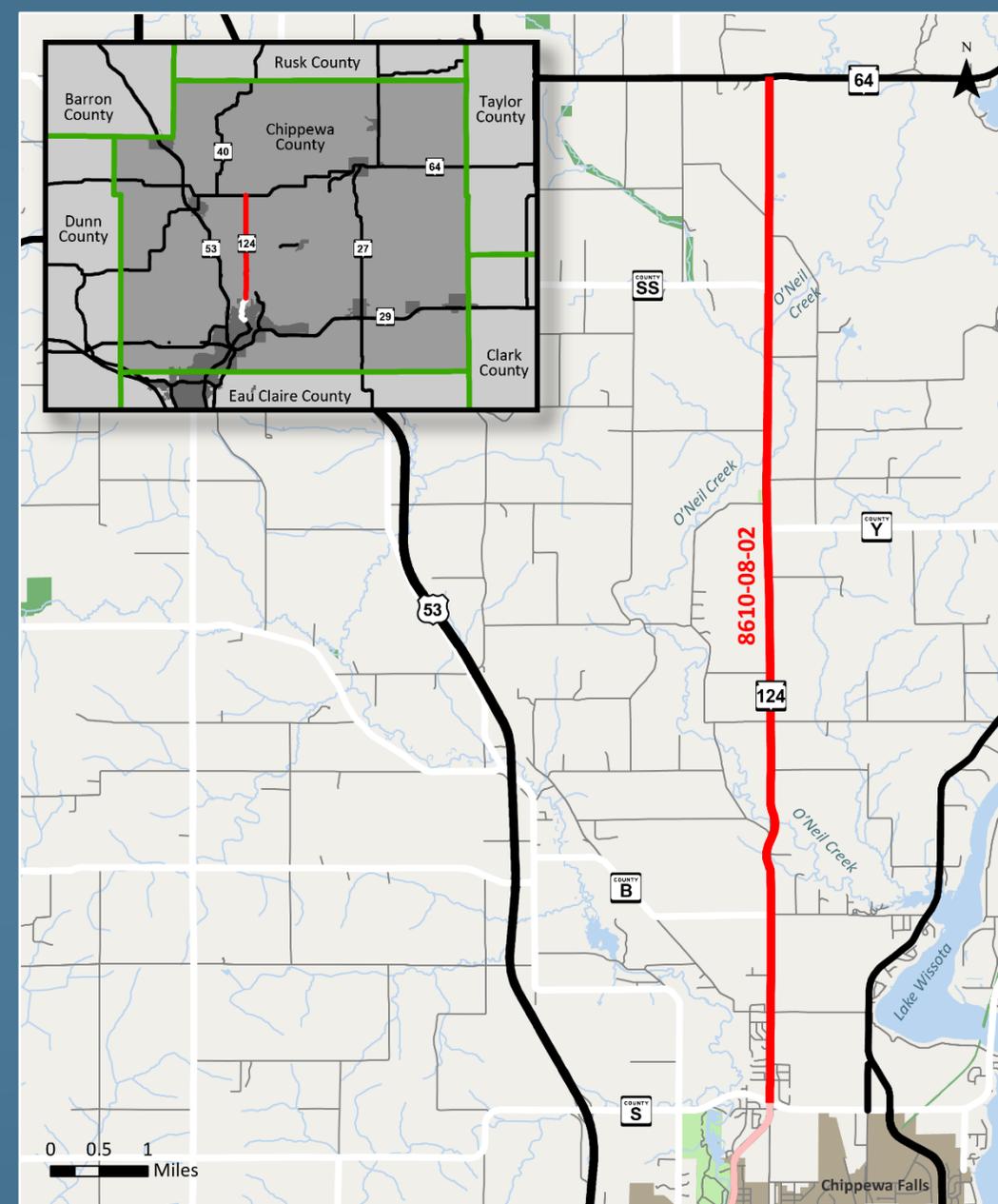
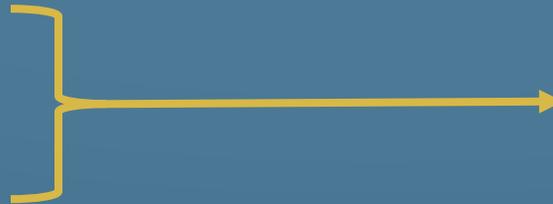
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# Route Importance

WIS 124 is the main north-south route through the city of Chippewa Falls and towns of Eagle Point, Woodmohr and Bloomer. Near downtown Chippewa Falls, WIS 124 becomes a one-way pair with Bay Street.



