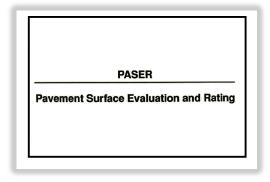
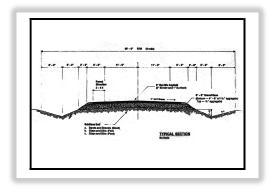
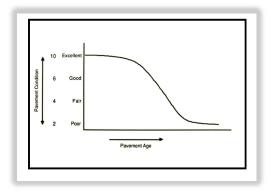
### **Town of Russell Road Surface Management Plan** 2022







Prepared by:

**North Central Wisconsin** Regional Planning Commission
Contact: 715-849-5510 / www.ncwrpc.org



### 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:

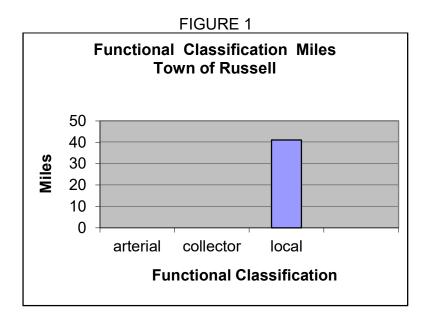
<u>Arterials</u>: Arterials provide service to moderate sized communities and other intraarea traffic generators (schools, churches, employment or service centers) and link those generators to nearby larger population concentrations or major federal or state highways.

<u>Collectors</u>: 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.

<u>Local Roads</u>: 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:

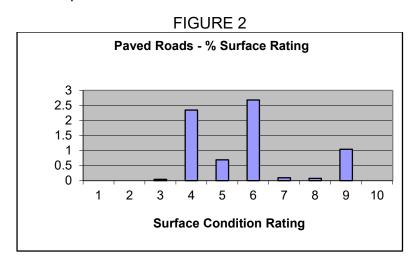
- 1. Role the road plays in providing mobility (through traffic) as opposed to providing access to adjoining property.
- 2. Amount of development adjacent to a roadway. The more adjoining development, the higher the classification. The nature of the development must also be considered here. In the case 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.

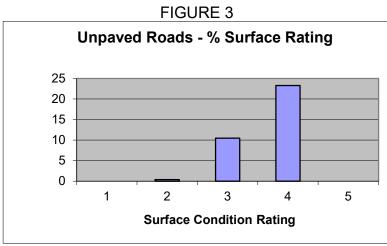
### CHAPTER III ROADWAY MANAGEMENT PLAN RESULTS

### 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.





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.

ASPHALT SURFACE RATING	TABLE 1 CONDITION & SUGGESTED IMPROVEMENT
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

	ABLE 2 DITION & SUGGESTED IMPROVEMENT
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.

EXCELLENT Cost For VERY GOOD 40% Drop Renovation Here in Quality GOOD Will Cost 4 to 5 FAIR Times More Here 40% Drop POOR in Quality

Typical Pavement Condition Life Cycle

FIGURE 4

Region of Opportunity For Maximizing Expenditure Benefit

TRAF

~ 12% of life

Source: WisDOT

VERY POOR

FAILED

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 1/2" higher than the shoulder for each foot of width from the centerline to the edge. A paved road crown should be 1/4" 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 form 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. <u>Building a firm foundation</u>. A roads 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. <u>Use the best material</u>. 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. <u>Compact all layers</u>. 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. <u>Design for traffic loads and volumes</u>. 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. <u>Design for maintenance</u>. Design you 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. <u>Build form the bottom up.</u> 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. <u>Protect your investment</u>. The local road system often is the Community's largest investment. These maintenance activities are critical to the longevity of a local road:

<u>Surface</u> Grade, shape, patch, seal crack, control dust, remove ice and snow;

<u>Drainage</u> Clean and repair ditches and culverts, remove excess debris; <u>Roadside</u> Cut brush, trim trees and roadside plantings, control erosion; and <u>Traffic Service</u> Clean and repair or replace signs.

