CORRESPONDENCE/MEMORANDUM _____ **State of Wisconsin**

Date: April 13, 2016

To: Beth Cannestra, PE
Director, Bureau of Project Development
Attn: Don Greuel, PE, Project Services Chief

From: Jerald Mentzel, PE
Northwest Region

Subject: ABBREVIATED DESIGN STUDY REPORT
Project I.D. 1050-01-31
Chippewa Falls - Cadott
Stillson Creek to 320th Street (WB)
STH 29
Chippewa County

Project I.D. 1052-01-32
Chippewa Falls - Cadott
Stillson Creek to 320th Street (EB)
STH 29
Chippewa County

Having considered the economic and social effects of this project, its impact on the environment, and its consistency with the goals of community planning, we request your approval of the attached design study report.

for _____ 4/14/16
Region Project Development Chief Date

Concur:

_____
Bureau of Project Development, Date
Project Services Chief

ABBREVIATED DESIGN STUDY REPORT

Project I.D. 1050-01-31
Chippewa Falls - Cadott
Stillson Creek to 320th Street (WB)
STH 29
Chippewa County

Project I.D. 1052-01-32
Chippewa Falls - Cadott
Stillson Creek to 320th Street (EB)
STH 29
Chippewa County

May 19, 2016

emcs.inc

500 North 17th Avenue
Wausau, WI 54401
715.845.1081 (p)
715.845.1099 (f)

ABBREVIATED DESIGN STUDY REPORT

1.0 PROJECT DESCRIPTION AND NEED

1.1. Federal Oversight Project (Yes or No): No

1.2. Project Length & Termini

Project Length: Approximately 15-miles along eastbound STH 29 and along westbound STH 29

Termini/Limits:

The project is located on STH 29 from Stillson Creek to 320th Street in Chippewa County. The project also includes the interchange ramps and crossroads between ramp terminals at the CTH X, STH 27, and CTH D interchanges. See **Attachment 1** for a location map and project overview.

1.3. Functional Classification/Access Control

Roadway Name	Functional Class (Arterial, Collector or Local)	Rural, Urban or Transitional	Corridors 2030 or Backbone (No or State which)	NHS Route (Yes or No)	Long Truck Route (No or state Federal or State)	Access Control Tier	On Ped Trans. Plan (Yes or No)	On Bike Trans. Plan (Yes or No)
STH 29	Arterial	Rural	2030 Backbone Route	Yes	Federal and State	1	No	No**
CTH X (thru interchange)	Collector	Rural	No	No	No	N/A	No	No
STH 27 (thru interchange)	Arterial	Rural	No	No	Yes/State	3	No	No*
CTH D (thru interchange)	Collector	Rural	No	No	No	N/A	No	No*

Comments:

*STH 27 is indicated as moderate conditions for bicycling and CTH D is indicated as best conditions for bicycling according to the Chippewa County Comprehensive Plan.

**STH 29 is indicated as high volume undesirable conditions for bicycling east of STH 27 Wisconsin Bicycle Map. STH 29 is designated a freeway per Wisconsin State Stature 84.295, but is built to express way standards with some at-grade intersections and some grade separation overpasses east of STH 27. Pedestrian and bikes are not prohibited on STH 29 from STH 27 to the east project limits.

STH 29 and STH 27 north of the interchange with STH 29 are OSOW routes and south on STH 27 is a known use OSOW route. See **Attachment 12** for the controlling OSOW vehicle turning movements used to develop the proposed improvements.

1.4. Need For Project

The purpose of the project is to improve the deteriorating pavement and adjacent shoulders, address shoulder widths that do not meet freeway standards, upgrade beam guard, make minor culvert improvements, and improve deteriorating pavement marking and signing. This project will consist of approximately 15-miles of pavement and roadside repairs along eastbound and westbound STH 29. The deteriorating pavement on the interchange ramps and crossroads between the ramp terminals at CTH X, STH 27, and CTH D will also be improved. The improvements are needed to extend the service life of the existing pavement and to maintain safe and efficient traffic operations along this important STH 29 route.

The existing STH 27 interchange does not adequately accommodate OSOW vehicles to and from STH 29. STH 27 north of STH 29 is an OSOW route and STH 27 south of STH 29 is known to be used by OSOW vehicles. Large trucks commonly use this interchange to move their goods. Minor improvements to median island noses have been recently constructed to improve truck movements, but more extensive modifications are needed to properly accommodate single and multiple trip OSOW vehicles through the interchange.

2.0 PRESENT FACILITY

2.1. Posted Speed

Roadway or Roadway Segment	Posted Speed	Advisory Speed
STH 29	65-70	None
CTH X	55*	None
STH 27	45	None
CTH D	55	None

Comments:

* Speed not posted; assumed 55 mph per statute.

2.2. Geometrics

2.2.3 * Vertical Clearance Outside of Desirable or Minimum Design Standards.

Location (Stationing, Overpass Structures, etc.)	* Vertical Clearance
B-09-036 (Station 235'EB'+16, 195th Street over STH 29)	16'-8" Over STH 29 EB (16'-9" desirable and 16'-4" minimum)
B-09-037 (Station 286'EB'+31, CTH K over STH 29)	16'-3" Over STH 29 EB (16'-9" desirable and 16'-4" minimum)
B-09-039 (Station 380'WB'+75, 220th Street over STH 29)	16'-5" Over STH 29 EB (16'-9" desirable and 16'-4" minimum)
B-09-019 (Station 423'WB'+54, CTH X Interchange over STH 29)	16'-4" Over STH 29 EB and WB (16'-9" desirable and 16'-4" minimum)
B-09-176 (Station 452'EB'+39, CTH XX over STH 29)	16'-2" Over STH 29 WB (16'-9" desirable and 16'-4" minimum)
B-09-179 (Station 610'WB'+85, STH 27 Interchange over STH 29)	16'-3" Over STH 29 WB (16'-9" desirable and 16'-4" minimum)
B-09-022 (Station 901'EB'+52, CTH X over STH 29)	16'-4" Over STH 29 WB (16'-9" desirable and 16'-4" minimum)
B-09-189 (Station 911'EB'+40, CTH D Interchange over STH 29)	16'-6" Over STH 29 WB (16'-9" desirable and 16'-4" minimum)

*Controlling Criteria

Comments:

The minimum/desirable ranges provided in the table are for new construction. Per FDM 11-35 Attachment 1.9; for bridges that are to remain in place, the minimum required clearances are as follows:

- 195th Street, 130th Avenue, 220th Street, CTH X, CTH XX, STH 27, CTH X, and CTH D bridges over STH 29 – 16'-0" min

While all of the existing bridges do not meet the desirable and minimum standards for new construction, they do meet the minimum existing requirements to remain in place.

2.4 Cross Section – See **Attachment 2** for existing typical sections.

STH 29
Number of roadways: 2
Number of lanes: 2 on each roadway / 4 total lanes

Median width: 60’ Normal
* Lane width: 12’
* Shoulder width (Total and Paved or Curb & Gutter): 10’ outside (8’ paved) (Station 611’EB’ = 8’ to face of guardrail at STH 27); 6’ median side (3’ paved)
Bicycle Facility Type: STH 29 is designated freeway per Wisconsin State Stature 84.295, but is built to express way standards with some at-grade intersections and some grade separation overpasses east of STH 27. Pedestrian and bikes are allowed on STH 29 from STH 27 to the east project limits. East of STH 27 bicycles use the existing 8’ paved shoulder.
Sidewalk and curb ramps: N/A; designated freeway
* Cross slope: 2%
* Super-elevation: RC to 4.6% max (per as-built data)
* Horizontal clearance: Outside: 12’ without guard rail, 10’ with guardrail (Station 611’EB’ = 8’ to face of guardrail at STH 27) Inside median: 8’ without guardrail, 6’ with guardrail
Clear Zone: 30’ except from Station 644’EB’+00 to end of project the clear zone is 24’
* Vertical clearance: 16’ or greater over STH 29 (see section 2.2.3)
Side-slopes and Ditch sections: 4:1 fill slopes/6:1 to 4:1 ditch section

*Controlling Criteria

CTH X
Number of roadways: 1
Number of lanes: 2
Median width: N/A
* Lane width: 12’
* Shoulder width (Total and Paved or Curb & Gutter): Varies between ramp terminals; 3’ across bridge (3’ paved)
Bicycle Facility Type: Paved shoulder
Sidewalk and curb ramps: N/A; rural roadway
* Cross slope: 2%
* Super-elevation: N/A
* Horizontal clearance: 3’ to face of rail
Clear Zone: 18’ (note; guardrail is present throughout paving limits)
* Vertical clearance: N/A; no structures over CTH X
Side-slopes and Ditch sections: 4:1 to 2.5:1 fill slopes behind guardrail

*Controlling Criteria

STH 27
Number of roadways: 1
Number of lanes: 2
Median width: 26’
* Lane width: 12’
* Shoulder width (Total and Paved or Curb & Gutter): 8’ across bridge (8’ paved); some sections of curb and gutter present
Bicycle Facility Type: Paved shoulder

Sidewalk and curb ramps: N/A; rural roadway
* Cross slope: 2%
* Super-elevation: N/A
* Horizontal clearance: 10’
Clear Zone: 24’
* Vertical clearance: N/A; no structures over STH 27
Side-slopes and Ditch sections: 4:1 fill slopes/4:1 to 6:1 to 4:1 ditch section

*Controlling Criteria

CTH D
Number of roadways: 1
Number of lanes: 2
Median width: N/A
* Lane width: 12’
* Shoulder width (Total and Paved or Curb & Gutter): 8’ (8’ paved with curb and gutter between ramps)
Bicycle Facility Type: Paved shoulder
Sidewalk and curb ramps: N/A; rural roadway
* Cross slope: 2%
* Super-elevation: N/A
* Horizontal clearance: 10’
Clear Zone: 30’
* Vertical clearance: N/A; no structures over CTH D
Side-slopes and Ditch sections: 4:1 fill slopes/4:1 to 6:1 to 4:1 ditch section

*Controlling Criteria

Ramps
Number of roadways: 1
Number of lanes: 1
Median width: N/A; one lane roadway
* Lane width: 16’
* Shoulder width (Total and Paved or Curb & Gutter): 8’ outside (5’ paved); 4’ inside (3’ paved); 4’ outside shoulder width to face of barrier at EB exit and WB entrance ramp at CTH D
Bicycle Facility Type: STH 29 is a designated freeway per Wisconsin State Stature 84.295, but is built to express way standards with some at-grade intersections and some grade separation overpasses east of STH 27. Pedestrian and bikes are allowed on STH 29 from STH 27 to the east project limits. The ramps at CTH D and on the east side of STH 27 provide bicycle’s with a 5’ paved shoulder.
Sidewalk and curb ramps: N/A; designated freeway
* Cross slope: 2%
* Super-elevation: RC to 5.15% max (per as-built data)
* Horizontal clearance: 10’ outside, 6’ inside
Clear Zone: 18’
* Vertical clearance: N/A; no structures over ramps

Side-slopes and Ditch sections: 4:1 fill slopes/6:1 to 4:1 ditch section

*Controlling Criteria

2.5 Pavement Structure/Condition

Roadway	Pavement Types & Thicknesses	Physical Description
STH 29	(Stillson Creek to STH 27) 10" concrete non-reinforced dowelled pavement (STH 27 to 320th Street) 11" concrete non-reinforced dowelled pavement (the 11" concrete pavement from Station 974'EB'+85 to the end of the project is overlaid with 2" asphaltic pavement)	Corner breaking, linear cracking, spalled joints, punch-outs, and faulting in concrete areas; cracking and rutting in asphaltic areas
Crossroad (CTH X)	Variable depth asphaltic pavement	
Crossroad (STH 27)	4.5-inch asphaltic pavement	
Crossroad (CTH D)	5.5-inch asphaltic pavement	
Ramps (CTH X and STH 27)	10" concrete non-reinforced dowelled pavement in tapers 4.5" asphaltic pavement on ramps	
Ramps (CTH D)	11" concrete non-reinforced dowelled pavement in tapers 6.5" asphaltic pavement on ramps	

2.7 Structures

Existing Structure I.D. #	Feature Crossed	Structure Type	Sufficiency Rating	* Clear Roadway Width	Railing Type	* Structurally Deficient or Functionally Obsolete	* Inventory Load Rating
B-09-171	Stillson Creek (STH 29 EB)	Concrete Girder Bridge	93.5	40'	Sloped Face Parapet Type B	No	HS22
B-09-031	Stillson Creek (STH 29 WB)	Concrete Girder Bridge	93.5	43'	Sloped Face Parapet Type B	No	HS29
B-09-174	190th Street (STH 29 EB)	Slab Span Bridge	91.8	40'	Sloped Face Parapet Type B	No	HS20
B-09-035	190th Street (STH 29 WB)	Slab Span Bridge	73.7	43'	Sloped Face Parapet Type B	No	HS13

Existing Structure I.D. #	Feature Crossed	Structure Type	Sufficiency Rating	* Clear Roadway Width	Railing Type	* Structurally Deficient or Functionally Obsolete	* Inventory Load Rating
B-09-036	195th Street over STH 29	Concrete Girder Bridge	80.5	27’	Sloped Face Parapet Type B	No	HS13
B-09-037	CTH K over STH 29	Concrete Girder Bridge	98.7	30’	Vertical Face Parapet Type AS	No	HS20
B-09-038	Paint Creek (STH 29 WB)	Slab Span Bridge	92.9	43’	Sloped Face Parapet Type B	No	HS23
B-09-175	Paint Creek (STH 29 EB)	Slab Span Bridge	92.9	40’	Sloped Face Parapet Type B	No	HS22
B-09-039	220th Street over STH 29	Steel Girder Bridge	79.8	27’	Vertical Face Parapet Type A	No	HS11
B-09-019	CTH X interchange over STH 29	Steel Girder Bridge	93.1	30’	Vertical Face Parapet Type A with Class A Rail	No	HS20
B-09-176	CTH XX over STH 29	Concrete Girder Bridge	94.7	36’	Sloped Face Parapet Type B	No	HS24
B-09-177	CTH X (STH 29 WB)	Steel Girder Bridge	96.2	40’	Sloped Face Parapet Type B	No	HS29
B-09-020	CTH X (STH 29 EB)	Steel Girder Bridge	87	40’	Sloped Face Parapet Type B	No	HS21
C-09-031	Unnamed Creek	Box Culvert	N/A	68’	Flexible Beam – Steel	No	HS20
B-09-179	STH 27 interchange over STH 29	Concrete Girder Bridge	98.8	66’	Sloped Face Parapet Type B	No	HS24

Existing Structure I.D. #	Feature Crossed	Structure Type	Sufficiency Rating	* Clear Roadway Width	Railing Type	* Structurally Deficient or Functionally Obsolete	* Inventory Load Rating
C-09-006	Turner Creek	Box Culvert	N/A	68’	N/A	No	HS20
B-09-022	CTH X over STH 29	Steel Girder Bridge	83.4	30’	Sloped Face Parapet Type B	No	HS13
B-09-189	CTH D interchange over STH 29	Concrete Girder Bridge	99.0	40’	Sloped Face Parapet Type B	No	HS21
B-09-29	Hay Creek	Box Culvert	N/A	222’	N/A	No	HS20

*Controlling Criteria

Comments:

No bridge improvements are planned.

2.8 Utilities

Utility Name	Type of Utility	General Location	Underground/ Overhead/ Both
AT&T Wisconsin	Communication Line	Buried fiber near the north right of way line from Stillson Creek (Station 155’WB’) to near Station 369’WB’ where is crosses WB and EB STH 29 Buried copper cable crossing of STH 29 east of 190th Street (near Station 211’EB’) Aerial copper cable and buried fiber optic crossing of STH 29 east of 195th Street (near Station 236’EB’) Buried copper cable crossing of STH 29 east of 210th Street (near Station 312’EB’) Buried copper cable crossing of STH 29 west of 220th Street (near Station 379’EB’)	Both
Boyd Mun Water and Sewer Utility	Sewer	8-inch sewer crossing of STH 29 east of CTH D (Station 922’EB’)	Underground
Boyd Mun Water and Sewer Utility	Water	2-inch water line crossing of STH 29 east of CTH D (Station 912’EB’)	Underground
CenturyLink - CenturyTel of Midwest-Wisconsin	Communication Line	Buried facilities along westbound CTH X entrance ramp and eastbound CTH X exit ramp, crossing STH 29 at Station 416’EB’, crossing STH 29 at Station 450’EB’, crossing STH 29 near Station 507’EB’, crossing STH 29 near Station 561’EB’, along the south side of the STH 27 eastbound exit ramp, along the north side of the STH 27 westbound entrance ramp, and crossing STH 29 near Station	Underground

		602'EB'	
Charter Communications	Communication Line	Aerial coaxial cable crossing of STH 29 west of STH 27 (Station 610'EB')	Overhead
Dairyland Power Cooperative	Electric Transmission	Crossing of STH 29 east of CTH XX (Station 454'EB')	Overhead
Eau Claire Energy Cooperative	Electric	Overhead crossing of STH 29 east of 210th Street (Station 312'EB'), west of CTH X (Station 415'EB'), west of 240th Street (Station 507'EB'), and east of 240th Street (Station 518'EB')	Overhead
Magellan Pipeline	Gas/ Petroleum	Crossing of STH 29 east of 190th Street (Station 221'EB') Crossing of STH 29 west of CTH X (Station 415'EB')	Underground
CenturyLink Communications f/k/a QWEST	Communication Line	Buried fiber near the south right of way line from CTH XX (Station 453'EB') to near Station 561'EB' where is crosses EB and WB STH 29 Buried fiber near the south right of way line from STH 27 (Station 606'EB') to east of the end project limits (Station 990'EB') Crossing of STH 29 east of Church Road (Station 665'EB')	
We Energies	Gas/ Petroleum	Crossing of STH 29 west of 220th Street (Station 559'EB') Crossing of STH 29 west of STH 27 (Station 603'EB') Crossing of STH 29 east of STH 27 (Station 618'EB')	Underground
Xcel Energy	Electric Transmission	Two crossings of STH 29 west of 220th Street (Station 370'EB'); east of the CTH D interchange (Station 927'EB')	Overhead
Xcel Energy	Electric Distribution	Crossing of STH 29 at the following locations: east of 190th Street (Station 211'EB'), east of 195th Street (Station 236'EB'), east of CTH K (Station 287'EB'), west of 270th Street (Station 663'EB'), west of 290th Street (Station 766'EB'), west of CTH X (Station 900'EB'), east of the CTH D interchange (Station 927'EB')	Overhead

2.9 Railroad Crossings

Location (Sta.)	Railroad Name	No. of Tracks	Function	Crossing Type
There are no railroad crossings present within the project limits.				

2.11 Unique Project Features

Wisconsin Central Ltd runs parallel to the project. The project is within 50' of the RR right-of-way. STSP 107-026 will be included in the Special Provisions and RPLI will be required.

3.0 TRAFFIC

3.1 Traffic Volumes/Conditions

3.1.1 See attached Traffic Forecast Report – See **Attachment 3.**

3.1.2 Highway Capacity Analysis

Location (Roadway Segment or Intersection)	Existing Level of Service	Construction Year Level of Service	Construction Year + 10 Level of Service
STH 29 Project I.D. 1050-01-31	A	A	A/B *
STH 29 Project I.D. 1052-01-32	A	A	A/B *

Comments:

*LOS is A except on the east end of the project (PDP 105T017 to 109T000).

Data was provided from WisDOT's meta manager.

3.2 CRASH ANALYSIS

3.2.1 Project Crash Information

Roadway	Crash Rate (1) (Year.)	Statewide Crash Rate (1) (Year)*	Number & Severity of Crashes (2009 – 2013)			
			Fatal	Injury	Property Damage	Total No. Crashes
STH 29 EB	20 (2010-2014)	34 (2009 – 2013)*	1	21	63	85
STH 29 WB	16 (2010-2014)	34 (2009-2013)*	0	13	54	67

(1) Crash rate based on 100 million vehicles miles traveled (100 MVMT)

Comments:

* 2010 to 2014 crash rates are not available at the time of the preparation of this DSR.

The above crash analysis is for the overall STH 29 corridor on eastbound and westbound STH 29. The crash rates are similar to the statewide crash rate for each direction. One fatality occurred near CTH D on eastbound STH 29 in 2010. The collision was a same direction sideswipe with another vehicle.

Crash data was also analyzed for the interchanges at STH 29 with CTH X, STH 27, and CTH D. No intersections have crashes occurring outside of normal rates.

Location or Pattern	Year (crash rate = Million Entering Vehicles)					Average Crash Rate (MEV)
	2010	2011	2012	2013	2014	2010-2014
CTH X EB Ramp	1	--	--	--	--	0.16
CTH X WB Ramp	--	2	--	--	--	0.31
STH 27 SB Ramp	2	--	--	--	1	0.24
STH 27 NB Ramp	--	2	1	--	--	0.24
CTH D EB Ramp	--	--	--	--	--	--
CTH D WB Ramp	--	--	--	--	--	--

MEV = Million Entering Vehicles

4.0 PROPOSED DESIGN CRITERIA

4.3 Design Criteria Outside Desirable Standards

A review of controlling criteria is shown in **Attachment 5**.

Existing vertical clearances are less than the desirable of 16'-9" but greater than the required 3R standard minimum of 16'-0". See Section 2.2.3. All vertical clearances will not be reduced and pavements will be

repaired and not overlaid under all overpass structures.

The existing paved shoulders along STH 29 do not meet freeway standards. The outside existing 8' paved shoulder will be improved to a paved width of 10'. The inside existing 3' paved shoulder will be improved to a paved width of 4'.

There are six curves with superelevations over 65 mph but less than 70 mph. Minor corrections will be made to increase all superelevations to a desirable 70 mph.

There are three locations where the shoulder width is less than desirable standards.

- Station 610EB, RT = 8' existing due to guardrail, 10' desirable; on STH 29; this location will be improved to 10'
- Station 900WB, LT = 4' existing due to barrier, 8' desirable; on CTH D entrance ramp
- Station 902EB, RT = 4' existing due to barrier, 8' desirable; on CTH D exit ramp

4.4 Exceptions To Standards

The proposed improvements meet 3R design standards except for the two locations of reduced horizontal clearance noted in Section 4.3. There are no improvement flags in these areas. The improvement flags (4 along eastbound and 2 along westbound STH 29) were removed via a Safety Screening Analysis (SSA). See **Attachment 4** for the SSAs.

4.4.1 Safety Screening Analysis (SSA) and Programmatic Exception to Standards per FDM 11-1-4 (3R projects and Preventive Maintenance (PM) Group I and Group II pavement strategy projects)

See attached Safety Screening worksheets (**Attachment 4**) for locations and details of Crash Flags, Improvement Flags, and Programmatic Exceptions to Standards within the project limits. There are two flags on eastbound STH 29 but there are no substandard features near these flags. There are substandard features at the locations noted in the following tables but there are no flags at these locations.

National Highway System (NHS) Roadway- Substandard Geometric Features Covered by a Programmatic Exception to Standards (3R & PM projects)

NHS roadway name: STH 29

Location				Feature Type	Magnitude of variance
Sta.	to Sta.	RP	to RP		
899'WB'	900'WB'	On CTH D entrance ramp		Shoulder width & horizontal clearance at barrier on ramp	4' existing; 8' desirable on ramp Exceeds desirable 10' to STH 29 travel lane
901'EB'	902'EB'	On CTH D exit ramp		Shoulder width & horizontal clearance at barrier on ramp	4' existing; 8' desirable on ramp; Exceeds desirable 10' to STH 29 travel lane

* This documentation is required only for 3R projects on the National Highway System.

These substandard features are located on highway segments containing no flags or only Crash Type Flags. These features do not contribute significantly to the crash situation on these segments of highway so these highway segments are covered by the Programmatic Exception to Standards.

Substandard Geometric Features <u>NOT</u> Covered by a Programmatic Exception to Standards and NOT corrected as part of PM project (PM Group I and Group II pavement strategy projects)

Not applicable.

5.0 PROPOSED DESIGN IMPROVEMENT

5.1 Improvement Type

The project is programmed as a Resurfacing project under WisDOTs Legislative Subprogram 303-State Highway Rehabilitation. The project will be funded with Backbone funds.

The proposed improvements include concrete pavement repairs, asphaltic overlay of the travel lanes and shoulders, paving shoulder widths to freeway standards, median crossover upgrades to improve slopes and match pavement overlay, guardrail replacements to meet current standards, minor culvert improvements, and replacement of signing and pavement marking. The interchange ramps and crossroads between the ramp terminals at CTH X, STH 27, and CTH D are also proposed to be resurfaced. The intersections at the STH 27 interchange will be widened along with median and splitter island reconstruction to accommodate OSOW turning movements at the ramp terminals.

See **Attachment 6** for preliminary plan sheets and **Attachment 12** for the controlling OSOW turning movements at the STH 27 interchange.

5.5 Cross Section/Pavement Structure - See **Attachment 7** for proposed typical sections.

Match all existing typical section criteria except as noted below. See Section 2.4 for existing typical section data.

STH 29
* Shoulder width (Total & Paved or Curb & Gutter): 10' outside (10' paved); 6' median (4' paved)
Pavement Structure: Concrete pavement repair non doweled special and 3.75-inch HMA/SMA overlay; concrete pavement repairs only under overpass sections to avoid reduced vertical clearance
* Horizontal clearance: Outside: 12' without guardrail, 10' with guardrail (Station +/- 611'EB' = increased to 10' to face of guardrail under STH 27); Inside median: 8' without guardrail, 6' with guardrail

CTH X
Pavement Structure: 2-inch mill and 2-inch HMA overlay

STH 27
Pavement Structure: 2-inch mill and 2-inch HMA overlay
OSOW Widening Pavement Structure: Concrete pavement 12-inch colored red over 12-inches of base aggregate dense 1 ¼-inch, the curb and gutter will be type T with mountable curb head

CTH D
Pavement Structure: 2-inch mill and 2-inch HMA overlay

Ramps
Pavement Structure: 2-inch mill and 2-inch HMA overlay
STH 27 Ramps OSOW Widening Pavement Structure: Concrete pavement 12-inch colored red over 12-inches of base aggregate dense 1 ¼-inch, the curb and gutter will be type T with mountable curb head

* Controlling Criteria

5.6 Street Lighting

Location	Type	Break-away Requirements
The existing light poles at the CTH D interchange intersections at Station 97'S'+90 RT and Station 102'S'+90 LT are located in the vicinity of the existing and proposed guardrail terminals. The existing breakaway light poles are outside of the lateral clearance but in the area of the NB and SB guardrail terminal. Relocation of the light poles was evaluated. Due to the type of existing direct bury wiring, re-wiring of nearly the entire interchange lighting system would be required to relocate the two poles. The poles will remain and are		

documented in the Roadside Hazard Review (**Attachment 11**).

5.7 Structures

5.7.1 Bridge Structures

No bridge structure improvements are proposed. All existing structures will remain in place.

5.7.2 Box Culverts and Multiple Pipe Structures

No box culverts or multiple pipe structures improvements are proposed. All existing structures will remain in place.

5.7.3 Retaining Walls and Noise Barrier Structures

No retaining walls or noise barriers are present within project limits.

5.7.4 Sign Bridge Structures

No sign bridges are present within project limits.

5.7.5 Tunnel Structures

No tunnel structures are present within project limits.

5.8 Permanent Traffic Control

Will permanent signs be installed (Yes or No)? Yes

Are non-standard sign layout details needed (Yes or no)? No

5.9 Transportation Management Plan

See the Transportation Management Plan in **Attachment 8**.

5.10 Safety Enhancements/Mitigation Measures

No safety enhancements beyond typical resurfacing improvements are proposed.

Comments:

The existing 72" corrugated metal cattle pass with concrete masonry endwalls located at Station 818'WB'+35 (48' LT) will remain. The vertical end of cattle pass was originally built to a 24-foot clear zone and is located within a section with a current clear zone of 30-feet on westbound STH 29 (based on as-builts). The clear zone on eastbound STH 29 is 24-feet. On eastbound STH 29, the cattle pass is at 58-feet right which is beyond the clear zone in the eastbound direction. The property owner was contacted and it was determined that the cattle pass is still being used.

Shielding the cattle pass in the westbound direction would require a short radius terminal due to the proximity of the 300th street intersection. A short radius terminal would not adequately shield the cattle pass for traffic in this segment which is posted at 65 mph. Extending the cattle pass would require right of way which is beyond the scope of this project. Installing guardrail to adequately protect the culvert would be difficult in this location due to the proximity of the intersection.

Since the clear zone ranges through this section (24 to 30-feet) and the culvert meets a 24-foot clear zone (on westbound), no changes are proposed at this location. The cattle pass is documented in the road side hazard documentation in **Attachment 11**.

5.12 Utilities

Is Project Trans 220 Utility Project (Yes or No)? Yes

Describe any special design features to accommodate utilities:

None required.

Major Utility Agreements:

None required.

5.13 Railroads

Describe improvements to Railroad Facilities:

Wisconsin Central Ltd runs parallel to the project. The project is within 50' of the RR right-of-way. STSP 107-026 will be included in the Special Provisions and RPLI will be required.

Railroad Agreements:

None required.

5.14 Financing And Scheduling

Construction I.D.	Cost Estimate	Type of Funding			Proposed Timeframe For Construction	Ties to Other Work or Projects	Incentive/ Disincentive Clauses (Yes or No)
		% Fed.	% State	% Local			
1050-01-31	$15M	80	20	0	Spring to fall 2019, advanceable to 2017	None	No
1052-01-32	$15M	80	20	0	Spring to fall 2019, advanceable to 2017	None	No

Describe Incentive/Disincentive Clauses:

None anticipated.

Non-participating Work:

None anticipated.

Deferred Construction Work (Preventative Maintenance projects)

No work deferred, this resurfacing project is consistent with typical roadway life cycle construction.

5.15 Unique Or Non-standard Features

5.15.1 Hazardous Waste

None identified.

5.15.2 Environmental Commitments

See **Attachment 9** for environmental commitments and agency coordination letters. Commitments included on this project are:

- General Economics/Business/Agricultural/Residential/Community – maintenance of traffic during construction. The WisDOT construction engineer will ensure fulfillment of this commitment
- Wetlands and Streams – permit and mitigate impacts to wetlands at any grading areas. The WisDOT project manager will ensure fulfillment of this commitment.
- Erosion Control - An Erosion Control Implementation Plan (ECIP) will be prepared for approval by WDNR and WisDOT prior to construction. If any wetlands are affected on the roadway approaches, biodegradable non-netted erosion mat will be used. Equipment coming in contact with waterways will require decontamination of equipment in accordance with WDNR provisions for invasive species. The ECIP will address protection of stockpiles and dewatering, if required. The WisDOT construction engineer will ensure fulfillment of this commitment.
- Threatened and Endangered Species: No tree cutting of suitable habitat for the Northern Long Eared Bat (NLEB) is anticipated. If suitable NLEB habitat is removed it will occur between October 1 and April 1 to avoid impacts to NLEB. Updated coordination is ongoing with USFWS.

5.15.3 Community Sensitive Design/Public Involvement

Public outreach will occur prior to and during construction to notify travelers of the work area via WisDOT website, STOC, 511, local newspapers, and local newscasts by the contractor, field staff, and Region Communications Manager. All businesses directly at the interchanges have been notified as well as local officials. Public involvement meetings are not planned at this time.

