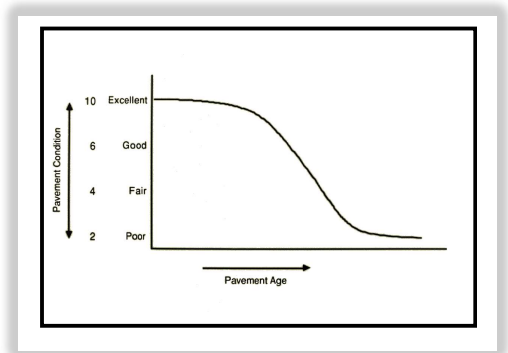
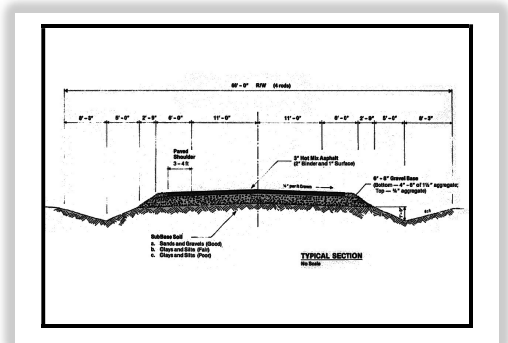
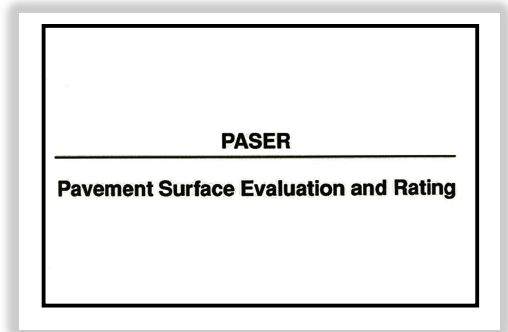


Town of Russell Road Surface Management Plan 2022



Prepared by:

**North Central Wisconsin
Regional Planning Commission**
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**TOWN OF RUSSELL, WISCONSIN
ROAD SURFACE MANAGEMENT PLAN 2022 - 2026**

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CHAPTER 1 ROAD SURFACE MANAGEMENT PLAN OVERVIEW

INTRODUCTION

A road surface management plan for a local road network provides a town with the ability to plan for future road surface improvements. With a road surface management plan in place, the limited resources allocated to local roads can be better spent. The overall goal of the Road Surface Management Plan is to help the town make better decisions on the improvements to the local road system. This document contains information vital to the review and rating of the Town of Russell's highway system. Thus, the Road Surface Management Plan will assist in preserving and rehabilitating the existing town road system in a timely and cost-effective manner.

A review of each town road was performed by a representative from the North Central Wisconsin Regional Planning Commission (NCWRPC). Information necessary to complete the road surface management plan was collected during the summer of 2021 using a pavement surface evaluation and rating system. The on-site roadway review was performed following Wisconsin DOT's Plat Record Maps.

PURPOSE OF ROAD SURFACE MANAGEMENT PLAN

A Road Surface Management Plan helps local government officials respond to growing pressures from constituents to repair roads and upgrade the quality of roads by providing documented information on suggested priorities for improvement and reliable estimates of current and future costs of maintaining and improving the quality of the local road system.

Road Surface Management Plans help local officials allocate scarce resources, which are caused by some of the following:

1. Negative public attitudes towards higher property taxes;
2. The historic limits on state and federal revenues to local governments to keep pace with increasing costs of providing local services;
3. An increase in street maintenance and construction costs which have outstripped the available public resources;
4. Historic local budget difficulties have resulted in deferred maintenance on local street systems, thus compounding needs for additional local resources; and/or
5. Some local units of government have not used their scarce dollars in a wise manner. Local politics and poor decision-making have, in some cases, resulted in funds being spent in the wrong places or in an inefficient manner.

The objectives for using a pavement management system include:

1. A better understanding of pavement conditions by completing an overall field inventory;
2. An evaluation of causes of pavement conditions by the roadway segments' corresponding rating and analysis of distress;
3. Through improved decision making by taking advantage of preventative maintenance and selection of the most effective repair or rehabilitation;
4. Better communication of needs and strategies to decision makers as a tool to explain needs and convince elected officials and the public that adequate budgets are needed;
5. Long-term planning helps local governments coordinate pavement needs and scheduling with other budget and policy decisions.

INTENDED ROADWAY MANAGEMENT PLAN RESULTS

The results of the Road Surface Management Plan are intended to assist the Town of Russell in developing a road surface improvement program whereby the limited transportation dollars allocated yearly can be spent more wisely. Through this effort, a better transportation system will be realized over time. A road surface management plan can also assist in vying for additional county, state or federal funding.

In addition, towns must report to the Wisconsin Department of Transportation an assessment of the physical condition of the roads under their jurisdiction. The assessment must be completed biennially and must be completed using a WisDOT approved pavement rating system. This surface condition assessment was completed and submitted to WisDOT as part of the road surface management plan process.

CHAPTER II TOWN OF RUSSELL'S EXISTING ROADWAY SYSTEM

EXISTING SYSTEM

Prior to the development of a Road Surface Management Plan, an inventory of the existing system must be completed. This inventory will assist in cataloging the roadway characteristics by roadway segment and surface type. The field data collected will be used as a benchmark to establish the prioritization of the existing roadway system and will assist in the development of recommended improvements to the local road system.

The Wisconsin Department of Transportation (WisDOT) maintains a roadway characteristic inventory on all local roads eligible to receive state funding through the transportation aids program, see Appendix A. This data file is used as the basis for beginning the Road Surface Management Plan. The state's inventory of the roadway system includes such features as:

1. Segment length;
2. Surface type (i.e. earth, gravel, asphalt, or concrete);
3. Functional classification; and
4. Surface and shoulder width.

The review of the town road system was completed following the Wisconsin DOT Plat Record Maps and corresponding data provided by WisDOT for each roadway segment.

FUNCTIONAL CLASSIFICATION SYSTEM

Town of Russell's roads perform varied functions from moving goods and people within the community or through the community. These roads differ from one-another and are characterized by a functional classification system. In the development of this Road Surface Management Plan, the functional classification of the roads is described as follows:

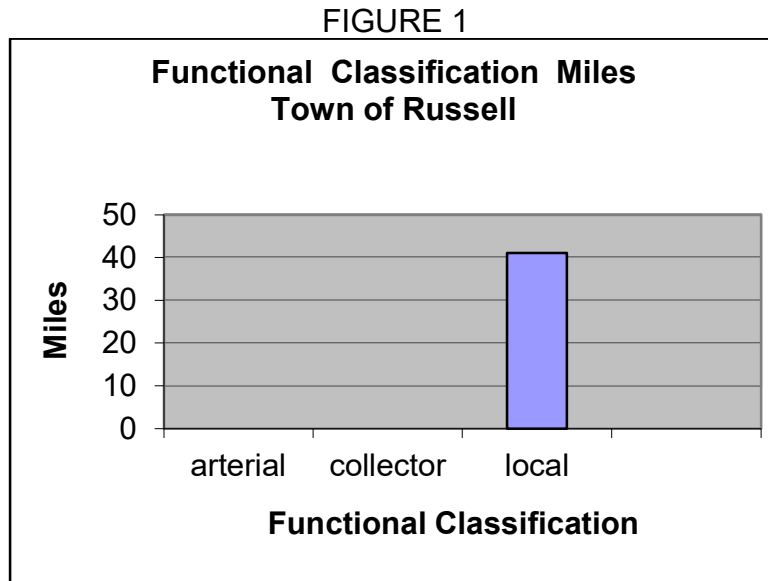
Arterials: Arterials provide service to moderate sized communities and other intra-area traffic generators (schools, churches, employment or service centers) and link those generators to nearby larger population concentrations or major federal or state highways.