**Up to 6,400**

Annual Average Daily Traffic (2017)



**Up to 32%**

Percent of Traffic that is Trucks (2017)



# Purpose and Need

The purpose of the proposed project is to preserve the roadway, improve the deteriorating pavement and extend the roadway's service life.

## The primary need of the project is deteriorating pavement.

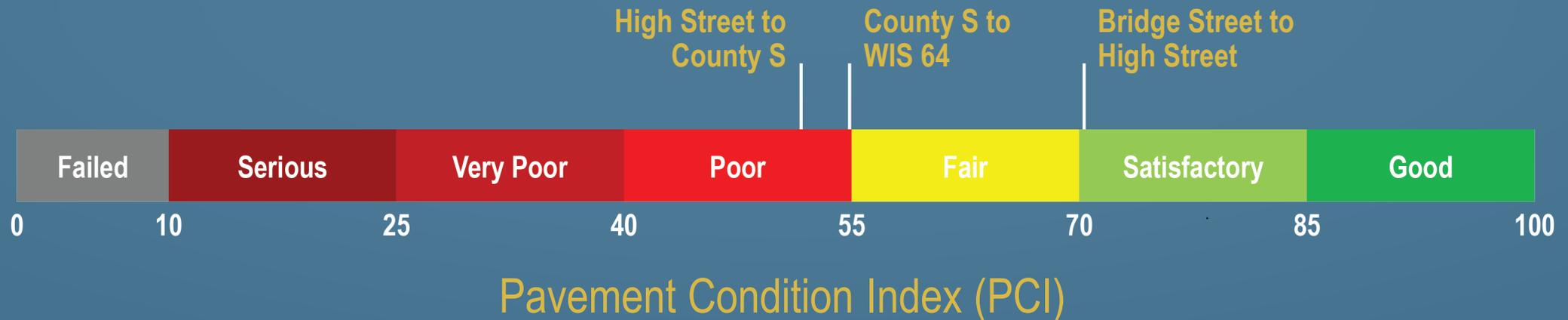
- Longitudinal and transverse cracking has become visible in the existing asphaltic pavement.
- The Pavement Condition Index (PCI) is calculated based on the results of a detailed pavement distress survey that identifies pavement distress type, distress severity and distress quantity; 0 is the worst possible condition, and 100 is the best.
  - PCI ratings ranged from 50-71 as shown on the next slide.



# Purpose and Need

The purpose of the proposed action is to preserve the roadway, improve the deteriorating pavement and extend the roadway's service life.

The primary need of the project is deteriorating pavement.



# Purpose and Need



The project also has secondary needs such as:

## Substandard Curb Ramps

Existing curb ramps do not meet Americans With Disabilities Act requirements.

## Aging Culverts

Several culverts need replacement or lining.

## Substandard Guardrail

Existing guardrail does not meet current standards for proper height or post length.

## Deteriorating Bridge Features

Select structures have a deteriorating surface and/or wing walls.



# Alternatives Considered

## Alternative 1 – No Build

- Do nothing beyond normal maintenance

## Alternative 2 – Resurface

- Mill and overlay
- Upgrade curb ramps
- Make culvert improvements (10 locations)
- Upgrade guardrail
- Make bridge improvements (O'Neil Creek and Union Pacific railroad overpass)
- Make traffic signal modifications (5 intersections)
- Mark pavement
- Clean ditches



Source: MnDOT



# WisDOT Recommended Alternative

## Alternative 1 - No Build

- **Does not address the purpose and need**
  - Even with normal maintenance, the existing pavement would continue to deteriorate, and the roadway would eventually lose its utility as a travel route.
  - This alternative does not address the purpose and need of improving the deteriorating pavement.

## Alternative 2 – Resurface (WisDOT Recommended)

- **Addresses the purpose and need**
  - This alternative does address the purpose and need of improving the deteriorating pavement.
  - Secondary needs such as substandard curb ramps, aging culverts, substandard guardrail and deteriorating bridge features also are addressed in Alternative 2.