6.0 SYNOPSIS

	Completion/Approval Dates	Status of Coordination or Other Information as Needed
Concept Definition Report	12/1/2014	Complete
Scoping Document	12/24/2014	Complete
Public Involvement Plan	3/17/2015	PIP updates will be made throughout the project design process
Environmental Document (Type: PCE)	12/9/2015	Coordination will continue through the design process as needed.
Public Information Meetings	Ongoing	Due to nature of project, coordination letters were sent to businesses adjacent to any interchanges and local officials were notified. A PIM will be scheduled if deemed necessary.
SHPO Involvement	9/15/2008	Screening list for archaeological and historic; coordination complete
DNR Involvement	Initial comments received 5/1/2015	Coordination will continue through design and construction to obtain 401 WQC and approval of the ECIP
Transportation Management Plan (Type: 2)	5/17/2016	The TMP will be updated at 90% with any final details.
Permits Required (Types:401 and 404)	Ongoing	Permits will be acquired prior to project LET. Coordination ongoing with DNR and COE.
Local Project Agreements	N/A	N/A
Status of Statutory Actions	N/A	N/A
Trans 75 Checklist	9/25/2015	See Attachment 10 (Trans 75 is no longer required, however it was signed to ensure review of pedestrian/bicycle accommodations was completed)

7.0 ATTACHMENTS

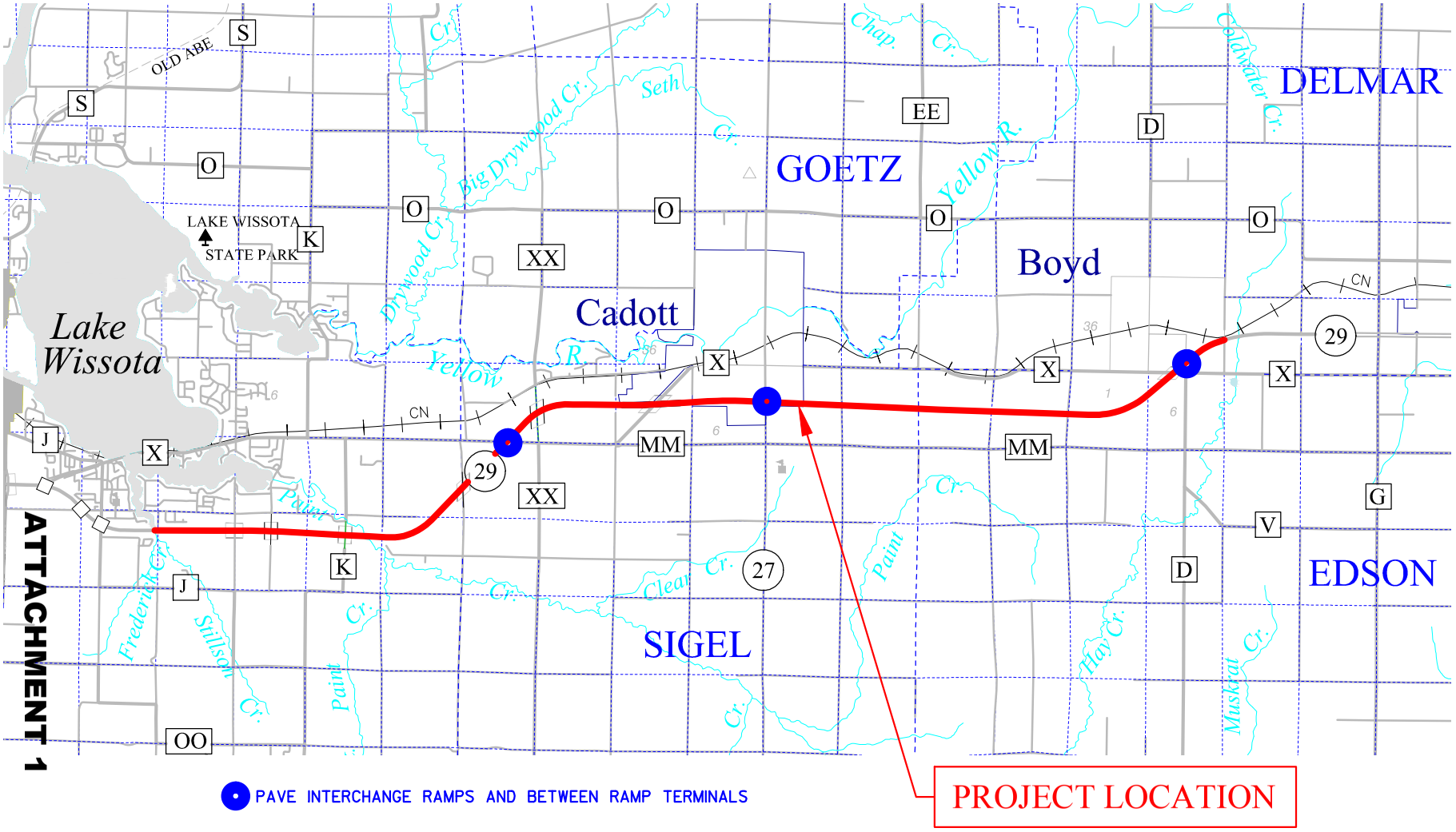
1. Project Location Map and Project Overview
2. Existing Typical Sections
3. Traffic Forecast Report
4. Safety Screening Analysis for EB and WB
5. Controlling Criteria Review
6. Preliminary Plan Sheets
7. Proposed Typical Sections
8. Transportation Management Plan (60% approval)
9. Environmental Information
    - Signed PCE Cover Sheet
    - Environmental Commitments Sheet
    - BOA Correspondence
    - COE Correspondence
    - DNR Correspondence
    - USFWS Correspondence
    - Native American Correspondence
    - Local Agency Correspondence
    - Screening List
10. TRANS 75 Checklist
11. Roadside Hazard Analysis
12. Controlling OSOW Turning Movements at the STH 29/STH 27 Interchange

PROJECT LOCATION MAP

PROJECT ID 1050-01-61
CHIPPEWA FALLS - CADOTT
STILLSON CREEK TO 320TH STREET (WB)
STH 29
CHIPPEWA COUNTY

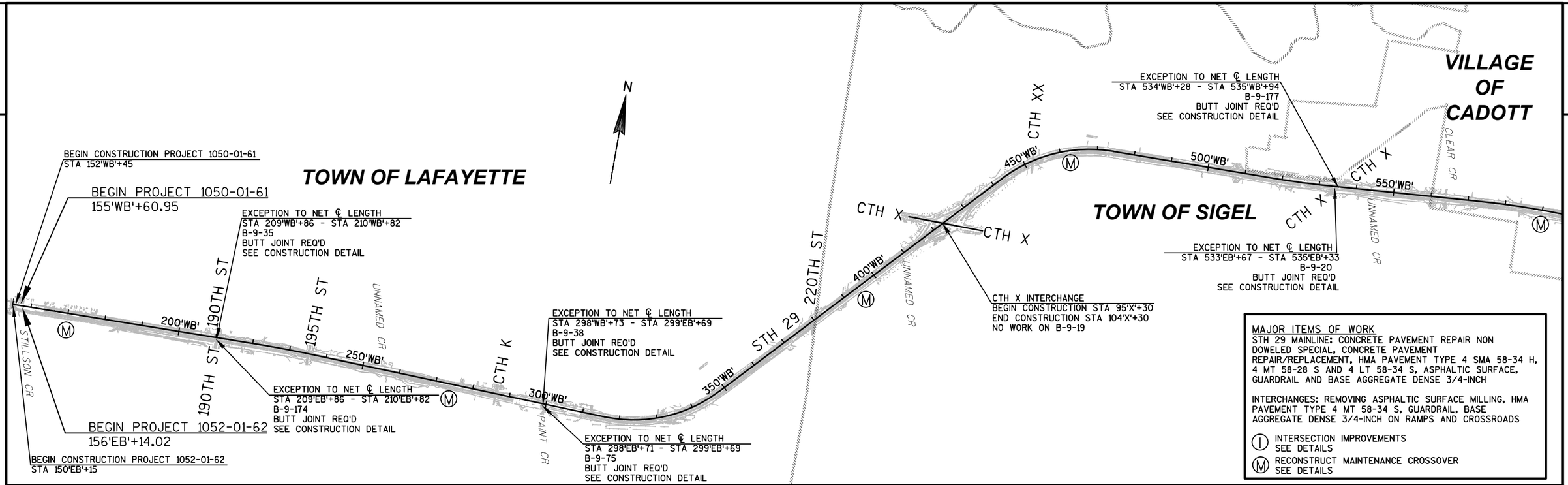
PROJECT ID 1052-01-62
CHIPPEWA FALLS - CADOTT
STILLSON CREEK TO 320TH STREET (EB)
STH 29
CHIPPEWA COUNTY

N



ATTACHMENT 1

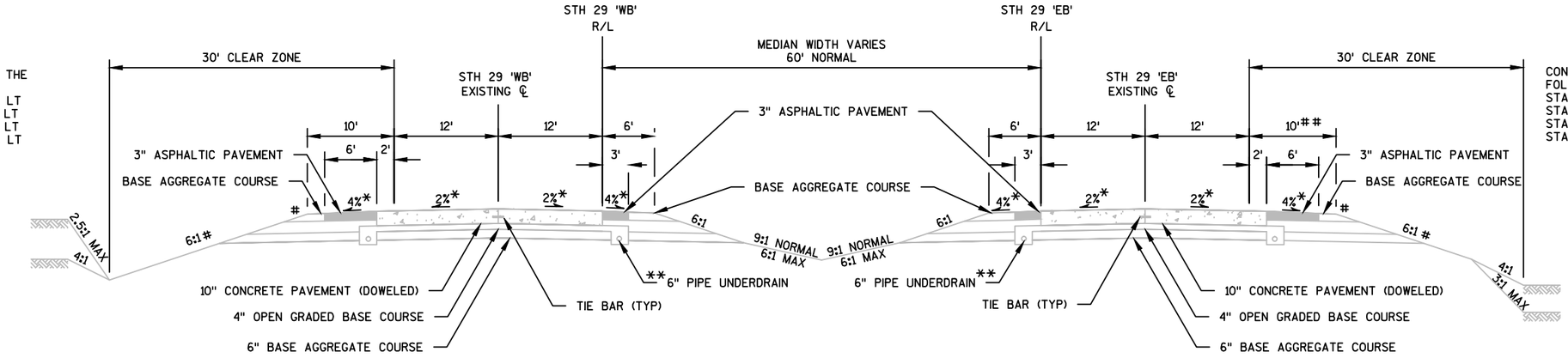
2



ATTACHMENT 1

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PROJECT OVERVIEW	SHEET	E

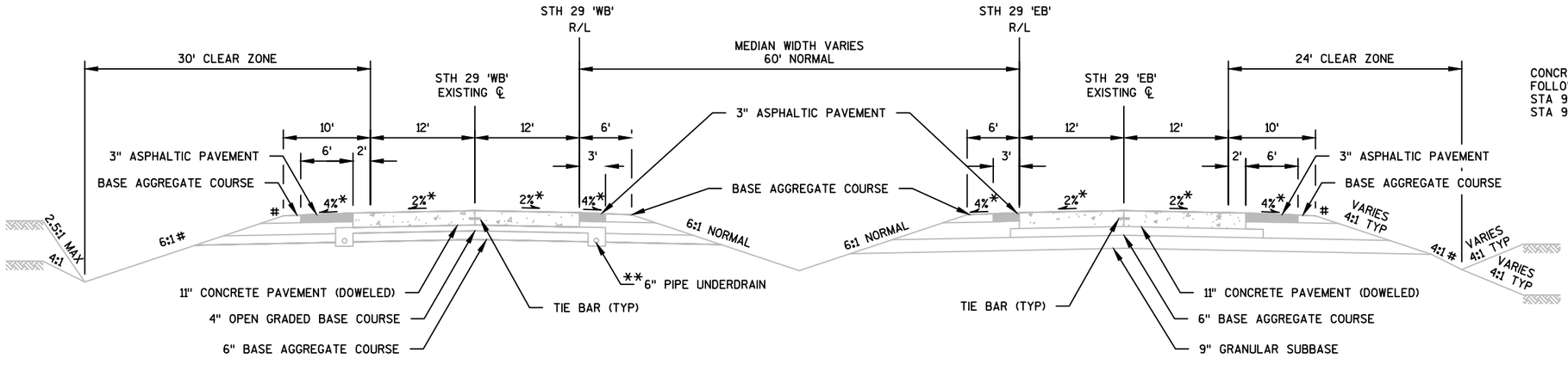
CONCRETE BARRIER IS PRESENT AT THE FOLLOWING LOCATIONS:
STA 234'WB'+78 - STA 235'WB'+48, LT
STA 286'WB'+05 - STA 286'WB'+61, LT
STA 380'WB'+31 - STA 380'WB'+94, LT
STA 422'WB'+38 - STA 423'WB'+05, LT



TYPICAL EXISTING SECTION
STH 29
STA 155'WB'+60.95 - STA 654'WB'+00
STA 156'EB'+14.02 - STA 644'EB'+00

CONCRETE BARRIER IS PRESENT AT THE FOLLOWING LOCATIONS:
STA 234'EB'+90 - STA 235'EB'+43, RT
STA 286'EB'+05 - STA 286'EB'+60, RT
STA 379'EB'+50 - STA 380'EB'+13, RT
STA 423'EB'+92 - STA 425'EB'+21, RT

CONCRETE BARRIER IS PRESENT AT THE FOLLOWING LOCATIONS:
STA 911'WB'+11 - STA 911'WB'+71, RT
STA 911'WB'+47 - STA 912'WB'+17, LT



TYPICAL EXISTING SECTION
STH 29
STA 654'WB'+00 - STA 974'WB'+85
STA 644'EB'+00 - STA 974'EB'+85

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SHOULDER CROSS SLOPE VARIES AT LOCATIONS WITH EXISTING CONCRETE BARRIER (2%-4%).

** PIPE UNDERDRAIN IS ONLY LOCATED ON THE LOW SIDE OF STH 29 IN SUPERELEVATED SECTIONS.

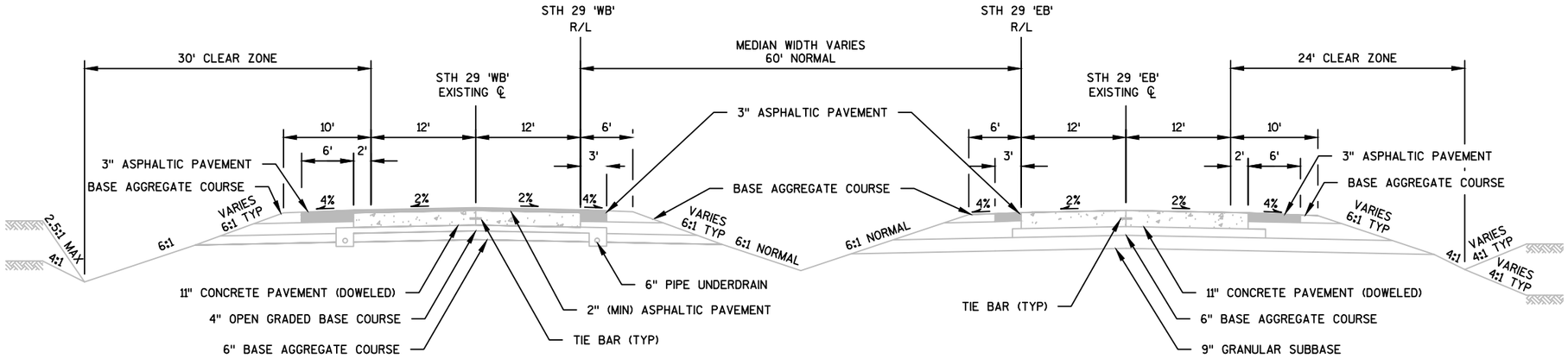
\# SLOPES VARY IN GUARDRAIL SECTIONS. SEE PLAN SHEETS FOR GUARDRAIL LOCATIONS.

TOTAL SHOULDER WIDTH AT STA 607+95 - STA 611+99 IS 8' DUE TO EXISTING GUARDRAIL LOCATION.

ATTACHMENT 2

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

2

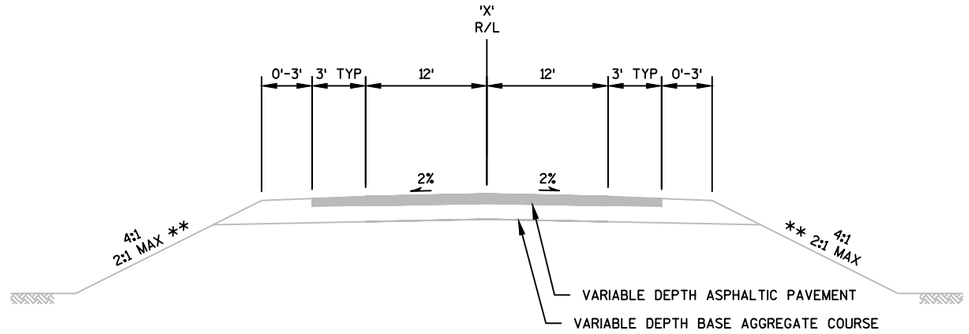


TYPICAL EXISTING SECTION
STH 29
STA 974'WB'+85 - STA 990'WB'+00
STA 974'EB'+85 - STA 990'EB'+00

ATTACHMENT 2

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

2



TYPICAL EXISTING SECTION
CTH X
STA 95'X'+30 - STA 98'X'+26.25
STA 100'X'+94.96 - STA 104'X'+30

NOTES

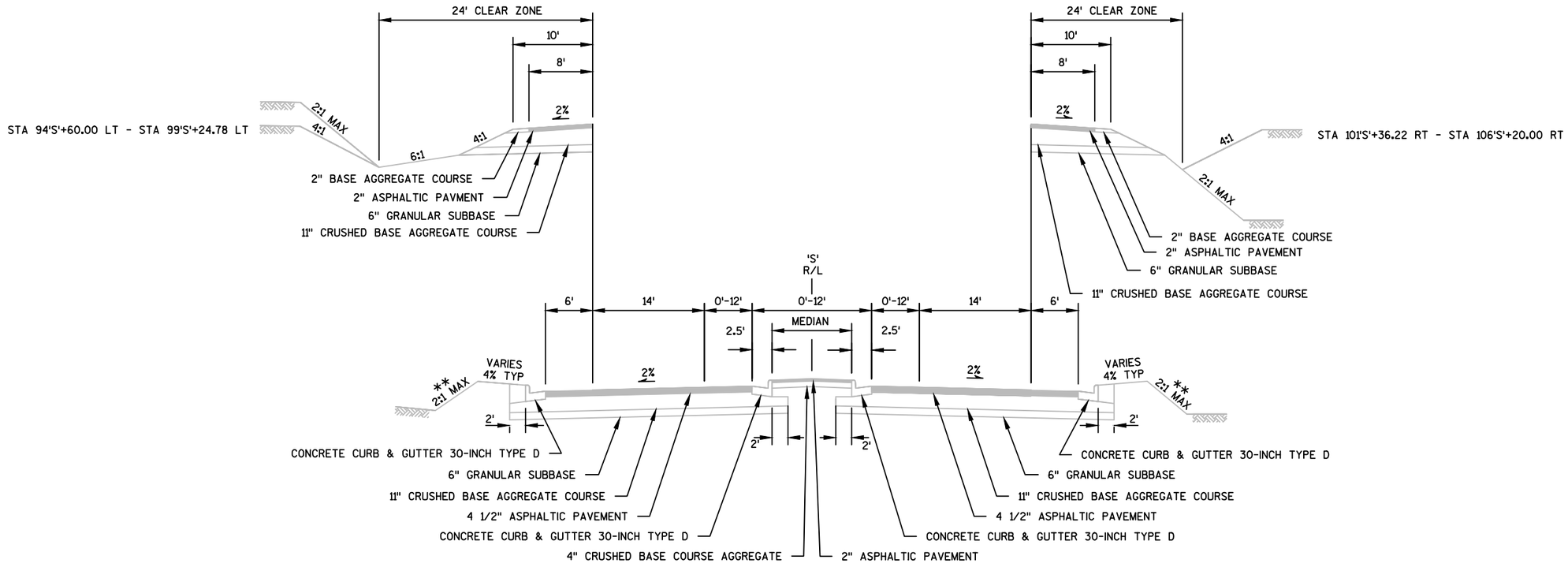
SEE PLAN SHEETS FOR ADDITIONAL TURN LANE AND VARIABLE WIDTH PAVEMENT LOCATIONS.

** 2:1 MAX SLOPE ONLY OCCURS IN SECTIONS WITH GUARDRAIL. SLOPES STEEPER THAN 3:1 ARE PROTECTED WITH GUARDRAIL.

ATTACHMENT 2

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

2



TYPICAL EXISTING SECTION
STH 27
STA 94'S'+60 - STA 99'S'+24.78
STA 101'S'+36.22 - STA 106'S'+20

NOTES

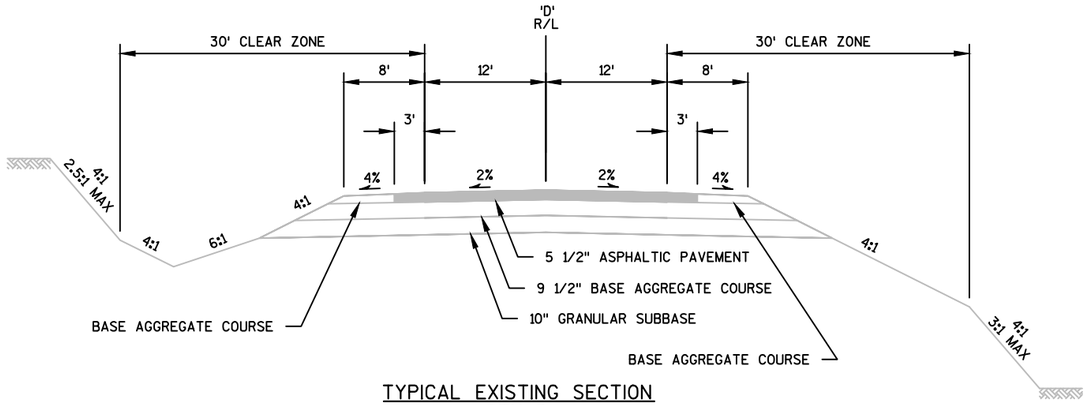
SEE PLAN SHEETS FOR ADDITIONAL TURN LANE AND VARIABLE WIDTH PAVEMENT LOCATIONS.

** 2:1 MAX SLOPE ONLY OCCURS IN SECTIONS WITH GUARDRAIL.

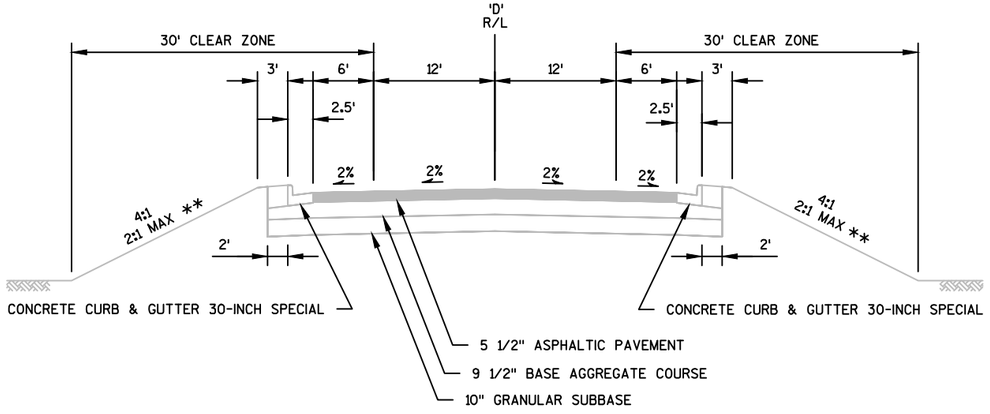
ATTACHMENT 2

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

2



TYPICAL EXISTING SECTION
CTH D
STA 93'D'+80 - STA 96'D'+82



TYPICAL EXISTING SECTION
CTH D
STA 96'D'+82 - STA 98'D'+96.12
STA 101'D'+73.14 - STA 105'D'+00

NOTES

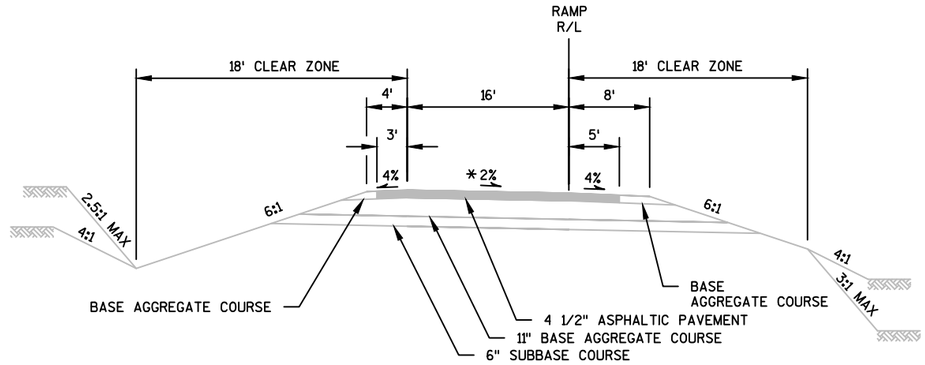
SEE PLAN SHEETS FOR ADDITIONAL TURN LANE AND VARIABLE WIDTH PAVEMENT LOCATIONS.

** 2:1 MAX SLOPE ONLY OCCURS IN SECTIONS WITH GUARDRAIL.

ATTACHMENT 2

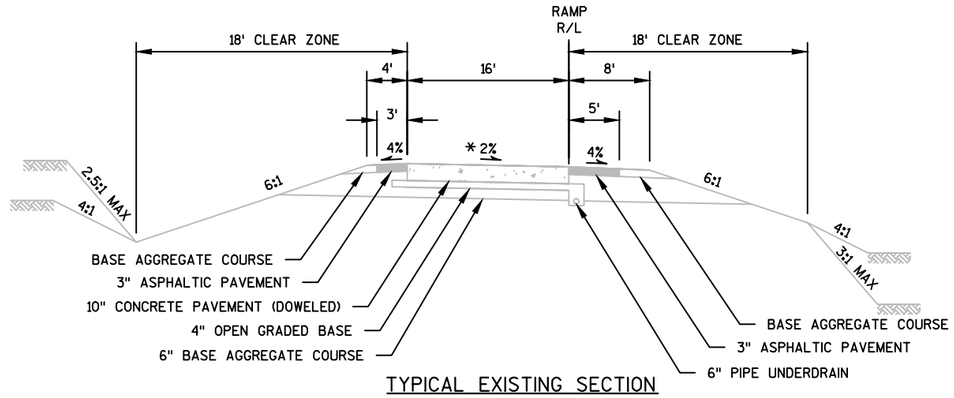
PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

2



TYPICAL EXISTING SECTION
STH 29 EXIT AND ENTRANCE RAMPS

CTH X	STH 27
STA 416'XA'+35 - STA 422'XA'+17	STA 604'SA'+15 - STA 610'SA'+74
STA 422'XB'+17 - STA 430'XB'+76	STA 610'SB'+74 - STA 619'SB'+33
# #STA 426'XC'+41 - STA 427'XC'+50	# #STA 611'SC'+23 - STA 618'SC'+27
# #STA 417'XD'+91 - STA 426'XD'+41	# #STA 602'SD'+96 - STA 611'SD'+23



TYPICAL EXISTING SECTION
STH 29 EXIT AND ENTRANCE RAMPS

CTH X	STH 27
STA 403'XA'+96 - STA 416'XA'+35	STA 590'SA'+29 - STA 604'SA'+15
STA 430'XB'+76 - STA 436'XB'+39	STA 619'SB'+33 - STA 625'SB'+02
# #STA 427'XC'+50 - STA 444'XC'+91	# # STA 618'SC'+27 - STA 631'SC'+09
# # STA 412'XD'+33 - STA 417'XD'+91	# #STA 597'SD'+10 - STA 602'SD'+96

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION.

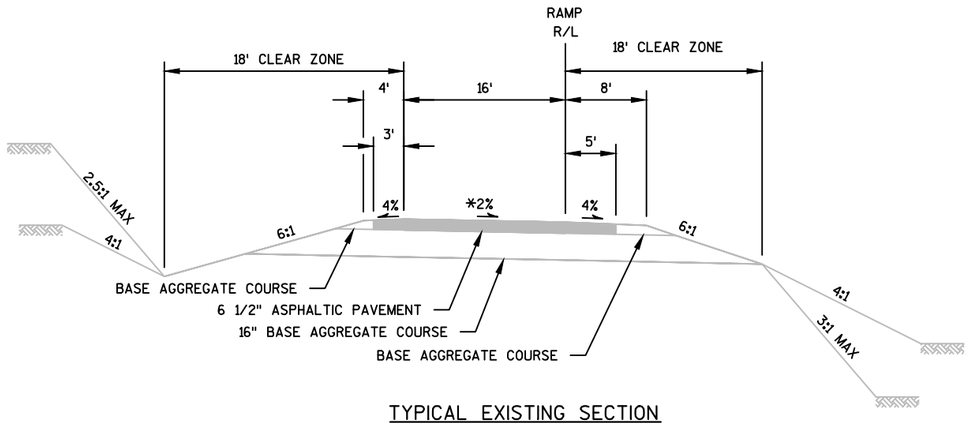
PAVEMENT WIDTH VARIES AT TURN LANES AND RAMP TERMINALS.

DETAIL SHOWN IS FOR ALIGNMENT 'XC' AND 'XD', MIRROR TYPICAL FOR 'XA' AND 'XB' ALIGNMENTS.

ATTACHMENT 2

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

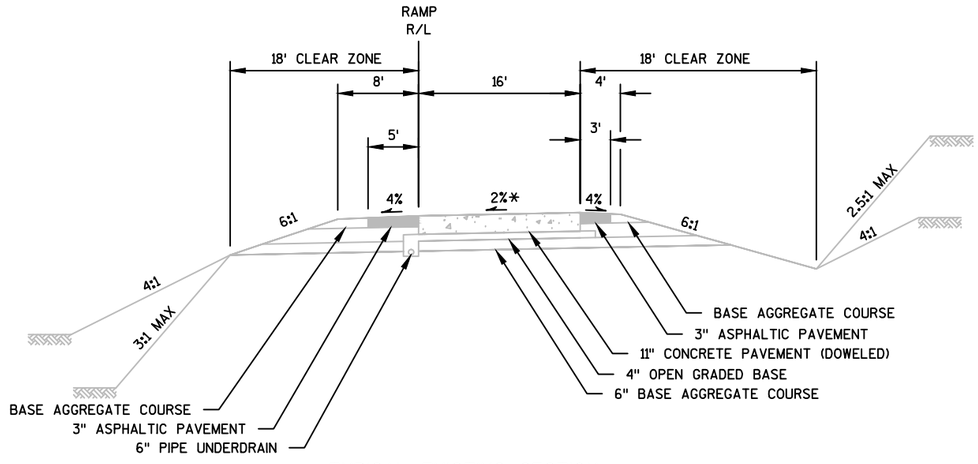
2



TYPICAL EXISTING SECTION
STH 29 EXIT AND ENTRANCE RAMPS

CTH D

STA 906'DA'+42 - STA 913'DA'+87
STA 913'DB'+87 - STA 922'DB'+10
#STA 909'DC'+50 - STA 916'DC'+69
#STA 905'DD'+40 - STA 909'DD'+50



TYPICAL EXISTING SECTION
STH 29 EXIT AND ENTRANCE RAMPS

CTH D

STA 894'DA'+55 - STA 906'DA'+42
STA 922'DB'+10 - STA 927'DB'+85

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION.

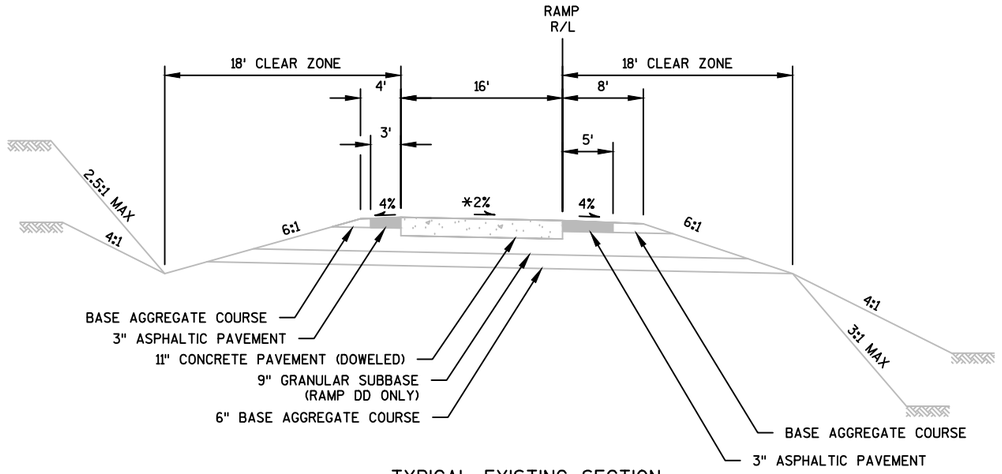
PAVEMENT WIDTH VARIES AT TURN LANES AND RAMP TERMINALS.

DETAILS SHOWN IS FOR ALIGNMENT 'DC' AND 'DD', MIRROR TYPICAL FOR 'DA' AND 'DB' ALIGNMENT.

ATTACHMENT 2

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

2



TYPICAL EXISTING SECTION
STH 29 EXIT AND ENTRANCE RAMPS

CTH D

STA 916'DC'+69 - STA 928'DC'+65
STA 896'DD'+08 - STA 905'DD'+40

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION.

PAVEMENT WIDTH VARIES AT TURN LANES AND RAMP TERMINALS.