10. <u>Keep good records</u>. 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) 1st Ave (Bradley St CTH X) Bachelors Ave (CTH X - Dudley Rd) Prairie Forks Rd (W. PrairieForks-Axen) Prairie Pines Rd (STH 17 - CTH X) Town Hall Rd (STH 17 - CTH J)	Seal w/ Patching Seal	MILES 0.50 1.65 0.03 0.16 0.97	\$ \$ \$ \$	24,499 30,898 728 8,998 19,678
Misc.: Grind and Repave up to two bridg	• • •	alt Total	_	10,454 <b>95,255</b>
Beaver Trail Rd (Crane Foot-Turtle Lake) Cemetery Rd (STH 17 - Termini) Dagis Dr (Deer Shiners Dr - Termini) Hackbarth's Dr (STH 17 - Termini) Neuwirth Rd (STH 17 - Termini) W Prairie Forks Rd (Axen Rd - Termini) 2nd Ave (3rd Ave - County Line Rd)	Add Stone+Regrade	0.51 0.14 0.13 0.11	\$ \$ \$ \$ \$	9,573 2,421 11,146 1,209 2,452 2,380 25,977 <b>55,179</b>
Y	EAR 2023			
ROAD SEGMENT (from - to) Bradley St (CTH J - STH 17)	TREATMENT Grind/Double Seal	MILES 1.07		<b>ST EST.</b> 66,880
Misc.: Grind and repave up to six bridge	• •	alt Total	_	31,362 <b>98,242</b>
3rd Ave (STH 17 - 2nd Ave)	Add Stone+Regrade	1.65	\$	42,862

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

### YEARS 2024 & 2025

ROAD SEGMENT (from - to)	TREATMENT	MILES	C	OST EST.
2nd Ave (STH 17 - Haymeadow Dr)	Mill and Overlay	1.00	\$ 1	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
	Asph	nalt Total	\$2	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.

	I otal	\$	100,000
Echo Lake Rd (Friedenfelt - Neuwirth) Neuwirth Rd (Echo Lake Rd - Termini) Welders Pond Rd (CTH J - Termini) Misc.:Additional gravel work as needed	Add Stone+Regrade 0.98 Add Stone+Regrade 0.41 Add Stone+Regrade 0.43  Gravel Total	\$ \$ \$	23,333 7,988 9,306 19,373 <b>60,000</b>
			•

### 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)

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

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

### **TOWN OF RUSSELL (020)**

Rd/St Name		<b>Certified Miles</b>	l pe	Mile	Se																					
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Dudley Rd	Copper Lk Ave	1.04 (5491)	Z	2 35	5 24		1966 13	2020 4	0	0 0	000 000 0		Е	000075		E 50	45	2	4	4 000	NON	00	20	2022 4 2021	2021	
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MILES	OFFSET MILES	(FEET)	;	Ţ	pe WE	Y	۲ Ty	Type WD YR Type YR		LT R1	7	RT	TYPE W	- Q/	LT RT LT RT TYPE WD I CNT	YR	W		2	3	5		:	> H	Ϋ́R	R YR	
стнх	Dudley Rd	1.65 (8712)	z	2 66	5 20	196	8, 91 12, 14	8, 8, 2018 12, 65 20 1991 12, 2018	4	0 0	000 000 0 0	000		Ш	000035	_	E 50 45 5	45	2	4	4 000 NON	NON	00		2022	2022 6 2021	

Basel Ln		0.25																								
AT RD/ST OFFSET	TO ROAD NAME	LENGTH	- MO		SURFACE	ACE	, M	MAINT	CUF	RB SI	HOULDEF	CURB SHOULDER MEDIAN	z	ADT		ROW	Ü	C C	S	0/11	H SHU OO OO OO OO	1	AL	ALN INV	PVT	T/
MILES	OFFSET MILES	(FEET)		Ţ	Type WD YR Type YR	YR	Type	YR	П	RT	LT RT	TYPE W	- Q	LT RT LT RT TYPE WD I CNT YR I W	YR	I W	-	2	3	5			Ξ	V YR	R YR	
Town Hall Rd	Termini	0.25 (1320)	z	3	2 35 16 1992 13 2020	1992	13		0	0	000 000 0		Ш	900000		E 50 45	45	2		4 000	4 000 NON		00	202	2022 3 2021	1021

Bayer St (1)		0.01																									
AT RD/ST OFFSET	TO ROAD NAME	LENGTH	×	_	SURFACE	30	MAINT	۵ خا		В SHC	OULDER	CURB SHOULDER MEDIAN	Z	ADT	_	ROW		0	J	7	THE CONTRACT OF THE CONTRACT O		ALI	ALN INV	PVT		WS
MILES	OFFSET MILES	(FEET)	;	_	Type WD YR Type YR	YR	Type	YR	LT	רו דא	r RT	TYPE V	/D I	LT RT LT RT TYPE WD I CNT YR I	YR	W		2	3	5	2	:	Ξ	v YR	R YR		
Bayer St (2)	Termini	0.01 (53)	z	2	35 20 1999 13 2020	1999	13	2020 4	0	0 20	0 202 202		Ш	900000		A 66 45	45	5		4 000	4 000 NON		00	2022 4	4 2021	1021	