Collectors: Collectors provide service to remaining population concentrations not served by higher classified routes, link the locally important traffic generators (schools, churches, and employment and service centers) with the rural hinterland,

and are spaced consistent with population density so as to collect traffic from local roads and bring developed areas within a reasonable distance of a higher classified road.

Local Roads: Local roads provide access to adjacent land and provide for travel over relatively short distances. All roads not classified as arterials or collectors will be local functional roads.

The functional classification mileage of the Town system is depicted in Figure 1.



By way of comparison, most county highways are in the collector category, and most state trunk and federal routes are arterials. The classification of roads indicates a number of factors regarding the nature of the road for roadway management such as:

1. Role the road plays in providing mobility (through traffic) as opposed to providing access to adjoining property.
2. Amount of development adjacent to a roadway. The more adjoining development, the higher the classification. The nature of the development must also be considered here. In the case of development that would serve a high number of trips, such as commercial, industrial, or institutional a road could be considered for a higher classification.
3. The average daily traffic on the road. Generally, the higher the traffic the higher the classification.

CHAPTER III ROADWAY MANAGEMENT PLAN RESULTS

PAVEMENT SURFACE EVALUATION AND RATING

The data reported in this Road Surface Management Plan was produced using the Pavement Analysis Tool within the Wisconsin Information System for Local Roads (WISLR). Critical to the development of the surface condition rating of each roadway segment, was a uniform and consistent set of criteria used in evaluating and assigning a value to each roadway segment. To achieve this consistent evaluation, the Pavement Surface Evaluation and Rating (PASER) system developed by the University of Wisconsin - Madison, Transportation Information Center was utilized, see Appendix B. The consistency in evaluating each roadway segment is critical since this information will lead to the development of future improvements needed to the local system.

Based upon the WISLR data collected, there are 41.09 miles of road on the Town's system. On this system, about 17 percent are paved and 83 percent are unpaved surfaces. FIGURE 2 depicts the surface condition ratings of the town's paved roads, and FIGURE 3 shows the unpaved.

FIGURE 2

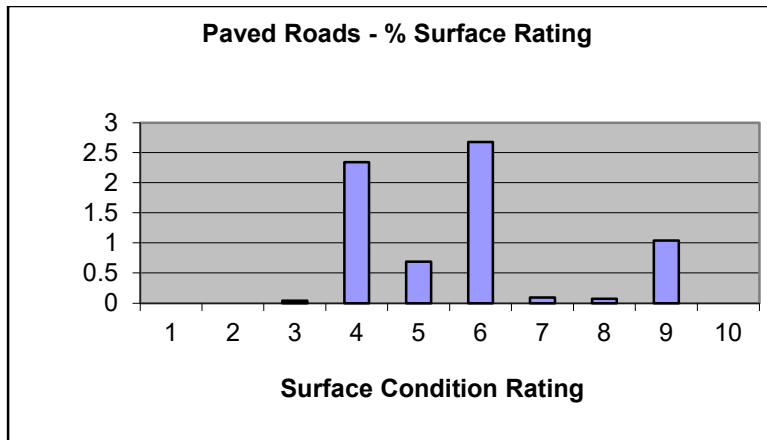
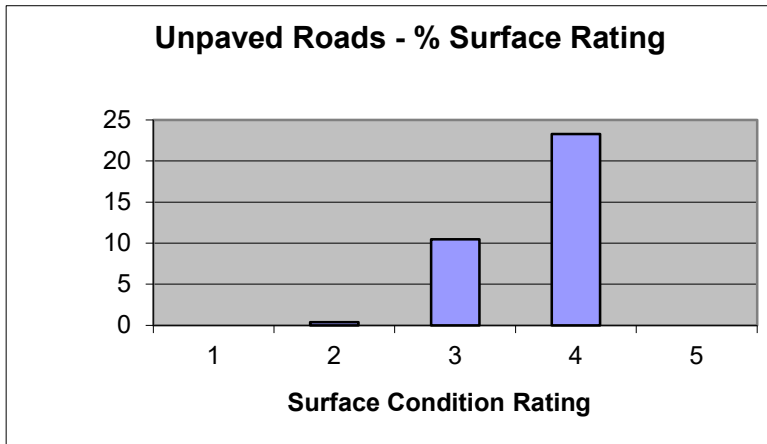


FIGURE 3



On the paved side, these ratings indicate an aging system in need of preservative treatments and structural improvements. Over 34% of the system is in need of structural improvement such as an overlay. On the gravel side, the system is in relatively sound condition and not in need of any immediate structural improvements. Only about 1% of gravel road mileage is in need of more than minor or routine maintenance.

PAVEMENT SURFACE NEEDS ANALYSIS

Pavement management is a systematic process that uses roadway data to facilitate development of cost-effective maintenance and improvement programs. The WISLR Pavement Analysis Tool takes a “value-based” approach to pavement management. The objective of this approach is to get more value (cost-effectiveness) from improvement expenditures by getting more pavement life at a lower cost and improving ride quality.

Accomplishing this objective requires selecting the right projects and applying the right fix at the right time.

The surface condition rating value and corresponding suggested improvements for asphalt (paved) roads are represented in TABLE 1 and gravel (unpaved) in TABLE 2.