ATTACHMENT 2

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

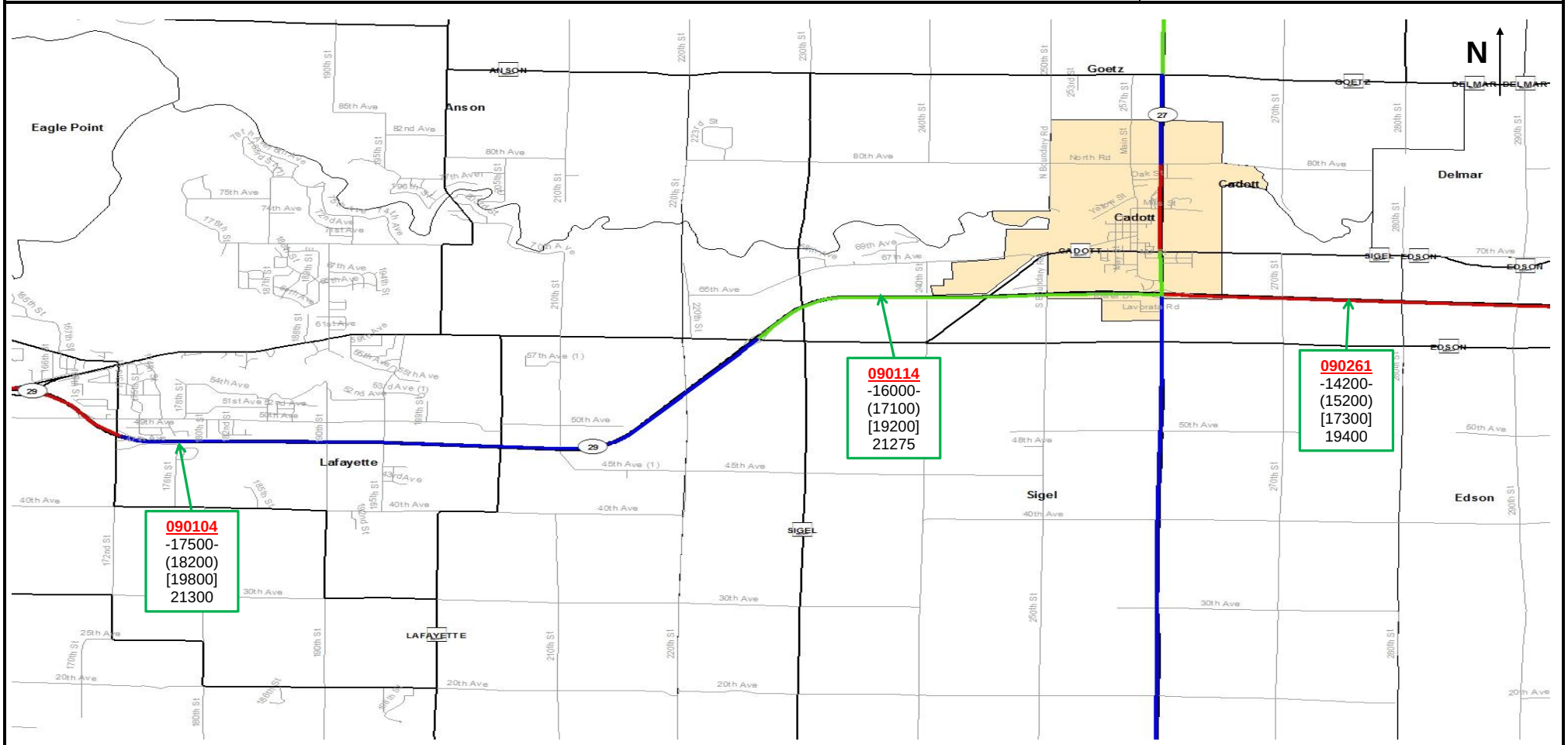
WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): 1052-01-31/61; 1052-01-32/62
ROUTE(S): STH 29

Region/COUNTY(IES): Chippewa
LOCATION: CTH J to STH 27
COMPLETED: 2/12/2015

Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management

Developed by: Vu Dang
Phone: (608) 266-2571
FAX #: (608) 267-0294
E-Mail: vu.dang@dot.wi.gov



Design Values (%)			
Site(s)	090104		
Route(s)	**STH 29**		
Volume(s)	21290		
Site Growth %	0.88%		
K250	9.2		
K100	9.7		
K30	10.3		
P	11.6		
D(Dsgn. Hr.)	60/40		
T(DHV)	6.8		
T(PHV)	3.6		

-000- 2014 Count
(000) 2019 AADT
[000] 2029 AADT
000 2039 AADT

SITE IDs are **bolded,** colored, and underlined

Trucks	090104		
AADTT	1410		
2D	2.0		
3AX	1.3		
2S1+2S2	1.2		
3-S2	3.3		
DBL-BTM	0.2		
Total %	8.1%		

NOTES ON THE FORECAST:

1. This projection assumes that no major new traffic generators will be added to the development already included in the 2010/2045 Eau Claire-Chippewa Falls Travel Demand Model.

2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.

MORE NOTES ON THE FORECAST:

3. STH 29 is a Factor Group IV (Rural-Other) roadway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a Rural Principal Arterial (2) for count purposes.

4. The 2010/2045 Eau Claire-Chippewa Falls Travel Demand Model was used to complete this forecast. Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.

ATTACHMENT 3

CORRESPONDENCE / MEMORANDUM *State of Wisconsin*

Date: April 25, 2016

To: NW Region Scoping Files

From: Matthew Reddy, P.E.
Traffic Engineer
WisDOT, DTSD-NW Region, Eau Claire office

Subject: Safety Screening Analysis (SSA)
Project ID: 1050-01-31, 61
Chippewa Falls – Cadott
Stillson Creek – 320th St.
Chippewa County
STH 29 (WB)

This report summarizes the Safety Screening Analysis (SSA), per Facilities Development Manual 11-1-4, for the subject project. The SSA process will include a review of the metamanager data for investigation flags, review of a crash history for the entire project, and determination as to whether any improvements should be considered.

Project Limits
Western limits: Stillson Creek Bridge
Eastern limits: 320th St.
Length: 14.48 miles

Metamanager / PDP Segments
MM data: April 2015, 2010 – 2014 crashes
WB 29: 15 segments; 5901 – 5915

SSA Step 1: Analyze project roadway using the Metamanager (MM) safety module.
The following PDP segments have investigation flags.

WB STH 29
There are no PDP segments with investigation flags within the project limits.

SSA Step 2: Manually review crash summaries.

Crash data was obtained for years 2010 – 2014. There were 67 crashes indentified within the limits of this project. Review of the summary crash data did not reveal any additional segments that should have investigation flags added. There are no additional concentrations of spot type crashes or any other additional unusual concentration of crashes along any particular segment. No additional "investigation" flag segments were identified.

ATTACHMENT 4

SSA Step 3: Evaluate PDP segments investigation flags.

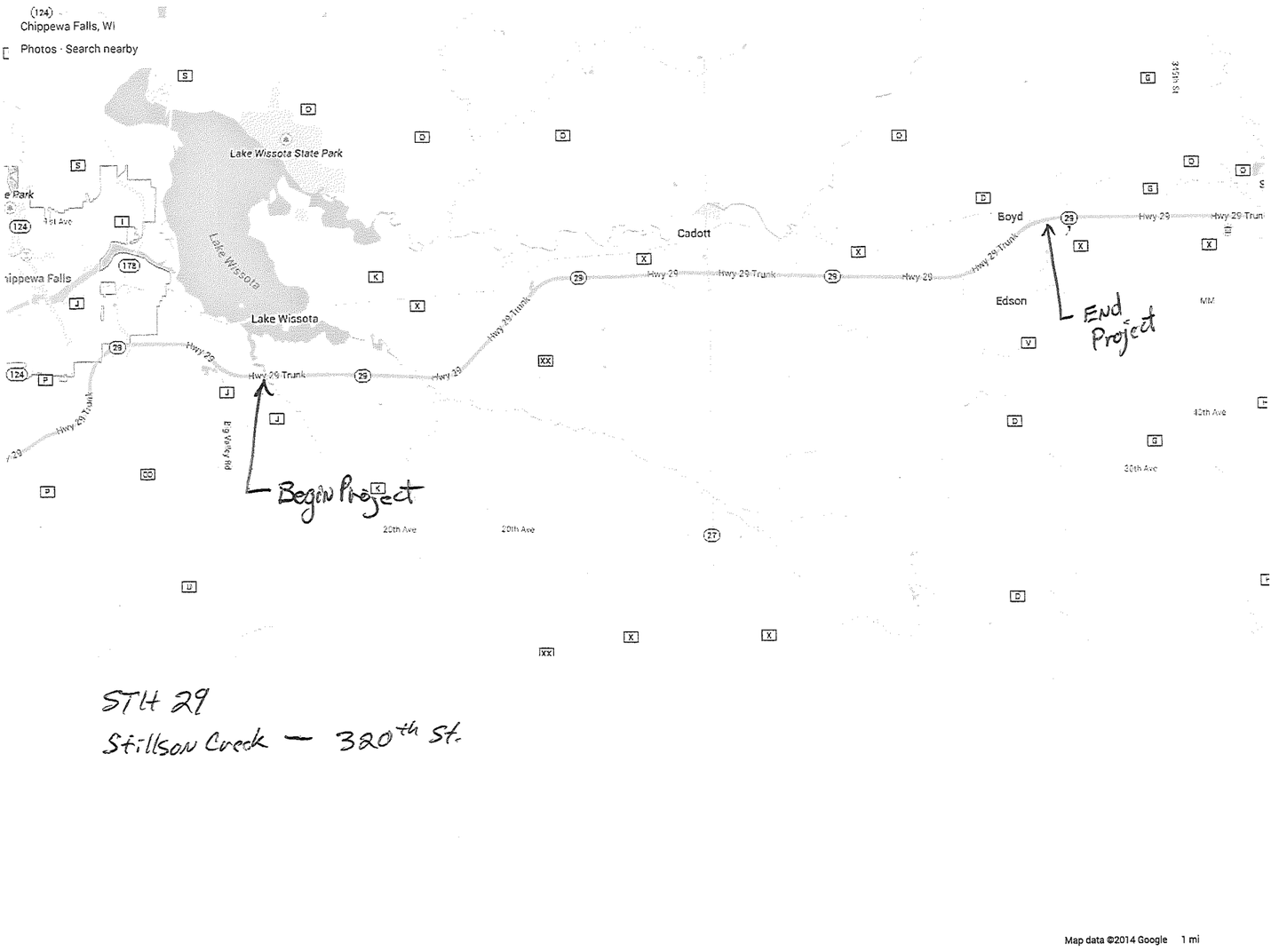
There are no PDP segments with investigation flags.

There are no substandard controlling criteria in the project limits.

Attachments:

Project Limits Map
STN Log listing
Metamanager listing
Crash Database Spreadsheet
SSA Log Sheets, FDM 11-1-4
State 5 Year Average Crash Rates
Segment Crash Rate Worksheet

ATTACHMENT 4



STH 29
Stillson Creek — 320th St.

ATTACHMENT 4

1050-01-31 29 WB

COUN	29W HWY	RP	PLUS	CUM MILES	FEATURE	T	F	D / U	LEFT SHOULDER WIDTH PVD	LEFT SHOULDER WIDTH TOT	LEFT AUXILIARY 1 TY	LEFT AUXILIARY 1 WD	LEFT AUXILIARY 2 TY	LEFT AUXILIARY 2 WD	MEDIAN TY	MEDIAN WID	PAVEMENT TY	PAVEMENT YEAR	PAVEMENT WID	PAVEMENT LN	RIGHT AUXILIARY 1 TY	RIGHT AUXILIARY 1 WD	RIGHT AUXILIARY 2 TY	RIGHT AUXILIARY 2 WD	RIGHT SHOULDER WIDTH PVD	RIGHT SHOULDER WIDTH TOT	RU CH ME	AC	URL	SSF	rp2	highway2
107D	0.00	35.25	>> T OF DELMAR		U	D	003	008	00		00	02	060	8	1994	024	2		00		00	008	012	RU	2			107D	029W	CHIP	029W107D
	0.00	35.25	>> V OF BOYD																									107D	029W	CHIP	029W107D
	0.00	35.25	320TH ST	L																								107D	029W	CHIP	029W107D
	0.28	35.53			U	D	003	008	00		00	02	060	8	1994	024	2	19	07		00	005	008	RU	2			107D	029W	CHIP	029W107D
	0.32	35.57			U	D	003	008	00		00	02	060	8	1994	024	2	19	14		00	005	008	RU	2			107D	029W	CHIP	029W107D
	0.38	35.63	OFF RAMP TO CTH D	R	U	D	003	008	00		00	02	060	8	1994	024	2		00		00	008	012	RU	2			107D	029W	CHIP	029W107D
106K	0.00	35.84	B-09-0189 BRIDGE																									106K	029W	CHIP	029W106K
	0.00	35.84	CTH D OVER																									106K	029W	CHIP	029W106K
	0.08	35.92	MILEPOST 097																									106K	029W	CHIP	029W106K
	0.10	35.94			U	D	003	008	00		00	02	060	8	1994	024	2		00		00	008	012	RU	2			106K	029W	CHIP	029W106K
	0.11	35.95	ON RAMP FROM CTH D	R	U	D	003	008	00		00	02	060	8	1994	024	2	18	15		00	005	008	RU	2			106K	029W	CHIP	029W106K
	0.21	36.05	>> V OF BOYD		R	D	003	008	00		00	02	060	8	1994	024	2	18	15		00	005	008	RU	2			106K	029W	CHIP	029W106K
	0.21	36.05	>> T OF EDSON																									106K	029W	CHIP	029W106K
105T	0.00	36.06	B-09-0022 BRIDGE																									105T	029W	CHIP	029W105T
	0.00	36.06	CTH X OVER																									105T	029W	CHIP	029W105T
	0.04	36.10			R	D	003	008	00		00	02	060	8	1994	024	2		00		00	005	008	RU	2			105T	029W	CHIP	029W105T
	0.12	36.18			R	D	003	008	00		00	02	060	8	1994	024	2		00		00	008	012	RU	2			105T	029W	CHIP	029W105T
	0.81	36.87	MILEPOST 096																									105T	029W	CHIP	029W105T
104M	0.00	37.60	300TH ST	X																								104M	029W	CHIP	029W104M
	0.25	37.85	MILEPOST 095																									104M	029W	CHIP	029W104M
	1.25	38.85	MILEPOST 094																									104M	029W	CHIP	029W104M
	2.25	39.85	MILEPOST 093																									104M	029W	CHIP	029W104M
102G	0.00	40.56	270TH ST	X	R	D	003	008	00		00	02	060	8	1994	024	2		00		00	008	012	RU	2			102G	029W	CHIP	029W102G
	0.26	40.82	MILEPOST 092																									102G	029W	CHIP	029W102G
	0.70	41.26			R	D	003	008	00		00	02	060	8	1994	024	2		00		00	005	008	RU	2			102G	029W	CHIP	029W102G
	0.72	41.28			R	D	003	008	00		00	02	060	8	1994	024	2	19	15		00	005	008	RU	2			102G	029W	CHIP	029W102G
	0.79	41.35	OFF RAMP TO STH 27	R	R	D	003	008	00		00	02	060	8	1994	024	2		00		00	008	011	RU	2			102G	029W	CHIP	029W102G
	0.82	41.38	>> T OF EDSON		R	D	003	008	00		00	02	060	4	1967	024	2		00		00	008	011	RU	2			102G	029W	CHIP	029W102G
	0.82	41.38	>> T OF SIGEL																									102G	029W	CHIP	029W102G
	0.95	41.51			R	D	003	008	00		00	02	060	4	1967	024	2		00		00	008	008	RU	2			102G	029W	CHIP	029W102G
101D	0.00	41.56	B-09-0179 BRIDGE		R	D	003	008	00		00	02	060	4	1967	024	2		00		00	008	008	RU	1			101D	029W	CHIP	029W101D
	0.00	41.56	STH 27 OVER																									101D	029W	CHIP	029W101D
	0.03	41.59			R	D	003	008	00		00	02	060	4	1967	024	2		00		00	008	011	RU	1			101D	029W	CHIP	029W101D
	0.10	41.66	ON RAMP FROM STH 27	R	R	D	003	008	00		00	02	060	4	1967	024	2	18	15		00	005	008	RU	1			101D	029W	CHIP	029W101D
	0.13	41.69			R	D	003	008	00		00		000	4	1967	024	2	18	15		00	005	008	RU	1			101D	029W	CHIP	029W101D
	0.18	41.74	>> T OF SIGEL		U	D	003	008	00		00		000	4	1967	024	2	18	15		00	005	008	RU	1			101D	029W	CHIP	029W101D
	0.18	41.74	>> V OF CADOTT																									101D	029W	CHIP	029W101D
	0.32	41.88			U	D	003	008	00		00		000	4	1967	024	2		00		00	005	008	RU	1			101D	029W	CHIP	029W101D
	0.37	41.93			U	D	003	008	00		00		000	4	1967	024	2		00		00	008	011	RU	1			101D	029W	CHIP	029W101D
	0.39	41.95	MILEPOST 091																									101D	029W	CHIP	029W101D

ATTACHMENT 4

101D	0.40	41.96	MAINTENANCE CROSSO\ L																				101D 029W CHIP 029W101D
	1.33	42.89	MILEPOST 090																				101D 029W CHIP 029W101D
	1.37	42.93		U	D	003	008	00	00	000	4	1967	024	2		00	00	010	010	RU	1		101D 029W CHIP 029W101D
	1.38	42.94		U	D	003	006	00	00	000	4	1967	024	2		00	00	010	010	RU	1		101D 029W CHIP 029W101D
099T	0.00	42.99	>> V OF CADOTT	R	D	003	006	00	00	000	4	1967	024	2		00	00	010	010	RU	1		099T 029W CHIP 029W099T
	0.00	42.99	>> T OF SIGEL																				099T 029W CHIP 029W099T
	0.00	42.99	B-09-0177 BRIDGE																				099T 029W CHIP 029W099T
	0.00	42.99	CTH X UNDER																				099T 029W CHIP 029W099T
	0.01	43.00		R	D	003	008	00	00	000	4	1967	024	2		00	00	010	010	RU	1		099T 029W CHIP 029W099T
	0.05	43.04		R	D	003	008	00	00	000	4	1967	024	2		00	00	008	011	RU	1		099T 029W CHIP 029W099T
	0.91	43.90	MILEPOST 089																				099T 029W CHIP 029W099T
	1.38	44.37	MAINTENANCE CROSSO\ L																				099T 029W CHIP 029W099T
	1.50	44.49		R	D	003	008	00	00	000	4	1967	024	2		00	00	008	008	RU	1		099T 029W CHIP 029W099T
097D	0.00	44.54	B-09-0176 BRIDGE																				097D 029W CHIP 029W097D
	0.00	44.54	CTH XX OVER																				097D 029W CHIP 029W097D
	0.02	44.56		R	D	003	008	00	00	000	4	1967	024	2		00	00	008	011	RU	1		097D 029W CHIP 029W097D
	0.19	44.73	MILEPOST 088																				097D 029W CHIP 029W097D
	0.33	44.87		R	D	003	008	00	00	000	4	1967	024	2		00	00	005	008	RU	1		097D 029W CHIP 029W097D
	0.35	44.89		R	D	003	008	00	00	000	4	1967	024	2	19	15	00	005	008	RU	1		097D 029W CHIP 029W097D
	0.41	44.95	OFF RAMP TO CTH X R	R	D	003	008	00	00	000	4	1967	024	2		00	00	008	011	RU	1		097D 029W CHIP 029W097D
096T	0.00	45.09	B-09-0019 BRIDGE																				096T 029W CHIP 029W096T
	0.00	45.09	CTH X OVER																				096T 029W CHIP 029W096T
	0.15	45.24	ON RAMP FROM CTH X L	R	D	003	008	00	00	000	4	1967	024	2	18	15	00	005	007	RU	1		096T 029W CHIP 029W096T
	0.33	45.42		R	D	003	008	00	00	000	4	1967	024	2		00	00	005	007	RU	1		096T 029W CHIP 029W096T
	0.40	45.49		R	D	003	008	00	00	000	4	1967	024	2		00	00	008	011	RU	1		096T 029W CHIP 029W096T
	0.53	45.62	MAINTENANCE CROSSO\ L																				096T 029W CHIP 029W096T
	0.74	45.83		R	D	003	008	00	00	000	4	1967	024	2		00	00	008	008	RU	1		096T 029W CHIP 029W096T
	0.79	45.88	MILEPOST 087																				096T 029W CHIP 029W096T
096K	0.00	45.90	>> T OF SIGEL	R	D	003	008	00	00	000	4	1967	024	2		00	00	008	011	RU	1		096K 029W CHIP 029W096K
	0.00	45.90	>> T OF LAFAYETTE																				096K 029W CHIP 029W096K
	0.00	45.90	B-09-0039 BRIDGE																				096K 029W CHIP 029W096K
	0.00	45.90	220TH ST. OVER																				096K 029W CHIP 029W096K
	0.96	46.86	MILEPOST 086																				096K 029W CHIP 029W096K
	1.43	47.33		R	D	003	008	00	00	000	4	1967	024	2		00	00	008	008	RU	1		096K 029W CHIP 029W096K
	1.47	47.37		R	D	008	008	00	00	000	4	1967	024	2		00	00	008	008	RU	1		096K 029W CHIP 029W096K
095G	0.00	47.43	B-09-0038 BRIDGE	R	D	003	008	00	00	000	4	1967	024	2		00	00	008	008	RU	1		095G 029W CHIP 029W095G
	0.00	47.43	PAINT CREEK UNDER																				095G 029W CHIP 029W095G
	0.04	47.47		R	D	003	008	00	00	000	4	1967	024	2		00	00	008	011	RU	1		095G 029W CHIP 029W095G
	0.18	47.61		R	D	003	008	00	00	000	4	1967	024	2		00	00	008	008	RU	1		095G 029W CHIP 029W095G
094T	0.00	47.67	B-09-0037 BRIDGE	R	D	003	008	00	00	000	4	1967	024	2		00	00	008	011	RU	1		094T 029W CHIP 029W094T
	0.00	47.67	CTH K OVER																				094T 029W CHIP 029W094T
	0.17	47.84	MILEPOST 085																				094T 029W CHIP 029W094T
	0.23	47.90	MAINTENANCE CROSSO\ L																				094T 029W CHIP 029W094T
	0.91	48.58		R	D	003	008	00	00	000	4	1967	024	2		00	00	008	008	RU	1		094T 029W CHIP 029W094T
093K	0.00	48.64	B-09-0036 BRIDGE	R	D	003	008	00	00	000	4	1967	024	2		00	00	008	011	RU	1		093K 029W CHIP 029W093K
	0.00	48.64	195TH ST. OVER																				093K 029W CHIP 029W093K
	0.22	48.86	MILEPOST 084																				093K 029W CHIP 029W093K

ATTACHMENT 4

	0.38	49.02			R	D	003	008	00	00	000	4	1967	024	2	00	00	008	008	RU	1	093K 029W CHIP 029W093K
	0.41	49.05			R	D	008	008	00	00	000	4	1967	024	2	00	00	008	008	RU	1	093K 029W CHIP 029W093K
	0.43	49.07			R	D	008	008	00	00	000	4	1967	024	2	00	00	010	010	RU	1	093K 029W CHIP 029W093K
092D	0.00	49.12	EAU CLAIRE UAB	X	R	D	003	008	00	00	000	4	1967	024	2	00	00	010	010	RU	1	092D 029W CHIP 029W092D
	0.00	49.12	B-09-0035 BRIDGE																			092D 029W CHIP 029W092D
	0.00	49.12	190TH ST. UNDER																			092D 029W CHIP 029W092D
	0.05	49.17			R	D	003	008	00	00	000	4	1967	024	2	00	00	008	011	RU	1	092D 029W CHIP 029W092D
	0.72	49.84	MILEPOST 083																			092D 029W CHIP 029W092D
092D	0.75	49.87	MAINTENANCE CROSSOVL																			092D 029W CHIP 029W092D
	0.97	50.09			R	D	008	008	00	00	000	4	1967	024	2	00	00	008	011	RU	1	092D 029W CHIP 029W092D
	0.99	50.11			R	D	008	008	00	00	000	4	1967	024	2	00	00	010	010	RU	1	092D 029W CHIP 029W092D
091G	0.00	50.17	B-09-0031 BRIDGE		R	D	003	008	00	00	000	4	1967	024	2	00	00	010	010	RU	1	091G 029W CHIP 029W091G
	0.00	50.17	STILLSON CREEK UNDER																			091G 029W CHIP 029W091G

ATTACHMENT 4

PDP ID	ISEQNO	TRAF SEG ID	RECKEY	FOS PROJ ID	PDP FRM	PDP TO	PDP MILE	ACSI INTS NM	DIVUND	HWY&DIR	PPROJ GRP DESC	RATE	RATEFLAG	CRASHES	CRASHYR5- 2014	CRASHYR4- 2013	CRASHYR3- 2012	CRASHYR2- 2011	CRASHYR1- 2010	CPM	AKNO	AKPROP	AKFLAG	RORPROP	RORFLAG	INTPROP	INTFLAG	CRSHSPOT	SEVINDX	SIREDUC	LOP	IMPFLAG	SFTY TRVL CLS CD	HSTL AADT 5 YR	MMGR WTHR CRSH TOT	MMGR FATAL CRSH TOT
29 EB																																				
5502	34670	3212	50902935	10520162	029E091G000	029E092D000	1.05		D	029E	CHIPPEWA FALLS - CADOTT	19.129	0.00	0.6	0	3	0	0	0	0.6	0.0	0.0%	0.00	100.0%	0.00	0.0%	0.00	0	3				130	16368	3	0
5503	34680	3212	50902935	10520162	029E092D000	029E094T000	1.45	EAU CLAIRE U/	D	029E	CHIPPEWA FALLS - CADOTT	64.644	1.11	2.8	6	2	2	2	2	1.9	0.0	0.0%	0.00	71.4%	0.00	0.0%	0.00	1	28	7	21	YES	130	16368	6	0
5504	34690	3212	50902935	10520162	029E094T000	029E096K000	1.77		D	029E	CHIPPEWA FALLS - CADOTT	26.479	0.00	1.4	2	1	1	1	2	0.8	0.2	14.3%	0.00	42.9%	0.00	0.0%	0.00	1	17		2		130	16368	1	0
5505	34700	3212	50902935	10520162	029E096K000	029E096T000	0.84		D	029E	CHIPPEWA FALLS - CADOTT	31.882	0.00	0.8	2	1	1	0	0	1.0	0.0	0.0%	0.00	25.0%	0.00	25.0%	0.00	0	8				130	16368	1	0
5506	34700	1487	50902940	10520162	029E096T000	029E097D000	0.52		D	029E	CHIPPEWA FALLS - CADOTT	41.114	0.00	0.6	1	0	0	0	2	1.2	0.0	0.0%	0.00	66.7%	0.00	0.0%	0.00	0	3				130	15378	3	0
5507	34710	1487	50902940	10520162	029E097D000	029E099T000	1.53		D	029E	CHIPPEWA FALLS - CADOTT	46.577	0.00	2.0	6	0	1	2	1	1.3	0.0	0.0%	0.00	60.0%	0.00	0.0%	0.00	1	11		2		130	15378	8	0
5508	34720	1487	50902940	10520162	029E099T000	029E101D000	1.46		D	029E	CHIPPEWA FALLS - CADOTT	53.692	0.00	2.2	0	2	3	2	4	1.5	0.0	0.0%	0.00	54.5%	0.00	0.0%	0.00	2	17		2		130	15378	6	0
5510	34730	10	50902945	10520162	029E101D000	029E102G000	1.01		D	029E	CHIPPEWA FALLS - CADOTT	62.874	0.00	1.6	0	2	0	3	3	1.6	0.2	12.5%	0.00	75.0%	1.01	12.5%	0.00	0	19	9	12	YES	210	13806	3	0
5511	34740	10	50902945	10520162	029E102G000	029E102G100	1.00	MAPLE DR	D	029E	CHIPPEWA FALLS - CADOTT	39.689	0.00	1.0	0	3	2	0	0	1.0	0.0	0.0%	0.00	40.0%	0.00	0.0%	0.00	0	5				210	13806	2	0
5512	34750	10	50902945	10520162	029E102G100	029E102G196	0.96		D	029E	CHIPPEWA FALLS - CADOTT	49.611	0.00	1.2	3	1	2	0	0	1.3	0.0	0.0%	0.00	50.0%	0.00	0.0%	0.00	0	7				210	13806	1	0
5513	34760	10	50902945	10520162	029E102G196	029E104M000	1.00		D	029E	CHIPPEWA FALLS - CADOTT	55.564	0.00	1.4	3	2	0	1	1	1.4	0.0	0.0%	0.00	57.1%	0.00	0.0%	0.00	1	9		2		210	13806	3	0
5514	34770	10	50902945	10520162	029E104M000	029E104M112	1.12	10TH AVE	D	029E	CHIPPEWA FALLS - CADOTT	0.000	0.00	0.0	0	0	0	0	0	0.0	0.0	0.0%	0.00	0.0%	0.00	0.0%	0.00	0	0				210	13806	0	0
5515	34780	10	50902945	10520162	029E104M112	029E105T017	0.62		D	029E	CHIPPEWA FALLS - CADOTT	64.014	0.00	1.0	1	1	1	0	2	1.6	0.2	20.0%	0.00	60.0%	0.00	20.0%	0.00	0	14				210	13806	4	1
5516	34780	2772	50902950	10520162	029E105T017	029E107D000	0.62		D	029E	CHIPPEWA FALLS - CADOTT	26.338	0.00	0.4	0	0	0	1	1	0.6	0.0	0.0%	0.00	50.0%	0.00	0.0%	0.00	0	2				210	13422	2	0
															24	**18**	**13**	**12**	**18**	**85**															**43**	**1**

Re-reviewed on April 25, 2016

PDP ID	ISEQNO	TRAF SEG ID	RECKEY	FOS PROJ ID	PDP FRM	PDP TO	PDP MILE	ACSI INTS NM	DIVUND	HWY&DIR	PPROJ GRP DESC	RATE	RATEFLAG	CRASHES	CRASHYR5- 2014	CRASHYR4- 2013	CRASHYR3- 2012	CRASHYR2- 2011	CRASHYR1- 2010	CPM	AKNO	AKPROP	AKFLAG	RORPROP	RORFLAG	INTPROP	INTFLAG	CRSHSPOT	SEVINDX	SIREDUC	LOP	IMPFLAG	SFTY TRVL CLS CD	HSTL AADT 5 YR	MMGR WTHR CRSH TOT	MMGR FATAL CRSH TOT
29 WB																																				
5901	36690	2772	50902950	10500161	029W107D000	029W106K001	0.60	320TH ST	D	029W	CHIPPEWA FALLS - CADOTT	54.433	0.00	0.8	0	2	1	0	1	1.3	0.0	0.0%	0.00	75.0%	0.00	0.0%	0.00	0	5				210	13422	3	0
5902	36690	10	50902945	10500161	029W106K001	029W105T042	0.63		D	029W	CHIPPEWA FALLS - CADOTT	25.199	0.00	0.4	0	1	0	0	1	0.6	0.0	0.0%	0.00	100.0%	0.00	0.0%	0.00	0	3				210	13806	2	0
5903	36680	10	50902945	10500161	029W105T042	029W104M000	1.12		D	029W	CHIPPEWA FALLS - CADOTT	28.349	0.00	0.8	0	2	0	1	1	0.7	0.0	0.0%	0.00	100.0%	0.00	0.0%	0.00	0	8				210	13806	4	0
5904	36650	10	50902945	10500161	029W104M000	029W104M100	1.00	300TH ST	D	029W	CHIPPEWA FALLS - CADOTT	47.627	0.00	1.2	2	1	0	0	3	1.2	0.0	0.0%	0.00	66.7%	0.00	0.0%	0.00	0	6				210	13806	3	0
5905	36660	10	50902945	10500161	029W104M100	029W104M195	0.95		D	029W	CHIPPEWA FALLS - CADOTT	8.356	0.00	0.2	0	1	0	0	0	0.2	0.0	0.0%	0.00	0.0%	0.00	0.0%	0.00	0	1				210	13806	0	0
5906	36670	10	50902945	10500161	029W104M195	029W102G000	1.01		D	029W	CHIPPEWA FALLS - CADOTT	31.437	0.00	0.8	1	0	0	1	2	0.8	0.2	25.0%	0.00	100.0%	0.00	0.0%	0.00	0	11				210	13806	2	0
5907	36640	10	50902945	10500161	029W102G000	029W102G095	0.95	270TH ST	D	029W	CHIPPEWA FALLS - CADOTT	66.844	0.00	1.6	1	2	2	1	2	1.7	0.0	0.0%	0.00	87.5%	0.00	0.0%	0.00	0	8				210	13806	6	0
5908	36640	10	50902945	10500161	029W102G095	029W101D000	0.05		D	029W	CHIPPEWA FALLS - CADOTT	0.000	0.00	0.0	0	0	0	0	0	0.0	0.0	0.0%	0.00	0.0%	0.00	0.0%	0.00	0	0				210	13806	0	0
5909	36630	1487	50902940	10500161	029W101D000	029W099T000	1.43		D	029W	CHIPPEWA FALLS - CADOTT	24.917	0.00	1.0	0	3	0	1	1	0.7	0.0	0.0%	0.00	40.0%	0.00	0.0%	0.00	0	5				130	15378	1	0
5910	36620	1487	50902940	10500161	029W099T000	029W097D000	1.55		D	029W	CHIPPEWA FALLS - CADOTT	45.976	0.00	2.0	0	2	2	4	2	1.3	0.0	0.0%	0.00	50.0%	0.00	10.0%	0.00	0	15				130	15378	5	0
5911	36610	1487	50902940	10500161	029W097D000	029W096T000	0.55		D	029W	CHIPPEWA FALLS - CADOTT	25.914	0.00	0.4	0	1	0	0	1	0.7	0.0	0.0%	0.00	50.0%	0.00	0.0%	0.00	0	2				130	15378	1	0
5912	36610	3212	50902935	10500161	029W096T000	029W096K000	0.81		D	029W	CHIPPEWA FALLS - CADOTT	24.797	0.00	0.6	0	0	0	1	2	0.7	0.0	0.0%	0.00	66.7%	0.00	0.0%	0.00	0	7				130	16368	2	0
5913	36600	3212	50902935	10500161	029W096K000	029W094T000	1.77		D	029W	CHIPPEWA FALLS - CADOTT	30.261	0.00	1.6	1	0	3	2	2	0.9	0.0	0.0%	0.00	50.0%	0.00	12.5%	0.00	1	12		2		130	16368	2	0
5914	36590	3212	50902935	10500161	029W094T000	029W092D000	1.45		D	029W	CHIPPEWA FALLS - CADOTT	23.087	0.00	1.0	0	1	1	2	1	0.7	0.0	0.0%	0.00	100.0%	0.00	0.0%	0.00	0	5				130	16368	3	0
5915	36580	3212	50902935	10500161	029W092D000	029W091G000	1.05	EAU CLAIRE U/	D	029W	CHIPPEWA FALLS - CADOTT	31.882	0.00	1.0	1	2	1	1	0	1.0	0.0	0.0%	0.00	100.0%	0.00	0.0%	0.00	0	8				130	16368	3	0
															6	**18**	**10**	**14**	**19**	**67**																