Bayer St (2)		90.0																								
AT RD/ST OFFSET	TO ROAD NAME	LENGTH OW	NO.		SURFACE	CE	MAINT	T	CURB	SHOULE	CURB SHOULDER MEDIAN	AN	ADT		ROW		בני שני	S.	0	N A	H SHN VIII O JS		ALN IN		PVT	MV.
MILES	OFFSET MILES	(FEET)			WD	YR	Type WD YR Type YR	'R	LT RT	LT	LT RT LT RT TYPE WD	WD	CNT	YR	1	M	•	3	)		2	-	<b>∧</b> и	YR R	YR	
Termini	STH 17	0.02 (106)	z	N 2 35 20	20	1999	1999 13 2020	_	0	3 0 0 202 202	02	ш	E 000000		A 66	36 4	45 5		4 00	4 000 NON	Z	00	20	122 4	2022 4 2021	
STH 17	Bayer St (1)	0.02 (106)	z	N 2 70 20	20	1999		က	0 0	3 0 0 303 303	03	ш	E 000010		A 66		45 5		4 00	4 000 NON	Z <sub>C</sub>	00	20	122 4	2022 4 2021	
Bayer St (1)	Termini	0.02 (106)	z	N 2 70 20	20	1999		3		0 0 303 303	03	ш	E 000010		A 66		45 5		4 00	4 000 NON	NC	00	20	2022 4 2021	2021	

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# 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	ed Mil	es																							
Beaver Trail Rd		0.40																									
AT RD/ST OFFSET	TO ROAD NAME	LENGTH	MO	SURI	SURFACE	2	MAINT	JO G	CURB S	SHOULDER		MEDIAN		ADT		ROW	Ę.	S	SC	A/U	SHN	H	O ALN		PVT		WS.
MILES	OFFSET MILES	(FEET)		Type WD	D YR	Type	€ YR	<u>.</u>	RT	LT	RT TYP	TYPE WD	_	CNT	YR	M .	-						У Н	ΥR	2	YR	
Crane Foot Lake Rd (1.29)	Turtle Lake Rd	0.40 (2112)	Z	30 20	1988	8 13	2020	0	0	000	000		О Ш	000025		99 E	42	2	4	000	NON	00	0	2022	2 2	2021	
:																											
Bradley St		1.23																									
AT RD/ST OFFSET	TO ROAD NAME	MLES	OW L	SUR	SURFACE	2	MAINT	ਹ ਹ	CURB S	SHOULDER		MEDIAN	-	ADT		ROW	5	S	ဝ	A/O	NHS	H	ALN C	≧ 5	PVT		SW
MILES	OFFSET MILES	(FEET)		Type WD	D YR	Type	e ≺R	5	R	占	RT TYPE	E WD	_	CNT	Ϋ́R	>							> 		<u>د</u>	YR	
СТН Ј	1st Ave	0.99 (5227)	N Z	70 22	1984	4, 2	2017	0	0	202 20	202		0 4	000035		E 66	45	2	4	000	NON	00	0	2022	4	2021	
1st Ave	STH 17	0.08 (422)	N Z	70 22	1984	4 1,	2017	4 0	0	202 20	202		A 0	000035		E 66	45	2	4	000	NON	00	0	2022	6 2	2021	
STH 17	Termini	0.16 (845)	Z	35 16	3 1992	2 13	2020	4 0	0	000	000		E 0	000015		E 33	45	2	4	000	NON	00	0	2022	4 2	2021	
:																											
Bridge Dr		0.27	-			-		-	ł		-				İ			t	ł							ŀ	
AT RD/ST OFFSET	TO ROAD NAME	LENGTH	-	SUR	SURFACE	_	MAINT	ੂ ਹ	CURB S	SHOULDER		MEDIAN		ADT		ROW	L C	0	ç	4	Į Į	1	A P		PVT		W
MILES	OFFSET MILES	(FEET)	ı	Type WD	D YR	•	9 YR	5	RT	LT	RT TYPE	E WD	_	CNT	YR	×	-						> =	Ϋ́R	2	YR	
STH 17	Termini	0.27 (1426)	Z	65 14	1966	6 12,	2018	0	0	000	000		О Ш	000015		E 33	45	2	4	000	NON	00	0	2022	4	2021	
		:																									
Cemetery Rd		0.14	-			_									-			-	-				-			-	
AT RD/ST OFFSET MILES	TO ROAD NAME	MILES	OW L	SUR	ુ⊢			ਰ !		ਤ ⊢		MEDIAN	-	ADT		ଛ⊢	5	SC.	o Sc	N/A	NHS	H AC	₹ :	₹ ₹	_ և		SW
		(FEET)		Type WD	D YR	Type	R	5	F.	LT	T TYPE	M V		CNT	X X	<b>≥</b>							> I		2	X.	
STH 17	Termini	0.14 (739)	N Z	35 16	3 1966	6 13	2020	0	0	000	000		О Ш	000015		A 50	45	2	4	000	NON	00	0	2022	2 2	2021	
County Line Rd		3.00																									
AT RD/ST OFFSET	TO ROAD NAME	LENGTH	-	SUR	SURFACE	_	MAINT	ر د	CURB S	SHOULDER		MEDIAN		ADT		ROW	C	0	, ,		1	-	ALN		PVT		791.0
MILES	OFFSET MILES	(FEET)	1	Type WD	D YR	Туре	€ YR	5	RT	L R	RT TYPE	E WD	_	CNT	Ϋ́R	<b>&gt;</b>	-					:	> =	X.	~	YR	
R & H Rd	CTH CCC (1.50)	1.50 (7920)	2 Z	35 16	3 1967	7 13	2020	0	0	000	000		О Ш	000015	_	E 50	45	2	4	000	NON	00	0	2022	3	2021	
стн ссс	2nd Ave	1.00 (5280)	N	35 24	4 2011	1 13	2020	0 4	0	000	000		Е 0	000035		E 50	45	2	4	000	NON	00	0	2022	3 2	2021	
2nd Ave	1st Ave (0.50)	0.50 (2640)	N Z	35 20	1967	7 13	2020	0	0	000	000		О Ш	000035		E 50	45	2	4	000	NON	00	0	2022	3	2021	

