

Crossroads

Winter 2001



TRANSPORTATION Information Center — LTAP

University of Wisconsin—Madison

Special rating system for sealcoated roads

Many communities improve low volume gravel roads by applying a seal coat. This thin layer of asphalt covered with aggregate weather-proofs the surface, eliminates dust and maintains the ride.

Sealcoated roads look and perform differently from either gravel roads or asphalt pavement roads, so it takes some special information to evaluate and rate their surface conditions. Knowing the right time to reapply sealcoat can save money. It prevents complete deterioration, extends the service life and keeps the surface in good riding condition.

Maintenance generally involves patching failed areas, wedging raveled edges, and improving drainage. Crack sealing is mostly not effective unless the road has several sealcoat layers.

Just in time for spring road inspections, the T.I.C. has published a new PASER manual showing how to evaluate and rate sealcoated roads. More than 50 photographs illustrate common types of surface distress and a simplified rating system.

Learning to rate sealcoated roads using the *Sealcoat PASER Manual* will be part



LEFT
Road with a good seal and excellent drainage; no maintenance required.



BOTTOM LEFT
Road with 3-year-old surface; aggregate loss and wear; good drainage.



BOTTOM RIGHT
Poor drainage causes failed pavement. Needs ditching and edge wedging.

of statewide training sessions offered in February and March (see story below).

Help with evaluating and rating local roads

Next year the annual WisDOT local roads certification must include an evaluation rating for each local road segment. The Transportation Information Center (T.I.C.) will be helping local agencies with this responsibility by offering training in the PASER Pavement Surface Evaluation and Rating system.

Workshops throughout the state in February and March will teach how to use PASER to rate asphalt, concrete, gravel, and sealcoat roads. The sessions will help prepare local officials and staff for their annual spring road reviews. Ratings can then be included with Fall local road certification materials in time to meet WisDOT's December 2001 deadline.

Participants will also learn how to evaluate drainage on local roads. Poor drainage is a

frequent cause of pavement deterioration but may go unrecognized. The latest information on WisDOT's local road inventory will be presented, including the new format now being developed for describing segment locations.

Regional Planning Commissions and your County Highway Department will be playing a major role in helping local agencies with their pavement evaluations. They will host the training sessions planned for nearly every county in the state.

All local highway agencies will receive invitations when plans are completed. For additional information on workshop times and locations contact the transportation planner at your Regional Planning Commission or your County Highway Commissioner.

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Idea Exchange



Backhoe converted to roadside mower

"Like most rural towns, we have a limited equipment budget," says Chuck Sleeter, Chairman of the Town of Nashville near Merrill, Wisconsin. "We can't justify purchasing a mower tractor for two weeks work each year, and it is increasingly difficult to contract our mowing out."

Instead, they decided to buy a backhoe that could perform a variety of functions. For \$26,000 they were able to buy a used 426 Cat backhoe 4x4 with extended boom. Mounting a McKenzie Wood Chuck rotary mower to the end of the stick turned it into a powerful mower tractor.



"We can use it all year round as a loader-tractor-backhoe and mower tractor," says Sleeter. "We can even use it for heavy brushing by planting the down-riggers and extending the stick."

Finding the right size backhoe with a large enough hydraulic pump system was important. It was also important to get a mower deck compatible with the backhoe's systems. Town employees did the equipment installation, using a mower priority Hammer Kit on the backhoe and a Kwick Hitch on the mower deck.

"We didn't cut any corners in equipping our machine," says Sleeter. "Since we can use the machine for three different functions, the \$26,000 total amounts to about \$8,500 per function, less than one over-sized lawn tractor."

For additional information call chairman Chuck Sleeter, Town of Nashville, 715/484-8166.

Underdrains extend pavement life

When city engineers noticed that asphalt pavements were deteriorating faster at low points, they decided to try underdrains. "It adds about \$3000 per low point, or about 1.5% of the project cost," says Rob Phillips, Deputy City Engineer in Madison.

Most of the city's soils are poor-draining clays, so when water gets into the street base through pavement cracks or by infiltrating terraces, it tends to stay there. To help move that water, the city now routinely lays six-inch perforated pipe in eight-inch-deep trenches under the curb and gutter. The pipe collects water and directs it into the storm drains.