Re-reviewed on April 25, 2016

ATTACHMENT 4

MMGR INCAP INJ CRSH TOT	MMGR NONINCAP INJ CRSH TOT	MMGR PSBL INJ CRSH TOT	MMGR PD ONLY CRSH TOT	WI CNTY NM	YRS OTT	MMGR HMVMT	MMGR FATL INJY OCCP TOT	MMGR INCAP INJY OCCP TOT	MMGR NONINCAP INJY OCCP TOT	MMGR PSBL INJY OCCP TOT	MMGR KAB INJY RT	MMGR KAB INJY RT FL	MMGR KAB CRSH RT	MMGR KAB CRSH RT FL	MMGR DRV FL	UCL CRSH RT	UCL KAB INJY RT	UCL KAB CRSH RT	ECON RCD OVER RSRF
0	0	0	3	CHIPPEWA	5	0.1568	0	0	0	0	0.000	0.00	0.000	0.00	0	60.578	15.833	12.697	$628
0	3	5	6	CHIPPEWA	5	0.2166	0	0	3	7	13.852	0.00	13.852	1.18	1	58.086	14.738	11.749	$0
1	1	0	5	CHIPPEWA	5	0.2644	0	1	1	0	7.565	0.00	7.565	0.00	0	56.735	14.144	11.236	$16,907
0	1	1	2	CHIPPEWA	5	0.1255	0	0	1	2	7.971	0.00	7.971	0.00	0	62.552	16.701	13.447	$0
0	0	0	3	CHIPPEWA	5	0.0730	0	0	0	0	0.000	0.00	0.000	0.00	0	68.371	19.260	15.660	$1,268
0	0	1	9	CHIPPEWA	5	0.2147	0	0	0	1	0.000	0.00	0.000	0.00	0	58.148	14.765	11.773	$0
0	2	0	9	CHIPPEWA	5	0.2049	0	0	2	0	9.762	0.00	9.762	0.00	0	58.486	14.914	11.902	$906
1	1	1	5	CHIPPEWA	5	0.1272	0	1	3	1	31.437	1.34	15.718	0.00	0	70.220	23.449	17.710	$25,097
0	0	0	5	CHIPPEWA	5	0.1260	0	0	0	0	0.000	0.00	0.000	0.00	0	70.319	23.499	17.752	$1,099
0	0	1	5	CHIPPEWA	5	0.1209	0	0	0	1	0.000	0.00	0.000	0.00	0	70.732	23.711	17.928	$0
0	0	2	5	CHIPPEWA	5	0.1260	0	0	0	2	0.000	0.00	0.000	0.00	0	70.319	23.499	17.752	$0
0	0	0	0	CHIPPEWA	5	0.1411	0	0	0	0	0.000	0.00	0.000	0.00	0	0.000	0.000	0.000	$0
0	0	0	4	CHIPPEWA	5	0.0781	1	0	0	0	12.803	0.00	12.803	0.00	0	75.716	26.268	20.060	$940,899
0	0	0	2	CHIPPEWA	5	0.0759	0	0	0	0	0.000	0.00	0.000	0.00	0	76.077	26.453	20.214	$709
2	**8**	**11**	**63**																

MMGR INCAP INJ CRSH T	MMGR NONINCAP INJ CR	MMGR PSBL INJ CRSH T	MMGR PD ONLY CRSH T	WI CNTY NM	YRS OTT	MMGR HMVMT	MMGR FATL INJY OCCP	MMGR INCAP INJY OCCP	MMGR NONINCAP INJY O	MMGR PSBL INJY OCCP	MMGR KAB INJY RT	MMGR KAB INJY RT FL	MMGR KAB CRSH RT	MMGR KAB CRSH RT FL	MMGR DRV FL	UCL CRSH RT	UCL KAB INJY RT	UCL KAB CRSH RT	ECON RCD OVER RSRF
0	0	1	3	CHIPPEWA	5	0.0735	0	0	0	1	0.000	0.00	0.000	0.00	0	76.502	26.671	20.396	$0
0	0	1	1	CHIPPEWA	5	0.0794	0	0	0	1	0.000	0.00	0.000	0.00	0	75.514	26.164	19.973	$0
0	1	1	2	CHIPPEWA	5	0.1411	0	0	1	1	7.087	0.00	7.087	0.00	0	69.218	22.935	17.281	$0
0	0	0	6	CHIPPEWA	5	0.1260	0	0	0	0	0.000	0.00	0.000	0.00	0	70.319	23.499	17.752	$1,319
0	0	0	1	CHIPPEWA	5	0.1197	0	0	0	0	0.000	0.00	0.000	0.00	0	70.839	23.766	17.974	$231
1	0	0	3	CHIPPEWA	5	0.1272	0	1	0	0	7.859	0.00	7.859	0.00	0	70.220	23.449	17.710	$29,518
0	0	0	8	CHIPPEWA	5	0.1197	0	0	0	0	0.000	0.00	0.000	0.00	0	70.839	23.766	17.974	$1,851
0	0	0	0	CHIPPEWA	5	0.0063	0	0	0	0	0.000	0.00	0.000	0.00	0	0.000	0.000	0.000	$0
0	0	0	5	CHIPPEWA	5	0.2007	0	0	0	0	0.000	0.00	0.000	0.00	0	58.639	14.981	11.960	$768
0	1	2	7	CHIPPEWA	5	0.2175	0	0	1	2	4.598	0.00	4.598	0.00	0	58.055	14.724	11.738	$0
0	0	0	2	CHIPPEWA	5	0.0772	0	0	0	0	0.000	0.00	0.000	0.00	0	67.693	18.962	15.402	$799
0	1	1	1	CHIPPEWA	5	0.1210	0	0	1	1	8.266	0.00	8.266	0.00	0	62.895	16.852	13.578	$0
0	1	1	6	CHIPPEWA	5	0.2644	0	0	1	1	3.783	0.00	3.783	0.00	0	56.735	14.144	11.236	$0
0	0	0	5	CHIPPEWA	5	0.2166	0	0	0	0	0.000	0.00	0.000	0.00	0	58.086	14.738	11.749	$758
0	1	0	4	CHIPPEWA	5	0.1568	0	0	1	0	6.376	0.00	6.376	0.00	0	60.578	15.833	12.697	$525

PDP 5503 : 14 crashes (6 weather)
3B, 5C, 6PD

B – over turned in ditch due to ice
B – inattentive driving + alcohol present – hit median guardrail
B – weather/snow – into ditch
C – snow/ice into ditch and on side
C – inattentive driving – turning onto [illegible]
C – ice – lost control on bridge hit rail
C – car rear ended semi
C – [illegible]

PDP 5510 : 8 crashes
1A, 1B, 1C, 5PD

A OVERTURNED AVOIDING A DEER
B Snow caused loss of control
C Driver lost control after hitting construction barrel, crossed median
PD CAR FIRE
PD Medical condition disabled driver causing to run off rd + hit delineator
PD Construction zone, on ramp yield, – failure to yield
PD Entering 27 from 27 on ramp; driver hit ice and rolled [illegible] in ditch
PD Driver hit old tire debris on highway

ATTACHMENT 4

STH 29 EB from RP 91G+0.00 to RP 107D+0.00_Reddy_4/26/2016 Search 2010 thru Available 2016 Sort by RP Number_RP Distance

DOCTNMBR	COUNTY	MUNICIPALITY	MUNITYPE	ONHWY	ONHWYRP	ONSTR	ONHWYDIR	RPNMBR	RPDIS	INTDIR	INTDIS	ATHWY	ATSTR	ATNMBR	ACCDDATE	DAYNMBR	NTFYHOUR	MNRCOLL	ACCDTYPE	RLTNRDWY	ACCDLOC	ROADCOND	WTHRCOND	LGTCOND	ROADHOR	ROADVERT	INJSVR	TOTFATL	TOTINJ	ALCFLAG	PEDFLAG	TOTVEH	TRVLDIR1	DRVRRDO1	TRFCNTL1	POSTSPD1	AGE1	DRVRPC1A	TRVLDIR2	DRVRRDO2	TRFCNTL2	POSTSPD2	AGE2	DRVRPC2A
PV8CW3B	CHIPPEWA	LAFAYETTE	T	29	29		E	091G	0.3	E	100	J			3/15/2013	FRI	20	NO	OVRTRN	ON	N	SNOW	WIND	DARK				0	0			1	E	GO STR	NONE	65	18	TFC						
PV8HL6Z	CHIPPEWA	LAFAYETTE	T	29	29		E	091G	0.3	E	100	J			11/22/2013	FRI	4	NO	DITCH	RTSH	N	ICE	SNOW	DARK				0	0			1	E	GO STR	NONE	65	45							
A141447	CHIPPEWA	LAFAYETTE	T	29	29		E	091G	0.38	E	6		MM 83		12/9/2013	MON	9	NO	OVRTRN	RTSH	N	ICE	SNOW					0	0			1	E	GO STR	NONE	65	56	TFC						
PV82867	CHIPPEWA	LAFAYETTE	T	29	29		E	092D	0		0		190TH ST		11/19/2014	WED	7	NO	BRRAIL	ON	N	ICE	SNOW			H	C	0	1			1	E	GO STR	NONE	65	46	FVC						
A141448	CHIPPEWA	LAFAYETTE	T	29	29		E	092D	0.05	W	20		MP 84		12/9/2013	MON	8	NO	DITCH	MED	N	SNOW	SNOW				C	0	1			1	E	GO STR	NONE	65	17	TFC						
PV8CW74	CHIPPEWA	LAFAYETTE	T	29				092D	0.06	E	6		190TH ST		2/7/2016	SUN	13	SSS		ON	N		CLDY			H		0	0			2	E	CHG LN	NONE	70	16	ID	E	GO STR	NONE	70	23	
PV87FV2	CHIPPEWA	LAFAYETTE	T	29	29		E	092D	0.1	E	10		190TH ST		11/19/2014	WED	8	NO	OVRTRN	RTSH	N	ICE	CLDY			H	B	0	1			1	E	GO STR	NONE	65	29	TFC						
A473078	CHIPPEWA	LAFAYETTE	T	29	29		E	092D	0.1	E	10		190TH ST		12/4/2012	TUE	8	NO	OVRTRN	SHLD	N		CLR				C	0	1			1	E	GO STR	NONE	65	63	ID						
PV9B1PZ	CHIPPEWA	LAFAYETTE	T	29				092D	0.1	W	10		190TH ST		2/7/2016	SUN	13	NO	GR END	LTSH	N		CLDY					0	0			1	E	GO STR	NONE	65	27	ID						
PV9B1MJ	CHIPPEWA	LAFAYETTE	T	29	29		E	092D	0.2		0		190TH ST		11/30/2014	SUN	17	REAR		ON	N		CLR	DARK			C	0	2			2	E	GO STR	NONE	65	63	ID	E	GO STR	NONE	65	26	
A150588	CHIPPEWA	LAFAYETTE	T	29	29	EB	E	092D	0.25		1		MM 84		11/24/2010	WED	15	NO	DITCH	RTSH	N	SNOW	SLET			H	C	0	1			1	E	GO STR	NONE	65	55	FVC						
PV8GTZM	CHIPPEWA	LAFAYETTE	T	29	29		E	092D	0.38	W	10		195TH ST		3/3/2013	SUN	5	NO	GR END	LTSH	N		CLR	DAWN			B	0	1	Y		1	E	GO STR	NONE	65	19	ID						
A462225	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0		0		195TH ST		1/11/2011	TUE	8	NO	OVRTRN	MED	N	SNOW	CLDY					0	0			1	E	GO STR	NONE	65	32	TFC						
PVC14WX	CHIPPEWA	LAFAYETTE	T	29				093K	0	E	250	J	195TH ST		5/13/2015	WED	17	SSS		ON	N		CLR				B	0	1			2	E	CHG LN	NONE	65	51	ID	E	GO STR	NONE	65	57	ID
PVBJBF6	CHIPPEWA	LAFAYETTE	T	29				093K	0.11	W	59		190TH ST		8/6/2015	THU	21	NO	FENCE	OFF	N	WET	RAIN	DARK			B	0	1			1	E	GO STR	NONE	65	21							
PV84GVN	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0.27	E	250	J			5/30/2014	FRI	18	NO	OBNFX	ON	N		CLR					0	0			1	E	GO STR	NONE	65	43							
PV9B1KD	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0.3	E	30		195TH ST		2/17/2014	MON	15	NO	GR END	ON	N	SNOW	SNOW					0	0			1	E	GO STR	NONE	65	67	TFC						
A139974	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0.47	W	50	K			11/10/2010	WED	23	NO	DITCH	SHLD	N	BLNK	CLDY	DARK				0	0			1	E	GO STR	NONE	65	49	FVC						
A233226	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0.67	W	30	K			11/9/2012	FRI	8	ANGL		ON	N		CLDY			H	B	0	2			3	E	OVT LT	NONE	65	35	SPD	E	GO STR	NONE	65	66	
A161487	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0.67	W	30	K			9/7/2011	WED	20	NO	OT ANML	ON	N		CLR	DARK				0	0			1	E	GO STR	NONE	65	20							
PV999C0	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0.77	E	288	J			7/25/2014	FRI	22	NO	FIRE	SHLD	N		CLR	DARK				0	0			1	E	GO STR	NONE	65	37							
C6M5L9H	CHIPPEWA	LAFAYETTE	T	29	29	EB	E	094T	0.05	E	20		MP 85		8/10/2010	TUE	16	NO	FIRE	ON	N		CLR					0	0			1	E	GO STR	NONE	65	50							
A462104	CHIPPEWA	SIGEL	T	29	29		E	094T	0.09	E	9	K			12/24/2010	FRI	9	NO	DITCH	RTSH	N	SNOW	SNOW					0	0			1	E	GO STR	NONE	65	24	TFC						
A483183	CHIPPEWA	LAFAYETTE	T	29	29		E	094T	0.1	E	10	K			9/30/2011	FRI	15	REAR		ON	N		CLR				B	0	1			6	E	GO STR	NONE	55	20		E	GO STR	NONE	55	19	
PV8G3X4	CHIPPEWA	LAFAYETTE	T	29	29		E	095G	0		0	K			11/9/2014	SUN	1	NO	GR FAC	MED	N		CLDY	DARK				0	0			1	E	GO STR	NONE	65	53	ID						
PV88X82	CHIPPEWA	LAFAYETTE	T	29	29		E	095G	0.26	E	50	K			9/22/2014	MON	0	NO	OT ANML	BLNK	N	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	50							
A233232	CHIPPEWA	LAFAYETTE	T	29	29		E	095G	0.26	E	50	K			5/15/2012	TUE	18	NO	OVRTRN	ON	N		CLR		C		A	0	1			1	E	NEGCRV	NONE	65	18	TFC						
PV8573T	CHIPPEWA	LAFAYETTE	T	29	29		E	095G	1.03	W	50		220TH ST		7/12/2013	FRI	11	NO	OTH NC	ON	N		CLR					0	0			1	E	GO STR	NONE	65	51							
PV88X9T	CHIPPEWA	SIGEL	T	29				096K	0.14	W	70	X			11/15/2015	SUN	18	NO	OVRTRN	ON	N		CLDY	DARK				0	0			1	E	SL/ST	NONE	70	22	FVC						
PV8FCM7	CHIPPEWA	SIGEL	T	29	29		E	096K	0.25	E	25		220TH ST		4/30/2014	WED	14	REAR		ON	N	WET	RAIN				C	0	1			2	E	OVT LT	NONE	65	50	FTC	E	GO STR	NONE	65	55	
PV8WFQS	CHIPPEWA	SIGEL	T	29		EB		096K	0.32	N	3		CROSSOVER STH 29		3/2/2016	WED	15	REAR		ON	N		CLDY				C	0	2			2	E	GO STR	NONE	70	18	OTHR	E	OVT LT	NONE	70	53	FTC
PV87FS7	CHIPPEWA	LAFAYETTE	T	29				096K	0.61	W	10	X			1/25/2014	SAT	7	NO	GR FAC	ON	N	ICE	WIND		C	H		0	0			1	E	NEGCRV	NONE	55	31							
C6M72T0	CHIPPEWA	SIGEL	T	29	29		E	096K	0.65	W	6	X	RANP	XIT 8	6/19/2013	WED	0	NO	OT ANML	BLNK	N	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	41							
PV999B8	CHIPPEWA	SIGEL	T	29	29		E	096K	0.71		0	X		EXIT 8	3/22/2014	SAT	0	NO	OT ANML	BLNK	I	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	27							
A157769	CHIPPEWA	SIGEL	T	29	29		E	096K	0.75	S	9	X			7/15/2012	SUN	9	NO	OVRTRN	MED	N		CLR				B	0	2			1	E	GO STR	NONE	65	41							
A150378	CHIPPEWA	LAFAYETTE	T	29				096K	0.81	E	10	X			1/13/2010	WED	3	NO	OVRTRN	MED	N		CLR	DARK	C			0	0			1	E	NEGCRV	NONE	65	40	ID						

ATTACHMENT 4

STH 29 EB from RP 91G+0.00 to RP 107D+0.00_Reddy_4/26/2016 Search 2010 thru Available 2016 Sort by RP Number_RP Distance

DOCTNMBR	COUNTY	MUNICIPALITY	MUNITYPE	ONHWY	ONHWYRP	ONSTR	ONHWYDIR	RPNMBR	RPDIS	INTDIR	INTDIS	ATHWY	ATSTR	ATNMBR	ACCDDATE	DAYNMBR	NTFYHOUR	MNRCOLL	ACCDTYPE	RLTNRDWY	ACCDLOC	ROADCOND	WTHRCOND	LGTCOND	ROADHOR	ROADVERT	INJSVR	TOTFATL	TOTINJ	ALCFLAG	PEDFLAG	TOTVEH	TRVLDIR1	DRVRDO1	TRFCNTL1	POSTSPD1	AGE1	DRVRPC1A	TRVLDIR2	DRVRDO2	TRFCNTL2	POSTSPD2	AGE2	DRVRPC2A
A462105	CHIPPEWA	SIGEL	T	29	29		E	096T	0.02	W	50	XX			12/24/2010	FRI	10	SSS		ON	N	SNOW	SNOW					0	0			2	E	GO STR	NONE	65	58		E	GO STR	NONE	65	89	TFC
A462261	CHIPPEWA	SIGEL	T	29	29	EB	E	096T	0.42	W	10	XX			1/14/2014	TUE	15	NO	GR FAC	ON	N	SNOW	SNOW		C			0	0			1	E	NEGCRV	NONE	65	19	TFC						
PVBLK2P	CHIPPEWA	SIGEL	T	29				096T	0.42	W	10	XX			2/2/2016	TUE	17	NO	GR FAC	RTSH	N	SNOW	SNOW	DARK			B	0	1			1	E	GO STR	NONE	70	42	TFC						
A473210	CHIPPEWA	SIGEL	T	29	29	EB	E	096T	0.51	W	1	XX			12/20/2010	MON	18	REAR		SHLD	N	SNOW	SNOW	DARK				0	0			2	E	GO STR	NONE	65	21	TFC	E	BLNK	NONE	65	19	TFC
PV8DMJW	CHIPPEWA	SIGEL	T	29				097D	0	S	1	XX			2/7/2016	SUN	22	NO	GR FAC	RTSH	N	SNOW	SNOW	DARK	C			0	0			2	E	OVT LT	NONE	70	71	TFC	E	MERGNG	NONE	70	0	ID
A139772	CHIPPEWA	SIGEL	T	29	29		E	097D	0.1	E	10	XX			2/8/2010	MON	7	NO	EMBKMT	MED	N	ICE	CLR		C			0	0			1	E	GO STR	NONE	65	68	FVC						
PV8G3X7	CHIPPEWA	SIGEL	T	29	29		E	097D	0.21	E	21	XX			11/10/2014	MON	8	NO	OVRTRN	MED	N	SNOW	SNOW		C			0	0			1	E	NEGCRV	NONE	65	24	TFC						
PVBJBF0	CHIPPEWA	SIGEL	T	29				097D	0.21	E	21	XX			6/21/2015	SUN	0	NO	OT ANML	BLNK	N	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	35							
A150563	CHIPPEWA	SIGEL	T	29	29		E	097D	0.25	E	25	XX			9/13/2011	TUE	17	REAR		ON	N		CLR				C	0	1			2	E	GO STR	NONE	55	59		E	GO STR	NONE	55	30	SPD
A473259	CHIPPEWA	SIGEL	T	29	29		E	097D	0.3	E	30	XX			3/3/2011	THU	13	NO	OVRTRN	RTSH	N	SNOW	SNOW		C			0	0			1	E	GO STR	NONE	65	26	TFC						
PV88X7R	CHIPPEWA	SIGEL	T	29	29		E	097D	0.3	E	30	XX			4/24/2014	THU	18	NO	DITCH	RTSH	N	WET	RAIN					0	0			1	E	GO STR	NONE	65	17	DC						
PV88X76	CHIPPEWA	SIGEL	T	29	29		E	097D	0.5	E	50	XX			1/14/2014	TUE	12	NO	TFSIGN	RTSH	N	SNOW	SNOW					0	0			1	E	GO STR	NONE	65	18	TFC						
PV87FSL	CHIPPEWA	SIGEL	T	29	29		E	097D	0.53	W	100	X			2/22/2014	SAT	9	REAR		ON	N	ICE	CLR					0	0			2	E	GO STR	NONE	65	45	FTC	E	GO STR	NONE	65	18	
A473077	CHIPPEWA	SIGEL	T	29	29		E	097D	0.78	W	25		240TH ST		11/21/2012	WED	12	NO	FENCE	LTSH	N		CLR					0	0			1	E	GO STR	NONE	65	43	FVC						
RXHB1K1	CHIPPEWA	SIGEL	T	29				097D	1.05	E	2		240TH ST		3/23/2015	MON	7	NO	GR FAC	SHLD	N	ICE	SLET	DAWN			A	0	2			1	E	GO STR	NONE	65	68	TFC						
PV87FST	CHIPPEWA	SIGEL	T	29	29		E	097D	1.13	W	40	X			4/30/2014	WED	7	NO	OT ANML	ON	N	WET	CLDY					0	0			1	E	GO STR	NONE	65	24							
PV8DMFX	CHIPPEWA	SIGEL	T	29	29		E	097D	1.25	E	22		240TH ST		9/29/2014	MON	2	NO	OT ANML	ON	N		FOG	DARK				0	0			1	E	GO STR	NONE	65	29							
A150334	CHIPPEWA	SIGEL	T	29	29		E	099T	0.36	W	110	27			2/1/2011	TUE	6	NO	GR FAC	ON	N	ICE	CLDY	DARK				0	0			1	E	GO STR	NONE	65	23	TFC						
C6M72QG	CHIPPEWA	SIGEL	T	29	29		E	099T	0.55	W	60		MP 91		11/6/2010	SAT	20	NO	OTH NC	ON	N		CLR	DARK				0	0			1	E	GO STR	NONE	65	54							
PV8G3RZ	CHIPPEWA	CADOTT	V	29	29		E	099T	0.96	W	50	27			12/19/2012	WED	7	SSS		ON	N	SNOW	SNOW	DAWN	H			0	0			2	E	GO STR	NONE	65	48	TFC		GO STR	NONE	65	0	TFC
JNPHZBC	CHIPPEWA	CADOTT	V	29	29		E	099T	0.96	W	50	27			12/9/2010	THU	13	NO	FENCE	ON	N	WET	SNOW					0	0			1	E	GO STR	NONE	65	57							
JNPJPKG	CHIPPEWA	CADOTT	V	29	29		E	099T	0.96	W	50	27			12/9/2012	SUN	18	NO	OTH NC	OFF	N	SNOW	SNOW	DARK				0	0			1	E	GO STR	NONE	65	47							
A150721	CHIPPEWA	SIGEL	T	29	29		E	099T	1.06	W	40	27			2/2/2010	TUE	7	NO	OVRTRN	MED	N	SNOW	SNOW					0	0			1	E	GO STR	NONE	65	64	FVC						
JNPHZDB	CHIPPEWA	CADOTT	V	29	29		E	099T	1.07	W	10	27			11/8/2013	FRI	17	NO	OBNFX	ON	N		CLDY	DARK			B	0	1			1	E	GO STR	NONE	65	41							
JNPHZBV	CHIPPEWA	CADOTT	V	29	29		E	099T	1.16	W	30	27			9/15/2011	THU	16	NO	OTH NC	ON	N		CLR		H			0	0			1	E	SL/ST	NONE	55	25	ID						
A163888	CHIPPEWA	SIGEL	T	29	29		E	099T	1.16	W	30	27			1/22/2010	FRI	5	NO	OVRTRN	SHLD	N	ICE	SLET	DARK				0	0			1	E	GO STR	NONE	65	23	TFC						
JNPHZCD	CHIPPEWA	CADOTT	V	29	29		E	099T	1.22	W	10	27			6/21/2012	THU	17	NO	OTH NC	ON	N		CLR					0	0			1	E	GO STR	NONE	65	75	FVC						
PV85732	CHIPPEWA	CADOTT	V	29	29		E	099T	1.26	W	20	27			4/2/2013	TUE	8	REAR		ON	N		CLR		H	B		0	1			2	E	SL/ST	NONE	65	54		E	GO STR	NONE	65	71	FTC
JNPHZFS	CHIPPEWA	CADOTT	V	29				099T	1.31	W	17	27	RAMP		6/20/2015	SAT	15	SSS		ON	N		CLR					0	0			2	E	GO STR	NONE	65	38	FVC	E	GO STR	NONE	65	45	
JNPKFR5	CHIPPEWA	CADOTT	V	29	29		E	101D	0.02	E	2	27			9/30/2011	FRI	11	NO	OTH NC	ON	N		CLR					0	0			1	E	GO STR	NONE	65	18							
JNPKFR1	CHIPPEWA	CADOTT	V	29	29		E	101D	0.09	E	9	27			6/29/2011	WED	8	NO	OBNFX	ON	N		CLR		H	C		0	1			1	E	GO STR	YIELD	55	27	ID						
A163950	CHIPPEWA	CADOTT	V	29	29		E	101D	0.1	E	10	27			9/19/2010	SUN	8	NO	JKNIF	SHLD	N		CLDY					0	0			1	E	GO STR	NONE	65	19							
JNPHZDF	CHIPPEWA	CADOTT	V	29	29		E	101D	0.17	W	17	27			11/22/2013	FRI	21	NO	OTHFX	RTSH	N	SNOW	SNOW	DARK				0	0			1	E	GO STR	NONE	65	21	DC						
JNPJPKH	CHIPPEWA	CADOTT	V	29	29		E	101D	0.19		0	27	RAMP		2/6/2013	WED	14	NO	OVRTRN	LTSH	I	SNOW	SNOW		H			0	0			1	E	MERGNG	NONE	65	19	TFC						
JNPJPK9	CHIPPEWA	CADOTT	V	29	29		E	101D	0.19	E	19	27			6/26/2011	SUN	14	ANGL	OT RDWY	RAMP	N		CLR					0	0			2	E	OTHR	YIELD	25	26		E	GO STR	NONE	55	40	
JNPJPJQ	CHIPPEWA	CADOTT	V	29	29		E	101D	0.3	E	30	27			2/14/2010	SUN	19	NO	DITCH	MED	N	ICE	SNOW	DARK	H	B		0	2			1	E	GO STR	NONE	65	39							

ATTACHMENT 4

DOCTNMBR	COUNTY	MUNICIPALITY	MUNITYPE	ONHWY	ONHWYRP	ONSTR	ONHWYDIR	RPNMBR	RPDIS	INTDIR	INTDIS	ATHWY	ATSTR	ATNMBR	ACCDATE	DAYNMBR	NTFYHOUR	MNRCOLL	ACCTYPE	RLTNRDWY	ACCLOC	ROADCOND	WTHRCOND	LGTCOND	ROADHOR	ROADVERT	INJSVR	TOTFATL	TOTINJ	ALCFLAG	PEDFLAG	TOTVEH	TRVLDIR1	DRVRDO1	TRFCNTL1	POSTSPD1	AGE1	DRVRPC1A	TRVLDIR2	DRVRDO2	TRFCNTL2	POSTSPD2	AGE2	DRVRPC2A
C6M5L9P	CHIPPEWA	SIGEL	T	29	29	EB	E	101D	0.53	W	20		MP 92		11/7/2010	SUN	19	NO	OVRTRN	ON	N		CLR	DARK			A	0	2			1	E	GO STR	NONE	65	42	FVC						
PV8860Z	CHIPPEWA	SIGEL	T	29				101D	0.83	W	18		270TH ST		3/5/2016	SAT	6	NO	DITCH	RTSH	N	ICE	CLDY	DAWN		H		0	0			1	E	GO STR	NONE	65	25	TFC						
A159095	CHIPPEWA	SIGEL	T	29	29		E	102G	0.3	E	30		270TH ST		3/19/2013	TUE	7	NO	FIRE	SHLD	N		CLDY			H		0	0			1	E	GO STR	NONE	65	57							
PV9B1JT	CHIPPEWA	SIGEL	T	29	29		E	102G	0.3	E	30		270TH ST		12/2/2013	MON	21	ANGL		MED	N	SNOW	SNOW	DARK				0	0			2	E	GO STR	NONE	65	56	TFC	E	GO STR	NONE	65	52	
A473063	CHIPPEWA	SIGEL	T	29	29		E	102G	0.5	E	50		270TH ST		4/2/2012	MON	0	NO	OBNFX	ON	N		CLDY	DARK				0	0			1	E	GO STR	NONE	65	33							
A233368	CHIPPEWA	SIGEL	T	29	29		E	102G	0.5	E	50		270TH ST		11/9/2012	FRI	21	NO	OT ANML	ON	N		CLDY	DARK				0	0			1	E	GO STR	NONE	65	38							
A157816	CHIPPEWA	EDSON	T	29	29		E	102G	1.11	E	50		MM 93		6/21/2012	THU	19	NO	DITCH	RTSH	N		CLR				C	0	1			1	E	GO STR	NONE	65	57	FVC						
PV8G3WC	CHIPPEWA	EDSON	T	29	29		E	102G	1.3	E	130		270TH ST		7/28/2014	MON	14	NO	DITCH	SHLD	N		CLR					0	0			1	E	GO STR	NONE	65	0	OTHR						
C6M72S8	CHIPPEWA	EDSON	T	29	29		E	102G	1.51	W	10		MP 94		10/12/2012	FRI	16	NO	OTH NC	ON	N		CLR					0	0			1	E	GO STR	NONE	65	18							
PV8G3VX	CHIPPEWA	EDSON	T	29	29		E	102G	1.76	W	120		300TH ST		6/15/2014	SUN	0	NO	OT ANML	BLNK	N	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	45							
JZQX5ZN	CHIPPEWA	EDSON	T	29	29		E	102G	1.81	W	115		300TH ST		3/17/2014	MON	14	NO	OVRTRN	MED	N	SNOW	SNOW					0	0			1	E	GO STR	NONE	65	30	TFC						
PVBK2MG	CHIPPEWA	EDSON	T	29				102G	1.91	E	25		290TH ST		6/15/2015	MON	0	NO	OT ANML	BLNK	N	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	31							
PV83QNQ	CHIPPEWA	EDSON	T	29	29		E	102G	1.94	W	102		300TH ST		10/27/2013	SUN	0	NO	OT ANML	BLNK	N	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	21							
PV8579C	CHIPPEWA	EDSON	T	29				102G	2.31	W	55		300TH ST		6/29/2015	MON	11	SSS		ON	N		CLDY			H		0	0			2	E	GO STR	NONE	65	18	FVC	E	GO STR	NONE	65	75	
PV8K2N9	CHIPPEWA	EDSON	T	29	29		E	102G	2.46	E	50		290TH ST		9/24/2013	TUE	13	NO	DITCH	RTSH	N		CLR			H	C	0	1			1	E	GO STR	NONE	65	59	ID						
PV8572Z	CHIPPEWA	EDSON	T	29	29		E	102G	2.46	W	50		300TH ST		3/15/2013	FRI	8	NO	OT PST	RTSH	N	SNOW	SNOW			H		0	0			1	E	GO STR	NONE	65	16							
A150689	CHIPPEWA	EDSON	T	29	29		E	102G	2.46	W	50		300TH ST		10/8/2010	FRI	10	NO	FIRE	ON	N		CLR					0	0			1	E	GO STR	NONE	65	26							
A215510	CHIPPEWA	EDSON	T	29	29		E	102G	2.46	W	50		300TH ST		1/14/2014	TUE	10	REAR		ON	N	SNOW	SNOW			H		0	0			3	E	OTHR	NONE	65	33		E	OVT RT	NONE	65	46	TFC
PV8CW54	CHIPPEWA	EDSON	T	29	29		E	102G	2.46	W	50		300TH ST		9/8/2014	MON	10	NO	OBNFX	ON	N		CLDY			H		0	0			2	E	GO STR	NONE	65	71		E	GO STR	NONE	65	0	OTHR
C6M72QT	CHIPPEWA	EDSON	T	29	29		E	102G	2.51	W	10		MP 95		2/9/2011	WED	15	NO	OTH NC	LTSH	N		CLR					0	0			1	E	GO STR	NONE	65	68	ID						
PV8HL75	CHIPPEWA	EDSON	T	29	29		E	102G	2.71	W	25		300TH ST		1/22/2014	WED	8	NO	OVRTRN	MED	N	ICE	SNOW			H	C	0	1	Y		1	E	GO STR	NONE	65	22	DC						
PV8BDPH	CHIPPEWA	EDSON	T	29				104M	0.7	E	70		300TH ST		4/19/2015	SUN	23	NO	OT ANML	ON	N	WET	RAIN	DARK				0	0			1	E	GO STR	NONE	65	30							
A462061	CHIPPEWA	EDSON	T	29	29	EB	E	104M	1.37	W	20	X			12/20/2010	MON	21	NO	OVRTRN	RTSH	N	ICE	SLET	DARK				0	0			1	E	GO STR	NONE	65	31	TFC						
A141395	CHIPPEWA	EDSON	T	29	29		E	104M	1.37	W	20	X			2/2/2013	SAT	6	SSS		ON	N	SNOW	CLDY	DARK		H		0	0			2	E	GO STR	NONE	65	19	SPD	E	GO STR	WS FL	65	51	
C6M72S1	CHIPPEWA	EDSON	T	29	29		E	104M	1.55	W	10		MP 97		6/3/2012	SUN	18	NO	FIRE	ON	N		CLDY					0	0			1	E	GO STR	NONE	65	27							
JZQWFR1	CHIPPEWA	BOYD	V	29	29		E	105T	0.06		0	X			1/30/2014	THU	12	ANGL		ON	I	ICE	SNOW			H		0	0			2	E	CHG LN	NONE	65	43	FVC	E	GO STR	NONE	65	30	
A150675	CHIPPEWA	BOYD	V	29	29		E	105T	0.16	W	2	D			5/13/2010	THU	11	SSS		ON	N	WET	RAIN				K	1	0			2	E	GO STR	NONE	65	60	FVC	E	BLNK	NONE	65	68	
JZQX5ZD	CHIPPEWA	BOYD	V	29	29		E	106K	0.25	E	25	D			11/24/2010	WED	15	NO	DITCH	MED	N	ICE	SLET	DUSK				0	0			1	E	GO STR	NONE	65	73	TFC						
C6M72RK	CHIPPEWA	EDSON	T	29	29		E	106K	0.4	E	50		MP 97		11/19/2011	SAT	17	NO	OTH NC	RTSH	N	SNOW	SNOW	DARK				0	0			1	E	RT TRN	NONE	65	29	TFC						

ATTACHMENT 4

Crash Report Analysis

1. Project segments with above normal amounts of crashes. NONE
   - NO INVESTIGATION FLAGS
   a. Segments with Metamanager level of Improvement indicators.
      From RP _____ + _____ to RP _____ + _____
      From RP _____ + _____ to RP _____ + _____

   b. Segments identified from crash listing.