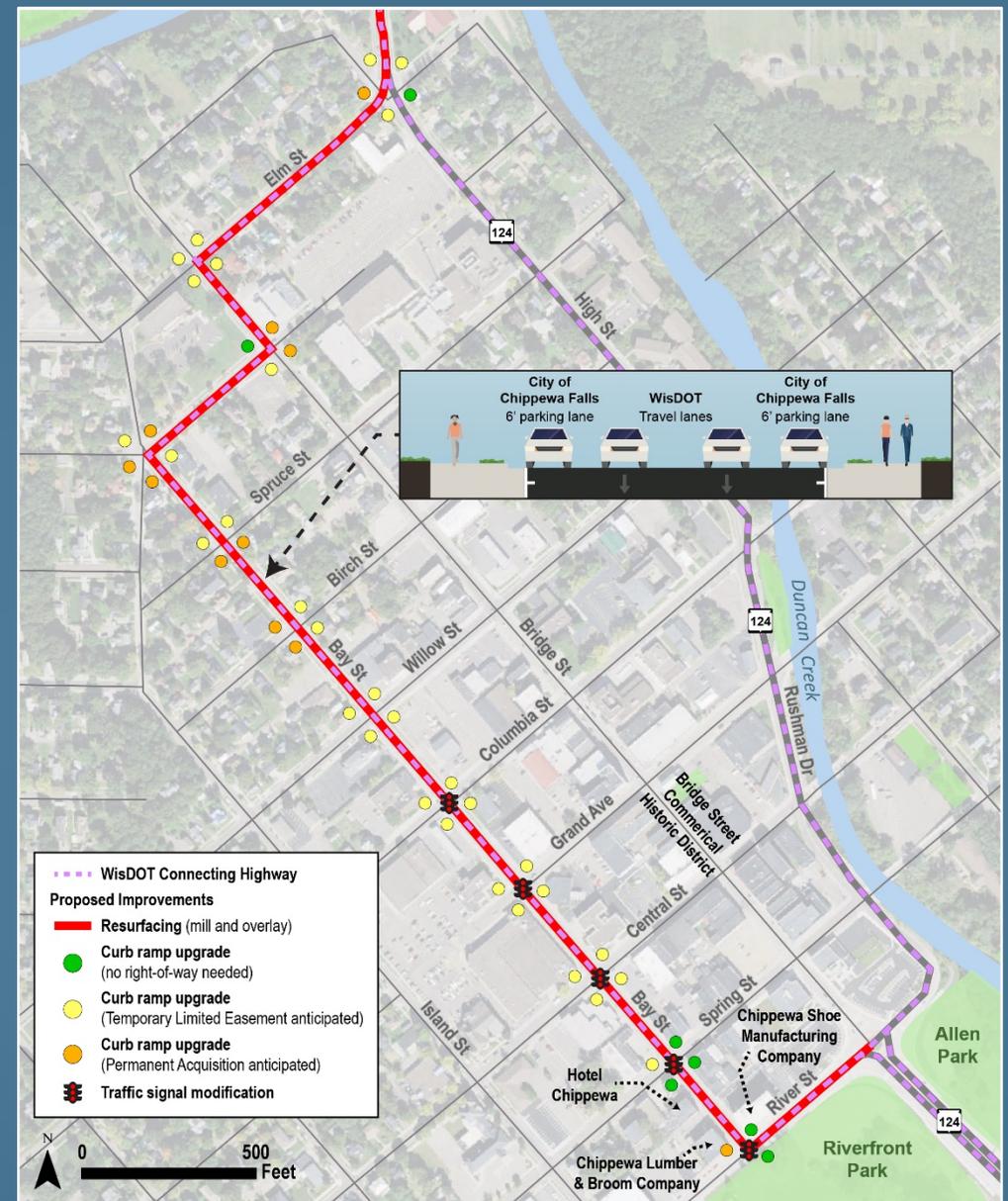


# Proposed Improvements

(Alternative 2)

## From Bridge Street to High Street:

- Impacts are anticipated to occur as a result of curb ramp upgrades.
  - Temporary limited easements
    - Impacts range from 1 to 250 Square Feet
  - Permanent acquisition
    - Impacts range from 1 to 50 Square Feet
- A determination of no adverse effect (DNAE) is being prepared to document that the proposed project will not adversely effect any of the National Register of Historic Places listed or eligible properties (see map).