RATING	ACTION REQUIRED
10 – 9	No Maintenance Required
8	Little or No Maintenance Required
7	Crack Filling
6 - 5	Preservative Treatment (sealcoat)
4 – 3	Structural Improvement (overlay or recycling)
2 - 1	Reconstruction

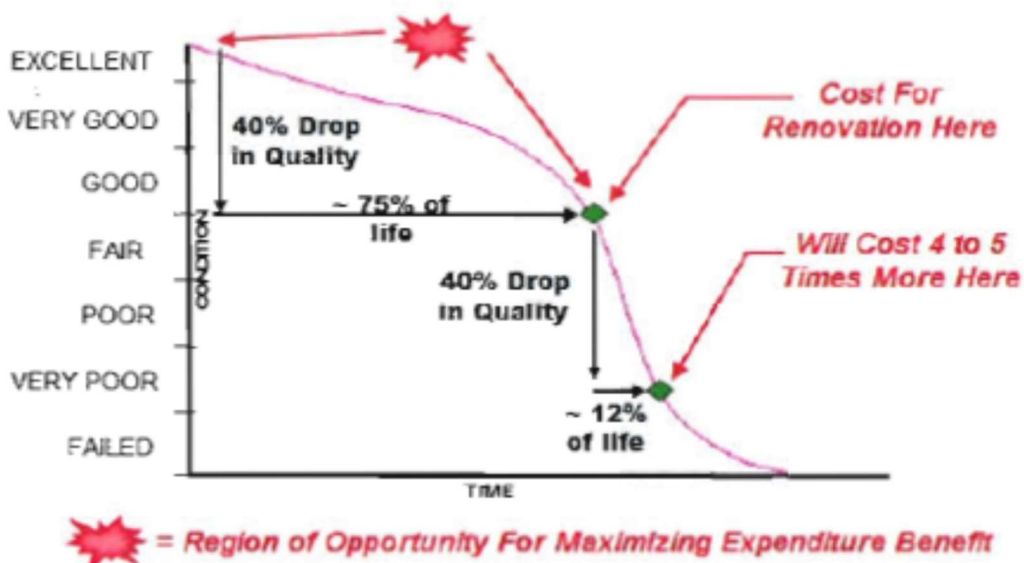
RATING	ACTION REQUIRED
5 – 4	Routine Maintenance
3	Minor Ditching/Add Gravel
2	Add Gravel/Drainage Improvement
1	Reconstruction

PROJECT PRIORITIZATION

WISLR prioritization emphasizes treating pavements in the “region of opportunity” (see Figure 4) because pavements in this condition range can typically be maintained at a much lower cost per year of service life extension. However, the WISLR model also places priority on roadway classification, recognizing that the most important roads in poor to failed condition can't be ignored. The combined effect of this dual-priority approach is intended to select projects based on both cost-effectiveness and importance to overall system function.

FIGURE 4

Typical Pavement Condition Life Cycle



Source: WisDOT

This approach provides a reasonable starting point for programming within a constrained budget. Ultimately, project selection will need to incorporate other important factors not included in the WISLR data such as safety, utilities, roughness, etc.

The intent of the WISLR pavement analysis tool is to provide abundant pavement condition and budget impact information in order to aid in project selection and in order to help substantiate budget levels.

CHAPTER IV ROADWAY PRACTICES AND RECOMMENDED IMPROVEMENTS

GENERAL MAINTENANCE AND IMPROVEMENT PRACTICES

The maintenance and improvement of local roads is critical to having a sustainable roadway system. Building good roads result in longer lasting roads.

Building good roads is basic to having a local roadway system that will carry vehicles safely and efficiently, and that save money by lowering future improvement costs. What are some of the basic concepts of building good roads that will last? Below is a list of ten basic concepts to follow when building roads.

1. Get water away from the road. Good drainage is critical to making a good road. It has been estimated that nearly 90% of a road's problems can be attributed to excess water or to poor water drainage. Effective drainage systems divert, drain, and dispose of water along a roadway. These drainage systems use interceptor ditches and slopes, roadway crowns, and ditch and culvert systems. Interceptor ditches, located between the road and higher ground, divert the water by sloping away from the road so that the water does not reach the roadway. Crowning a roadway assists in moving water off the roadway to the interceptor ditch. Typically, a gravel roadway crown should be ½" higher than the shoulder for each foot of width from the centerline to the edge. A paved road crown should be ¼" higher than the shoulder for each foot of width from the centerline to the edge. Too much water remaining on a roadway surface, or in the subbase and subgrade combine with the action of traffic to create potholes, cracks, and pavement failure. Ditches and culverts dispose of water by carrying it away from the road structure. Ditches should be one foot lower than the base of the road. Improper drainage can allow water to seep under the roadway creating the potential for future roadway failures. A rule of thumb is that one-dollar spent on proper roadway drainage will save two dollars on maintenance.
2. Building a firm foundation. A road's foundation is important to the life of your road. A road wears out from the top down but falls apart from the bottom. The subgrade and subbase layer of a road support the entire roadway and traffic using it.
3. Use the best material. When it comes to using materials in the construction or improvement of a road, you will either "pay for it now or later." The selection of materials for the project will determine how long a road may last. Inferior materials may cause premature improvements or life long maintenance to the road. Crushed aggregate is the best material for a base course as the sharp edges interlock when compacted. Rounded aggregate is a poor base course as they will move under the weight of traffic.

4. Compact all layers. Generally, the more densely a material is compacted, the stronger it is. The compaction also helps prevent water moving in and throughout the subbase layer of the roadway. This helps prevent frost heaving and premature deterioration of the roadway. Using gravel with a mix of sizes (well-graded aggregate) allows smaller particles to fill-in the voids created by larger particles.
5. Design for traffic loads and volumes. A road should be designed to carry the highest anticipated load. If this load is unknown, the road should be designed to carry the largest maintenance equipment that will be used on the road. A well-constructed and maintained asphalt road should last 20 years without major repairs or reconstruction. One truck with 9 tons on a single rear axle does as much damage to a road as nearly 10,000 cars!
6. Design for maintenance. Design your road so that it may be easily maintained by having adequate ditches that can be cleaned regularly, culverts that are marked for future maintenance activities, an area where snow can be plowed onto, proper slopes of the roadway and ditches, ditches that are planted to prevent erosion, and ditches that can be mowed safely.
7. Pave only when ready. Every road does not have to be an asphalt road. Laying asphalt on an existing roadway will not fix a gravel road that is failing. Adequate crushed aggregate, drainage, and proper compaction must be in place to support the longevity of an asphalt road. Depending on the subgrade soils of any road, a recommended minimum subbase depth of crushed stone is 10”.
8. Build from the bottom up. Do not waste material on a top dress or resurface if the problem is actually a subbase or subgrade problem. This method does not correct the problem and will result in unwisely spent funds. Choosing an improvement technique that gets to the root of the problem will be the only thing that makes the roadway better.
9. Protect your investment. The local road system often is the Community’s largest investment. These maintenance activities are critical to the longevity of a local road:
 - Surface Grade, shape, patch, seal crack, control dust, remove ice and snow;
 - Drainage Clean and repair ditches and culverts, remove excess debris;
 - Roadside Cut brush, trim trees and roadside plantings, control erosion; and
 - Traffic Service Clean and repair or replace signs.
10. Keep good records. Knowing each road’s construction, life, and repair history makes it easier to plan and budget for future improvements.

The ten basic concepts discussed above will assist in providing a good roadway system that will be more popular with the local citizens and will likely assist in making the transportation improvement budget cover more miles of road in a given year.

RECOMMENDED FIVE-YEAR IMPROVEMENT SCHEDULE

The 5-year work program is based on input from town officials and a projected improvement budget of \$100,000 for asphalt and \$60,000 for gravel each year. The schedule lists projects by road name, proposed treatment and estimated cost. The costs for each project listed may differ from the final project costs. An engineering report is required for projects to be eligible for State LRIP funding. That report will identify the final project costs for each project.