      From RP _____ + _____ to RP _____ + _____
      From RP _____ + _____ to RP _____ + _____

2. Project segments which are exempt from investigation for improvement.

   a. Segments with no substandard highway elements (lane width, shoulder width, pavement cross slope, superelevation, vertical curves, horizontal curves, grades, bridge width, vertical clearance, horizontal clearance and bridge structural capacity).

      From RP _____ + _____ to RP _____ + _____
      From RP _____ + _____ to RP _____ + _____

   b. Segments where substandard geometrics are not the crash cause.

      (1) From RP _____ + _____ to RP _____ + _____

      - Substandard elements

Type	Actual Value	Standard

      * Type(s) of crashes that identified this segment

        - Crash rate
        - Fatality/serious injury
        - Run off the road
        - Intersection
        - Non-intersection spots
        - Other

      (2) From RP _____ + _____ to RP _____ + _____

ATTACHMENT 4

Revised FDM attachement 4, Safety Screening Worksheet

Project ID: 1050-01-32 / 1050-01-31

Highway: STH 29 E/W

Termini: Stillson Creek to 320th Street

County: Chippewa

Analysis by: Matthew Reddy, PE

Safety Screening Worksheet										
			Step 1				Step 2		Step 3	
			Meta-manager Analysis				Crash Report Analysis		Geometric Standards	
STH Route and direction	PDP Segments		Investigation Flag	Crash Type Flag			Traffic Data	Investigation Flag	Sub-standard Geometrics	Contributing Cause
	RP From:	RP To:	LOP	CRFLAG	KAB Rate	KAB INJ Rate	ADT	Yes/No	Yes/No	Yes/No
STH 29 E	92D000	94T000	21	1.11	1.18	0	16368	Yes	No	n/a
STH 29 E	101D000	102G000	12	0	0	1.34	13806	Yes	No	n/a
STH 29 W			None							

- Substandard elements

Type	Actual Value	Standard

* Type(s) of crashes that identified this segment

- Crash rate
- Fatality/serious injury
- Run off the road
- Intersection
- Non-intersection spots
- Other

c. Segments where the crash incidence is below the threshold level for improvement (1.5 crashes per million entering vehicles for intersections, _____ crashes per million vehicle-miles for linear facilities, or _____ crashes per million vehicles for non-intersection spot locations).

(1) From RP _____ + _____ to RP _____ + _____
- Types of crashes _____
- Threshold rate _____
- Actual rate _____

(2) From RP _____ + _____ to RP _____ + _____
- Types of crashes _____
- Threshold rate _____
- Actual rate _____

3. Project segments from #1 that are not exempt by #2 thus are not covered by the Programmatic Exceptions to Standards Report and for which a detailed analysis of substandard geometric elements is required. Any substandard features within these segments must either be upgraded by this project or an individual project exception to standards report is required.

From RP _____ + _____ to RP _____ + _____
From RP _____ + _____ to RP _____ + _____

Suggested Step 3 Process

Potential "Improvement Flag" Removal - Safety Segments

1. Evaluate the 13 Controlling Design Criteria for all safety segments flagged with an "Improvement Flag" for conformance to the minimum design standards for the following: NO IMPROVEMENT FLAGS in Project limits

☑ Design Speed	☑ Lane Width	☑ Vertical Alignment
☑ Horizontal Clearance	☑ Shoulder Width	☑ Stopping Sight Distance
☑ Vertical Clearance	☑ Bridge Width	☑ Grades
☑ Horizontal Alignment	☑ Superelevation	☑ Pavement Cross Slope
☑ Structural Capacity		

2. If substandard geometrics **do not exist** (on a safety segment basis), enter "No" in the (Substandard Geometrics) column - Step 3 on Screening Worksheet.

   a. A safety segment is exempt from the regular safety/geometric design process and can proceed under the accelerated design process

3. If substandard geometrics **exist** (on a safety segment basis), enter "Yes" in the (Substandard Geometrics) column - Step 3 on Screening Worksheet and consider their effect on crashes as follows:

   a. Do substandard geometrics contribute to the cause of crashes?

      (1) Enter "Yes" or "No" in the "Contributing Cause" column.

         (a) If "Yes" - Follow the regular safety/geometric design process to correct substandard geometrics.

         (b) If "No" - Safety segment is exempt from the regular safety/geometric design process and can proceed under the accelerated design process.

ATTACHMENT 4

Division of Transportation
System Development
Bureau of Traffic Operations
4802 Sheboygan Ave, Room 501
PO Box 7986
Madison, WI 53707-7986

Scott Walker, Governor
Mark Gottlieb, Secretary
Internet: www.dot.wisconsin.gov

Date: February 19, 2015

To: Region Directors
Attn: Regional System Planning and Operations Sections

From: Brian Porter, PE, PTOE
State Traffic Safety Engineer

Subject: 2013 Statewide Average Crash Rates

The following tables show the Wisconsin statewide average crash rates for the five year period from 2009-2013. Crashes involving deer are not included in the crash rates. The Division of Motor Vehicles (DMV) provided the crash data from the original Motor Vehicle Accident Report (MV4000) forms. The Division of Transportation Investment Management (DTIM) provided the vehicle miles of travel (VMT) and the crash rates for the State Trunk Highway (STH) system. The University of Wisconsin-Madison Traffic Operations and Safety Laboratory (UW TOPS Lab) provided the crash rates for the local system.

Crash rates are generated using the following equation:

$$\frac{\text{Total Crashes} * 100{,}000{,}000}{\text{5-year AADT} * \text{Length of segment} * \#\text{ of years of crash data} * 365} = \frac{\text{Crashes}}{\text{100 Million Vehicle Miles Traveled (HMVMT)}}$$

where: Total Crashes = total number of crashes (excluding deer crashes) from 2009-2013
5-year AADT = historical average annual daily traffic volume for the 5-year period
Length of segment = length of segment in question measured in miles

Table 1 includes the statewide average crash rates for the State Trunk Highway (STH) system broken out by Meta-Manager Peer Group. The Meta-Manager Peer Groups are intended to represent a group of similar highway segments throughout the state. Slight modifications are made to the peer groups each year so these crash rates should not be compared to previous statewide average crash rates.

Table 2 includes the statewide average crash rates for the local system which are broken into Urban Streets and Rural County Trunk Highways. The Urban Streets category includes urban city streets, rural city streets, and urban County Trunk Highways.

The state and local crash rates are reported differently based on recommendations from the safety engineering community. This format is intended to better accommodate the end users of the data and aligns with current WisDOT business practices.

ATTACHMENT 4

Crashes are broken out according to the definitions in the Law Enforcement Officer's Instruction Manual for Completing the Wisconsin Motor Vehicle Accident Report Form (MV4000):

- **Fatal (K)-** Any injury received in a traffic accident which results in death within 30 days of the accident.

- **Type A = Incapacitating Injury** - Any injury other than a fatal injury, which prevents the injured person from walking, driving, or from performing other activities, which he/she performed before the accident.

- **Type B = Non-incapacitating Injury** - Any injury, other than fatal or incapacitating, which is evident at the scene. Evidence of injury may include known symptoms of an injury, which are not directly observable.

- **Type C = Possible Injury** - Any injury which is not observable or evident at the scene but is claimed by the individual or suspected by the law enforcement officer.

- **PDO = Property Damage Only** - The definition of a reportable crash is based on reporting thresholds of $1000 for property damage to any one person's property, $1000 for government-owned vehicles, or $200 for any other government-owned property, such as traffic control devices or guardrail. Any crash that meets these criteria is categorized as Property Damage Only (PDO).

Comparing Roadway Segments to the Statewide Average Crash Rates

The statewide average crash rates are provided for use in screening roadway segments that might warrant further analysis. More detailed crash analysis is needed to identify the extent of the roadway safety problem.

Crashes that occurred at intersections are included in the total crashes used to calculate the statewide average crash rates, so intersection-related crashes should not be removed from the comparison dataset.

Crashes that occurred on ramps at service interchanges are not included in the crashes used to calculate the statewide average crash rates.

Crashes that occurred on ramps at system interchanges (i.e. freeway to freeway) are included in the crashes used to calculate the corresponding freeway peer group average crash rate.

Table 1

State Trunk Highway Crash Rates
5-Year Average (2009-2013)
(Crashes per 100 million vehicle miles traveled)

Meta-manager Peer Group		Total	Fatal (K)	Total Injury (A+B+C)	A	B	C	PDO
1	Rural and Small Urban[1] Freeways	34	0.3	9.0	1.4	4.0	3.6	24.7
2	Rural and Small Urban[1] Expressways	51	0.6	16.1	2.5	6.8	6.9	34.4
3	Rural STN with 3500 to 8700 ADT	68	1.2	25.1	4.5	10.4	10.2	42.1
4	Rural STN with 2000 to 3500 ADT	75	1.4	27.7	5.6	12.0	10.1	46.4
5	Rural STN with 750 to 2000 ADT	97	1.6	36.0	6.9	16.2	12.9	59.0
6	Rural STN with less than 750 ADT	153	2.8	63.0	12.7	30.3	19.9	86.9
7	Large Urban[2] Freeways	72	0.3	19.3	1.4	6.0	11.9	52.3
8	Large Urban[2] Divided Highways	291	0.7	98.0	6.1	28.6	63.3	192.7
9	Large Urban[2] Undivided Highways[3]	435	1.3	141.4	9.7	45.4	86.3	292.7
10	Small Urban[1] STN[3]	222	0.8	66.6	5.9	24.0	36.7	154.5
11	Rural STN with greater than 8700 ADT	87	1.2	31.5	4.7	12.3	14.5	54.4
12	STN in community of less than 5000 population	156	0.8	42.2	5.4	16.0	20.7	113.2

Notes:

1. Small Urban = 5,000 to 25,000 population
2. Large Urban = 25,000 or greater population
3. A portion of Large Urban Undivided Highways (Peer Group 9) and Small Urban STN (Peer Group 10) were reclassified as Rural STN (Peer Groups 3 and 11) to more accurately represent their operating characteristics. The current crash rates should not be compared to the Statewide Average Crash Rates for these peer groups provided prior to 2012.

ATTACHMENT 4

Table 2

Local Road Crash Rates
(Crashes per 100 million vehicle miles traveled)

Urban Streets[1]							
Year	**Total**	**Fatal (K)**	**Total Injury (A+B+C)**	**A**	**B**	**C**	**PDO**
2009	281	0.5	81	5.9	27	48	200
2010	286	0.6	84	5.9	29	49	202
2011	317	0.6	88	5.8	31	52	228
2012	333	0.7	95	6.3	35	54	237
2013	368	0.7	96	6.2	33	57	272

Rural County Trunk Highways[2]							
Year	**Total**	**Fatal (K)**	**Total Injury (A+B+C)**	**A**	**B**	**C**	**PDO**
2009	142	1.6	53	8.4	23	21	88
2010	101	1.3	37	6.6	16	15	62
2011	100	1.5	36	6.0	16	15	62
2012	96	1.2	37	6.0	17	13	59
2013	102	1.2	35	5.4	16	14	67

Notes:

1. Includes urban city streets, rural city streets, and urban County Trunk Highways. Prior to 2009, the "Urban Streets" category also included Urban State Trunk Highways so the current crash rates should not be compared to the "Urban Streets" crash rates provided prior to 2009.
2. Includes all rural County Trunk Highways

Segment Crash Rate Worksheet

Segment Crash Rate Worksheet

Project ID: 1050-01-31
County Chippewa
City of:
Village of:
Township of: Lafayette/Sigel
Highway: STH 29
Location: Stillson Creek to CTH XX
Limits: 029W107D050 to 029W091G055
Crash Data (Year - Year): 2010 thru available 2014

Number of Years (n):	→	5
Total Number of Crashes:	→	67
Total Number of FAT Crashes:	0	0.0%
Total Number of INJ A Crashes	1	1.5%
Total Number of INJ B Crashes:	5	7.5%
Total Number of INJ C Crashes:	7	10.4%
Total Number of PD Crashes:	54	80.6%
Average Daily Traffic (ADT):	→	15378
Segment Length (Miles):	→	15
Average Yearly Total Crash Rate: (total crashes/n) * 100000000 / (adt * 365 * length)	→	15.916
Average Yearly Fatal Crash Rate: (FAT crashes/n) * 100000000 / (adt * 365 * length)	→	0.000
Average Yearly Type A Crash Rate: (INJ A crashes/n) * 100000000 / (adt * 365 * length)	→	0.238
Average Yearly Type B Crash Rate: (INJ B crashes/n) * 100000000 / (adt * 365 * length)	→	1.188
Average Yearly Type C Crash Rate: (INJ C crashes/n) * 100000000 / (adt * 365 * length)	→	1.663
Average Yearly PD Crash Rate: (PD crashes/n) * 100000000 / (adt * 365 * length)	→	12.827

Rate unit is # of crashes/100 million vehicle miles

ATTACHMENT 4

CORRESPONDENCE / MEMORANDUM *State of Wisconsin*

Date: April 25, 2016

To: NW Region Scoping Files

From: Matthew Reddy, P.E.
Traffic Engineer
WisDOT, DTSD-NW Region, Eau Claire office

Subject: Safety Screening Analysis (SSA)
Project ID: 1052-01-32, 62
Chippewa Falls – Cadott
Stillson Creek – 320th St.
Chippewa County
STH 29 (EB)

This report summarizes the Safety Screening Analysis (SSA), per Facilities Development Manual 11-1-4, for the subject project. The SSA process will include a review of the metamanager data for improvement flags, review of a crash history for the entire project, and determination as to whether any improvements should be considered.

Project Limits
Western limits: Stillson Creek Bridge
Eastern limits: 320th St.
Length: 14.48 miles

Metamanager / PDP Segments
MM data: April 2015, 2010 – 2014 crashes
EB 29: 14 segments; 5502 – 5516

SSA Step 1: Analyze project roadway using the Metamanager (MM) safety module.
The following PDP segments have investigation flags.

EB STH 29			
PDP ID 5503	RP 092D+000 – 94T+000	LOP 21	1.45 miles
PDP ID 5510	RP 101D+000 – 101G+000	LOP 12	1.01 miles

SSA Step 2: Manually review crash summaries.

Crash data was obtained for years 2010 – 2014. There were 85 crashes indentified within the limits of this project. Review of the summary crash data did not reveal any additional segments that should have investigation flags added. There are no additional concentrations of spot type crashes or any other

ATTACHMENT 4

additional unusual concentration of crashes along any particular segment. No additional "investigation" flag segments were identified.

SSA Step 3: Evaluate PDP segments investigation flags.

PDP ID 5503 RP 092D+000 – 94T+000 LOP 21 1.45 miles

Substandard criteria: None

This PDP segment includes a crash rate flag and a KAB crash rate flag. Metamanager identified 14 crashes in this segment, of which 3 were type B injury (non-incapacitating), 5 were type C (possible injury) and 6 were property damage only crashes. One of the type B injury accidents occurred from a vehicle sliding off of the road during icy conditions. Another was the result of alcohol and inattentive driving according to the accident report. The other type B did not have an accident report in the database. Three of the type C crashes were attributed to snow and ice conditions causing vehicles to lose control and run off the road. The other two were caused by inattentive driving where one driver was tuning the radio and ran off the road and in the other the driver rear ended a semi-truck trailer. The PD crashes include accidents related to weather conditions, following too close, and inattentive driving. The crash reports did not indicate any reason to believe roadway features were the cause of these accidents.

There are no substandard controlling criteria in this PDP segment. Low cost safety treatments and countermeasures have been considered during evaluation of the crash details. However, no safety treatments or countermeasures were determined to be feasible.

PDP ID 5510 RP 101D+000 – 101G+000 LOP 12 1.01 miles

Substandard criteria: None

This PDP segment included a KAB injury rate flag. Metamanager identified 8 crashes in this segment, of which one was a type A injury (incapacitating), one was a type B injury (non-incapacitating), one was a type C (possible injury) and 5 were property damage only crashes. The type A injury accident occurred when the driver swerved to avoid a deer, lost control, drove down an embankment and then overturned the vehicle. The type B injury accident occurred when the driver lost control in snowy road conditions and drove into the ditch. The type C accident occurred in a construction zone when the driver hit a construction barrel and then lost control of the vehicle and crossed the median and WB STH 29 before coming to a stop in the ditch. The PD crashes include accidents related to weather conditions, a vehicle fire, failure to yield in a construction zone, and a medical condition which disabled a driver and caused loss of control. The crash reports did not indicate any reason to believe roadway features were the cause of these accidents.

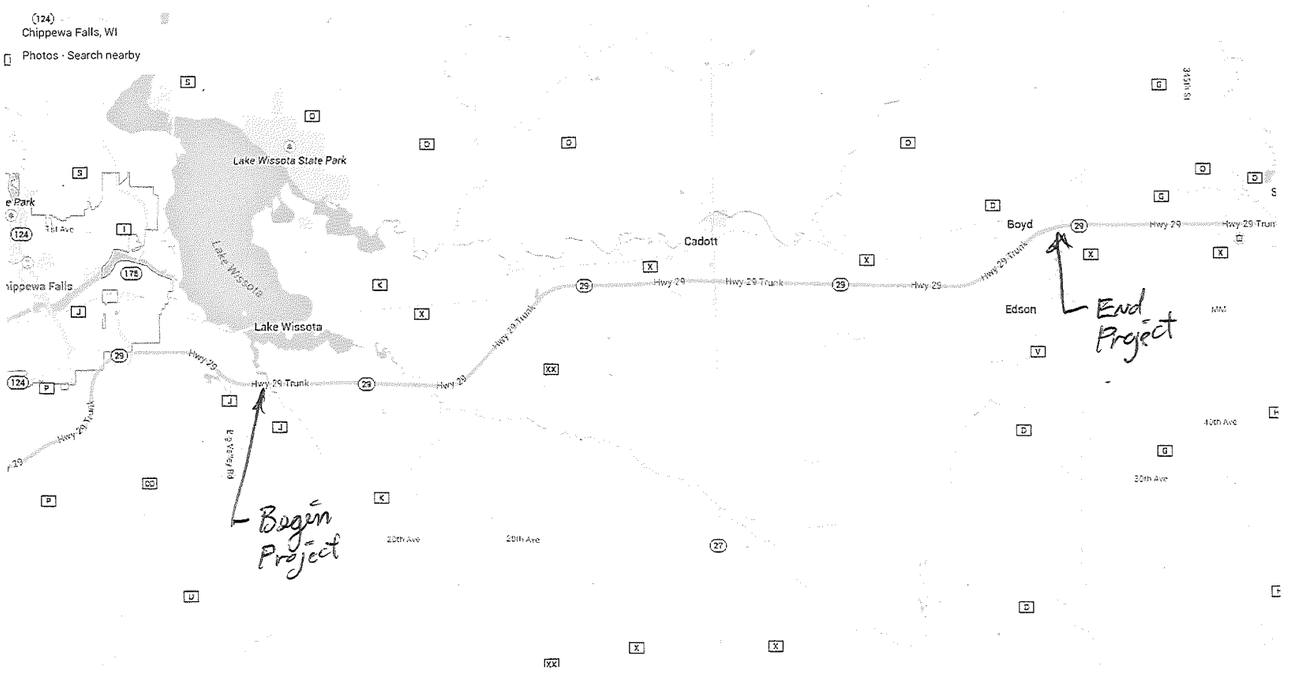
There are no substandard controlling criteria in this PDP segment. Low cost safety treatments and countermeasures have been considered during evaluation of the crash details. However, no safety treatments or countermeasures were determined to be feasible.

ATTACHMENT 4

Attachments:

Project Limits Map
STN Log listing
Metamanager listing
Crash Database Spreadsheet
SSA Log Sheets, FDM 11-1-4
State 5 Year Average Crash Rates
Segment Crash Rate Worksheet

ATTACHMENT 4



STH 29
Stillson Creek – 320th St.

ATTACHMENT 4

1052-01-32 29 EB

COUN	HWY	RP	PLUS	CUM MILES	FEATURE	T	F	D/U	LEFT SHOULDER WIDTH PVD	LEFT SHOULDER WIDTH TOT	LEFT AUXILIARY 1 TY	LEFT AUXILIARY 1 WD	LEFT AUXILIARY 2 TY	LEFT AUXILIARY 2 WD	MEDIAN TY	MEDIAN WID	PAVEMENT TY	PAVEMENT YEAR	PAVEMENT WID	PAVEMENT LN	RIGHT AUXILIARY 1 TY	RIGHT AUXILIARY 1 WD	RIGHT AUXILIARY 2 TY	RIGHT AUXILIARY 2 WD	RIGHT SHOULDER WIDTH PVD	RIGHT SHOULDER WIDTH TOT	RU CH ME	AC	URL	SSF	rp2	highway2	county2	hwy_rp(for searching)
CHIP	29E	091G	0.00	82.54	B-09-0171 BRIDGE																										091G	029E	CHIP	029E091G
			0.00	82.54	STILLSON CREEK UNDER																										091G	029E	CHIP	029E091G
			0.03	82.57			R	D	003	007		00		00	02	057	8	1993	024	2		00		00	011	011	RU	1		00	091G	029E	CHIP	029E091G
			0.04	82.58			R	D	003	007		00		00	02	061	8	1993	024	2		00		00	011	011	RU	1		00	091G	029E	CHIP	029E091G
			0.06	82.60			R	D	003	007		00		00	02	061	8	1993	024	2		00		00	008	011	RU	1		00	091G	029E	CHIP	029E091G
			0.29	82.83	CROSSOVER	L																								091G	029E	CHIP	029E091G
			0.32	82.86	MILEPOST 083																									091G	029E	CHIP	029E091G
			1.00	83.54			R	D	003	006		00		00	02	061	8	1993	024	2		00		00	008	011	RU	1		00	091G	029E	CHIP	029E091G
			1.01	83.55			R	D	003	006		00		00	02	061	8	1993	024	2		00		00	011	011	RU	1		00	091G	029E	CHIP	029E091G
			1.04	83.58			R	D	003	006		00		00	02	060	8	1993	024	2		00		00	011	011	RU	1		00	091G	029E	CHIP	029E091G
		092D	0.00	83.59	EAU CLAIRE UAB	X																								092D	029E	CHIP	029E092D
			0.00	83.59	B-09-0174 BRIDGE																									092D	029E	CHIP	029E092D
			0.00	83.59	190TH ST. UNDER																									092D	029E	CHIP	029E092D
			0.02	83.61			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	011	011	RU	1		00	092D	029E	CHIP	029E092D
			0.03	83.62			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	092D	029E	CHIP	029E092D
			0.25	83.84	MILEPOST 084																									092D	029E	CHIP	029E092D
			0.43	84.02			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	010	010	RU	1		00	092D	029E	CHIP	029E092D
		093K	0.00	84.07	B-09-0036 BRIDGE		R	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	093K	029E	CHIP	029E093K
			0.00	84.07	195TH ST. OVER																									093K	029E	CHIP	029E093K
			0.72	84.79	CROSSOVER	L																								093K	029E	CHIP	029E093K
			0.79	84.86	MILEPOST 085																									093K	029E	CHIP	029E093K
			0.91	84.98			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	010	010	RU	1		00	093K	029E	CHIP	029E093K
		094T	0.00	85.04	B-09-0037 BRIDGE		R	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	094T	029E	CHIP	029E094T
			0.00	85.04	CTH K OVER																									094T	029E	CHIP	029E094T
			0.14	85.18			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	011	011	RU	1		00	094T	029E	CHIP	029E094T
			0.19	85.23			R	D	003	006		00		00	02	060	8	1993	024	2		00		00	011	011	RU	1		00	094T	029E	CHIP	029E094T
		095G	0.00	85.28	B-09-0175 BRIDGE																									095G	029E	CHIP	029E095G
			0.00	85.28	PAINT CREEK UNDER																									095G	029E	CHIP	029E095G
			0.03	85.31			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	011	011	RU	1		00	095G	029E	CHIP	029E095G
			0.11	85.39			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	095G	029E	CHIP	029E095G
			0.57	85.85	MILEPOST 086																									095G	029E	CHIP	029E095G
			1.48	86.76			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	010	010	RU	1		00	095G	029E	CHIP	029E095G
		096K	0.00	86.81	>> T OF LAFAYETTE		R	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	096K	029E	CHIP	029E096K
			0.00	86.81	>> T OF SIGEL																									096K	029E	CHIP	029E096K
			0.00	86.81	B-09-0039 BRIDGE																									096K	029E	CHIP	029E096K
			0.00	86.81	220TH ST. OVER																									096K	029E	CHIP	029E096K
			0.04	86.85	MILEPOST 087																									096K	029E	CHIP	029E096K
			0.29	87.10	CROSSOVER	L																								096K	029E	CHIP	029E096K
			0.61	87.42			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	004	007	RU	1		00	096K	029E	CHIP	029E096K
			0.62	87.43			R	D	003	007		00		00	02	060	8	1993	024	2	19	14		00	004	007	RU	1		00	096K	029E	CHIP	029E096K
			0.70	87.51			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	004	007	RU	1		00	096K	029E	CHIP	029E096K
CHIP	029E	096K	0.71	87.52	CTH X	R	R	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	096K	029E	CHIP	029E096K

ATTACHMENT 4

			0.82	87.63			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	010	010	RU	1		00	096K	029E	CHIP	029E096K
		096T	0.00	87.65	B-09-0019 BRIDGE																										096T	029E	CHIP	029E096T
			0.00	87.65	CTH X OVER																										096T	029E	CHIP	029E096T
			0.02	87.67			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	096T	029E	CHIP	029E096T
			0.17	87.82	ON RAMP FROM CTH X	R	R	D	003	007		00		00	02	060	8	1993	024	2	18	14		00	006	010	RU	1		00	096T	029E	CHIP	029E096T
			0.32	87.97			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	006	010	RU	1		00	096T	029E	CHIP	029E096T
			0.37	88.02	MILEPOST 088																										096T	029E	CHIP	029E096T
			0.41	88.06			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	096T	029E	CHIP	029E096T
			0.47	88.12			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	010	010	RU	1		00	096T	029E	CHIP	029E096T
		097D	0.00	88.17	B-09-0176 BRIDGE																										097D	029E	CHIP	029E097D
			0.00	88.17	CTH XX OVER																										097D	029E	CHIP	029E097D
			0.03	88.20			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	097D	029E	CHIP	029E097D
			0.19	88.36	CROSSOVER	L																									097D	029E	CHIP	029E097D
			0.53	88.70			R	D	006	006		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	097D	029E	CHIP	029E097D
			0.58	88.75			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	097D	029E	CHIP	029E097D
			0.68	88.85	MILEPOST 089																										097D	029E	CHIP	029E097D
			1.50	89.67			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	010	010	RU	1		00	097D	029E	CHIP	029E097D
		099T	0.00	89.70	B-09-0020 BRIDGE																										099T	029E	CHIP	029E099T
			0.00	89.70	CTH X UNDER																										099T	029E	CHIP	029E099T
			0.14	89.84			R	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	099T	029E	CHIP	029E099T
			0.15	89.85	MILEPOST 090																										099T	029E	CHIP	029E099T
			0.50	90.20	>> T OF SIGEL		U	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	RU	1		00	099T	029E	CHIP	029E099T
			0.50	90.20	>> V OF CADOTT																										099T	029E	CHIP	029E099T
			1.08	90.78	CROSSOVER	L																									099T	029E	CHIP	029E099T
			1.15	90.85	MILEPOST 091																										099T	029E	CHIP	029E099T
			1.22	90.92			U	D	003	007		00		00	02	060	8	1993	024	2		00		00	005	008	RU	1		00	099T	029E	CHIP	029E099T
			1.24	90.94			U	D	003	007		00		00	02	060	8	1993	024	2	02	15		00	005	008	RU	1		00	099T	029E	CHIP	029E099T
			1.29	90.99			U	D	003	007		00		00	02	060	8	1993	024	2	02	15		00	005	008	ME	1		00	099T	029E	CHIP	029E099T
			1.30	91.00			U	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	ME	1		00	099T	029E	CHIP	029E099T
			1.32	91.02	OFF RAMP TO STH 27	R																									099T	029E	CHIP	029E099T
		101D	0.00	91.16	B-09-0179 BRIDGE		U	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	008	ME	2		00	101D	029E	CHIP	029E101D
			0.00	91.16	STH 27 OVER																										101D	029E	CHIP	029E101D
			0.03	91.19			U	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	011	ME	2		00	101D	029E	CHIP	029E101D
			0.19	91.35	ON RAMP FROM STH 27	R	U	D	003	007		00		00	02	060	8	1993	024	2	18	15		00	005	010	ME	2		00	101D	029E	CHIP	029E101D
			0.35	91.51			U	D	003	007		00		00	02	060	8	1993	024	2		00		00	005	010	ME	2		00	101D	029E	CHIP	029E101D
			0.43	91.59			U	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	012	ME	2		00	101D	029E	CHIP	029E101D
			0.51	91.67	>> V OF CADOTT		R	D	003	007		00		00	02	060	8	1993	024	2		00		00	008	012	RU	2		00	101D	029E	CHIP	029E101D
			0.51	91.67	>> T OF SIGEL																										101D	029E	CHIP	029E101D
			0.54	91.70	CROSSOVER	L																									101D	029E	CHIP	029E101D
			0.63	91.79			R	D	003	007		00		00	02	060	8	1994	024	2		00		00	008	012	RU	2		00	101D	029E	CHIP	029E101D
			0.73	91.89	MILEPOST 092																										101D	029E	CHIP	029E101D
		102G	0.00	92.17	MAPLE DR	X	R	D	003	008		00		00	02	060	8	1994	024	2		00		00	008	012	RU	2		00	102G	029E	CHIP	029E102G
			0.00	92.17	270TH ST	X																									102G	029E	CHIP	029E102G
			0.61	92.78	MILEPOST 093																										102G	029E	CHIP	029E102G
			1.01	93.18	>> T OF SIGEL		R	D	003	008		00		00	02	060	8	1994	024	2		00		00	008	012	RU	2		00	102G	029E	CHIP	029E102G
			1.01	93.18	>> T OF EDSON																										102G	029E	CHIP	029E102G
			1.61	93.78	MILEPOST 094																										102G	029E	CHIP	029E102G

