

Chapter Trans 208

STATE TRUNK HIGHWAY LOCATION PROCESS

Trans 208.01 Purpose and scope.
Trans 208.02 Definitions.
Trans 208.03 Location procedure.

Trans 208.04 Concept definition.
Trans 208.05 Investigation.
Trans 208.06 Determination.

Trans 208.01 Purpose and scope. (1) In accordance with s. 84.02, Stats., the purpose of this chapter is to set forth the methods used by the department of transportation for establishing state trunk highway locations that most efficiently serve Wisconsin's transportation needs.

(2) This chapter shall apply whenever a location alternative involving realignment, relocation or addition to the state trunk highway system is evaluated as part of any project development process under ch. Trans 209.

History: Cr. Register, February, 1985, No. 350, eff. 3-1-85.

Trans 208.02 Definitions. (1) Words and phrases defined in ch. Trans 209 are used in the same sense in this chapter unless a different definition is specifically provided:

(2) In this chapter:

(a) "Chief design engineer" means the principal engineer who heads the department's design section.

(b) "Engineering review" includes reviewing, refining and evaluating location alternatives.

(c) "Locating" means those activities within the department's facilities development process leading to a decision by the secretary to retain, realign or relocate the existing highway or to add a new segment of highway to the state trunk highway system.

(d) "Public involvement" includes contacts with potentially affected property owners, elected representatives, local officials, area planning organizations, outside agencies, interested citizens, and holding public information meetings.

(e) "Realign" means a minor alteration of the existing highway location brought about through the department's adoption of orders and maps or plats (termed "relocation orders") in accordance with the provisions of s. 84.09, Stats.

(f) "Relocate" means any change in the existing highway location that is more extensive than a realignment.

(g) "State trunk highway system" (STH) means the system of trunk highways administered by the department pursuant to chapter 84, Stats.

History: Cr. Register, February, 1985, No. 350, eff. 3-1-85.

Trans 208.03 Location procedure. (1) The department shall determine the locations of state trunk highways (STH) as part of the overall process for developing a STH improvement program in accordance with ch. Trans 209. Identification of deficiencies in the STH system shall be undertaken by the regions in accordance with the programming procedures set forth in ch. Trans 209.

(2) The elements pertaining to establishment of STH locations shall be as follows:

- (a) Concept definition report;
- (b) Investigation; and
- (c) Determination.

(3) Application of these process steps may vary based upon

the needs and circumstances of each individual improvement project.

History: Cr. Register, February, 1985, No. 350, eff. 3-1-85; correction in (1) made under s. 13.92 (4) (b) 6., Stats., Register February 2013 No. 686.

Trans 208.04 Concept definition. (1) The department shall document the perceived need for an improvement project through preparation of a report termed the "concept definition report." This report presents the initial concepts of the proposed improvement project and sets forth:

- (a) Where the proposed improvement project is geographically located;
- (b) Why the improvement is needed; and
- (c) What concepts are proposed to satisfy the need.

(2) The concept definition report is completed as a part of the project development process under ch. Trans 209 and is submitted to the central office, division of highways and transportation facilities.

History: Cr. Register, February, 1985, No. 350, eff. 3-1-85.

Trans 208.05 Investigation. (1) Upon acceptance of the concept definition report by the chief design engineer, the department shall formally investigate location alternatives. Although the extent of such activities are variable and depend upon the scope and nature of each project, they shall include the following:

- (a) Initiation of dialogue with affected public representatives, private individuals and groups; and
- (b) Assembly and correlation of relevant highway, land and environmental data in the project area.

(2) Based on information acquired in sub. (1), the department may proceed to develop location project alternatives which are consistent with approved project concepts and highway policies, standards and guides. Engineering experience and judgment are called upon in developing alternatives which may include:

- (a) Retention of the existing STH location for the project;
- (b) Realignment of one or more segments of the existing STH system within the expected project limits;
- (c) Relocation of one or more segments of the STH system; or
- (d) Addition of one or more new segments of STH to the system.

(3) The project alternatives are subsequently refined, estimates of their respective production costs are prepared, and the features of each are analyzed and compared.

(4) The region shall then appropriately document the social, economic and environmental impacts of each alternative.

History: Cr. Register, February, 1985, No. 350, eff. 3-1-85; correction in (4) made under s. 13.92 (4) (b) 6., Stats., Register February 2013 No. 686.

Trans 208.06 Determination. (1) Location determination activities include:

- (a) Continuation of public involvement;

- (b) Final engineering review of the alternatives;
- (c) Holding a public hearing if appropriate; and
- (d) Recommending a location.

(2) In those instances where only retention or realignment are recommended, the recommendation is submitted to the chief design engineer for approval.

(3) In those instances where STH relocation or addition is recommended, a study report shall be prepared. This report shall include:

- (a) Documentation of past location activities;
- (b) Description of the alternatives considered; and
- (c) The location recommendation.

(5) This report shall be submitted to the chief design engineer for review and recommendation. It shall then be submitted to the administrator of the division of highways and transportation facilities and the secretary for approval of the STH location.

History: Cr. Register, February, 1985, No. 350, eff. 3-1-85.