PAVEMENT REHABILITATION SCHEDULE

YEAR 2022

ROAD SEGMENT (from - to)	TREATMENT	MILES	COST EST.
1st Ave (Bradley St. - CTH X)	Seal w/ Patching	0.50	\$ 24,499
Bachelors Ave (CTH X - Dudley Rd)	Seal	1.65	\$ 30,898
Prairie Forks Rd (W. PrairieForks-Axen)	Seal	0.03	\$ 728
Prairie Pines Rd (STH 17 - CTH X)	Seal w/ Patching	0.16	\$ 8,998
Town Hall Rd (STH 17 - CTH J)	Seal	0.97	\$ 19,678
Misc.: Grind and Repave up to two bridge approaches			\$ 10,454
	Asphalt Total		\$ 95,255

Beaver Trail Rd (Crane Foot-Turtle Lake)	Grade	0.40	\$ 9,573
Cemetery Rd (STH 17 - Termini)	Add Stone+Regrade	0.14	\$ 2,421
Dagis Dr (Deer Shiners Dr - Termini)	Excavate & Reshape	0.51	\$ 11,146
Hackbarth's Dr (STH 17 - Termini)	Add Stone+Regrade	0.14	\$ 1,209
Neuwirth Rd (STH 17 - Termini)	Add Stone+Regrade	0.13	\$ 2,452
W Prairie Forks Rd (Axen Rd - Termini)	Add Stone+Regrade	0.11	\$ 2,380
2nd Ave (3rd Ave - County Line Rd)	Add Stone+Regrade	1.00	\$ 25,977
	Gravel Total		\$ 55,179

YEAR 2023

ROAD SEGMENT (from - to)	TREATMENT	MILES	COST EST.
Bradley St (CTH J - STH 17)	Grind/Double Seal	1.07	\$ 66,880
Misc.: Grind and repave up to six bridge approaches			\$ 31,362
	Asphalt Total		\$ 98,242
3rd Ave (STH 17 - 2nd Ave)	Add Stone+Regrade	1.65	\$ 42,862

Basel Ln (Town Hall Rd - Termini)	Add Stone+Regrade	0.25	\$ 4,328
County Line Rd (2nd Ave - 1st Ave)	Add Stone+Regrade	0.50	\$ 10,822
	Gravel Total		\$ 58,012

YEARS 2024 & 2025

ROAD SEGMENT (from - to)	TREATMENT	MILES	COST EST.
2nd Ave (STH 17 - Haymeadow Dr)	Mill and Overlay	1.00	\$ 138,000
Bayer St (STH 17 - Termini)	Mill and Overlay	0.04	\$ 5,540
Bridge Dr (STH 17 - Termini)	Mill and Overlay	0.27	\$ 37,270
Town Hall Rd (Prairie Forks - STH 17)	Mill and Overlay	0.06	\$ 8,285
Yanda Ave (CTH J - Prairie Dr)	Mill and Overlay	0.04	\$ 5,514
Town Hall Rd (Dudley - Prairie Forks)	Crack Fill	1.08	\$ 5,706
Rice Ln (STH 17 - Termini)	Crack Fill	0.07	\$ 353
	Asphalt Total		\$200,668*

***NOTE for 2024-2025: Due to the 2nd Avenue project exceeding annual budget allocation, the Town will have to determine the best way to schedule and finance projects between 2024 and 2025. It may be more cost efficient to schedule all the mill and overlay together in the same year.**

County Line Rd (R&H Rd - 2nd Ave)	Add Stone+Regrade	2.50	\$ 51,954
Friedenfelt Dr (Echo Lake Rd - Termini)	Add Stone+Regrade	0.40	\$ 7,793
	2024 Gravel Total		\$ 59,747

Town Hall Rd (Dudley Rd - Termini)	Add Stone+Regrade	1.48	\$ 25,627
Echo Lake Rd (STH 17 - Friedenfelt Dr)	Add Stone+Regrade	0.90	\$ 19,483
Friedl Rd (CTH X - Termini)	Add Stone+Regrade	0.50	\$ 9,741
Gross Ln (STH 17 - Termini)	Add Stone+Regrade	0.26	\$ 4,501
	2025 Gravel Total		\$ 59,352

YEAR 2026

ROAD SEGMENT (from - to)	TREATMENT	MILES	COST EST.
--------------------------	-----------	-------	-----------

- Reevaluate pavement replacement, seal coating and crack filling needs.
- Schedule more bridge approaches, if needed.
- Consider additional investment in gravel roads.
- Consider setting up reserve fund for future big projects.

Total **\$ 100,000**

Echo Lake Rd (Friedenfelt - Neuwirth)	Add Stone+Regrade	0.98	\$ 23,333
Neuwirth Rd (Echo Lake Rd - Termini)	Add Stone+Regrade	0.41	\$ 7,988
Welders Pond Rd (CTH J - Termini)	Add Stone+Regrade	0.43	\$ 9,306
Misc.:Additional gravel work as needed			\$ 19,373
	Gravel Total		\$ 60,000

Conclusion

This plan should serve as the road surface improvement budget plan for the Town of Russell. However, the Town Board may shift projects from year to year as conditions warrant. It is important that the inventory of pavement surface conditions be updated every two years, so that the priorities list may be kept current. Likewise, cost estimates can be revisited as the actual costs of road improvements change from year to year. Updating information on a regular basis is important to the long-range success of this program plan.

APPENDIX A - WISLR Road Inventory

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
WISCONSIN INFORMATION SYSTEM FOR LOCAL ROADS

Inventory Listing With Maintenance (R-20)
1-1-2022 Certification

TOWN OF RUSSELL (020)

Rd/St Name

Certified Miles

1st Ave		3.50																										
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT		CURB SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN H V	INV YR	PVT		SW
				Type	WD	YR	Type	YR	P	LT	RT	LT	RT	Type	WD											I	CNT	
	CTH X	0.50 (2640)	N 2	65	21	2005	1, 2	4	0	202	202	A	000035	E	66	45	5	4	000	NON	00			2022	5	2021		
	Hay Meadow Dr	1.51 (7973)	N 2	35	24	1967	13	4	0	000	000	E	000150	E	50	45	5	4	000	NON	00			2022	4	2021		
	Hay Meadow Dr	0.02 (100)	N 2	35	24	2010	13	4	0	000	000	E	000150	E	50	45	5	4	000	NON	00			2022	4	2021		
	Hay Meadow Dr (0.02)	1.47 (7767)	N 2	35	24	1967	13	4	0	000	000	E	000150	E	50	45	5	4	000	NON	00			2022	4	2021		