ATTACHMENT 4

PDP ID	ISEQNO	TRAF SEG ID	RECKEY	FOS PROJ ID	PDP FRM	PDP TO	PDP MILE	ACSI INTS NM	DIVUND	HWY&DIR	PPROJ GRP DESC	RATE	RATEFLAG	CRASHES	CRASHYR5- 2014	CRASHYR4- 2013	CRASHYR3- 2012	CRASHYR2- 2011	CRASHYR1- 2010	CPM	AKNO	AKPROP	AKFLAG	RORPROP	RORFLAG	INTPROP	INTFLAG	CRSHSPOT	SEVINDX	SIREDUC	LOP	IMPFLAG	SFTY TRVL CLS CD	HSTL AADT 5 YR	MMGR WTHR CRSH TOT	MMGR FATAL CRSH TOT
29 EB																																				
5502	34670	3212	50902935	10520162	029E091G000	029E092D000	1.05		D	029E	CHIPPEWA FALLS - CADOTT	19.129	0.00	0.6	0	3	0	0	0	0.6	0.0	0.0%	0.00	100.0%	0.00	0.0%	0.00	0	3				130	16368	3	0
5503	34680	3212	50902935	10520162	029E092D000	029E094T000	1.45	EAU CLAIRE U/	D	029E	CHIPPEWA FALLS - CADOTT	64.644	1.11	2.8	6	2	2	2	2	1.9	0.0	0.0%	0.00	71.4%	0.00	0.0%	0.00	1	28	7	21	YES	130	16368	6	0
5504	34690	3212	50902935	10520162	029E094T000	029E096K000	1.77		D	029E	CHIPPEWA FALLS - CADOTT	26.479	0.00	1.4	2	1	1	1	2	0.8	0.2	14.3%	0.00	42.9%	0.00	0.0%	0.00	1	17		2		130	16368	1	0
5505	34700	3212	50902935	10520162	029E096K000	029E096T000	0.84		D	029E	CHIPPEWA FALLS - CADOTT	31.882	0.00	0.8	2	1	1	0	0	1.0	0.0	0.0%	0.00	25.0%	0.00	25.0%	0.00	0	8				130	16368	1	0
5506	34700	1487	50902940	10520162	029E096T000	029E097D000	0.52		D	029E	CHIPPEWA FALLS - CADOTT	41.114	0.00	0.6	1	0	0	0	2	1.2	0.0	0.0%	0.00	66.7%	0.00	0.0%	0.00	0	3				130	15378	3	0
5507	34710	1487	50902940	10520162	029E097D000	029E099T000	1.53		D	029E	CHIPPEWA FALLS - CADOTT	46.577	0.00	2.0	6	0	1	2	1	1.3	0.0	0.0%	0.00	60.0%	0.00	0.0%	0.00	1	11		2		130	15378	8	0
5508	34720	1487	50902940	10520162	029E099T000	029E101D000	1.46		D	029E	CHIPPEWA FALLS - CADOTT	53.692	0.00	2.2	0	2	3	2	4	1.5	0.0	0.0%	0.00	54.5%	0.00	0.0%	0.00	2	17		2		130	15378	6	0
5510	34730	10	50902945	10520162	029E101D000	029E102G000	1.01		D	029E	CHIPPEWA FALLS - CADOTT	62.874	0.00	1.6	0	2	0	3	3	1.6	0.2	12.5%	0.00	75.0%	1.01	12.5%	0.00	0	19	9	12	YES	210	13806	3	0
5511	34740	10	50902945	10520162	029E102G000	029E102G100	1.00	MAPLE DR	D	029E	CHIPPEWA FALLS - CADOTT	39.689	0.00	1.0	0	3	2	0	0	1.0	0.0	0.0%	0.00	40.0%	0.00	0.0%	0.00	0	5				210	13806	2	0
5512	34750	10	50902945	10520162	029E102G100	029E102G196	0.96		D	029E	CHIPPEWA FALLS - CADOTT	49.611	0.00	1.2	3	1	2	0	0	1.3	0.0	0.0%	0.00	50.0%	0.00	0.0%	0.00	0	7				210	13806	1	0
5513	34760	10	50902945	10520162	029E102G196	029E104M000	1.00		D	029E	CHIPPEWA FALLS - CADOTT	55.564	0.00	1.4	3	2	0	1	1	1.4	0.0	0.0%	0.00	57.1%	0.00	0.0%	0.00	1	9		2		210	13806	3	0
5514	34770	10	50902945	10520162	029E104M000	029E104M112	1.12	10TH AVE	D	029E	CHIPPEWA FALLS - CADOTT	0.000	0.00	0.0	0	0	0	0	0	0.0	0.0	0.0%	0.00	0.0%	0.00	0.0%	0.00	0	0				210	13806	0	0
5515	34780	10	50902945	10520162	029E104M112	029E105T017	0.62		D	029E	CHIPPEWA FALLS - CADOTT	64.014	0.00	1.0	1	1	1	0	2	1.6	0.2	20.0%	0.00	60.0%	0.00	20.0%	0.00	0	14				210	13806	4	1
5516	34780	2772	50902950	10520162	029E105T017	029E107D000	0.62		D	029E	CHIPPEWA FALLS - CADOTT	26.338	0.00	0.4	0	0	0	1	1	0.6	0.0	0.0%	0.00	50.0%	0.00	0.0%	0.00	0	2				210	13422	2	0
															24	**18**	**13**	**12**	**18**	**85**															**43**	**1**

Re-reviewed on April 25, 2016

PDP ID	ISEQNO	TRAF SEG ID	RECKEY	FOS PROJ ID	PDP FRM	PDP TO	PDP MILE	ACSI INTS NM	DIVUND	HWY&DIR	PPROJ GRP DESC	RATE	RATEFLAG	CRASHES	CRASHYR5- 2014	CRASHYR4- 2013	CRASHYR3- 2012	CRASHYR2- 2011	CRASHYR1- 2010	CPM	AKNO	AKPROP	AKFLAG	RORPROP	RORFLAG	INTPROP	INTFLAG	CRSHSPOT	SEVINDX	SIREDUC	LOP	IMPFLAG	SFTY TRVL CLS CD	HSTL AADT 5 YR	MMGR WTHR CRSH TOT	MMGR FATAL CRSH TOT
29 WB																																				
5901	36690	2772	50902950	10500161	029W107D000	029W106K001	0.60	320TH ST	D	029W	CHIPPEWA FALLS - CADOTT	54.433	0.00	0.8	0	2	1	0	1	1.3	0.0	0.0%	0.00	75.0%	0.00	0.0%	0.00	0	5				210	13422	3	0
5902	36690	10	50902945	10500161	029W106K001	029W105T042	0.63		D	029W	CHIPPEWA FALLS - CADOTT	25.199	0.00	0.4	0	1	0	0	1	0.6	0.0	0.0%	0.00	100.0%	0.00	0.0%	0.00	0	3				210	13806	2	0
5903	36680	10	50902945	10500161	029W105T042	029W104M000	1.12		D	029W	CHIPPEWA FALLS - CADOTT	28.349	0.00	0.8	0	2	0	1	1	0.7	0.0	0.0%	0.00	100.0%	0.00	0.0%	0.00	0	8				210	13806	4	0
5904	36650	10	50902945	10500161	029W104M000	029W104M100	1.00	300TH ST	D	029W	CHIPPEWA FALLS - CADOTT	47.627	0.00	1.2	2	1	0	0	3	1.2	0.0	0.0%	0.00	66.7%	0.00	0.0%	0.00	0	6				210	13806	3	0
5905	36660	10	50902945	10500161	029W104M100	029W104M195	0.95		D	029W	CHIPPEWA FALLS - CADOTT	8.356	0.00	0.2	0	1	0	0	0	0.2	0.0	0.0%	0.00	0.0%	0.00	0.0%	0.00	0	1				210	13806	0	0
5906	36670	10	50902945	10500161	029W104M195	029W102G000	1.01		D	029W	CHIPPEWA FALLS - CADOTT	31.437	0.00	0.8	1	0	0	1	2	0.8	0.2	25.0%	0.00	100.0%	0.00	0.0%	0.00	0	11				210	13806	2	0
5907	36640	10	50902945	10500161	029W102G000	029W102G095	0.95	270TH ST	D	029W	CHIPPEWA FALLS - CADOTT	66.844	0.00	1.6	1	2	2	1	2	1.7	0.0	0.0%	0.00	87.5%	0.00	0.0%	0.00	0	8				210	13806	6	0
5908	36640	10	50902945	10500161	029W102G095	029W101D000	0.05		D	029W	CHIPPEWA FALLS - CADOTT	0.000	0.00	0.0	0	0	0	0	0	0.0	0.0	0.0%	0.00	0.0%	0.00	0.0%	0.00	0	0				210	13806	0	0
5909	36630	1487	50902940	10500161	029W101D000	029W099T000	1.43		D	029W	CHIPPEWA FALLS - CADOTT	24.917	0.00	1.0	0	3	0	1	1	0.7	0.0	0.0%	0.00	40.0%	0.00	0.0%	0.00	0	5				130	15378	1	0
5910	36620	1487	50902940	10500161	029W099T000	029W097D000	1.55		D	029W	CHIPPEWA FALLS - CADOTT	45.976	0.00	2.0	0	2	2	4	2	1.3	0.0	0.0%	0.00	50.0%	0.00	10.0%	0.00	0	15				130	15378	5	0
5911	36610	1487	50902940	10500161	029W097D000	029W096T000	0.55		D	029W	CHIPPEWA FALLS - CADOTT	25.914	0.00	0.4	0	1	0	0	1	0.7	0.0	0.0%	0.00	50.0%	0.00	0.0%	0.00	0	2				130	15378	1	0
5912	36610	3212	50902935	10500161	029W096T000	029W096K000	0.81		D	029W	CHIPPEWA FALLS - CADOTT	24.797	0.00	0.6	0	0	0	1	2	0.7	0.0	0.0%	0.00	66.7%	0.00	0.0%	0.00	0	7				130	16368	2	0
5913	36600	3212	50902935	10500161	029W096K000	029W094T000	1.77		D	029W	CHIPPEWA FALLS - CADOTT	30.261	0.00	1.6	1	0	3	2	2	0.9	0.0	0.0%	0.00	50.0%	0.00	12.5%	0.00	1	12		2		130	16368	2	0
5914	36590	3212	50902935	10500161	029W094T000	029W092D000	1.45		D	029W	CHIPPEWA FALLS - CADOTT	23.087	0.00	1.0	0	1	1	2	1	0.7	0.0	0.0%	0.00	100.0%	0.00	0.0%	0.00	0	5				130	16368	3	0
5915	36580	3212	50902935	10500161	029W092D000	029W091G000	1.05	EAU CLAIRE U/	D	029W	CHIPPEWA FALLS - CADOTT	31.882	0.00	1.0	1	2	1	1	0	1.0	0.0	0.0%	0.00	100.0%	0.00	0.0%	0.00	0	8				130	16368	3	0
															6	**18**	**10**	**14**	**19**	**67**																

Re-reviewed on April 25, 2016

ATTACHMENT 4

MMGR INCAP INJ CRSH TOT	MMGR NONINCAP INJ CRSH TOT	MMGR PSBL INJ CRSH TOT	MMGR PD ONLY CRSH TOT	WI CNTY NM	YRS OTT	MMGR HMVMT	MMGR FATL INJY OCCP TOT	MMGR INCAP INJY OCCP TOT	MMGR NONINCAP INJY OCCP TOT	MMGR PSBL INJY OCCP TOT	MMGR KAB INJY RT	MMGR KAB INJY RT FL	MMGR KAB CRSH RT	MMGR KAB CRSH RT FL	MMGR DRV FL	UCL CRSH RT	UCL KAB INJY RT	UCL KAB CRSH RT	ECON RCD OVER RSRF
0	0	0	3	CHIPPEWA	5	0.1568	0	0	0	0	0.000	0.00	0.000	0.00	0	60.578	15.833	12.697	$628
0	3	5	6	CHIPPEWA	5	0.2166	0	0	3	7	13.852	0.00	13.852	1.18	1	58.086	14.738	11.749	$0
1	1	0	5	CHIPPEWA	5	0.2644	0	1	1	0	7.565	0.00	7.565	0.00	0	56.735	14.144	11.236	$16,907
0	1	1	2	CHIPPEWA	5	0.1255	0	0	1	2	7.971	0.00	7.971	0.00	0	62.552	16.701	13.447	$0
0	0	0	3	CHIPPEWA	5	0.0730	0	0	0	0	0.000	0.00	0.000	0.00	0	68.371	19.260	15.660	$1,268
0	0	1	9	CHIPPEWA	5	0.2147	0	0	0	1	0.000	0.00	0.000	0.00	0	58.148	14.765	11.773	$0
0	2	0	9	CHIPPEWA	5	0.2049	0	0	2	0	9.762	0.00	9.762	0.00	0	58.486	14.914	11.902	$906
1	1	1	5	CHIPPEWA	5	0.1272	0	1	3	1	31.437	1.34	15.718	0.00	0	70.220	23.449	17.710	$25,097
0	0	0	5	CHIPPEWA	5	0.1260	0	0	0	0	0.000	0.00	0.000	0.00	0	70.319	23.499	17.752	$1,099
0	0	1	5	CHIPPEWA	5	0.1209	0	0	0	1	0.000	0.00	0.000	0.00	0	70.732	23.711	17.928	$0
0	0	2	5	CHIPPEWA	5	0.1260	0	0	0	2	0.000	0.00	0.000	0.00	0	70.319	23.499	17.752	$0
0	0	0	0	CHIPPEWA	5	0.1411	0	0	0	0	0.000	0.00	0.000	0.00	0	0.000	0.000	0.000	$0
0	0	0	4	CHIPPEWA	5	0.0781	1	0	0	0	12.803	0.00	12.803	0.00	0	75.716	26.268	20.060	$940,899
0	0	0	2	CHIPPEWA	5	0.0759	0	0	0	0	0.000	0.00	0.000	0.00	0	76.077	26.453	20.214	$709
2	**8**	**11**	**63**																

PDP 5503 : 14 crashes (6 weather)
3B, 5C, 6PD

B — overturned in ditch due to ice
B — inattentive driving + alcohol present — hit median guardrail
B — weather/snow — into ditch
C — snow/ice into ditch and on side
C — inattentive driving — turning vehicle
C — ice — lost control on bridge hit rail
C — car rear ended semi

MMGR INCAP INJ CRSH T	MMGR NONINCAP INJ CR	MMGR PSBL INJ CRSH T	MMGR PD ONLY CRSH T	WI CNTY NM	YRS OTT	MMGR HMVMT	MMGR FATL INJY OCCP	MMGR INCAP INJY OCCP	MMGR NONINCAP INJY O	MMGR PSBL INJY OCCP	MMGR KAB INJY RT	MMGR KAB INJY RT FL	MMGR KAB CRSH RT	MMGR KAB CRSH RT FL	MMGR DRV FL	UCL CRSH RT	UCL KAB INJY RT	UCL KAB CRSH RT	ECON RCD OVER RSRF
0	0	1	3	CHIPPEWA	5	0.0735	0	0	0	1	0.000	0.00	0.000	0.00	0	76.502	26.671	20.396	$0
0	0	1	1	CHIPPEWA	5	0.0794	0	0	0	1	0.000	0.00	0.000	0.00	0	75.514	26.164	19.973	$0
0	1	1	2	CHIPPEWA	5	0.1411	0	0	1	1	7.087	0.00	7.087	0.00	0	69.218	22.935	17.281	$0
0	0	0	6	CHIPPEWA	5	0.1260	0	0	0	0	0.000	0.00	0.000	0.00	0	70.319	23.499	17.752	$1,319
0	0	0	1	CHIPPEWA	5	0.1197	0	0	0	0	0.000	0.00	0.000	0.00	0	70.839	23.766	17.974	$231
1	0	0	3	CHIPPEWA	5	0.1272	0	1	0	0	7.859	0.00	7.859	0.00	0	70.220	23.449	17.710	$29,518
0	0	0	8	CHIPPEWA	5	0.1197	0	0	0	0	0.000	0.00	0.000	0.00	0	70.839	23.766	17.974	$1,851
0	0	0	0	CHIPPEWA	5	0.0063	0	0	0	0	0.000	0.00	0.000	0.00	0	0.000	0.000	0.000	$0
0	0	0	5	CHIPPEWA	5	0.2007	0	0	0	0	0.000	0.00	0.000	0.00	0	58.639	14.981	11.960	$768
0	1	2	7	CHIPPEWA	5	0.2175	0	0	1	2	4.598	0.00	4.598	0.00	0	58.055	14.724	11.738	$0
0	0	0	2	CHIPPEWA	5	0.0772	0	0	0	0	0.000	0.00	0.000	0.00	0	67.693	18.962	15.402	$799
0	1	1	1	CHIPPEWA	5	0.1210	0	0	1	1	8.266	0.00	8.266	0.00	0	62.895	16.852	13.578	$0
0	1	1	6	CHIPPEWA	5	0.2644	0	0	1	1	3.783	0.00	3.783	0.00	0	56.735	14.144	11.236	$0
0	0	0	5	CHIPPEWA	5	0.2166	0	0	0	0	0.000	0.00	0.000	0.00	0	58.086	14.738	11.749	$758
0	1	0	4	CHIPPEWA	5	0.1568	0	0	1	0	6.376	0.00	6.376	0.00	0	60.578	15.833	12.697	$525

PDP 5510 : 8 crashes
1A, 1B, 1C, 5PD

A OVERTURNED AVOIDING A DEER
B Snow caused loss of control
C Driver lost control after hitting construction barrel, crossed median
PD CAR FIRE
PD Medical condition disabled driver causing to run off rd + hit delineator
PD Construction zone, on ramp yield, — failure to yield
PD Entering 27 from 27 on ramp; driver hit ice and rolled into ditch
PD Driver hit old tire debris on highway

ATTACHMENT 4

STH 29 EB from RP 91G+0.00 to RP 107D+0.00_Reddy_4/26/2016 Search 2010 thru Available 2016 Sort by RP Number_RP Distance

DOCTNMBR	COUNTY	MUNICIPALITY	MUNITYPE	ONHWY	ONHWYRP	ONSTR	ONHWYDIR	RPNMBR	RPDIS	INTDIR	INTDIS	ATHWY	ATSTR	ATNMBR	ACCDDATE	DAYNMBR	NTFYHOUR	MNRCOLL	ACCDTYPE	RLTNRDWY	ACCDLOC	ROADCOND	WTHRCOND	LGTCOND	ROADHOR	ROADVERT	INJSVR	TOTFATL	TOTINJ	ALCFLAG	PEDFLAG	TOTVEH	TRVLDIR1	DRVRRDO1	TRFCNTL1	POSTSPD1	AGE1	DRVRPC1A	TRVLDIR2	DRVRRDO2	TRFCNTL2	POSTSPD2	AGE2	DRVRPC2A
PV8CW3B	CHIPPEWA	LAFAYETTE	T	29	29		E	091G	0.3	E	100	J			3/15/2013	FRI	20	NO	OVRTRN	ON	N	SNOW	WIND	DARK				0	0			1	E	GO STR	NONE	65	18	TFC						
PV8HL6Z	CHIPPEWA	LAFAYETTE	T	29	29		E	091G	0.3	E	100	J			11/22/2013	FRI	4	NO	DITCH	RTSH	N	ICE	SNOW	DARK				0	0			1	E	GO STR	NONE	65	45							
A141447	CHIPPEWA	LAFAYETTE	T	29	29		E	091G	0.38	E	6		MM 83		12/9/2013	MON	9	NO	OVRTRN	RTSH	N	ICE	SNOW					0	0			1	E	GO STR	NONE	65	56	TFC						
PV82867	CHIPPEWA	LAFAYETTE	T	29	29		E	092D	0		0		190TH ST		11/19/2014	WED	7	NO	BRRAIL	ON	N	ICE	SNOW			H	C	0	1			1	E	GO STR	NONE	65	46	FVC						
A141448	CHIPPEWA	LAFAYETTE	T	29	29		E	092D	0.05	W	20		MP 84		12/9/2013	MON	8	NO	DITCH	MED	N	SNOW	SNOW				C	0	1			1	E	GO STR	NONE	65	17	TFC						
PV8CW74	CHIPPEWA	LAFAYETTE	T	29				092D	0.06	E	6		190TH ST		2/7/2016	SUN	13	SSS		ON	N		CLDY			H		0	0			2	E	CHG LN	NONE	70	16	ID	E	GO STR	NONE	70	23	
PV87FV2	CHIPPEWA	LAFAYETTE	T	29	29		E	092D	0.1	E	10		190TH ST		11/19/2014	WED	8	NO	OVRTRN	RTSH	N	ICE	CLDY			H	B	0	1			1	E	GO STR	NONE	65	29	TFC						
A473078	CHIPPEWA	LAFAYETTE	T	29	29		E	092D	0.1	E	10		190TH ST		12/4/2012	TUE	8	NO	OVRTRN	SHLD	N		CLR				C	0	1			1	E	GO STR	NONE	65	63	ID						
PV9B1PZ	CHIPPEWA	LAFAYETTE	T	29				092D	0.1	W	10		190TH ST		2/7/2016	SUN	13	NO	GR END	LTSH	N		CLDY					0	0			1	E	GO STR	NONE	65	27	ID						
PV9B1MJ	CHIPPEWA	LAFAYETTE	T	29	29		E	092D	0.2		0		190TH ST		11/30/2014	SUN	17	REAR		ON	N		CLR	DARK			C	0	2			2	E	GO STR	NONE	65	63	ID	E	GO STR	NONE	65	26	
A150588	CHIPPEWA	LAFAYETTE	T	29	29	EB	E	092D	0.25		1		MM 84		11/24/2010	WED	15	NO	DITCH	RTSH	N	SNOW	SLET			H	C	0	1			1	E	GO STR	NONE	65	55	FVC						
PV8GTZM	CHIPPEWA	LAFAYETTE	T	29	29		E	092D	0.38	W	10		195TH ST		3/3/2013	SUN	5	NO	GR END	LTSH	N		CLR	DAWN			B	0	1	Y		1	E	GO STR	NONE	65	19	ID						
A462225	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0		0		195TH ST		1/11/2011	TUE	8	NO	OVRTRN	MED	N	SNOW	CLDY					0	0			1	E	GO STR	NONE	65	32	TFC						
PVC14WX	CHIPPEWA	LAFAYETTE	T	29				093K	0	E	250	J	195TH ST		5/13/2015	WED	17	SSS		ON	N		CLR				B	0	1			2	E	CHG LN	NONE	65	51	ID	E	GO STR	NONE	65	57	ID
PVBJBF6	CHIPPEWA	LAFAYETTE	T	29				093K	0.11	W	59		190TH ST		8/6/2015	THU	21	NO	FENCE	OFF	N	WET	RAIN	DARK			B	0	1			1	E	GO STR	NONE	65	21							
PV84GVN	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0.27	E	250	J			5/30/2014	FRI	18	NO	OBNFX	ON	N		CLR					0	0			1	E	GO STR	NONE	65	43							
PV9B1KD	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0.3	E	30		195TH ST		2/17/2014	MON	15	NO	GR END	ON	N	SNOW	SNOW					0	0			1	E	GO STR	NONE	65	67	TFC						
A139974	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0.47	W	50	K			11/10/2010	WED	23	NO	DITCH	SHLD	N	BLNK	CLDY	DARK				0	0			1	E	GO STR	NONE	65	49	FVC						
A233226	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0.67	W	30	K			11/9/2012	FRI	8	ANGL		ON	N		CLDY			H	B	0	2			3	E	OVT LT	NONE	65	35	SPD	E	GO STR	NONE	65	66	
A161487	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0.67	W	30	K			9/7/2011	WED	20	NO	OT ANML	ON	N		CLR	DARK				0	0			1	E	GO STR	NONE	65	20							
PV999C0	CHIPPEWA	LAFAYETTE	T	29	29		E	093K	0.77	E	288	J			7/25/2014	FRI	22	NO	FIRE	SHLD	N		CLR	DARK				0	0			1	E	GO STR	NONE	65	37							
C6M5L9H	CHIPPEWA	LAFAYETTE	T	29	29	EB	E	094T	0.05	E	20		MP 85		8/10/2010	TUE	16	NO	FIRE	ON	N		CLR					0	0			1	E	GO STR	NONE	65	50							
A462104	CHIPPEWA	SIGEL	T	29	29		E	094T	0.09	E	9	K			12/24/2010	FRI	9	NO	DITCH	RTSH	N	SNOW	SNOW					0	0			1	E	GO STR	NONE	65	24	TFC						
A483183	CHIPPEWA	LAFAYETTE	T	29	29		E	094T	0.1	E	10	K			9/30/2011	FRI	15	REAR		ON	N		CLR				B	0	1			6	E	GO STR	NONE	55	20		E	GO STR	NONE	55	19	
PV8G3X4	CHIPPEWA	LAFAYETTE	T	29	29		E	095G	0		0	K			11/9/2014	SUN	1	NO	GR FAC	MED	N		CLDY	DARK				0	0			1	E	GO STR	NONE	65	53	ID						
PV88X82	CHIPPEWA	LAFAYETTE	T	29	29		E	095G	0.26	E	50	K			9/22/2014	MON	0	NO	OT ANML	BLNK	N	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	50							
A233232	CHIPPEWA	LAFAYETTE	T	29	29		E	095G	0.26	E	50	K			5/15/2012	TUE	18	NO	OVRTRN	ON	N		CLR		C		A	0	1			1	E	NEGCRV	NONE	65	18	TFC						
PV8573T	CHIPPEWA	LAFAYETTE	T	29	29		E	095G	1.03	W	50		220TH ST		7/12/2013	FRI	11	NO	OTH NC	ON	N		CLR					0	0			1	E	GO STR	NONE	65	51							
PV88X9T	CHIPPEWA	SIGEL	T	29				096K	0.14	W	70	X			11/15/2015	SUN	18	NO	OVRTRN	ON	N		CLDY	DARK				0	0			1	E	SL/ST	NONE	70	22	FVC						
PV8FCM7	CHIPPEWA	SIGEL	T	29	29		E	096K	0.25	E	25		220TH ST		4/30/2014	WED	14	REAR		ON	N	WET	RAIN				C	0	1			2	E	OVT LT	NONE	65	50	FTC	E	GO STR	NONE	65	55	
PV8WFQS	CHIPPEWA	SIGEL	T	29		EB		096K	0.32	N	3		CROSSOVER STH 29		3/2/2016	WED	15	REAR		ON	N		CLDY				C	0	2			2	E	GO STR	NONE	70	18	OTHR	E	OVT LT	NONE	70	53	FTC
PV87FS7	CHIPPEWA	LAFAYETTE	T	29				096K	0.61	W	10	X			1/25/2014	SAT	7	NO	GR FAC	ON	N	ICE	WIND		C	H		0	0			1	E	NEGCRV	NONE	55	31							
C6M72T0	CHIPPEWA	SIGEL	T	29	29		E	096K	0.65	W	6	X	RANP	XIT 8	6/19/2013	WED	0	NO	OT ANML	BLNK	N	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	41							
PV999B8	CHIPPEWA	SIGEL	T	29	29		E	096K	0.71		0	X		EXIT 8	3/22/2014	SAT	0	NO	OT ANML	BLNK	I	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	27							
A157769	CHIPPEWA	SIGEL	T	29	29		E	096K	0.75	S	9	X			7/15/2012	SUN	9	NO	OVRTRN	MED	N		CLR				B	0	2			1	E	GO STR	NONE	65	41							
A150378	CHIPPEWA	LAFAYETTE	T	29				096K	0.81	E	10	X			1/13/2010	WED	3	NO	OVRTRN	MED	N		CLR	DARK	C			0	0			1	E	NEGCRV	NONE	65	40	ID						

ATTACHMENT 4

STH 29 EB from RP 91G+0.00 to RP 107D+0.00_Reddy_4/26/2016 Search 2010 thru Available 2016 Sort by RP Number_RP Distance