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# 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	S D		S																					
стн ссс		1.98																								
AT RD/ST OFFSET	TO ROAD NAME	LENGTH OW	- MC	U)	SURFACE	CE	INIW	INT	۵	JRB 8	SHOUL	DER M	CURB SHOULDER MEDIAN	ADT		ROW	EC	28	O C	٧/١	UH N	H SHN SHN SHN SHN SHN SHN SHN SHN SHN SH	ALN INV	N/	LΛd	WS.
MILES	OFFSET MILES	(FEET)		Туре	Type WD YR Type YR	YR	Type	YR	•	R	5	RT TY	PE WD	LT RT LT RT TYPE WD I CNT YR I W	YR	× -	-	2	3	5	2	<b>2</b>	> <u>+</u>	Ϋ́R	R YR	
STH 17	Deer Shiners Dr	0.97 (5122)	N Z	2	N 2 70 24 2004 7 2021	2004	7		4 0 0 104 104	0	104	104	∢	A 000075		99 E	45 4	4	ო	3 000 k	NO N	8		2022	2022 6 2021	121
Deer Shiners Dr	County Line Rd	1.01 (5333)	Z 2	02	N 2 70 24 2004 7 2021	2004	7		4 0 0 104 104	0	. 104	104	∢	A 000075		E 66 45 4	45	4	ဗ	3 000 NON	NON	00		2022	2022 6 2021	121

CTHJ		4.93											٠											į			
AT RD/ST OFFSET	TO ROAD NAME	LENGTH	I MO		SURFACE	SE	M	MAINT	0	CURB		SHOULDER MEDIAN	_	ADT		ROW	, EC	Sa	OS.	C	N V/I	H	AC	ALN	NV	PVT	WS
MILES	OFFSET MILES			-	Type WD	YR	Туре	YR	5	r RT	5	RT TYPE WD	-	CNT	YR	>				)				> H	YR	R YR	
County Line Rd	Schielke Rd	1.00 (5280)	Ν Ζ	70	24	1988	+, 4, <b>/</b>	2019	0	0	204	204	⊢	000400	2019	E 80	30	4		9	000	NON	00	N	2022	7 2021	
Schielke Rd	Hay Meadow Dr	0.50 (2640)	2 2	70	24	1988	7,4	2019	4 0	0	204	204	А	000160		E 80	30	4		3 0	N 000	NON	00	5	2022	7 2021	
СТНХ	Bradley St	0.51 (2693)	2 2	70	24	1985	7,4	2019	4 0	0	204	204	А	000330		E 66	30	4		3 0	N 000	NON	00	5	2022	7 2021	
Bradley St	Town Hall Rd (0.51)	0.51 (2693)	Z 2	70	24	1985	7,4	2019	4 0	0	204	204	А	000330		E 66	30	4		3 0	N 000	NON	00	5	2022	7 2021	
STH 17	Yanda Ave (0.76)	0.34 (1796)	N 2	9	24	2013	1, 4,	2019	4 0	0	203	203	Т	000410	2019	E 66	30	4		3 0	N 000	NON	00	2	2022	8 2021	
STH 17 (0.90)	Yanda Ave	0.09 (475)	N 2	9	24	2013	1, 4, 7	2019	4 0	0	202	202	Т	000410	2019	E 88	30	4		3 0	N 000	NON	00	2	2022	7 2021	
Yanda Ave	Copper Lk Ave (0.08)	0.08 (400)	Z 2	92	24	2013	7	2015	0 4	0	202	202	A	000230		E 88	30	4		3 0	N 000	NON	00	- 5	2022	6 2021	
Yanda Ave (0.08)	Copper Lk Ave (1.98)	1.90 (10054)	α Ζ	20	24	1977	7	7 2015	0	0	202	202	∢	000230		88 E	30	4		3 000		N O N	00	8	2022	6 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)