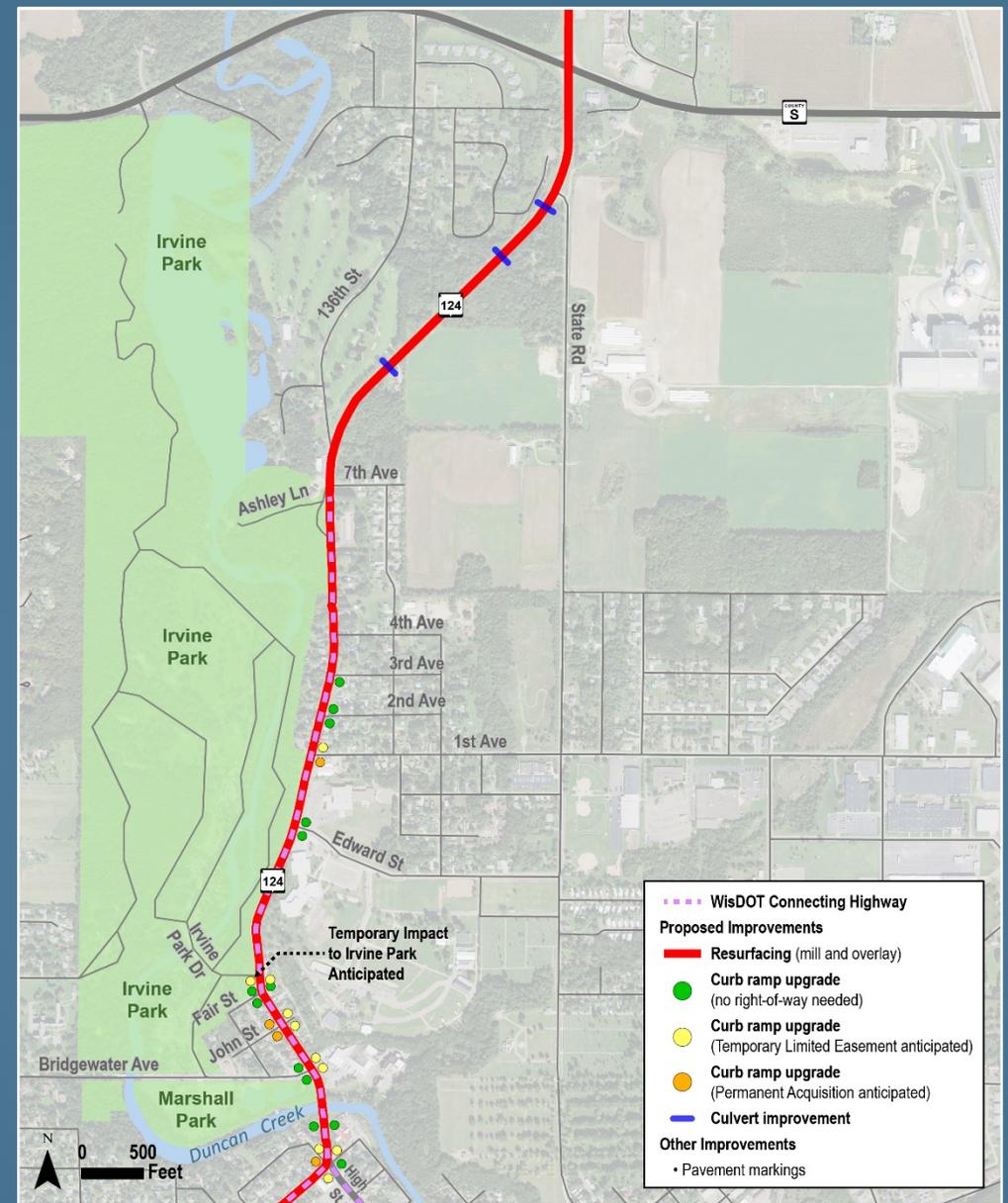


# Proposed Improvements

(Alternative 2)

## From High Street to County S:

- Impacts are anticipated to occur as a result of curb ramp upgrades.
  - Temporary limited easements
    - Impacts range from 1 to 250 Square Feet
  - Permanent acquisition
    - Impacts range from 1 to Square Feet
- Impacts to Irvine Park are anticipated and will be coordinated with the city of Chippewa Falls.
  - < 0.001 acres of temporary limited easement



# Proposed Improvements

(Alternative 2)

## From County S to WIS 64:

- No right-of-way impacts are anticipated.



# Project Timeline

- **May 26, 2021:** Local officials meeting held
- **June 7, 2021:** Materials for virtual public involvement meeting become available online
- **Now until July 4, 2021:** Public comment submission.
- **Sept. 1, 2021:** Final environmental document submission
- **2022-23:** Real estate acquisition performed by city of Chippewa Falls
- **Nov. 1, 2023:** Final plans, specifications and estimates submission
- **2024:** Construction



# How to Provide Comments and/or Ask Questions

## Email or call:

**Eric Gwidt, P.E.**  
WisDOT Project Manager  
[Eric.Gwidt@dot.wi.gov](mailto:Eric.Gwidt@dot.wi.gov)  
(920) 366-8896

## Written comments:

- Use the comment form provided on the project website
- Mail to the address provided on the back of the form:

Wisconsin Department of Transportation - Northeast Region  
Attn.: Eric Gwidt (WIS 124 Chippewa County)  
944 Vanderperren Way  
Green Bay, WI 54304