DOCTNMBR	COUNTY	MUNICIPALITY	MUNITYPE	ONHWY	ONHWYRP	ONSTR	ONHWYDIR	RPNMBR	RPDIS	INTDIR	INTDIS	ATHWY	ATSTR	ATNMBR	ACCDDATE	DAYNMBR	NTFYHOUR	MNRCOLL	ACCDTYPE	RLTNRDWY	ACCDLOC	ROADCOND	WTHRCOND	LGTCOND	ROADHOR	ROADVERT	INJSVR	TOTFATL	TOTINJ	ALCFLAG	PEDFLAG	TOTVEH	TRVLDIR1	DRVRDO1	TRFCNTL1	POSTSPD1	AGE1	DRVRPC1A	TRVLDIR2	DRVRDO2	TRFCNTL2	POSTSPD2	AGE2	DRVRPC2A
A462105	CHIPPEWA	SIGEL	T	29	29		E	096T	0.02	W	50	XX			12/24/2010	FRI	10	SSS		ON	N	SNOW	SNOW					0	0			2	E	GO STR	NONE	65	58		E	GO STR	NONE	65	89	TFC
A462261	CHIPPEWA	SIGEL	T	29	29	EB	E	096T	0.42	W	10	XX			1/14/2014	TUE	15	NO	GR FAC	ON	N	SNOW	SNOW		C			0	0			1	E	NEGCRV	NONE	65	19	TFC						
PVBLK2P	CHIPPEWA	SIGEL	T	29				096T	0.42	W	10	XX			2/2/2016	TUE	17	NO	GR FAC	RTSH	N	SNOW	SNOW	DARK			B	0	1			1	E	GO STR	NONE	70	42	TFC						
A473210	CHIPPEWA	SIGEL	T	29	29	EB	E	096T	0.51	W	1	XX			12/20/2010	MON	18	REAR		SHLD	N	SNOW	SNOW	DARK				0	0			2	E	GO STR	NONE	65	21	TFC	E	BLNK	NONE	65	19	TFC
PV8DMJW	CHIPPEWA	SIGEL	T	29				097D	0	S	1	XX			2/7/2016	SUN	22	NO	GR FAC	RTSH	N	SNOW	SNOW	DARK	C			0	0			2	E	OVT LT	NONE	70	71	TFC	E	MERGNG	NONE	70	0	ID
A139772	CHIPPEWA	SIGEL	T	29	29		E	097D	0.1	E	10	XX			2/8/2010	MON	7	NO	EMBKMT	MED	N	ICE	CLR		C			0	0			1	E	GO STR	NONE	65	68	FVC						
PV8G3X7	CHIPPEWA	SIGEL	T	29	29		E	097D	0.21	E	21	XX			11/10/2014	MON	8	NO	OVRTRN	MED	N	SNOW	SNOW		C			0	0			1	E	NEGCRV	NONE	65	24	TFC						
PVBJBF0	CHIPPEWA	SIGEL	T	29				097D	0.21	E	21	XX			6/21/2015	SUN	0	NO	OT ANML	BLNK	N	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	35							
A150563	CHIPPEWA	SIGEL	T	29	29		E	097D	0.25	E	25	XX			9/13/2011	TUE	17	REAR		ON	N		CLR				C	0	1			2	E	GO STR	NONE	55	59		E	GO STR	NONE	55	30	SPD
A473259	CHIPPEWA	SIGEL	T	29	29		E	097D	0.3	E	30	XX			3/3/2011	THU	13	NO	OVRTRN	RTSH	N	SNOW	SNOW		C			0	0			1	E	GO STR	NONE	65	26	TFC						
PV88X7R	CHIPPEWA	SIGEL	T	29	29		E	097D	0.3	E	30	XX			4/24/2014	THU	18	NO	DITCH	RTSH	N	WET	RAIN					0	0			1	E	GO STR	NONE	65	17	DC						
PV88X76	CHIPPEWA	SIGEL	T	29	29		E	097D	0.5	E	50	XX			1/14/2014	TUE	12	NO	TFSIGN	RTSH	N	SNOW	SNOW					0	0			1	E	GO STR	NONE	65	18	TFC						
PV87FSL	CHIPPEWA	SIGEL	T	29	29		E	097D	0.53	W	100	X			2/22/2014	SAT	9	REAR		ON	N	ICE	CLR					0	0			2	E	GO STR	NONE	65	45	FTC	E	GO STR	NONE	65	18	
A473077	CHIPPEWA	SIGEL	T	29	29		E	097D	0.78	W	25		240TH ST		11/21/2012	WED	12	NO	FENCE	LTSH	N		CLR					0	0			1	E	GO STR	NONE	65	43	FVC						
RXHB1K1	CHIPPEWA	SIGEL	T	29				097D	1.05	E	2		240TH ST		3/23/2015	MON	7	NO	GR FAC	SHLD	N	ICE	SLET	DAWN			A	0	2			1	E	GO STR	NONE	65	68	TFC						
PV87FST	CHIPPEWA	SIGEL	T	29	29		E	097D	1.13	W	40	X			4/30/2014	WED	7	NO	OT ANML	ON	N	WET	CLDY					0	0			1	E	GO STR	NONE	65	24							
PV8DMFX	CHIPPEWA	SIGEL	T	29	29		E	097D	1.25	E	22		240TH ST		9/29/2014	MON	2	NO	OT ANML	ON	N		FOG	DARK				0	0			1	E	GO STR	NONE	65	29							
A150334	CHIPPEWA	SIGEL	T	29	29		E	099T	0.36	W	110	27			2/1/2011	TUE	6	NO	GR FAC	ON	N	ICE	CLDY	DARK				0	0			1	E	GO STR	NONE	65	23	TFC						
C6M72QG	CHIPPEWA	SIGEL	T	29	29		E	099T	0.55	W	60		MP 91		11/6/2010	SAT	20	NO	OTH NC	ON	N		CLR	DARK				0	0			1	E	GO STR	NONE	65	54							
PV8G3RZ	CHIPPEWA	CADOTT	V	29	29		E	099T	0.96	W	50	27			12/19/2012	WED	7	SSS		ON	N	SNOW	SNOW	DAWN	H			0	0			2	E	GO STR	NONE	65	48	TFC		GO STR	NONE	65	0	TFC
JNPHZBC	CHIPPEWA	CADOTT	V	29	29		E	099T	0.96	W	50	27			12/9/2010	THU	13	NO	FENCE	ON	N	WET	SNOW					0	0			1	E	GO STR	NONE	65	57							
JNPJPKG	CHIPPEWA	CADOTT	V	29	29		E	099T	0.96	W	50	27			12/9/2012	SUN	18	NO	OTH NC	OFF	N	SNOW	SNOW	DARK				0	0			1	E	GO STR	NONE	65	47							
A150721	CHIPPEWA	SIGEL	T	29	29		E	099T	1.06	W	40	27			2/2/2010	TUE	7	NO	OVRTRN	MED	N	SNOW	SNOW					0	0			1	E	GO STR	NONE	65	64	FVC						
JNPHZDB	CHIPPEWA	CADOTT	V	29	29		E	099T	1.07	W	10	27			11/8/2013	FRI	17	NO	OBNFX	ON	N		CLDY	DARK			B	0	1			1	E	GO STR	NONE	65	41							
JNPHZBV	CHIPPEWA	CADOTT	V	29	29		E	099T	1.16	W	30	27			9/15/2011	THU	16	NO	OTH NC	ON	N		CLR		H			0	0			1	E	SL/ST	NONE	55	25	ID						
A163888	CHIPPEWA	SIGEL	T	29	29		E	099T	1.16	W	30	27			1/22/2010	FRI	5	NO	OVRTRN	SHLD	N	ICE	SLET	DARK				0	0			1	E	GO STR	NONE	65	23	TFC						
JNPHZCD	CHIPPEWA	CADOTT	V	29	29		E	099T	1.22	W	10	27			6/21/2012	THU	17	NO	OTH NC	ON	N		CLR					0	0			1	E	GO STR	NONE	65	75	FVC						
PV85732	CHIPPEWA	CADOTT	V	29	29		E	099T	1.26	W	20	27			4/2/2013	TUE	8	REAR		ON	N		CLR		H	B		0	1			2	E	SL/ST	NONE	65	54		E	GO STR	NONE	65	71	FTC
JNPHZFS	CHIPPEWA	CADOTT	V	29				099T	1.31	W	17	27	RAMP		6/20/2015	SAT	15	SSS		ON	N		CLR					0	0			2	E	GO STR	NONE	65	38	FVC	E	GO STR	NONE	65	45	
JNPKFR5	CHIPPEWA	CADOTT	V	29	29		E	101D	0.02	E	2	27			9/30/2011	FRI	11	NO	OTH NC	ON	N		CLR					0	0			1	E	GO STR	NONE	65	18							
JNPKFR1	CHIPPEWA	CADOTT	V	29	29		E	101D	0.09	E	9	27			6/29/2011	WED	8	NO	OBNFX	ON	N		CLR		H	C		0	1			1	E	GO STR	YIELD	55	27	ID						
A163950	CHIPPEWA	CADOTT	V	29	29		E	101D	0.1	E	10	27			9/19/2010	SUN	8	NO	JKNIF	SHLD	N		CLDY					0	0			1	E	GO STR	NONE	65	19							
JNPHZDF	CHIPPEWA	CADOTT	V	29	29		E	101D	0.17	W	17	27			11/22/2013	FRI	21	NO	OTHFX	RTSH	N	SNOW	SNOW	DARK				0	0			1	E	GO STR	NONE	65	21	DC						
JNPJPKH	CHIPPEWA	CADOTT	V	29	29		E	101D	0.19		0	27	RAMP		2/6/2013	WED	14	NO	OVRTRN	LTSH	I	SNOW	SNOW		H			0	0			1	E	MERGNG	NONE	65	19	TFC						
JNPJPK9	CHIPPEWA	CADOTT	V	29	29		E	101D	0.19	E	19	27			6/26/2011	SUN	14	ANGL	OT RDWY	RAMP	N		CLR					0	0			2	E	OTHR	YIELD	25	26		E	GO STR	NONE	55	40	
JNPJPJQ	CHIPPEWA	CADOTT	V	29	29		E	101D	0.3	E	30	27			2/14/2010	SUN	19	NO	DITCH	MED	N	ICE	SNOW	DARK	H	B		0	2			1	E	GO STR	NONE	65	39							

ATTACHMENT 4

DOCTNMBR	COUNTY	MUNICIPALITY	MUNITYPE	ONHWY	ONHWYRP	ONSTR	ONHWYDIR	RPNMBR	RPDIS	INTDIR	INTDIS	ATHWY	ATSTR	ATNMBR	ACCDATE	DAYNMBR	NTFYHOUR	MNRCOLL	ACCTYPE	RLTNRDWY	ACCLOC	ROADCOND	WTHRCOND	LGTCOND	ROADHOR	ROADVERT	INJSVR	TOTFATL	TOTINJ	ALCFLAG	PEDFLAG	TOTVEH	TRVLDIR1	DRVRDO1	TRFCNTL1	POSTSPD1	AGE1	DRVRPC1A	TRVLDIR2	DRVRDO2	TRFCNTL2	POSTSPD2	AGE2	DRVRPC2A
C6M5L9P	CHIPPEWA	SIGEL	T	29	29	EB	E	101D	0.53	W	20		MP 92		11/7/2010	SUN	19	NO	OVRTRN	ON	N		CLR	DARK			A	0	2			1	E	GO STR	NONE	65	42	FVC						
PV8860Z	CHIPPEWA	SIGEL	T	29				101D	0.83	W	18		270TH ST		3/5/2016	SAT	6	NO	DITCH	RTSH	N	ICE	CLDY	DAWN		H		0	0			1	E	GO STR	NONE	65	25	TFC						
A159095	CHIPPEWA	SIGEL	T	29	29		E	102G	0.3	E	30		270TH ST		3/19/2013	TUE	7	NO	FIRE	SHLD	N		CLDY			H		0	0			1	E	GO STR	NONE	65	57							
PV9B1JT	CHIPPEWA	SIGEL	T	29	29		E	102G	0.3	E	30		270TH ST		12/2/2013	MON	21	ANGL		MED	N	SNOW	SNOW	DARK				0	0			2	E	GO STR	NONE	65	56	TFC	E	GO STR	NONE	65	52	
A473063	CHIPPEWA	SIGEL	T	29	29		E	102G	0.5	E	50		270TH ST		4/2/2012	MON	0	NO	OBNFX	ON	N		CLDY	DARK				0	0			1	E	GO STR	NONE	65	33							
A233368	CHIPPEWA	SIGEL	T	29	29		E	102G	0.5	E	50		270TH ST		11/9/2012	FRI	21	NO	OT ANML	ON	N		CLDY	DARK				0	0			1	E	GO STR	NONE	65	38							
A157816	CHIPPEWA	EDSON	T	29	29		E	102G	1.11	E	50		MM 93		6/21/2012	THU	19	NO	DITCH	RTSH	N		CLR				C	0	1			1	E	GO STR	NONE	65	57	FVC						
PV8G3WC	CHIPPEWA	EDSON	T	29	29		E	102G	1.3	E	130		270TH ST		7/28/2014	MON	14	NO	DITCH	SHLD	N		CLR					0	0			1	E	GO STR	NONE	65	0	OTHR						
C6M72S8	CHIPPEWA	EDSON	T	29	29		E	102G	1.51	W	10		MP 94		10/12/2012	FRI	16	NO	OTH NC	ON	N		CLR					0	0			1	E	GO STR	NONE	65	18							
PV8G3VX	CHIPPEWA	EDSON	T	29	29		E	102G	1.76	W	120		300TH ST		6/15/2014	SUN	0	NO	OT ANML	BLNK	N	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	45							
JZQX5ZN	CHIPPEWA	EDSON	T	29	29		E	102G	1.81	W	115		300TH ST		3/17/2014	MON	14	NO	OVRTRN	MED	N	SNOW	SNOW					0	0			1	E	GO STR	NONE	65	30	TFC						
PVBK2MG	CHIPPEWA	EDSON	T	29				102G	1.91	E	25		290TH ST		6/15/2015	MON	0	NO	OT ANML	BLNK	N	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	31							
PV83QNQ	CHIPPEWA	EDSON	T	29	29		E	102G	1.94	W	102		300TH ST		10/27/2013	SUN	0	NO	OT ANML	BLNK	N	BLNK	BLNK					0	0			1	E	BLNK	BLNK	65	21							
PV8579C	CHIPPEWA	EDSON	T	29				102G	2.31	W	55		300TH ST		6/29/2015	MON	11	SSS		ON	N		CLDY			H		0	0			2	E	GO STR	NONE	65	18	FVC	E	GO STR	NONE	65	75	
PV8K2N9	CHIPPEWA	EDSON	T	29	29		E	102G	2.46	E	50		290TH ST		9/24/2013	TUE	13	NO	DITCH	RTSH	N		CLR			H	C	0	1			1	E	GO STR	NONE	65	59	ID						
PV8572Z	CHIPPEWA	EDSON	T	29	29		E	102G	2.46	W	50		300TH ST		3/15/2013	FRI	8	NO	OT PST	RTSH	N	SNOW	SNOW			H		0	0			1	E	GO STR	NONE	65	16							
A150689	CHIPPEWA	EDSON	T	29	29		E	102G	2.46	W	50		300TH ST		10/8/2010	FRI	10	NO	FIRE	ON	N		CLR					0	0			1	E	GO STR	NONE	65	26							
A215510	CHIPPEWA	EDSON	T	29	29		E	102G	2.46	W	50		300TH ST		1/14/2014	TUE	10	REAR		ON	N	SNOW	SNOW			H		0	0			3	E	OTHR	NONE	65	33		E	OVT RT	NONE	65	46	TFC
PV8CW54	CHIPPEWA	EDSON	T	29	29		E	102G	2.46	W	50		300TH ST		9/8/2014	MON	10	NO	OBNFX	ON	N		CLDY			H		0	0			2	E	GO STR	NONE	65	71		E	GO STR	NONE	65	0	OTHR
C6M72QT	CHIPPEWA	EDSON	T	29	29		E	102G	2.51	W	10		MP 95		2/9/2011	WED	15	NO	OTH NC	LTSH	N		CLR					0	0			1	E	GO STR	NONE	65	68	ID						
PV8HL75	CHIPPEWA	EDSON	T	29	29		E	102G	2.71	W	25		300TH ST		1/22/2014	WED	8	NO	OVRTRN	MED	N	ICE	SNOW			H	C	0	1	Y		1	E	GO STR	NONE	65	22	DC						
PV8BDPH	CHIPPEWA	EDSON	T	29				104M	0.7	E	70		300TH ST		4/19/2015	SUN	23	NO	OT ANML	ON	N	WET	RAIN	DARK				0	0			1	E	GO STR	NONE	65	30							
A462061	CHIPPEWA	EDSON	T	29	29	EB	E	104M	1.37	W	20	X			12/20/2010	MON	21	NO	OVRTRN	RTSH	N	ICE	SLET	DARK				0	0			1	E	GO STR	NONE	65	31	TFC						
A141395	CHIPPEWA	EDSON	T	29	29		E	104M	1.37	W	20	X			2/2/2013	SAT	6	SSS		ON	N	SNOW	CLDY	DARK		H		0	0			2	E	GO STR	NONE	65	19	SPD	E	GO STR	WS FL	65	51	
C6M72S1	CHIPPEWA	EDSON	T	29	29		E	104M	1.55	W	10		MP 97		6/3/2012	SUN	18	NO	FIRE	ON	N		CLDY					0	0			1	E	GO STR	NONE	65	27							
JZQWFR1	CHIPPEWA	BOYD	V	29	29		E	105T	0.06		0	X			1/30/2014	THU	12	ANGL		ON	I	ICE	SNOW			H		0	0			2	E	CHG LN	NONE	65	43	FVC	E	GO STR	NONE	65	30	
A150675	CHIPPEWA	BOYD	V	29	29		E	105T	0.16	W	2	D			5/13/2010	THU	11	SSS		ON	N	WET	RAIN				K	1	0			2	E	GO STR	NONE	65	60	FVC	E	BLNK	NONE	65	68	
JZQX5ZD	CHIPPEWA	BOYD	V	29	29		E	106K	0.25	E	25	D			11/24/2010	WED	15	NO	DITCH	MED	N	ICE	SLET	DUSK				0	0			1	E	GO STR	NONE	65	73	TFC						
C6M72RK	CHIPPEWA	EDSON	T	29	29		E	106K	0.4	E	50		MP 97		11/19/2011	SAT	17	NO	OTH NC	RTSH	N	SNOW	SNOW	DARK				0	0			1	E	RT TRN	NONE	65	29	TFC						

ATTACHMENT 4

Crash Report Analysis

1. Project segments with above normal amounts of crashes.

   a. Segments with Metamanager level of Improvement indicators.
   From RP 92D + 000 to RP 94T + 000
   From RP 101D + 000 to RP 101G + 000

   b. Segments identified from crash listing.

   From RP _____ + _____ to RP _____ + _____
   From RP _____ + _____ to RP _____ + _____

2. Project segments which are exempt from investigation for improvement.

   a. Segments with no substandard highway elements (lane width, shoulder width, pavement cross slope, superelevation, vertical curves, horizontal curves, grades, bridge width, vertical clearance, horizontal clearance and bridge structural capacity).

   From RP 92D +000 to RP 94T + 000
   From RP 101D +000 to RP 101G + 000

   b. Segments where substandard geometrics are not the crash cause.

   (1) From RP _____ + _____ to RP _____ + _____

   - Substandard elements

Type	Actual Value	Standard

   * Type(s) of crashes that identified this segment

   - Crash rate
   - Fatality/serious injury
   - Run off the road
   - Intersection
   - Non-intersection spots
   - Other

   (2) From RP _____ + _____ to RP _____ + _____

- Substandard elements

Type	Actual Value	Standard

* Type(s) of crashes that identified this segment

- Crash rate
- Fatality/serious injury
- Run off the road
- Intersection
- Non-intersection spots
- Other

c. Segments where the crash incidence is below the threshold level for improvement (1.5 crashes per million entering vehicles for intersections, _____ crashes per million vehicle-miles for linear facilities, or _____ crashes per million vehicles for non-intersection spot locations).

(1) From RP _____ + _____ to RP _____ + _____
- Types of crashes _____
- Threshold rate _____
- Actual rate _____

(2) From RP _____ + _____ to RP _____ + _____
- Types of crashes _____
- Threshold rate _____
- Actual rate _____

3. Project segments from #1 that are not exempt by #2 thus are not covered by the Programmatic Exceptions to Standards Report and for which a detailed analysis of substandard geometric elements is required. Any substandard features within these segments must either be upgraded by this project or an individual project exception to standards report is required.

From RP _____ + _____ to RP _____ + _____
From RP _____ + _____ to RP _____ + _____

Suggested Step 3 Process

Potential "Improvement Flag" Removal - Safety Segments

1. Evaluate the 13 Controlling Design Criteria for all safety segments flagged with an "Improvement Flag" for conformance to the minimum design standards for the following:

☑ Design Speed	☑ Lane Width	☑ Vertical Alignment
☑ Horizontal Clearance	☑ Shoulder Width	☑ Stopping Sight Distance
☑ Vertical Clearance	☑ Bridge Width	☑ Grades
☑ Horizontal Alignment	☑ Superelevation	☑ Pavement Cross Slope
☐ Structural Capacity		

2. If substandard geometrics **do not exist** (on a safety segment basis), enter "No" in the (Substandard Geometrics) column - Step 3 on Screening Worksheet.

   a. A safety segment is exempt from the regular safety/geometric design process and can proceed under the accelerated design process

3. If substandard geometrics **exist** (on a safety segment basis), enter "Yes" in the (Substandard Geometrics) column - Step 3 on Screening Worksheet and consider their effect on crashes as follows:

   a. Do substandard geometrics contribute to the cause of crashes?

      (1) Enter "Yes" or "No" in the "Contributing Cause" column.

         (a) If "Yes" - Follow the regular safety/geometric design process to correct substandard geometrics.

         (b) If "No" - Safety segment is exempt from the regular safety/geometric design process and can proceed under the accelerated design process.

Revised FDM attachement 4, Safety Screening Worksheet

Project ID: 1052-01-32 / 1050-01-31

Highway: STH 29 E/W

Termini: Stillson Creek to 320th Street

County: Chippewa

Analysis by: Matthew Reddy, PE

Safety Screening Worksheet										
			Step 1				Step 2		Step 3	
			Meta-manager Analysis				Crash Report Analysis		Geometric Standards	
STH Route and direction	PDP Segments		Improvement Flag	Crash Type Flag			Traffic Data	Improvement Flag	Sub-standard Geometrics	Contributing Cause
	RP From:	RP To:	LOP	CRFLAG	KAB Rate	KAB INJ Rate	ADT	Yes/No	Yes/No	Yes/No
STH 29 E	99T000	101D000	7	1.12	0	0	15378	Yes	No	n/a
STH 29 E	101D000	102G000	99	0	1.35	0	13806	Yes	No	n/a
STH 29 E	104M112	105T017	99	1.25	0	0	13806	Yes	No	n/a
STH 29 W			None							

ATTACHMENT 4

Division of Transportation
System Development
Bureau of Traffic Operations
4802 Sheboygan Ave, Room 501
PO Box 7986
Madison, WI 53707-7986

Scott Walker, Governor
Mark Gottlieb, Secretary
Internet: www.dot.wisconsin.gov

Date: February 19, 2015

To: Region Directors
Attn: Regional System Planning and Operations Sections

From: Brian Porter, PE, PTOE
State Traffic Safety Engineer

Subject: 2013 Statewide Average Crash Rates

The following tables show the Wisconsin statewide average crash rates for the five year period from 2009-2013. Crashes involving deer are not included in the crash rates. The Division of Motor Vehicles (DMV) provided the crash data from the original Motor Vehicle Accident Report (MV4000) forms. The Division of Transportation Investment Management (DTIM) provided the vehicle miles of travel (VMT) and the crash rates for the State Trunk Highway (STH) system. The University of Wisconsin-Madison Traffic Operations and Safety Laboratory (UW TOPS Lab) provided the crash rates for the local system.

Crash rates are generated using the following equation:

$$\frac{\text{Total Crashes} * 100{,}000{,}000}{\text{5-year AADT} * \text{Length of segment} * \#\text{ of years of crash data} * 365} = \frac{\text{Crashes}}{\text{100 Million Vehicle Miles Traveled (HMVMT)}}$$

where: Total Crashes = total number of crashes (excluding deer crashes) from 2009-2013
5-year AADT = historical average annual daily traffic volume for the 5-year period
Length of segment = length of segment in question measured in miles

Table 1 includes the statewide average crash rates for the State Trunk Highway (STH) system broken out by Meta-Manager Peer Group. The Meta-Manager Peer Groups are intended to represent a group of similar highway segments throughout the state. Slight modifications are made to the peer groups each year so these crash rates should not be compared to previous statewide average crash rates.

Table 2 includes the statewide average crash rates for the local system which are broken into Urban Streets and Rural County Trunk Highways. The Urban Streets category includes urban city streets, rural city streets, and urban County Trunk Highways.

The state and local crash rates are reported differently based on recommendations from the safety engineering community. This format is intended to better accommodate the end users of the data and aligns with current WisDOT business practices.

ATTACHMENT 4

Crashes are broken out according to the definitions in the Law Enforcement Officer's Instruction Manual for Completing the Wisconsin Motor Vehicle Accident Report Form (MV4000):

- **Fatal (K)-** Any injury received in a traffic accident which results in death within 30 days of the accident.

- **Type A = Incapacitating Injury** - Any injury other than a fatal injury, which prevents the injured person from walking, driving, or from performing other activities, which he/she performed before the accident.

- **Type B = Non-incapacitating Injury** - Any injury, other than fatal or incapacitating, which is evident at the scene. Evidence of injury may include known symptoms of an injury, which are not directly observable.

- **Type C = Possible Injury** - Any injury which is not observable or evident at the scene but is claimed by the individual or suspected by the law enforcement officer.

- **PDO = Property Damage Only** - The definition of a reportable crash is based on reporting thresholds of $1000 for property damage to any one person's property, $1000 for government-owned vehicles, or $200 for any other government-owned property, such as traffic control devices or guardrail. Any crash that meets these criteria is categorized as Property Damage Only (PDO).

Comparing Roadway Segments to the Statewide Average Crash Rates

The statewide average crash rates are provided for use in screening roadway segments that might warrant further analysis. More detailed crash analysis is needed to identify the extent of the roadway safety problem.

Crashes that occurred at intersections are included in the total crashes used to calculate the statewide average crash rates, so intersection-related crashes should not be removed from the comparison dataset.

Crashes that occurred on ramps at service interchanges are not included in the crashes used to calculate the statewide average crash rates.

Crashes that occurred on ramps at system interchanges (i.e. freeway to freeway) are included in the crashes used to calculate the corresponding freeway peer group average crash rate.

Table 1

State Trunk Highway Crash Rates
5-Year Average (2009-2013)
(Crashes per 100 million vehicle miles traveled)

Meta-manager Peer Group		Total	Fatal (K)	Total Injury (A+B+C)	A	B	C	PDO
1	Rural and Small Urban[1] Freeways	34	0.3	9.0	1.4	4.0	3.6	24.7
2	Rural and Small Urban[1] Expressways	51	0.6	16.1	2.5	6.8	6.9	34.4
3	Rural STN with 3500 to 8700 ADT	68	1.2	25.1	4.5	10.4	10.2	42.1
4	Rural STN with 2000 to 3500 ADT	75	1.4	27.7	5.6	12.0	10.1	46.4
5	Rural STN with 750 to 2000 ADT	97	1.6	36.0	6.9	16.2	12.9	59.0
6	Rural STN with less than 750 ADT	153	2.8	63.0	12.7	30.3	19.9	86.9
7	Large Urban[2] Freeways	72	0.3	19.3	1.4	6.0	11.9	52.3
8	Large Urban[2] Divided Highways	291	0.7	98.0	6.1	28.6	63.3	192.7
9	Large Urban[2] Undivided Highways[3]	435	1.3	141.4	9.7	45.4	86.3	292.7
10	Small Urban[1] STN[3]	222	0.8	66.6	5.9	24.0	36.7	154.5
11	Rural STN with greater than 8700 ADT	87	1.2	31.5	4.7	12.3	14.5	54.4
12	STN in community of less than 5000 population	156	0.8	42.2	5.4	16.0	20.7	113.2

Notes:

1. Small Urban = 5,000 to 25,000 population
2. Large Urban = 25,000 or greater population
3. A portion of Large Urban Undivided Highways (Peer Group 9) and Small Urban STN (Peer Group 10) were reclassified as Rural STN (Peer Groups 3 and 11) to more accurately represent their operating characteristics. The current crash rates should not be compared to the Statewide Average Crash Rates for these peer groups provided prior to 2012.

ATTACHMENT 4

Table 2

Local Road Crash Rates
(Crashes per 100 million vehicle miles traveled)

Urban Streets[1]							
Year	**Total**	**Fatal (K)**	**Total Injury (A+B+C)**	**A**	**B**	**C**	**PDO**
2009	281	0.5	81	5.9	27	48	200
2010	286	0.6	84	5.9	29	49	202
2011	317	0.6	88	5.8	31	52	228
2012	333	0.7	95	6.3	35	54	237
2013	368	0.7	96	6.2	33	57	272

Rural County Trunk Highways[2]							
Year	**Total**	**Fatal (K)**	**Total Injury (A+B+C)**	**A**	**B**	**C**	**PDO**
2009	142	1.6	53	8.4	23	21	88
2010	101	1.3	37	6.6	16	15	62
2011	100	1.5	36	6.0	16	15	62
2012	96	1.2	37	6.0	17	13	59
2013	102	1.2	35	5.4	16	14	67

Notes:

1. Includes urban city streets, rural city streets, and urban County Trunk Highways. Prior to 2009, the "Urban Streets" category also included Urban State Trunk Highways so the current crash rates should not be compared to the "Urban Streets" crash rates provided prior to 2009.
2. Includes all rural County Trunk Highways

Segment Crash Rate Worksheet

Segment Crash Rate Worksheet

Project ID: 1052-01-32
County Chippewa
City of:
Village of:
Township of: Lafayette/Sigel
Highway: STH 29E
Location: Stillson Creek to STH 27
Limits: 029E091G000 to 029E107D000
Crash Data (Year - Year): 2010 thru available 2014

Number of Years (n):	→	5
Total Number of Crashes:	→	85
Total Number of FAT Crashes:	1	1.2%
Total Number of INJ A Crashes	2	2.4%
Total Number of INJ B Crashes:	8	9.4%
Total Number of INJ C Crashes:	11	12.9%
Total Number of PD Crashes:	63	74.1%
Average Daily Traffic (ADT):	→	15378
Segment Length (Miles):	→	15
Average Yearly Total Crash Rate: (total crashes/n) * 100000000 / (adt * 365 * length)	→	20.191
Average Yearly Fatal Crash Rate: (FAT crashes/n) * 100000000 / (adt * 365 * length)	→	0.238
Average Yearly Type A Crash Rate: (INJ A crashes/n) * 100000000 / (adt * 365 * length)	→	0.475
Average Yearly Type B Crash Rate: (INJ B crashes/n) * 100000000 / (adt * 365 * length)	→	1.900
Average Yearly Type C Crash Rate: (INJ C crashes/n) * 100000000 / (adt * 365 * length)	→	2.613
Average Yearly PD Crash Rate: (PD crashes/n) * 100000000 / (adt * 365 * length)	→	14.965

Rate unit is # of crashes/100 million vehicle miles

ATTACHMENT 4

WISDOT ID: 1050-01-31/61 & 1052-01-3/62
EMCS Project No: 4896 & 4897

Controlling Design Criteria Summary

STH 29

No.	Controlling Criteria (Per FDM 11-1 Table 2.1) Criteria	New Construction Design Criteria Met (70 mph) Existing Y/N	3R Design Criteria Met (65 mph minimum) Existing Y/N	Proposed Conditions Meet 3R Standards	Notes
1	Design Speed	Yes	Yes	Yes	All curves rated for 70 mph
2	Lane Width	Yes	Yes	Yes	12' lanes - FDM 11-20 section 1.5
3	Shoulder Width	No	No	No	Existing 10' total, 8' paved - RT; 10' paved required for Freeway; 10' proposed Existing 6' total, 3' paved - LT; 4' paved required for Freeway; 4' proposed See #12 for three locations with less than desirable shoulder width
4	Bridge Width	Yes	Yes	Yes	Used 11-15, Section 1.10.3; all bridges meet requirements
5	Horizontal Alignment	No	Yes	**Yes**	Horizontal alignment does not meet 70 mph due to SE (see #6)/meets 3R standards for 65 mph
6	Superelevation	No	Yes	**Yes**	SE are rated for 65 mph or greater/6 curves less than 70 mph; improve SE to 70 mph with HMA overlay
7	Vertical Alignment	Yes	Yes	Yes	Vertical alignment - Lengths meet 70 mph or greater
8	Grades	Yes	Yes	Yes	Grades are 3% or less which meets a 70 mph design speed
9	Stopping Sight Distance	Yes	Yes	Yes	SSD - 70 mph or greater
10	Pavement Cross Slope	Yes	Yes	Yes	2% in tangent sections
11	Vertical Clearance	Yes	Yes	Yes	All structures over STH 29 have a min 16'-0" clear per FDM 11-35 for bridges to remain; see DSR for detailed listing of vertical clearances
12	Horizontal Clearance	No	No	No	See summary; two locations of less than desirable shoulder width on CTH D ramps (shoulder width=horizontal clearance at these locations due to barrier)
13	Structural Capacity	Yes	Yes	Yes	All existing structures have adequate capacity and they do no warrant replacement

ATTACHMENT 5

3. Shoulder Width

STH 29 is a designated freeway. According to FDM 11-15 Attachment 1.5 4-lane freeways require 10 ft paved shoulder RT and 4 ft paved shoulder LT.
Existing shoulders are 8' paved outside and 3' paved inside, this meets expressway standards but not freeway standards.

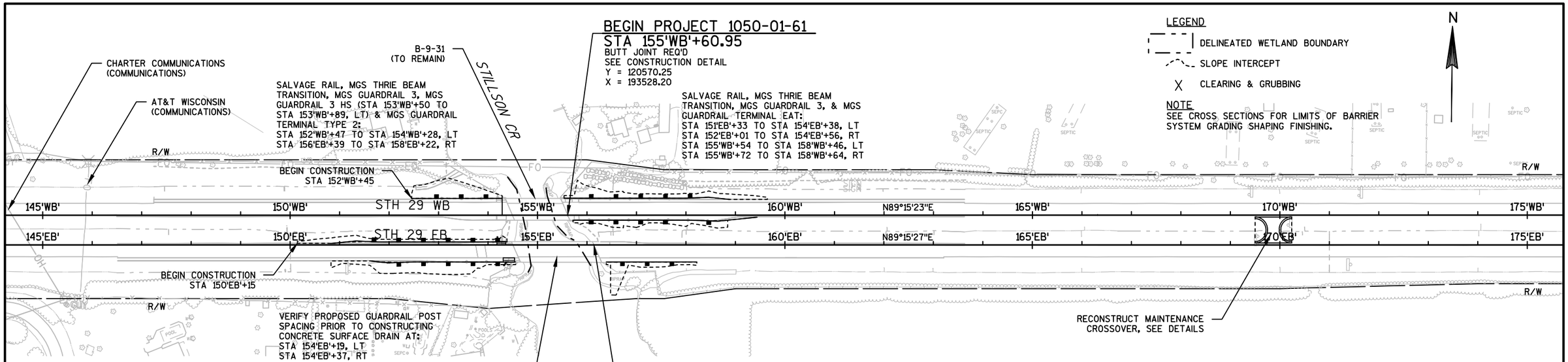
6. Superelevation

Location (Sta)	Existing Radius	Existing Super (As-Built)	70 MPH Required Radius	65 MPH Required Radius	65 MPH Meet requirments	70 MPH Meet requirments	Note
STH 29 EB (222+72.02 - 233+76.97)	22858.31	NC	14100.00	12600.00	y	y	Existing: 70 MPH, Proposed: 70 MPH
STH 29 WB (222+72.02 - 222+25.55)	22918.31	NC	14100.00	12600.00	y	y	Existing: 70 MPH, Proposed: 70 MPH
STH 29 EB (316+00.75 - 348+62.72)	3819.72	4.30%	3770.00	3220.00	y	n	Existing: 65 MPH, Proposed: 70 MPH
STH 29 WB (316+00.75 - 348+11.48)	3759.72	4.60%	3770.00	3220.00	y	n	Existing: 65 MPH, Proposed: 70 MPH
STH 29 EB (443+33.03 - 474+36.84)	3830.36	4.60%	3770.00	3220.00	y	y	Existing: 70 MPH, Proposed: 70 MPH
STH 29 WB (443+33.03 - 474+85.46)	3890.36	4.50%	3770.00	3220.00	y	y	Existing: 70 MPH, Proposed: 70 MPH
STH 29 EB (519+91.46 - 530+83.28)	17188.73	RC	10300.00	9130.00	y	y	Existing: 70 MPH, Proposed: 70 MPH
STH 29 WB (519+91.46 - 530+79.47)	17128.73	RC	10300.00	9130.00	y	y	Existing: 70 MPH, Proposed: 70 MPH
STH 29 EB (572+83.59 - 595+92.31)	22918.31	NC	14100.00	12600.00	y	y	Existing: 70 MPH, Proposed: 70 MPH
STH 29 WB (572+83.59 - 595+98.35)	22978.31	NC	14100.00	12600.00	y	y	Existing: 70 MPH, Proposed: 70 MPH
STH 29 EB (834+89.49 - 876+62.20)	5716.87	3.20%	6010.00	5280.00	y	n	Existing: 65 MPH, Proposed: 70 MPH
STH 29 WB (834+89.49 - 876+18.40)	5656.87	3.20%	6010.00	5280.00	y	n	Existing: 65 MPH, Proposed: 70 MPH
STH 29 EB (921+26.65 - 938+16.01)	4583.75	3.90%	4700.00	4100.00	y	n	Existing: 65 MPH, Proposed: 70 MPH
STH 29 WB (921+26.65 -938+38.13)	4643.75	3.90%	4700.00	4100.00	y	n	Existing: 65 MPH, Proposed: 70 MPH
STH 29 EB (938+16.01 -973+53.35)	104070.4	3.90%	4700.00	4100.00	y	y	Existing: 70 MPH, Proposed: 70 MPH
STH 29 WB (938+16.01 - 973+73.62)	10530.35	3.90%	4700.00	4100.00	y	y	Existing: 70 MPH, Proposed: 70 MPH

12. Horizontal Clearance

Location (Sta)	Lt/RT	Distance	Notes
610EB	RT	8'	Per FDM 11-15 Table 1.1 minimum is 10' (finished shoulder width). Guradrail under STH 27 on STH 29 will be moved out to 10'.
900WB	LT	4'	Per FDM 11-15 Table 1.1 minimum is 4'. This barrier is under structure and is 4' off ramp lane; 16' off STH 29 travel lane.
902EB	RT	4'	Per FDM 11-15 Table 1.1 minimum is 4'. This barrier is under structure and is 4' off ramp lane; 16' off STH 29 travel lane.