Rd/St Name		<b>Certified Miles</b>	M p	iles																								
СТНХ		1.33																										
AT RD/ST OFFSET	TO ROAD NAME	LENGTH OW I	- 200	SI	SURFACE	ш	MAINT			B	CURB SHOULDER MEDIAN	R ME	DIAN	ADT	T	œ	ROW	L.	00	C	<b>V</b>	VI N		ALN	N-		PVT	W
MILES	OFFSET MILES	(FEET)		Type	WD	YR T	Type WD YR Type YR		LT RT		LT RT	TYPE	RT TYPE WD	I CNT	. YR	-	W				5	2			>	<u>ح</u>	YR	;
Bachelors Ave	Prairie Pines Rd	0.14 (739)	N 2 70 24 2000	20	24	5000	1 2012		0	4 0 0 104	104 104			E 000275	5	Ш	99	30	4	က	3 000	NON	-	00	2022	22 7	7 2021	
Prairie Pines Rd	1st Ave	0.19 (1003)	N 2 70		24 2000		1 2012	4	0	0 10	0 0 104 104			E 000275	.5	Е	99	30	4	3	3 000	NON		00	2022	22 7	7 2021	
1st Ave	Friedl Rd	0.50 (2640)	N 2 70		24 2000		1 2012		0	4 0 0 103	103	3 0	T 0	T 00048	000490 2014 E	4 E	99	30	4	3	3 000	NON	S	90	2022	22 6	6 2021	
Friedl Rd	СТН Ј	0.50 (2640)	N 2 70		24 2000		1 2012		0	4 0 0 103	103	0	0	0 T 000470 2019	70 201	Э 6	99	30	4	в	3 000	NON	S	90	2022	22 7	7 2021	

	WS	5	
	PVT	YR	2021
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	MEDI	YPE \	
	LDER	RT 1	000 000
	CURB SHOULDER MEDIAN	ᆸ.	000
	CURB	LT RI	
	T	, R	020
	MAINT	Type WD YR Type YR	2 30 11 2006 13 2020
		/R T	900
	SURFACE	VD \	11 2
	SUF	ype V	30
	- ^	-	7
	ENGTH OW		Z
0.50	LENGTH	(FEET)	0.51 (2679)
	TO ROAD NAME	OFFSET MILES	Termini
Dagis Dr	AT RD/ST OFFSET	MILES	Deer Shiners Dr

Deer Shiners Dr		3.05																							
AT RD/ST OFFSET	TO ROAD NAME	LENGTH	- A	0,	SURFACE		MAINT		CURI	В Внс	JULDER	CURB SHOULDER MEDIAN	z	ADT		ROW		0	ç	V/1		7	ALN INV PVT	PVT	W
MILES	OFFSET MILES	(FEET)	1	Type	WD	Type WD YR Type YR	ype	YR	7	7	R	LT RT LT RT TYPE WD I	- QA	CNT YR I W	Ϋ́	<b>&gt;</b>		2	3	5	2	} :	χ 	Y YR	
стн ссс	Dagis Dr	2.00 (10581)	Z 2	35	24	N 2 35 24 2011 13 2020	13 2		4 0 000 000 000	000 0	000 0		Е	000035		33	E 33 45 5	2	4	4 000 NON	NON	00	2022 4 2021	4 202	_
Dagis Dr	R And H Rd	1.05 (5523)	N 2	35	24	N 2 35 24 2011 13 2020	13 2		4 0 (	)00 G	000 000 0 0		Ш	000035	-	E 33	45 5	2	4	4 000 NON	NON	00	2022 4 2021	4 202	