The trenches, which are lower than the street's base course, extend for about 75 feet in either direction from the low point. The city uses geotextile filter fabric to wrap the trench and also lays it under the pavement base in the area. The pipe is surrounded with #2 gradation aggregate as specified by WisDOT (section 501.3.6.4.5). The city is following the WisDOT standard specifications for underdrain (section 645.2.2).



In addition to reconstruction projects, the city also requires underdrains in new subdivisions, providing developers with a standard detail showing the specifications.

"We feel it's going to help," says Phillips. "We've only been doing it since 1995, so we can't yet say 'this road would have looked a lot worse at this point.'"

For information contact Rob Phillips, 608/266-4090 or e-mail rphillips@ci.madison.wi.us. Consult the T.I.C.'s **Drainage Manual** for help in evaluating drainage along roads and streets.

Alerting citizens to sign vandalism hazards

Last fall, vandals removed signs two weekends in a row—stop signs as well as street signs—in the Town of Dodgeville and on local county roads.

"Our road patrolman was frustrated and worried," says Laurie Maloney, town administrator. "He wished he could get the word out to the public about how stupid and dangerous it is to remove stop signs."

Since school was just getting ready to start Maloney thought a letter to the local paper might get some attention. The letter appeared in the Dodgeville Chronicle where the letters to the editor section is very popular, Maloney says.

"Nearly every week something in the op ed is a topic of discussion around town," she says. "I wanted to let teachers know you can get a video on it. I also thought parents could talk about it at the dinner table." The letter provoked some comment, Maloney reports. Since the most commonly stolen signs are for "Lover's Lane," the town council is considering a name change to remove the attraction.

A video, *Danger Signs*, reports on a Florida traffic fatality that resulted from a stolen stop sign. It's useful in driver's ed classes or other public presentations—especially when local streets and law enforcement officials talk about safety. Also, take time to write or call the local media when sign vandals hit your area.

Danger Signs, 9 min., video #18326, loaned free from T.I.C. and county Extension offices.

Crossroads

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Non-profit organizations are welcome to reproduce articles appearing here. Please contact us first for any updates or corrections.

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Taking aim at deer-vehicle crashes

Deer-vehicle collisions have more than tripled in the past 20 years, representing one in six of all reported crashes. In some counties, nearly half of all crashes involve deer. With the annual collisions estimated at more than 60,000 per year, this is a highway safety issue of major proportions.

The peak deer crash season, November and December, has just passed. However, a second peak occurs in April and May. Deer are drawn to roadside grass recently freed of snow and yearlings are newly on their own.

Despite the frequency and economic impact of deer-vehicle collisions, they have received relatively little attention. Data is limited and there is little reliable research on prevention measures. To address this issue, WisDOT and the DNR held a conference last April bringing together leaders in insurance, highway safety, local government ecology, and related fields.

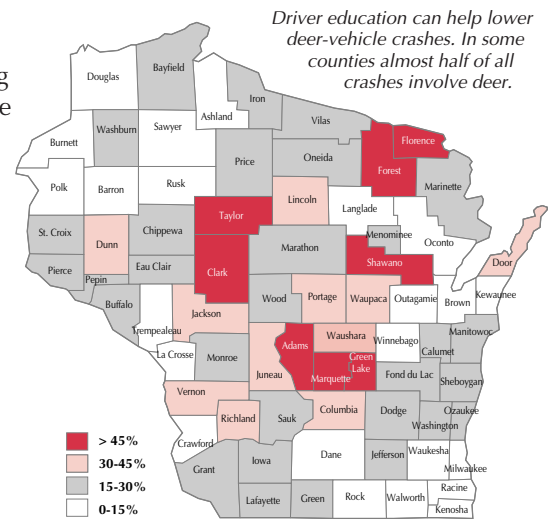
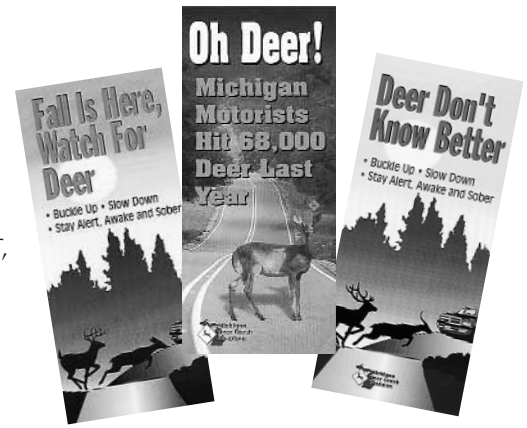
Cutting the deer population would be best, experts agree. Tools for changing deer behavior have been developed, but research on them is limited. Wildlife overpasses and fences seem effective but very expensive. Whistles, scent repellants and reflectors haven't been studied rigorously and existing results appear to be weak and contradictory.