2nd Ave		3.20																										
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT		CURB SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN H V	INV YR	PVT		SW
				Type	WD	YR	Type	YR	P	LT	RT	LT	RT	Type	WD											I	CNT	
	Hay Meadow Dr	1.00 (5280)	N 2	70	21	1997	1, 2	4	0	202	202	E	000075	E	66	45	5	4	000	NON	00			2022	4	2021		
	Hay Meadow Dr	1.20 (6336)	N 2	35	24	1966	13	4	0	000	000	E	000075	E	50	45	5	4	000	NON	00			2022	4	2021		
	3rd Ave	1.00 (5280)	N 2	35	24	2010	13	4	0	000	000	E	000075	E	50	45	5	4	000	NON	00			2022	3	2021		

3rd Ave		1.65																										
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT		CURB SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN H V	INV YR	PVT		SW
				Type	WD	YR	Type	YR	P	LT	RT	LT	RT	Type	WD											I	CNT	
	2nd Ave (0.50)	0.50 (2640)	N 2	35	24	2010	13	4	0	000	000	E	000035	E	50	45	5	4	000	NON	00			2022	3	2021		
	2nd Ave	1.15 (6072)	N 2	35	24	1966	13	4	0	000	000	E	000035	E	50	45	5	4	000	NON	00			2022	3	2021		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
WISCONSIN INFORMATION SYSTEM FOR LOCAL ROADS

Inventory Listing With Maintenance (R-20)
1-1-2022 Certification

TOWN OF RUSSELL (020)

Certified Miles

Axen Rd		3.48																													
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW	
				Type	WD			YR	YR	Type	WD	RT	LT	Type	WD	I	CNT											YR	I		W
	Prairie Forks Rd	0.95 (5016)	N 2	35	24	2011	13	2020	4	0	0	0	0	0	0	000075	E	33	45	5	4	0	000	NON	00			2022	4	2021	
	Prairie Forks Rd	1.49 (7867)	N 2	35	24	2011	13	2020	4	0	0	0	0	0	000035	E	50	45	5	4	0	000	NON	00			2022	4	2021		
	Dudley Rd	1.04 (5491)	N 2	35	24	1966	13	2020	4	0	0	0	0	0	000075	E	50	45	5	4	0	000	NON	00			2022	4	2021		

Bachelors Ave		1.65																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW
				Type	WD			YR	YR	Type	WD	RT	LT	Type	WD	I	CNT											YR	I	
	Dudley Rd	1.65 (8712)	N 2	65	20	1991	8	2018	4	0	0	0	0	0	000035	E	50	45	5	4	0	000	NON	00			2022	6	2021	

Basel Ln		0.25																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW
				Type	WD			YR	YR	Type	WD	RT	LT	Type	WD	I	CNT											YR	I	
	Termini	0.25 (1320)	N 2	35	16	1992	13	2020	4	0	0	0	0	0	000005	E	50	45	5	4	0	000	NON	00			2022	3	2021	

Bayer St (1)		0.01																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW
				Type	WD			YR	YR	Type	WD	RT	LT	Type	WD	I	CNT											YR	I	
	Termini	0.01 (53)	N 2	35	20	1999	13	2020	4	0	0	202	202	E	000006	A	66	45	5	4	0	000	NON	00			2022	4	2021	

Bayer St (2)		0.06																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW
				Type	WD			YR	YR	Type	WD	RT	LT	Type	WD	I	CNT											YR	I	
	Termini	0.02 (106)	N 2	35	20	1999	13	2020	3	0	0	202	202	E	000006	A	66	45	5	4	0	000	NON	00			2022	4	2021	
	STH 17	0.02 (106)	N 2	70	20	1999			3	0	0	303	303	E	000010	A	66	45	5	4	0	000	NON	00			2022	4	2021	
	Termini	0.02 (106)	N 2	70	20	1999			3	0	0	303	303	E	000010	A	66	45	5	4	0	000	NON	00			2022	4	2021	

TOWN OF RUSSELL (020)

Rd/St Name Certified Miles

Beaver Trail Rd		0.40																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT		CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN H V	INV YR	PVT		SW
				Type	WD	YR	Type	YR	P	LT	RT	LT	RT	Type	WD	I	CNT											YR	I	
	Turtle Lake Rd	0.40 (2112)	N 2	30	20	1988	13	2020	4	0	0	0	0	0	0	000025	E	66	45	5	4	000	NON		00		2022	2	2021	

Bradley St		1.23																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT		CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN H V	INV YR	PVT		SW
				Type	WD	YR	Type	YR	P	LT	RT	LT	RT	Type	WD	I	CNT											YR	I	
CTH J	1st Ave	0.99 (5227)	N 2	70	22	1984	1, 2	2017	4	0	0	202	202		A	000035	E	66	45	5	4	000	NON		00		2022	4	2021	
1st Ave	STH 17	0.08 (422)	N 2	70	22	1984	1, 2	2017	4	0	0	202	202		A	000035	E	66	45	5	4	000	NON		00		2022	6	2021	
STH 17	Termini	0.16 (845)	N 2	35	16	1992	13	2020	4	0	0	0	0	0	E	000015	E	33	45	5	4	000	NON		00		2022	4	2021	

Bridge Dr		0.27																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT		CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN H V	INV YR	PVT		SW
				Type	WD	YR	Type	YR	P	LT	RT	LT	RT	Type	WD	I	CNT											YR	I	
STH 17	Termini	0.27 (1426)	N 1	65	14	1966	8, 12, 14	2018	4	0	0	0	0	0	E	000015	E	33	45	5	4	000	NON		00		2022	4	2021	

Cemetery Rd		0.14																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT		CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN H V	INV YR	PVT		SW
				Type	WD	YR	Type	YR	P	LT	RT	LT	RT	Type	WD	I	CNT											YR	I	
STH 17	Termini	0.14 (739)	N 2	35	16	1966	13	2020	4	0	0	0	0	0	E	000015	A	50	45	5	4	000	NON		00		2022	2	2021	

County Line Rd		3.00																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT		CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN H V	INV YR	PVT		SW
				Type	WD	YR	Type	YR	P	LT	RT	LT	RT	Type	WD	I	CNT											YR	I	
R & H Rd	CTH CCC (1.50)	1.50 (7920)	N 2	35	16	1967	13	2020	4	0	0	0	0	0	E	000015	E	50	45	5	4	000	NON		00		2022	3	2021	
CTH CCC	2nd Ave	1.00 (5280)	N 2	35	24	2011	13	2020	4	0	0	0	0	0	E	000035	E	50	45	5	4	000	NON		00		2022	3	2021	
2nd Ave	1st Ave (0.50)	0.50 (2640)	N 2	35	20	1967	13	2020	4	0	0	0	0	0	E	000035	E	50	45	5	4	000	NON		00		2022	3	2021	

TOWN OF RUSSELL (020)

Rd/St Name **Certified Miles**

CTH CCC		1.98																														
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV	PVT		SW	
				Type	WD			YR	LT	RT	LT	RT	TYPE	WD	I	CNT	YR									I	W		H	V		R
STH 17	Deer Shiners Dr	0.97 (5122)	N 2	70	24	2004	7	2021	4	0	104	104		A	000075		E	66	45	4		3	000	NON		00			2022	6	2021	
Deer Shiners Dr	County Line Rd	1.01 (5333)	N 2	70	24	2004	7	2021	4	0	104	104		A	000075		E	66	45	4		3	000	NON		00			2022	6	2021	