Dudley Rd		3.52																								,
AT RD/ST OFFSET	TO ROAD NAME	LENGTH OW	NO.		SURFACE	<b>VCE</b>	MA	MAINT	cur	RB SH	OULDER	CURB SHOULDER MEDIAN	Z	ADT		ROW		O O	O.	4/1	H SHN DO OS OB	Н		ALN INV	PVT	T Sw
MILES	OFFSET MILES	(FEET)	;	_	e WD	Type WD YR Type YR	Type	YR	5	RT L	T RT	LT RT LT RT TYPE WD I	- QA	CNT	YR	N N		2	3	5	2	:		V YR	R YR	
STH 17	Bachelors Ave	1.03 (5438)	z	2 35	N 2 35 24	1966	13	1966 13 2020	0	0	4 0 000 000		Ш	E 000075		E 50	0 45	2		4 000	000 A		8	2022	2022 4 2021	1021
Bachelors Ave	Town Hall Rd	1.00 (5280)	z	2 35	24	1966	13	2020	0 4	00 0	N 2 35 24 1966 13 2020 4 0 0 000 000		Ш	E 000075		E 50	0 45	2		4 000	4 000 NON		00	2022	2022 4 2021	:021
Town Hall Rd	Axen Rd	1.49 (7867)	z	2 35	24	1966	13	2020	0	0	N 2 35 24 1966 13 2020 4 0 0 000 000		Ш	E 000075		E 5	E 50 45	2		4 000	4 000 NON		00	2022	2022 4 2021	1021

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

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

### TOWN OF RUSSELL (020)

Rd/St Name		Certified Miles	I pe	Mile	Se																								
Echo Lake Rd		1.88																											
AT RD/ST OFFSET	TO ROAD NAME	LENGTH	×	_	SUR	SURFACE		MAINT		CUF	CURB SH	SHOULDER		MEDIAN		ADT		ROW		בט	٥	C	V V/II	NING	7	ALN	N/	PVT	W.S
MILES	OFFSET MILES				Type W	WD ✓	YR T	Type Y	YR	5	RT	LT RT		TYPE WD	_	CNT	YR	-	-   *			)				> H	YR	R YR	
STH 17	Tarin Ln	0.13 (686)	z	2 34	35 2	20 16	1966	13 20	2020 4	4 0	0 00	000 000	0.		Ш	000015		В	50 4	45 5		4	000 N	NON	00		2022	3 2021	
Tarin Ln	Friedenfelt Dr	0.77 (4066)	z	2 34	35 2	20 16	1966	13 20	2020 4	4 0	0 00	000 000	0(		Ш	000015		В	50 4	45 5		4 0	000 N	NON	00		2022	3 2021	
Friedenfelt Dr	Neuwirth Rd	0.98 (5174)	z	2 38	35 2	22 16	1979	13 20	2020 4	0	0	000 000	0		Ш	000015		Ш	33 4	45 5		4	000	NON	8		2022	3 2021	
Friedenfelt Dr		0.40																											
AT RD/ST OFFSET	TO ROAD NAME	LENGTH	MO		SUR	SURFACE		MAINT		cur	CURB SH	SHOULDER		MEDIAN		ADT		ROW		FC RC	os: o	O	A/11	HSHN	4 AC	ALN	NV	PVT	WS
MILES	OFFSET MILES		:	Ty	Type WD		YR T	Type Y	YR	Ц	RT L	LT RT		TYPE WD	-	CNT	YR	-				)				> H	YR	R YR	
Echo Lake Rd	Termini	0.40 (2112)	z	2 34	35 1	18 16	1966	13 20	2020 4	4 0	0 00	000 000	0(		Ш	000015		Ш	33 4	45 5		4 0	V 000	NON	00		2022	3 2021	
Friedl Rd		0.50																											
AT RD/ST OFFSET	TO ROAD NAME	LENGTH	<u> </u>		SUR	SURFACE		MAINT		CUE	CURB SH	SHOULDER		MEDIAN		ADT		ROW			S.	С	4	NHS.	H	ALN	<u>≥</u>	PVT	W.
MILES	OFFSET MILES			•	Type WD		YR T	Type Y	YR.	5	RT	LT RT		TYPE WD	-	CNT	X.	-	. *	-		)			_	> ±	YR _	R	
стнх	Termini	0.50 (2640)	z	3,	35 1	18 19	1992	13 20	2020 4	0	0	000 000	0		Ш	000000		Ш	33 4	45 5		4	000	NON	00		2022	3 2021	
- 000		90.0																											
GIOSS EII	THE COLUMN	LENGTH			S. S.	SURFACE		MAINT	-	2	CURB	SHOULDER		MEDIAN		TOA		NO.	>							Z		FVG	
MILES	OFFSET MILES	MILES (FEET)	ow	L Tyl	rype WD		~	Type YR	R P			LT RT	ТТҮЕ	TYPE WD	-	CNT	YR	_		FC RC	c sc	0	U/A N	NHS	н АС	<b>&gt;</b>	YR	R YR	SW
STH 17	Termini	0.26 (1373)	z	2 38	35 1	16 18	1991	13 20	2020 4	0	0	000 000	0		Ш	000015		Ш	33 4	45 5		4	000	N O N	8		2022	3 2021	
Hackbarth's Dr		0.14																					-						-