One of the most effective tools for reducing the number of deer crashes appears to be driver education. "Drivers need to maintain awareness of the four-legged hazards bouncing around out there," says Dennis Hughes, WisDOT, Chief of Policy Analysis Section, Bureau of Transportation Safety, "especially in rural Wisconsin and at dawn and dusk when the deer are on the move."

Safety education materials and coordinated messages are one option being considered by a regional coalition which grew out of last April's meeting. Other proposed efforts include organizing a clearinghouse to gather and disseminate data, research and experience.

Local officials should make sure that deer crossing signs reflect the current situation. They could consider local media announcements and special postings at seasonal peaks to promote driver awareness.

Your county highway safety coordinator may be able to help coordinate awareness efforts. A detailed report is available on the Web at www.deercrash.com. A limited number of copies are also available from the T.I.C.



Deer crashes as a percentage of all crashes (1999)

Resources

Booklets and material packets are available from the T.I.C. Videotapes are loaned through County Extension Offices at no cost.

NEW! Sealcoat PASER Manual, December 2000, 16 pp.

A new T.I.C. manual that guides local officials in evaluating and rating the condition of sealcoated gravel roads. Dozens of photos make it easy to recognize common defects and to use the manual's simple rating system. The information will help you prioritize maintenance and repairs to sealcoat roads. The ratings can be used in the PASERWARE pavement management system. This is a companion to the T.I.C.'s Asphalt, Gravel and Concrete PASER Manuals.

Sample bidding documents, 35 pp. Make bidding your project more effective with help from T.I.C.'s sample contract bid forms, project timeline and checklist, quantity estimation charts from Wisconsin Asphalt Pavers Association, and quality management information from WisDOT. This packet was used in the March 2000 ETN program "Quality Control for Asphalt Paving."

Utility Coordination Task List, WisDOT, 2 pp. To avoid costly delays, utilities need at least six months' notice of construction projects; a year is best. WisDOT developed this task list for consultants or staff to identify the many necessary activities. It will help ensure each critical task gets done and assigns responsibility for doing it.

Videotapes

Preventive Maintenance: Project Selection, FHWA, 2000, 30 min #18332. Good overview of the benefits and current techniques used to preserve pavements. Covers initial condition assessment, importance of timing, and climate effects. Crack and joint sealing, surface seals, functional enhancements, and minor rehabilitation for asphalt and concrete pavements are included.

Danger Signs, FHWA, 8 min. #18326. Presents dramatic consequences of sign vandalism, including actual case involving stop sign vandalism that contributed to traffic deaths, trial, and prison terms for the vandals.

Better bidding for local road projects

Wisconsin statutes require local agencies to bid road improvement projects when they are using a private contractor and the cost exceeds \$15,000 (\$25,000 for counties). Projects using Local Road Improvement Funds (LRIP) must also be bid.

Over the years, local agencies have learned that using an organized approach to the bidding process can eliminate problems and provide the lowest cost and highest quality. However, it can be easy to leave out a crucial item, making a bid less useful when it comes in. It is important to include materials estimates and completion dates, to estimate traffic volume, and to clearly describe preparation.

The T.I.C. has prepared a set of sample bidding documents that can help by reminding you of the types of information needed. You must include your own specifics: miles of road, tons of gravel, asphalt, etc. To help you estimate, the T.I.C. materials include tables like the one shown here.

The unique aspects of each local road project must be clearly communicated to bidders. For example, if you want the project completed by a certain date, you must say so clearly. If there are local festivals or critical events that must not be interrupted by construction, you must make this clear.