CTH J		4.93																														
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV	PVT		SW	
				Type	WD			YR	LT	RT	LT	RT	TYPE	WD	I	CNT	YR									I	W		H	V		R
County Line Rd	Schielke Rd	1.00 (5280)	N 2	70	24	1988	4 ¹ ₇	2019	4	0	204	204		T	000400		E	80	30	4		3	000	NON		00			2022	7	2021	
Schielke Rd	Hay Meadow Dr	0.50 (2640)	N 2	70	24	1988	4 ¹ ₇	2019	4	0	204	204		A	000160		E	80	30	4		3	000	NON		00			2022	7	2021	
CTH X	Bradley St	0.51 (2693)	N 2	70	24	1985	4 ¹ ₇	2019	4	0	204	204		A	000330		E	66	30	4		3	000	NON		00			2022	7	2021	
Bradley St	Town Hall Rd (0.51)	0.51 (2693)	N 2	70	24	1985	4 ¹ ₇	2019	4	0	204	204		A	000330		E	66	30	4		3	000	NON		00			2022	7	2021	
STH 17	Yanda Ave (0.76)	0.34 (1796)	N 2	65	24	2013	4 ¹ ₇	2019	4	0	203	203		T	000410		E	66	30	4		3	000	NON		00			2022	8	2021	
STH 17 (0.90)	Yanda Ave	0.09 (475)	N 2	65	24	2013	4 ¹ ₇	2019	4	0	202	202		T	000410		E	88	30	4		3	000	NON		00			2022	7	2021	
Yanda Ave	Copper Lk Ave (0.08)	0.08 (400)	N 2	65	24	2013	7	2015	4	0	202	202		A	000230		E	88	30	4		3	000	NON		00			2022	6	2021	
Yanda Ave (0.08)	Copper Lk Ave (1.98)	1.90 (10054)	N 2	70	24	1977	7	2015	4	0	202	202		A	000230		E	88	30	4		3	000	NON		00			2022	6	2021	

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TOWN OF RUSSELL (020)

Rd/St Name Certified Miles

CTH X		1.33																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE			MAINT	P	CURB SHOULDER			MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW
				Type	WD	YR			Type	YR	LT	RT	RT	WD	Type	WD	I											CNT	YR	
Bachelors Ave	Prairie Pines Rd	0.14 (739)	N 2	70	24	2000	1	2012	4	0	0	104	104	E	000275	E	66	30	4	3	000	NON	00			2022	7	2021		
Prairie Pines Rd	1st Ave	0.19 (1003)	N 2	70	24	2000	1	2012	4	0	0	104	104	E	000275		66	30	4	3	000	NON	00			2022	7	2021		
1st Ave	Friedl Rd	0.50 (2640)	N 2	70	24	2000	1	2012	4	0	0	103	103	T	000490	0	66	30	4	3	000	NON	S 06			2022	6	2021		
Friedl Rd	CTH J	0.50 (2640)	N 2	70	24	2000	1	2012	4	0	0	103	103	T	000470	0	66	30	4	3	000	NON	S 06			2022	7	2021		

Dagis Dr		0.50																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE			MAINT	P	CURB SHOULDER			MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW
				Type	WD	YR			Type	YR	LT	RT	RT	WD	Type	WD	I											CNT	YR	
Deer Shiners Dr	Termini	0.51 (2679)	N 2	30	11	2006	13	2020				000	000		000000		A	66	45	5	4	000	NON	00			2022	1	2021	

Deer Shiners Dr		3.05																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE			MAINT	P	CURB SHOULDER			MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW
				Type	WD	YR			Type	YR	LT	RT	RT	WD	Type	WD	I											CNT	YR	
CTH CCC	Dagis Dr	2.00 (10581)	N 2	35	24	2011	13	2020	4	0	0	000	000	E	000035		E	33	45	5	4	000	NON	00			2022	4	2021	
Dagis Dr	R And H Rd	1.05 (5523)	N 2	35	24	2011	13	2020	4	0	0	000	000	E	000035		E	33	45	5	4	000	NON	00			2022	4	2021	

Dudley Rd		3.52																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE			MAINT	P	CURB SHOULDER			MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW
				Type	WD	YR			Type	YR	LT	RT	RT	WD	Type	WD	I											CNT	YR	
STH 17	Bachelors Ave	1.03 (5438)	N 2	35	24	1966	13	2020	4	0	0	000	000	E	000075		E	50	45	5	4	000	NON	00			2022	4	2021	
Bachelors Ave	Town Hall Rd	1.00 (5280)	N 2	35	24	1966	13	2020	4	0	0	000	000	E	000075		E	50	45	5	4	000	NON	00			2022	4	2021	
Town Hall Rd	Axen Rd	1.49 (7867)	N 2	35	24	1966	13	2020	4	0	0	000	000	E	000075		E	50	45	5	4	000	NON	00			2022	4	2021	

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TOWN OF RUSSELL (020)

Certified Miles

Echo Lake Rd		1.88																													
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW	
				Type	YR			YR	Type	YR	Type	YR	Type	YR	Type	YR	Type											YR	Type		YR
STH 17	Tarin Ln	0.13 (686)	N 2	35	20	1966	13	2020	4	0	0	0	0	0	000015	E	50	45	5	4	000	NON	00					2022	3	2021	
Tarin Ln	Friedenfelt Dr	0.77 (4066)	N 2	35	20	1966	13	2020	4	0	0	0	0	000015	E	50	45	5	4	000	NON	00					2022	3	2021		
Friedenfelt Dr	Neuwirth Rd	0.98 (5174)	N 2	35	22	1979	13	2020	4	0	0	0	0	000015	E	33	45	5	4	000	NON	00					2022	3	2021		

Friedenfelt Dr		0.40																													
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW	
				Type	YR			YR	Type	YR	Type	YR	Type	YR	Type	YR	Type											YR	Type		YR
Echo Lake Rd	Termini	0.40 (2112)	N 2	35	18	1966	13	2020	4	0	0	0	0	000015	E	33	45	5	4	000	NON	00					2022	3	2021		

Friedl Rd		0.50																													
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW	
				Type	YR			YR	Type	YR	Type	YR	Type	YR	Type	YR	Type											YR	Type		YR
CTH X	Termini	0.50 (2640)	N 2	35	18	1992	13	2020	4	0	0	0	0	000005	E	33	45	5	4	000	NON	00					2022	3	2021		

Gross Ln		0.26																													
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW	
				Type	YR			YR	Type	YR	Type	YR	Type	YR	Type	YR	Type											YR	Type		YR
STH 17	Termini	0.26 (1373)	N 2	35	16	1991	13	2020	4	0	0	0	0	000015	E	33	45	5	4	000	NON	00					2022	3	2021		