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LENGTH MILES (FEET)

TO ROAD NAME OFFSET MILES

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STH 17

# 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)

			TV4 VNI	YR X	INV         PVT           YR         R           YR         YR           2022         4           2021         2021	INV         PVT           YR         R         YR           2022         4         2021           2022         4         2021
		ALN	Η			2022 4 2021
		J	:	00	00	00
		SHN	2	4 000 NON	4 000 NON	4 000 NON
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		CURB SHOULDER MEDIAN	LT RT TYPE WD I CNT			
		DER.	RT	000	000	000
		SHOUL	П	000	000	000
		IRB S	RT	0	0	0
			LT	0	0 t	0
		MAINT		13 2020 4 0 0 000 000	24 2010 13 2020 4 0 0 000 000	24 1966 13 2020 4 0 0 000 000
		M	Type	13	13	13
		ACE	Type WD YR Type YR	24 1966	2010	1966
(0)		SURFACE	€ WD	24	24	24
			•	35	2 35	35
2 □		- %		N 2	N 2	N 2 35
Certified Miles	1.49	LENGTH OW I	(FEET)	1.00 (5280)	0.02 (100)	0.47 (2487)
		TO ROAD NAME	OFFSET MILES	1st Ave	2nd Ave (0.02)	2nd Ave
Rd/St Name	Hay Meadow Dr	AT RD/ST OFFSET	MILES	СТН Ј	1st Ave	1st Ave (0.02)

Neuwirth Rd		1.28																									
AT RD/ST OFFSET	TO ROAD NAME	LENGTH OW I	WO	_	SURFACE	ACE	/W	MAINT	o d	URB S.	HOULDE	CURB SHOULDER MEDIAN	N	ADT		ROW		בנ	S	-	IN V	JV H SHN V/II O JS	IA AI	ALN INV		PVT	W
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## **WISCONSIN INFORMATION SYSTEM FOR LOCAL ROADS** STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

**TOWN OF RUSSELL (020)** 

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Deer Shiners Dr	R & H Rd (0.10)	0.10 (528)	Z	2 35	50	N 2 35 20 1966 13 2020	13		0	0	4 0 000 000		Ш	E 000035	Ш	20	E 50 45 5	2	4 0	000 A	00	0	2022	2022 4 2021	21

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# 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)** 

Town Hall Rd  AT RD/ST OFFSET  MILES  Dudley Rd  Dudley Rd	4.50 LENGTH MILES																										
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# 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 Excellent	None.	New construction.	
9 Excellent	None.	Recent overlay, like new	
8 Very Good	No longitudinal cracks except reflection of paving joints.	Recent sealcoat or new road mix. Little or no maintenance required.	
	Occasional transverse cracks, widely spaced (40" or greater).		
	All cracks sealed or tight (open ¼" or less).		
7 Good	Very slight or no ravelling, surface shows some traffic wear.	First signs of aging. Maintain with routine crack	
	Longitudinal cracks (open ½") due to reflection or paving joints.	filling.	
	Transverse cracks (open ¼") spaced 10 feet or more apart, little or slight crack ravelling.		
	No patching or very few patches in excellent condition.		
6 Good	Slight raveling (loss of fines) and traffic wear.	Show signs of aging, sound structural condition. Could	
	Longitudinal cracks (open ½" – ½") due to reflection and paving joints.	extend life with sealcoat.	
	Transverse cracking (open ½" to ½") some paced less than 10 feet.		
	First sign of block cracking.		
	Slight to moderate flushing or polishing.		
	Occasional patching in good condition.		