Referencing the standard specifications from the Wisconsin DOT can be very helpful too. However, these often designate materials in several categories. For example, asphalt mixes are designed to handle the whole range of traffic volumes: low, medium and high. You should determine the projected traffic volume for the road



Quantity of sealcoat in square yards per mile

Width of road	16 ft	18 ft	20 ft	22 ft	24 ft
Quantity (yd ²)	9,387	10,560	11,733	12,907	14,080

Example estimate: Road is 6.7 miles long and 22 feet wide

Project total: 6.7 mi x 12,907 yd² per mi (22 ft width) = 86,477 yd²

under repair and specify which mix design is appropriate.

Another common area of confusion is the type and amount of preparation to be done before the contractor begins paving, overlaying or sealcoating. It is important to determine the amount of patching and preparation necessary, who is responsible for doing the work, and how it will be coordinated with the paving contractors.

Plan ahead and save

Scheduling construction is also important. It can be to your advantage to take bids early in the year before contractors have a full load. Bids taken in February and March are likely to be to the advantage of the local agency. Early bid dates also make it possible to specify completion dates early in the summer when weather is most likely to be favorable.

Some contractors are willing to provide warranties for sealcoat and overlay projects. Wisconsin DOT has been using these for several years with good results. You may wish to explore the advantages and costs of a warranty for your maintenance and improvement work for next construction season.

Coordinate early with local utilities to improve timing and avoid long delays. While the contractor notifies the utility immediately before construction, the local agency is responsible for giving longer advance notice. You will find that planning three to five years in advance jointly with utilities is mutually beneficial.

Cost-effective and efficient construction projects require planning, starting early, and coordination with utilities, land owners and the public. You and the traveling public will benefit from well-planned projects.

To request sample bid documents, use the form on pg. 7, call 800/442-4615, or e-mail tic@engr.wisc.edu

Quiz yourself

What's the better deal?

Which of the two quotes below is a better deal for the town? Let's say you have solicited prices from asphalt paving contractors using this statement: "Reclaim and pave one mile of Valley Road with two inches of hot mix."



Two contractors submitted these prices:

Contractor A	Quantity	Price	Total
Pulverize	10,600 yd ²	\$1.10/yd ²	\$11,660
Pave	1,200 ton	\$25/ton	\$30,000
Total			\$41,660

Contractor B	Quantity	Price	Total
Pulverize	10,000 yd ²	\$1.20/yd ²	\$12,000
Pave	1,000 ton	\$28/ton	\$28,000
Total			\$40,000

Answer At first it appears that Contractor B offers the better deal to the town by \$1,660. However, the request did not specify estimated quantities for the job: square yards for reclaiming and tonnage for paving. So contractors estimated it themselves. Each gave different estimates.

Since the town will be paying for the actual square yards and actual tons (unit costs), Contractor A might be a better deal. But it all depends on the amount of material actually pulverized and the tons of asphalt actually put in place. To be more assured of the quantities, you have to do a little math.

Square yards First measure the exact length of the road segment. Is it 5,280 feet or perhaps 5,493 feet? How wide is it? 19 feet, 20 feet? One foot in width can make a big difference in the final cost. Multiply the length by the width to get square feet. Divide that number by 9 to get square yards. Be sure to also specify the depth of pulverizing in your request for proposals.

Tons of asphalt mix To figure the number of tons, use a chart. The T.I.C. sample bidding materials include one supplied by the Wisconsin Asphalt Pavement Association. Make sure you specify the finished thickness as "compacted in place."

Even if you do the math correctly, your estimates for total tonnage might be off. Do you expect the contractor to pave aprons to driveways and side roads, for example? Are there irregularities in the existing surface that need leveling? Those quantities can add up.

To protect yourself and insure that contractors are bidding on the same specification, use unit prices. Units and unit prices will prevail in the final analysis. Without them, if your estimated quantities are lower than what is needed to do the job, your final cost may be well over budget.