Hackbarth's Dr		0.14																													
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW' L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW	
				Type	YR			YR	Type	YR	Type	YR	Type	YR	Type	YR	Type											YR	Type		YR
STH 17	Termini (0.14)	0.14 (739)	N 1	35	8	1966	13	2020	4	0	0	0	0	000005	E	33	45	5	4	000	NON	00					2022	2	2021		

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TOWN OF RUSSELL (020)

Certified Miles

Hay Meadow Dr		1.49																													
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW	
				Type	YR			WD	YR	LT	RT	LT	RT	TYPE	WD	I	CNT											YR	I		W
	1st Ave	1.00 (5280)	N 2	35	24	1966	13	2020	4	0	0	0	0	0	0	000035	E	50	45	5	4	0	000	NON	00			2022	4	2021	
	2nd Ave (0.02)	0.02 (100)	N 2	35	24	2010	13	2020	4	0	0	0	0	0	000035	E	50	45	5	4	0	000	NON	00			2022	4	2021		
	1st Ave (0.02)	0.47 (2487)	N 2	35	24	1966	13	2020	4	0	0	0	0	0	000035	E	50	45	5	4	0	000	NON	00			2022	4	2021		

Neuwirth Rd		1.28																													
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW	
				Type	YR			WD	YR	LT	RT	LT	RT	TYPE	WD	I	CNT											YR	I		W
	Echo Lake Rd	0.41 (2165)	N 2	35	18	1966	13	2020	4	0	0	0	0	0	000015	E	33	45	5	4	0	000	NON	00			2022	3	2021		
	STH 17	0.75 (3960)	N 2	35	24	2011	13	2020	4	0	0	0	0	0	000015	E	33	45	5	4	0	000	NON	00			2022	4	2021		
	Termini	0.13 (665)	N 2	35	18	2016	13	2020						000000	A	66	45	5	4	0	000	NON	00			2022	2	2021			

Prairie Forks Rd		1.00																													
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW	
				Type	YR			WD	YR	LT	RT	LT	RT	TYPE	WD	I	CNT											YR	I		W
	Axen Rd	0.03 (158)	N 2	70	26	1966	12	2013	4	0	0	0	0	0	000035	E	50	45	5	4	0	000	NON	00			2022	6	2021		
	Town Hall Rd	0.97 (5122)	N 2	35	24	2011	13	2020	4	0	0	0	0	0	000035	E	50	45	5	4	0	000	NON	00			2022	4	2021		

W Prairie Forks Rd		0.11																													
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW	
				Type	YR			WD	YR	LT	RT	LT	RT	TYPE	WD	I	CNT											YR	I		W
	Termini	0.11 (581)	N 2	35	20	1988	13	2020	4	0	0	0	0	0	000015	E	66	45	5	4	0	000	NON	00			2022	2	2021		

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TOWN OF RUSSELL (020)

Rd/St Name **Certified Miles**

Prairie Pines Rd		0.18																														
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE		MAINT		P	CURB		SHOULDER		MEDIAN		ADT		ROW	FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV	PVT		SW
					Type	YR	YR	Type		YR	YR	Type	YR	YR	YR	YR	YR										YR	YR		YR	YR	
STH 17	CTH X	0.18 (950)	N	2	70	22	1984	1	2016	4	0	0	0	0	0	0	000025	A	66	45	5	4	000	NON		00			2022	5	2021	

R And H Rd		0.90																														
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE		MAINT		P	CURB		SHOULDER		MEDIAN		ADT		ROW	FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV	PVT		SW
					Type	YR	YR	Type		YR	YR	YR	YR	YR	YR	YR	YR										YR	YR		YR	YR	
STH 17	Deer Shiners Dr	0.80 (4224)	N	2	35	20	1966	13	2020	4	0	0	0	0	0	000035	E	50	45	5	4	000	NON		00			2022	4	2021		
Deer Shiners Dr	R & H Rd (0.10)	0.10 (528)	N	2	35	20	1966	13	2020	4	0	0	0	0	0	000035	E	50	45	5	4	000	NON		00			2022	4	2021		

Rice Ln		0.07																														
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE		MAINT		P	CURB		SHOULDER		MEDIAN		ADT		ROW	FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV	PVT		SW
					Type	YR	YR	Type		YR	YR	YR	YR	YR	YR	YR	YR										YR	YR		YR	YR	
STH 17	Termini	0.07 (370)	N	2	65	21	2016	7	2019	4	0	0	101	101		E	000015	E	66	45	5	4	000	NON		00			2022	8	2021	

Tarin Ln		0.30																														
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE		MAINT		P	CURB		SHOULDER		MEDIAN		ADT		ROW	FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV	PVT		SW
					Type	YR	YR	Type		YR	YR	YR	YR	YR	YR	YR	YR										YR	YR		YR	YR	
Echo Lake Rd	Termini	0.30 (1584)	N	2	35	22	1988	13	2020	4	0	0	106	106		000000	A	66	45	5	4	000	NON		00			2022	4	2021		

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TOWN OF RUSSELL (020)

Certified Miles

Town Hall Rd		4.50																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW
				Type	WD			YR	LT	RT	LT	RT	Type	WD	I	CNT	YR											I	W	
	Dudley Rd	1.48 (7814)	N 2	35	16	1966	13	2020	4	0	0	0	0	0	000015	E	50	45	5	4	0	000	NON	00			2022	3	2021	
	Dudley Rd	0.91 (4805)	N 2	35	22	1991	7	2019	4	0	0	0	0	000035	E	50	45	5	4	0	000	NON	00			2022	4	2021		
	Dudley Rd (0.91)	0.09 (475)	N 2	70	22	1994			4	0	0	202	202	000035	E	50	45	5	4	0	000	NON	00			2022	7	2021		
	Basel Ln	0.99 (5227)	N 2	70	22	1994	1	2012	4	0	0	202	202	000035	E	50	45	5	4	0	000	NON	00			2022	9	2021		
	Prairie Forks Rd	0.06 (317)	N 2	70	24	1989	1	2012	4	0	0	202	202	000035	E	50	45	5	4	0	000	NON	00			2022	4	2021		
	STH 17	0.97 (5122)	N 2	70	21	2002	1, 2	2017	4	0	0	202	202	A 000035	E	50	45	5	4	0	000	NON	00			2022	6	2021		

Turtle Lake Rd		1.70																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW
				Type	WD			YR	LT	RT	LT	RT	Type	WD	I	CNT	YR											I	W	
	Beaver Trail Rd	1.26 (6653)	N 2	35	20	1966	13	2020	4	0	0	0	0	000015	E	50	45	5	4	0	000	NON	00			2022	4	2021		
	Beaver Trail Rd (0.44)	0.44 (2323)	N 2	35	20	1966	13	2020	4	0	0	0	0	000015	E	50	45	5	4	0	000	NON	00			2022	4	2021		