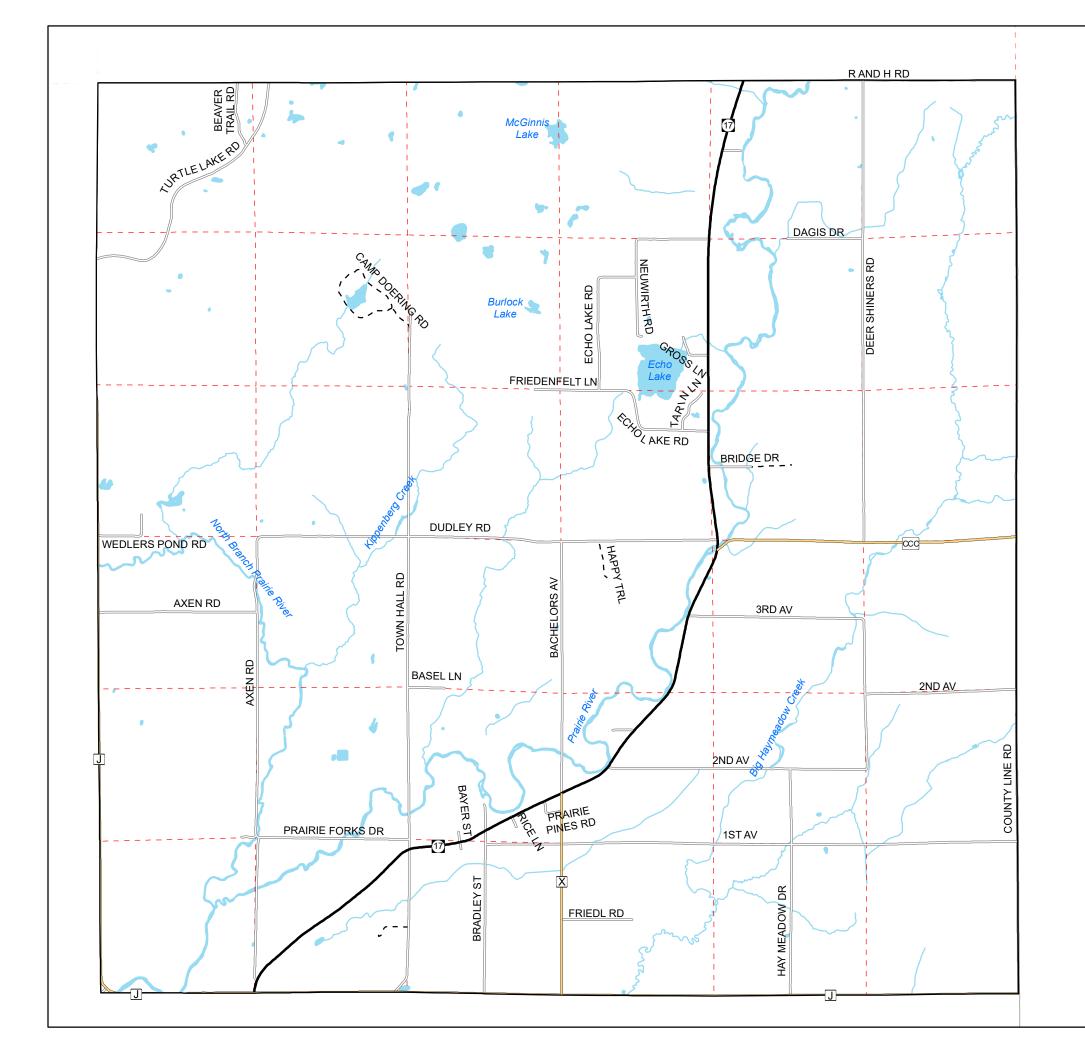
PASER Asphalt Surface Rating System (continued)		
Surface Rating	Visible Distress*	General condition/ Treatment measures
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate).	Surface aging, sound structural condition. Needs
	Longitudinal and transverse cracks (open ½") show first signs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

PASER Gravel Surface Rating System			
Surface	e Rating	Visible Distress*	General condition/ Treatment measures
5 (10) H	Excellent	No distress.  Dust controlled.  Excellent surface condition and ride.	New construction – or total reconstruction.  Excellent drainage.  Little or no maintenance required.
4 (8)	Good	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	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.

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

Source: Wisconsin Transportation Information Center.

APPENDIX C – Town Road Map		



### Map 1 Road Network Town of Russell Lincoln County, Wisconsin

### Legend

State Highways

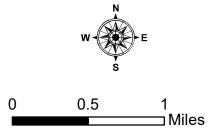
County Highways

Local Roads

---- Private Roads

**Section Lines** 





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.



Prepared By:

North Central Wisconsin Regional NCWRPC Planning Commission

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