Quantity of hot mix asphalt

Depth (in)	Tons per mile		
	18 ft	20 ft	22 ft
1.0	607 tons	675 tons	742 tons
1.5	911	1,012	1,113
2.0	1,214	1,349	1,484
2.5	1,518	1,687	1,855
3.0	1,822	2,024	2,226

Unit weight of 115 pounds/square yard/inch

This example is adapted for Wisconsin prices and conditions from an article that appeared originally in the Vermont Local Roads News.

Help with finding an architect or engineer

Every year local governments spend millions of dollars to develop and maintain their facilities and infrastructure. Involving professional service providers, like engineers and architects, is often crucial to the quality, functionality, and costs of these projects.

Hiring professional service providers, and determining a fair value for their work, is very different from pricing bricks, mortar, asphalt, or concrete. You can pretty accurately describe commodities and get competitive price quotes. However, hiring professional services involves seeking solutions to problems that are more clearly defined or discovered as the process continues.

To help local officials select professional services based on qualifications, and to meet federal and state requirements, there is a process called Qualification Based

Selection, or QBS. This procedure helps eliminate guess work in selecting an engineer or architect, and tailors the process specifically to the owner's and project's needs.

QBS Wisconsin, a partnership between American Institute of Architects-Wisconsin and the Wisconsin Association of Consulting Engineers, has developed a variety of guides and forms. These tools can be very useful for owners who are accustomed to developing selection processes. Others who do not undertake projects often, and newly elected public officials, may benefit from working with a facilitator who can advise them.

"The QBS program involves working one on one with public owners to develop a process for selecting an engineering or architectural firm," says Christine Sloat, program facilitator.

The facilitator can educate owner representatives about the process, assist in developing selection criteria, support the owner in preparing proposals which include clear project statements, and train selection teams on interview techniques.

"QBS has several benefits," says Sloat. The process saves the owner time and money. Involving the engineer or architect early will improve project planning and prevent costly mistakes. Also, the process develops sound relationships between owners and professionals which can be a basis for tackling future projects.

QBS Wisconsin is a public service. There is no charge to owners. For QBS Wisconsin materials, or to talk about an upcoming selection, please contact QBS Facilitator Christine Sloat, 608/524-1397 or e-mail wace@wace.org or aiaw@aiaw.org

Plan ahead with utilities; avoid costly construction delays

The utility business has changed a lot in the last few years, and that can play havoc with your street or highway construction project. There are more players — fibre optic and cable tv companies, pipeline owners, transmission companies that are separate from utilities — and they may be based out of state. They no longer stockpile materials but use just-in-time deliveries on cable, poles, towers, and the like. Delivery can take weeks or months. Currently it takes 18 weeks to get fibre optic cable.

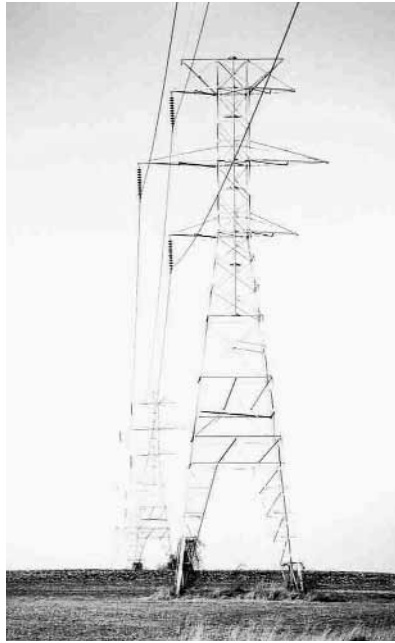
“It’s important to establish good communication with the utilities so they’re aware of what’s being planned,” says Ernie Peterson utility engineer for WisDOT. “We usually want them to move their facilities before we begin our work.”

The alternative can be construction chaos, expensive delays, and even law suits. One project had to be redesigned, while the contractor sat idle, because the utility wasn’t consulted in advance and could not move its facilities.

“We urge communities to have an Operational Planning Meeting early in the year and talk about what they’re planning for the next couple years,” says Ruth Alfaro, WisDOT District 1 utility coordinator.

Some county highway offices have begun organizing such meetings for January or February, inviting local community representatives to meet with utilities and discuss plans and logistics. “It can be very helpful just to hear about all the options,” says Alfaro.