Wedlers Pond Rd		0.43																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW
				Type	WD			YR	LT	RT	LT	RT	Type	WD	I	CNT	YR											I	W	
	Termini	0.43 (2270)	N 2	35	20	1966	13	2020	4	0	0	0	0	000015	E	33	45	5	4	0	000	NON	00			2022	3	2021		

Yanda Ave		0.04																												
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW L	SURFACE		MAINT	P	CURB		SHOULDER		MEDIAN		ADT		ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN	INV	PVT		SW
				Type	WD			YR	LT	RT	LT	RT	Type	WD	I	CNT	YR											I	W	
	Prairie Dr	0.04 (211)	N 2	70	20	1966			4	0	0	202	202	000035	E	50	45	5	4	0	000	NON	00			2022	3	2021		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
WISCONSIN INFORMATION SYSTEM FOR LOCAL ROADS

APPENDIX B – PASER Rating System

PASER Asphalt Surface Rating System		
Surface Rating	Visible Distress*	General condition/ Treatment measures
10 <i>Excellent</i>	None.	New construction.
9 <i>Excellent</i>	None.	Recent overlay, like new..
8 <i>Very Good</i>	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40" or greater). All cracks sealed or tight (open ¼" or less).	Recent sealcoat or new road mix. Little or no maintenance required.
7 <i>Good</i>	Very slight or no ravelling, surface shows some traffic wear. Longitudinal cracks (open ¼") due to reflection or paving joints. Transverse cracks (open ¼") spaced 10 feet or more apart, little or slight crack ravelling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 <i>Good</i>	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open ¼" – ½") due to reflection and paving joints. Transverse cracking (open ¼" to ½") some paced less than 10 feet. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Show signs of aging, sound structural condition. Could extend life with sealcoat.

*Note: Individual roadways may not have all of the types of distress listed for any particular rating. Each road may have only one or two types of distress.

PASER Asphalt Surface Rating System (continued)		
Surface Rating	Visible Distress*	General condition/ Treatment measures
5 <i>Fair</i>	<p>Moderate to severe raveling (loss of fine and coarse aggregate).</p> <p>Longitudinal and transverse cracks (open ½") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge.</p> <p>Block cracking up to 50% of surface.</p> <p>Extensive to severe flushing or polishing.</p> <p>Some patching or edge wedging in good condition.</p>	<p>Surface aging, sound structural condition. Needs sealcoat or nonstructural overlay.</p>
4 <i>Fair</i>	<p>Severe surface raveling.</p> <p>Multiple longitudinal and transverse cracking with slight raveling.</p> <p>Longitudinal cracking in wheel path.</p> <p>Block cracking (over 50%) of surface).</p> <p>Patching in fair condition.</p> <p>Slight rutting or distortions (1/2" deep or less).</p>	<p>Significant aging and first signs of need for strengthening. Would benefit from recycling or overlay.</p>
3 <i>Poor</i>	<p>Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion.</p> <p>Severe block cracking.</p> <p>Some alligator cracking (less than 25% of surface).</p> <p>Patches in fair to poor condition.</p> <p>Moderate rutting or distortion (1" or 2" deep).</p> <p>Occasional potholes.</p>	<p>Needs patching and major overlay or complete recycling.</p>
2 <i>Very Poor</i>	<p>Alligator cracking (over 25% of surface).</p> <p>Severe distortions (over 2" deep).</p> <p>Extensive patching in poor condition.</p> <p>Potholes.</p>	<p>Severe deterioration. Needs reconstruction with extensive base repair.</p>
1 <i>Failed</i>	<p>Severe distress with extensive loss of surface integrity.</p>	<p>Failed. Needs total reconstruction.</p>

*Note: Individual roadways may not have all of the types of distress listed for any particular rating. Each road may have only one or two types of distress.

PASER Gravel Surface Rating System		
Surface Rating	Visible Distress*	General condition/ Treatment measures
5 (10) <i>Excellent</i>	No distress. Dust controlled. Excellent surface condition and ride.	New construction – or total reconstruction. Excellent drainage. Little or no maintenance required.
4 (8) <i>Good</i>	Dust under dry conditions. Moderate loose aggregate. Slight washboarding.	Recently regraded. Good crown and drainage throughout. Adequate gravel for traffic. Routine maintenance may be needed.
3 (6) <i>Fair</i>	Good crown (3"-6") Ditches present on more than 50% of roadway. Gravel layer is mostly adequate but additional aggregate may be needed at a few locations to help correct washboarding or isolated potholes and ruts. Some culvert cleaning needed. Moderate washboarding (1"-2" deep), over 10%-20% of the area. Moderate dust, partial obstruction of vision. None or slight rutting (less than 1" deep). An occasional small pothole (less than 2" deep). Some loose aggregate (2" deep).	Shows traffic effects. Regrading (reworking) necessary to maintain. Needs some ditch improvement and culvert maintenance. Some areas may need additional gravel.

*Note: Individual roadways may not have all of the types of distress listed for any particular rating. Each road may have only one or two types of distress.

PASER Gravel Surface Rating System (continued)		
Surface Rating	Visible Distress*	General condition/ Treatment measures
2 (4) <i>Poor</i>	<p>Little or no roadway crown (less than 3").</p> <p>Adequate ditches on less than 50% of roadway. Portions of the ditches may be filled, overgrown and/or show erosion.</p> <p>Some areas (25%) with little or no aggregate.</p> <p>Culverts partially full of debris.</p> <p>Moderate to severe washboarding (over 3" deep) over 25% of area.</p> <p>Moderate rutting (1" - 3"), over 10% - 25% of area.</p> <p>Moderate potholes (2" - 4"), over 10% - 25% of area.</p> <p>Severe loose aggregate (over 4").</p>	<p>Travel at slow speeds (less than 25 mph) is required.</p> <p>Needs additional new aggregate.</p> <p>Major ditch construction and culvert maintenance also required.</p>
1 (2) <i>Failed</i>	<p>No roadway crown or road is bowl shaped with extensive ponding.</p> <p>Little if any ditching.</p> <p>Filled or damaged culverts.</p> <p>Severe rutting (over 3" deep), over 25% of the area.</p> <p>Severe potholes (over 4" deep), over 25% of area.</p> <p>Many areas (over 25%) with little or no aggregate.</p>	<p>Travel is difficult and road may be closed at times.</p> <p>Needs complete rebuilding and/or new culverts.</p>




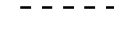


*Note: Individual roadways may not have all of the types of distress listed for any particular rating. Each road may have only one or two types of distress.

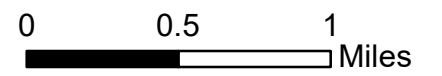
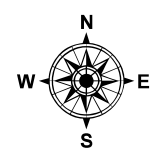
Source: Wisconsin Transportation Information Center.

APPENDIX C – Town Road Map

Map 1
 Road Network
 Town of Russell
 Lincoln County, Wisconsin

Legend

-  State Highways
-  County Highways
-  Local Roads
-  Private Roads
-  Section Lines
-  Water



Source: WI DNR, NCWRPC
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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