For example, community leaders who want to bury transmission lines in downtown areas may not realize that it costs the utility \$1 million per mile, and it may cost each business up to \$200,000 to rebuild their individual connections.



Local projects often produce the most headaches, according to Ernie Peterson. The Wisconsin Transportation Builders Association is trying to get the word out on how important it is to coordinate early. “In the worst case, utilities are getting a call on Wednesday about a project starting the following Monday where they have to move a line of cable,” says Peterson.

Utilities would like to have finished plans for smaller projects at least six months ahead of time. They may need a year’s lead time or more for complex urban projects or moving large facilities. It is very important that the consultant or engineer not write bid specs without first consulting the utility.

Early discussions avoid unpleasant surprises. “We had a meeting for a highway exchange in Janesville, going into General Motors,” says Alfaro. “We discovered that there’s up to 16 buried lines, a huge fiber

optics cable, four different gas lines, a major pipeline, and electrical transmission and distribution. The City of Janesville had no idea there were so many utilities there. It’s going to be a huge utility move.”

Sometimes talking with utilities can even cut construction costs. If they’re planning to move or replace a facility anyway, local officials can adjust their street or highway construction plans so the utility’s restoration actually improves the road.

What can a local community do?

- Encourage county or nearby city officials to host a utility coordination meeting, or organize one yourself and involve neighboring communities. Ernie Peterson is prepared to bring a team of utility representatives and contractors out to meetings around the state.
- Go to such a meeting, even if a road project is still at the “what if” stage. You will learn a lot.
- Use a utility coordination checklist like the one Peterson has prepared (available from the T.I.C.) to make sure that everyone involved in a project knows what needs to be done and who will do it.
- Call Diggers Hotline to locate utilities for planning purposes. They will respond in about three weeks and flag the locations.
- Plan ahead. Talk to the utilities early even though you don’t yet have the project in the budget.

For help in planning a utility coordination meeting, contact Ernie Peterson at 608/266-3589, e-mail ernest.peterson@dot.state.wi.us. For copies of the utility planning checklist, use the coupon on page 7 or call the T.I.C. at 800/442-4615, e-mail tic@engr.wisc.edu.



Utilities need to know about road construction projects six months or more before the start date.

Calendar

T.I.C. workshops

Specific details and locations are in the announcements mailed to all **Crossroads** recipients. For additional copies, or more information, call the T.I.C. at 800/442-4615.

Basic Work Zone Traffic Control For road supervisors and maintenance personnel who plan and set up work zones. This workshop covers traffic control devices, the parts of a work zone and a variety of set ups, including mobile operations, plus pedestrian, worker, and flagger safety. Participants will set up work zones using the *Wisconsin Pocket Guide to Work Zone Safety*.

Jan 9	Tomah	Jan 17	Brookfield
Jan 10	Eau Claire	Jan 17	Brookfield
Jan 11	Cable	Jan 18	Brookfield
Jan 12	Rhineland	Jan 19	Barneveld
Jan 16	Green Bay		

Local Transportation Issues ETN Series

The T.I.C. and UW Local Government Center will present sessions on transportation on Wisconsin's 103 ETN locations on the Thursdays listed below from 10:30 a.m. to 12:20 p.m. \$10 per session. Call 608/262-9960 for a brochure.

Transportation Planning – January 18

Focus on the transportation element of the state's Smart Growth comprehensive planning requirement and how to do a transportation plan. Hear about grants for comprehensive planning.

Liability and Legal Issues – February 15

Improve your understanding of road related legal issues and liability management techniques. Topics include liability of elected officials, agency responsibilities, and suggestions for sound management.

Local Road Database and Transportation Aids – Mar 8

Update your understanding of the local road inventory and the WISLR system. Review the status of local transportation aid programs.

Asphalt Roadway Maintenance Learn how to improve your street and road maintenance operations. Topics will include basic information about road construction and maintenance as well as techniques for preventive maintenance and rehabilitation.

Mar 7	Green Bay	Mar 13	Eau Claire
Mar 8	Brookfield	Mar 14	Cable
Mar 9	Barneveld	Mar 15	Rhineland
Mar 12	Tomah		

The New MUTCD Early in 2001 a new version of the MUTCD, the Manual on Uniform Traffic Control Devices, will be released. There are some significant changes in how the requirements and recommendations are presented. Learn what has changed and been added to the manual.

Apr 4	Green Bay	Apr 10	Cable
Apr 5	Brookfield	Apr 11	Eau Claire
Apr 6	Barneveld	Apr 12	Tomah
Apr 9	Rhineland		

UW-Madison Seminars

Local government officials are eligible for a limited number of scholarships for the following engineering courses in Madison. For details, use the form on page 7, call 800/442-4615, or e-mail: tic@engr.wisc.edu

Improving Public Works Construction Inspection, Jan 16-17

Maintaining Asphalt Pavements, Jan 18-19

Traffic Signal Design, Operation, and Maintenance, Mar 26-28

Managing Street and Highway Design Projects, Mar 29-30

Traffic Impact Analysis, Apr 24-27

Other opportunities

Pesticide Applicator Training for Right-of-ways will be offered in Milwaukee on Jan. 30 and in Wausau on Jan. 31. Preregistration deadlines are January 16 and 17. For registration information call 608/262-7588, e-mail PAT-Program@facstaff.wisc.edu, or check the web site: <http://ipcm.wisc.edu/PAT>. Fees are \$45/person. Training videos are also available to employers.

Public Works Supervisory Academy is a certificate program in supervisory skills that consists of 10 one-day courses offered by UW-Madison and taught at locations around the state on an ongoing basis. Contact Gregg Miller, Professional Development and Applied Studies, for more information at (608) 263-8256.

Reader Response

If you have a comment on a **Crossroads** story, a question about roadways or equipment, an item for the *Idea Exchange*, a request for workshop information or resources, or a name for our mailing list, fill in this form and mail *in an envelope* to:

Crossroads

Transportation Information Center
University of Wisconsin-Madison
432 North Lake Street
Madison, WI 53706

Or call, fax, or email us:

phone 800/442-4615
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email tic@engr.wisc.edu

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New opportunities with Comprehensive Planning

Last spring the Governor signed the first major rewrite of land use planning laws in more than 30 years. The new regulations spell out nine required elements and set 2010 as a deadline for completing comprehensive plans. Transportation is one of the nine required elements.

"It's a local community by community decision what to include in the plan," says Rick Stadelman, Executive Director of the Wisconsin Towns Association. "There is no mandate to plan, per se. However, if a community doesn't have a comprehensive plan, it will have no authority to enforce land use activities and zoning regulations after 2010."

For most smaller communities, the road system is the transportation system. For the first time, however, they must coordinate it with land use plans.

"In the past plans primarily had a land use focus. They didn't plan transportation, utilities, sewer, water, or how it would affect the neighbors," says Stadelman. "They didn't start with *what*

is our vision of our communities?"

People looking to develop housing or expand businesses were often frustrated because plans were incomplete.

The new process also requires sharing plan information with neighboring communities. In the past that often hasn't been the case. Now, annexations, boundary issues, and extra-territorial powers have to be consistent with the comprehensive plan. "It will force cities and villages to plan for annexations and talk to towns before they get into these things," Stadelman says.

Plenty of help will be available. Regional Planning and Metropolitan Planning Commissions will be deeply involved, as will state agencies. WisDOT is developing a handbook for the transportation element. Most communities will work with consultants who are also gearing up to provide assistance.

The first round of state-funded planning grants will be announced in late winter. The application deadline was

November 15. Another grant cycle is anticipated for next year to help communities.

"I think it's important for people to realize that there's lots of help out there, and the process can be broken down into bite-sized pieces," says Phil Scherer, Executive Director of the Transportation Development Association and a former town chairman. "Also, the plans are not cast in stone. They're made to be reviewed. Folks should look at it as a continuing process."

Stadelman agrees. "A plan at maximum is good for 5-10 years, and then it has to be revisited. There's been a lot of planning done in recent years. People don't have to go back and recreate everything. What has been done recently is a basis for comprehensive planning."

To get communities started with Comprehensive Planning, the T.I.C. is cooperating with the UW Local Government Center to present an ETN program on Transportation Planning on Jan 18. See Calendar on page 7.

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