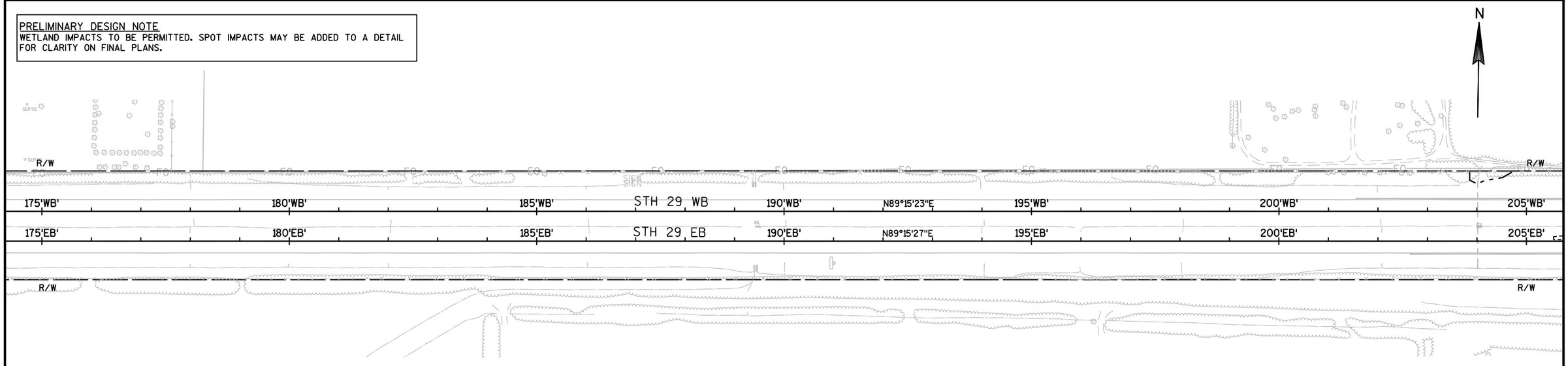
ATTACHMENT 5



PRELIMINARY DESIGN NOTE
CONFIRM WITH NWR IF SHOULDER SHOULD BE PAVED TO FACE OF GUARDRAIL AND EAT FOR THE 3 LOCATIONS WEST OF STILLSON CREEK. NO MAINLINE PAVING OCCURRING.

PRELIMINARY DESIGN NOTE
QUANTITY OF CONCRETE REPAIRS AND CONCRETE REPAIRS NON DOWELED SPECIAL TO BE REVIEWED/CONFIRMED IN SPRING 2016. THEY WILL BE SHOWN IN THE MISCELLANEOUS QUANTITIES.

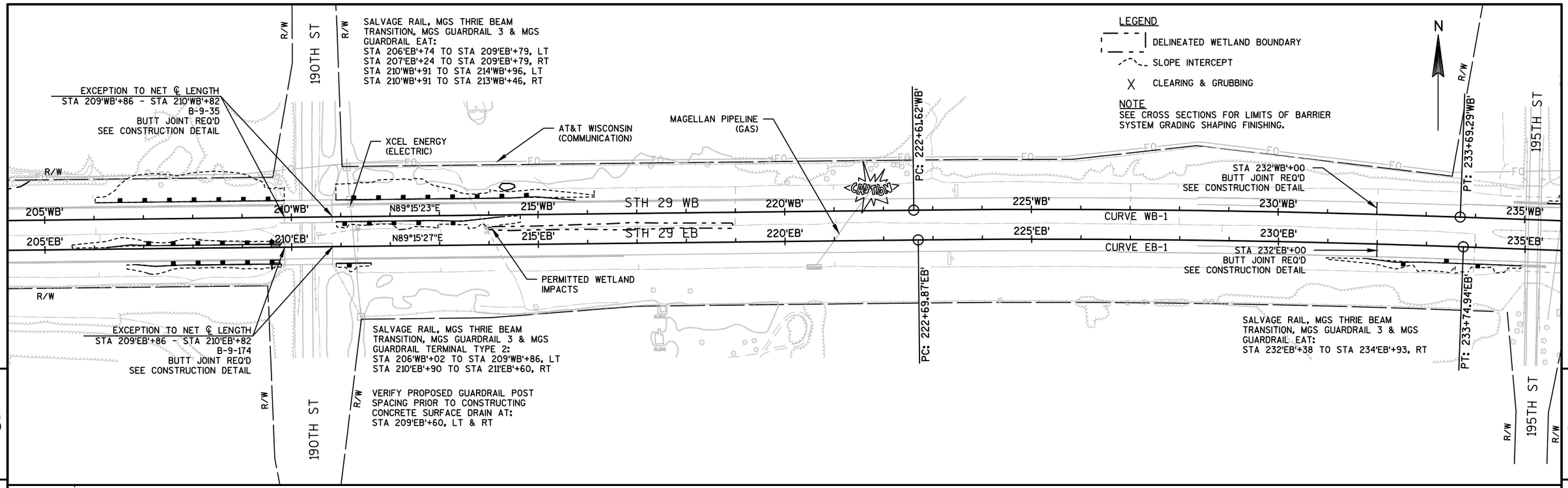
PRELIMINARY DESIGN NOTE
WETLAND IMPACTS TO BE PERMITTED. SPOT IMPACTS MAY BE ADDED TO A DETAIL FOR CLARITY ON FINAL PLANS.



ATTACHMENT 6

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADDS\10500191\SHEETSPLAN\050401-PN.DWG
LAYOUT NAME - 050201
PLOT DATE : 3/21/2016 5:05 PM PLOT BY : ERIK OLESON PLOT NAME : PLOT SCALE : 1 IN:200 FT



ATTACHMENT 6

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E

LEGEND

DELINEATED WETLAND BOUNDARY

SLOPE INTERCEPT

X CLEARING & GRUBBING

NOTE
SEE CROSS SECTIONS FOR LIMITS OF BARRIER SYSTEM GRADING SHAPING FINISHING.

PERMITTED WETLAND IMPACTS

AT&T WISCONSIN (COMMUNICATION)

CLEANING CULVERT PIPES

STA 283'WB'+16
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

XCEL ENERGY (ELECTRIC)

STA 289'WB'+50
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

RECONSTRUCT MAINTENANCE CROSSOVER, SEE DETAILS

ADD PIPE GRATE & CLEANING CULVERT PIPES

STA 283'EB'+14
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

CONTROL POINT 520
Y = 120315.87
X = 206390.74
ELEV=932.32
FENO 1000 MONUMENT
W/ALUMININUM CAP

B-9-37
(TO REMAIN)

STA 289'EB'+48
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

SALVAGE RAIL, MGS THRIE BEAM TRANSITION, MGS GUARDRAIL 3 & MGS GUARDRAIL EAT:
STA 283'EB'+52 TO STA 286'EB'+07, RT
STA 286'WB'+58 TO STA 289'WB'+26, LT

SALVAGE RAIL, MGS THRIE BEAM TRANSITION, MGS GUARDRAIL 3 & MGS GUARDRAIL TERMINAL TYPE 2:
STA 297'WB'+65 TO STA 298'WB'+61, LT
STA 299'EB'+87 TO STA 300'EB'+83, LT
STA 299'EB'+91 TO STA 305'EB'+74, RT

EXCEPTION TO NET ℄ LENGTH
STA 298'WB'+73 - STA 299'EB'+69
B-9-38
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

PERMITTED WETLAND IMPACTS

AT&T WISCONSIN (COMMUNICATION)

EAU CLAIRE ELECTRICAL COOPERATIVE (ELECTRIC)

SALVAGE RAIL, MGS THRIE BEAM TRANSITION, MGS GUARDRAIL 3 & MGS GUARDRAIL EAT:
STA 295'EB'+55 TO STA 298'EB'+60, LT
STA 296'EB'+10 TO STA 298'EB'+65, RT
STA 299'WB'+72 TO STA 304'WB'+77, LT
STA 299'WB'+77 TO STA 302'WB'+57, RT

VERIFY PROPOSED GUARDRAIL POST SPACING PRIOR TO CONSTRUCTING CONCRETE SURFACE DRAIN AT:
STA 298'EB'+41, LT
STA 298'EB'+46, RT

EXCEPTION TO NET ℄ LENGTH
STA 298'EB'+71 - STA 299'EB'+69
B-9-75
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

AT&T WISCONSIN (COMMUNICATION)

ATTACHMENT 6

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADDS\10500191\SHEETSPLAN\050401-PN.DWG
LAYOUT NAME - 050205

PLOT DATE : 3/21/2016 5:11 PM PLOT BY : ERIK OLESON PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

DELINEATED WETLAND BOUNDARY

SLOPE INTERCEPT

X CLEARING & GRUBBING

NOTE
SEE CROSS SECTIONS FOR LIMITS OF BARRIER SYSTEM GRADING SHAPING FINISHING.

CLEANING CULVERT PIPES

AT&T WISCONSIN (COMMUNICATION)

PT: 348+14.45'WB'

PT: 348+63.57'EB'

N43°05'44"E

N43°05'41"E

R/W

FO

325'WB'

325'EB'

330'WB'

330'EB'

335'WB'

335'EB'

340'WB'

340'EB'

345'WB'

345'EB'

350'WB'

350'EB'

355'WB'

355'EB'

CURVE WB-2

CURVE EB-2

STH 29 WB

STH 29 EB

5

5

AT&T WISCONSIN (COMMUNICATION)

XCEL ENERGY (ELECTRIC)

STA 377'WB'+00.00
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

B-9-39
(TO REMAIN)

STA 383'WB'+81.00
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

220TH ST

355'WB'

360'WB'

365'WB'

370'WB'

375'WB'

380'WB'

385'WB'

355'EB'

360'EB'

365'EB'

370'EB'

375'EB'

380'EB'

385'EB'

STH 29 WB

STH 29 EB

STA 376'EB'+62.00
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

STA 383'EB'+38.00
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

PERMITTED WETLAND IMPACT

AT&T WISCONSIN (COMMUNICATION)

SALVAGE RAIL, MGS THRIE BEAM TRANSITION, MGS GUARDRAIL 3 & MGS GUARDRAIL EAT:
STA 376'EB'+98 TO STA 379'EB'+53, RT
STA 380'WB'+91 TO STA 384'WB'+71, LT

ATTACHMENT 6

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E

STA 403'XA'+96.03
Y=125569.37
X=216175.51

N43°05'44"E

405'XA'

N41°54'50"E

410'XA'

415'XA'

R/W

385'WB' 390'WB' 395'WB' STH 29 WB 400'WB' 405'WB' 410'WB' 415'WB'

385'EB' 390'EB' 395'EB' STH 29 EB 400'EB' N43°05'41"E 405'EB' 410'EB' 415'EB'

CAUTION

STA 412'XD'+32.61
Y=126133.45
X=216857.50

415'XD'

RECONSTRUCT MAINTENANCE CROSSOVER, SEE DETAILS

MAGELLAN PIPELINE (GAS)

5

5

BEGIN CONSTRUCTION
STA 95'X'+30.00
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

CTH X

95'X'

STA 422'XA'+16.95=
STA 422'XB'+16.95=
STA 96'X'+06.83
Y=127017.45
X=217248.61

SALVAGE RAIL, MGS THRIE BEAM TRANSITION, MGS GUARDRAIL 3 & MGS GUARDRAIL EAT:
STA 421'EB'+39 TO STA 423'EB'+94, RT
STA 423'WB'+02 TO STA 425'WB'+57, LT

UNNAMED CR

STA 419'WB'+51.00
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

N18°55'37"E

420'XA'

STH 29 WB ENTRANCE RAMP

N55° 42' 59"E 425'XB'

STH 29 WB EXIT RAMP

S89° 03' 12"E

100'X'

STA 426'WB'+32.00
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

STA 436'XB'+39.27
Y=127902.18
X=218358.17

PC: 442+83.94'WB'

430'XB'

N47°36'15"E

435'XB'

415'WB' 420'WB' 425'WB' N43°05'44"E 430'WB' 435'WB' 440'WB' 445'WB'

415'EB' 420'EB' 425'EB' N43°05'41"E 430'EB' 435'EB' 440'EB' 445'EB'

415'XD' STH 29 EB EXIT RAMP 420'XD' N54° 36' 28"E 425'XD'

B-9-19
(TO REMAIN)

STH 29 EB ENTRANCE RAMP 430'XC' N25° 52' 15"E 435'XC' N41° 57' 23"E 440'XC'

PC: 443+33.19'EB'

CONTROL POINT 521
Y = 126442.08
X = 217275.66
ELEV=950.45
FENO 1000 MONUMENT
W/ALUMININUM CAP

STA 420'EB'+82.00
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

STA 427'EB'+63.00
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

STA 444'XC'+91.37
Y=128480.21
X=219055.48

EAU CLAIRE ELECTRICAL COOPERATIVE
(ELECTRIC)

STA 426'XD'+41.31=
STA 426'XC'+41.31=
STA 103'X'+19.03
Y=127005.69
X=217960.71

END CONSTRUCTION
STA 104'X'+30.00
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

105'X'

CTH X

LEGEND

DELINEATED WETLAND BOUNDARY

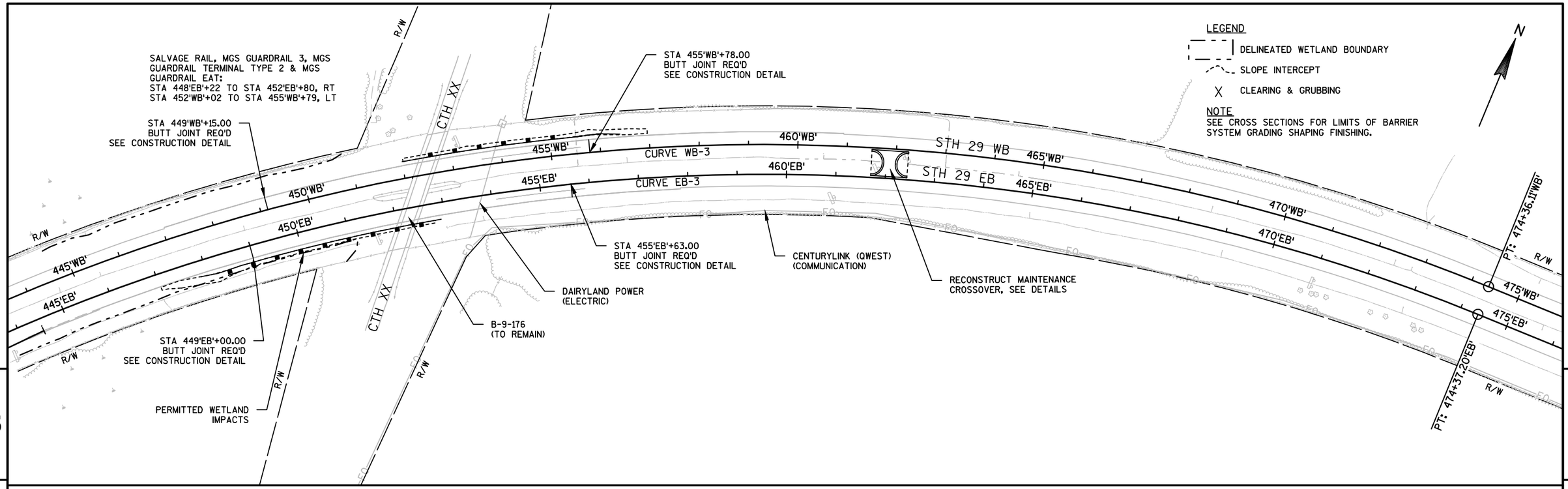
SLOPE INTERCEPT

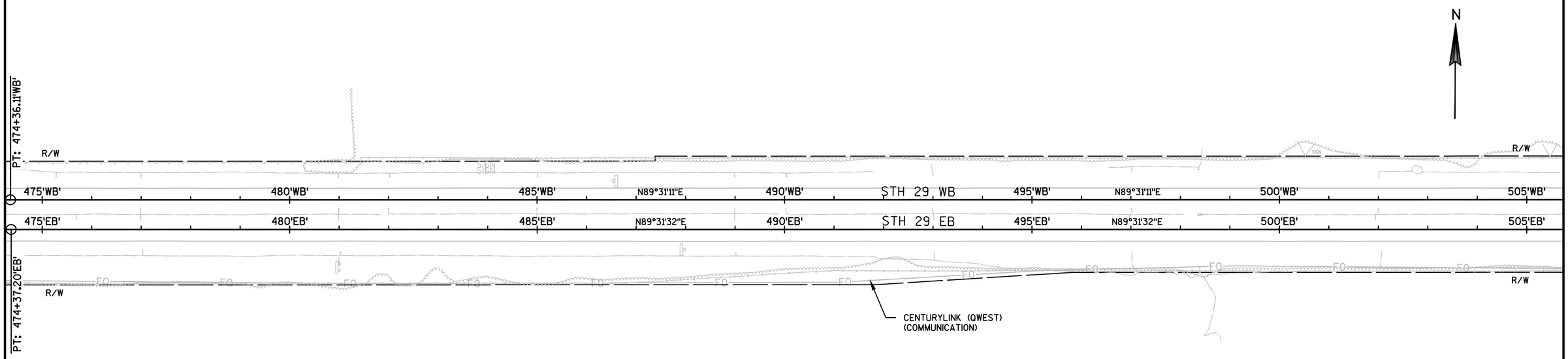
X CLEARING & GRUBBING

NOTE
SEE CROSS SECTIONS FOR LIMITS OF BARRIER SYSTEM GRADING SHAPING FINISHING.

ATTACHMENT 6

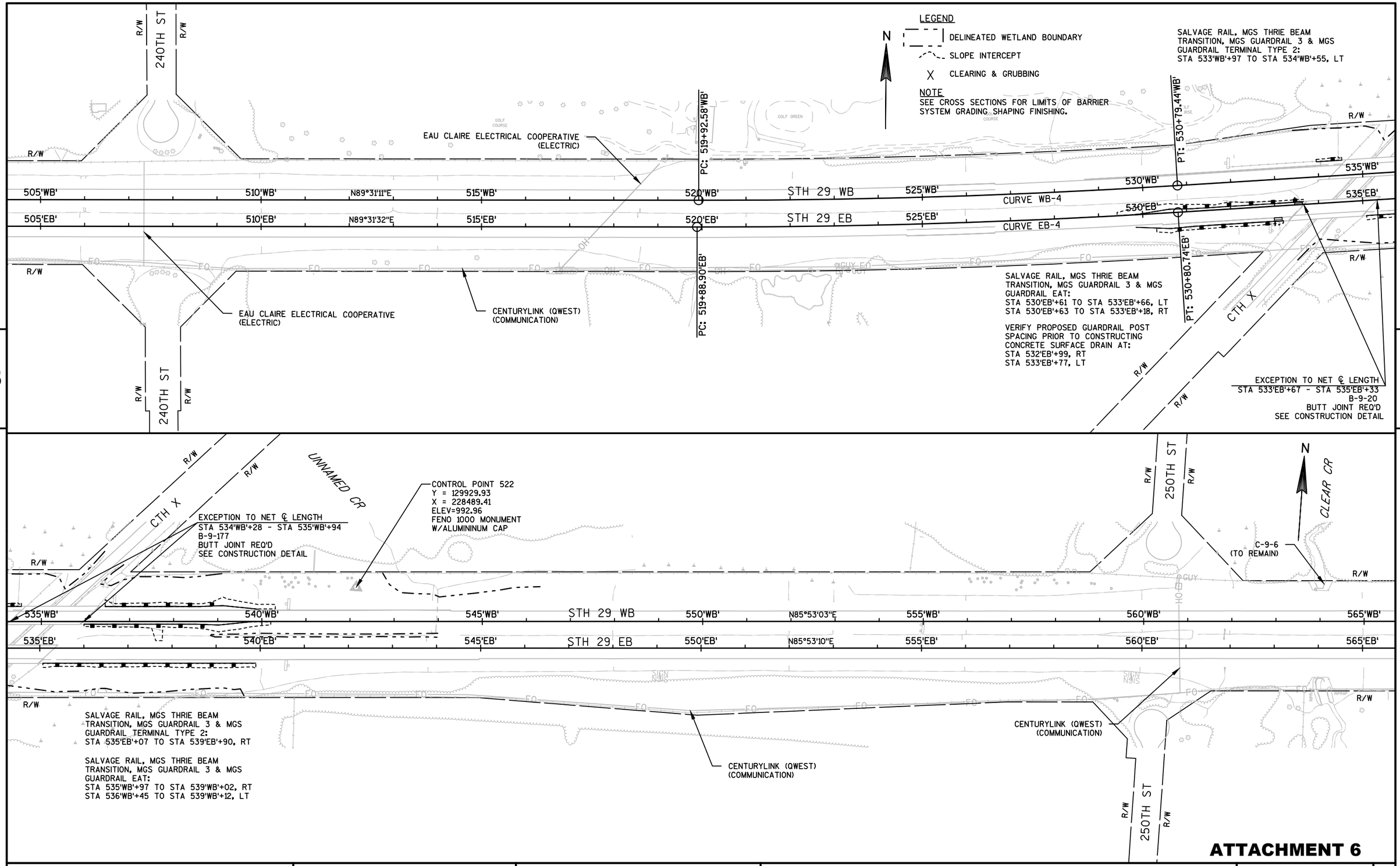
PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E





ATTACHMENT 6

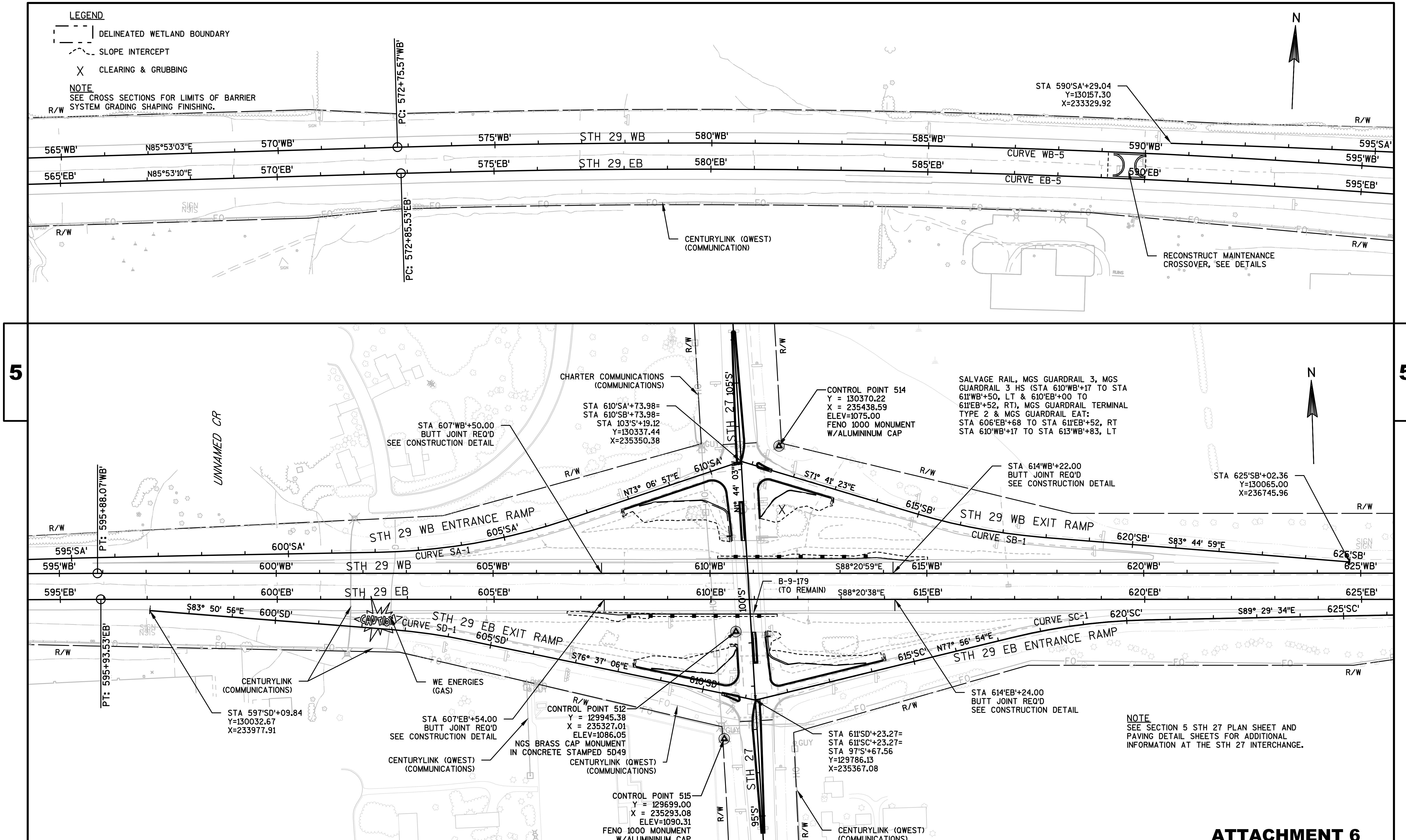
PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E



ATTACHMENT 6

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADDS\10500191\SHEETSPLAN\050401-PN.DWG PLOT DATE : 3/21/2016 5:21 PM PLOT BY : ERIK OLESON PLOT NAME : PLOT SCALE : 1 IN:200 FT



ATTACHMENT 6

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADDS\10500191\SHEETSPLAN\050401-PN.DWG PLOT DATE : 3/21/2016 5:24 PM PLOT BY : ERIK OLESON PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

DELINEATED WETLAND BOUNDARY

SLOPE INTERCEPT

X CLEARING & GRUBBING

NOTE
SEE CROSS SECTIONS FOR LIMITS OF BARRIER SYSTEM GRADING SHAPING FINISHING.

N

UNNAMED CR

R/W

625'SB'
625'WB' 630'WB' STH 29 WB 635'WB' 640'WB' S88°20'59"E 645'WB' 650'WB' 655'WB'
625'EB' 630'EB' STH 29 EB 635'EB' 640'EB' S88°20'38"E 645'EB' 650'EB' 655'EB'
625'SC' 630'SC'

SIGN

FO

RECONSTRUCT MAINTENANCE CROSSOVER, SEE DETAILS

CENTURYLINK (QWEST) (COMMUNICATION)

5

5

N

SLAUGHTERHOUSE CR

CHURCH RD

REPLACE CURB & GUTTER AND OVERLAY MEDIAN
SEE INTERSECTION DETAILS FOR SIDE ROAD WORK LIMITS

DO NOT DISTURB

UNNAMED CR

PI: 658+00.42'WB'

PI: 658+00.74'EB'

655'WB' 660'WB' 665'WB' STH 29 WB 670'WB' S88°20'53"E 675'WB' 680'WB' 685'WB'
655'EB' 660'EB' 665'EB' STH 29 EB 670'EB' S88°21'03"E 675'EB' 680'EB' 685'EB'

MH

GUY

NGS

CENTURYLINK (QWEST) (COMMUNICATION)

XCEL ENERGY (ELECTRIC)

CENTURYLINK (QWEST) (COMMUNICATION)

ATTACHMENT 6

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E

LEGEND

DELINEATED WETLAND BOUNDARY

SLOPE INTERCEPT

X CLEARING & GRUBBING

NOTE
SEE CROSS SECTIONS FOR LIMITS OF BARRIER SYSTEM GRADING SHAPING FINISHING.

N

R/W

685'WB' 690'WB' 695'WB' S88°20'53"E 700'WB' STH 29 WB 705'WB' 710'WB' 715'WB'

685'EB' 690'EB' 695'EB' S88°21'03"E 700'EB' STH 29 EB 705'EB' 710'EB' 715'EB'

FO

CENTURYLINK (QWEST)
(COMMUNICATION)

5

5

N

PI: 731+40.46'WB'

715'WB' 720'WB' S88°20'53"E 725'WB' STH 29 WB 730'WB' 735'WB' S88°59'20"E 740'WB' 745'WB'

715'EB' 720'EB' S88°21'03"E 725'EB' STH 29 EB 730'EB' 735'EB' S88°59'15"E 740'EB' 745'EB'

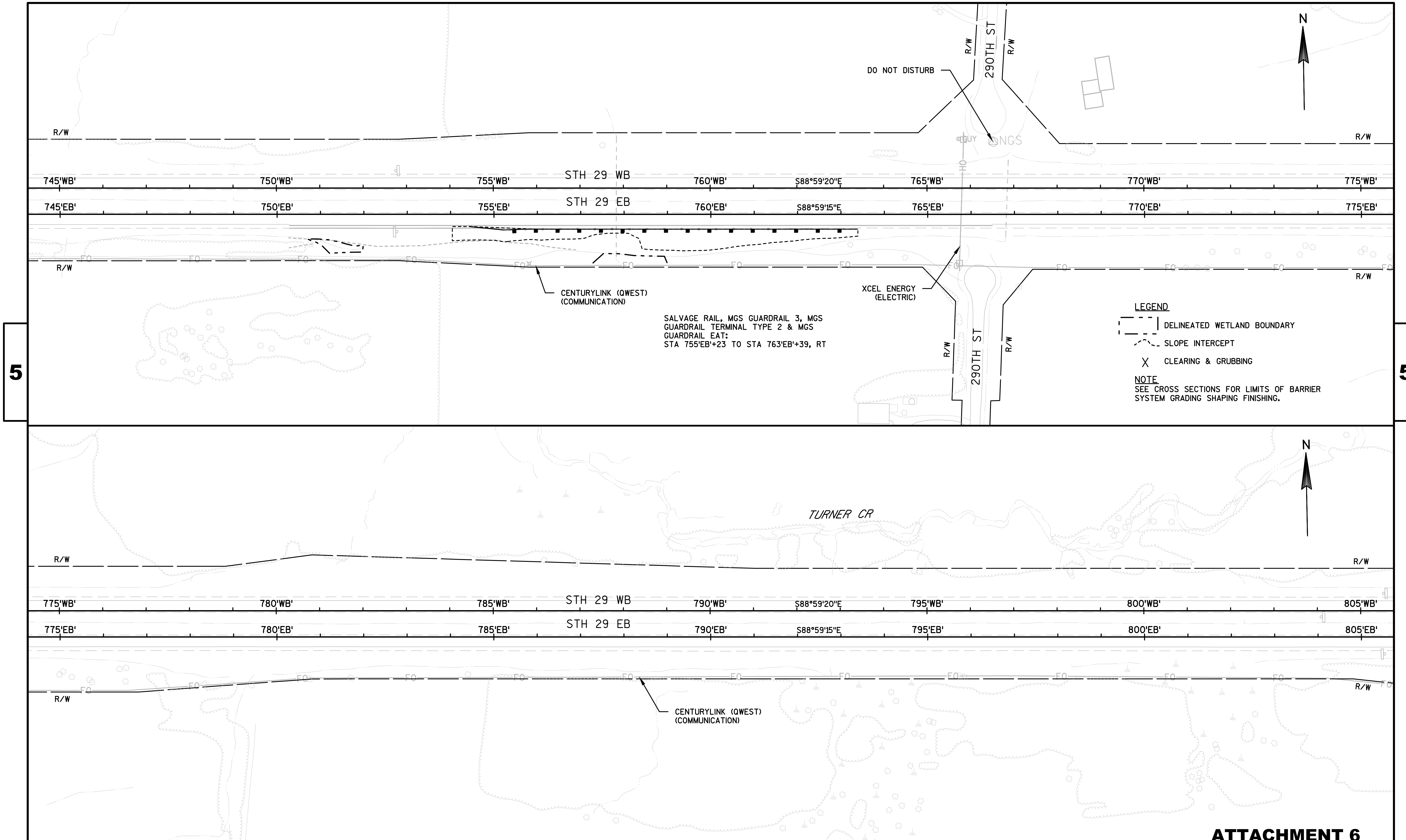
PI: 731+41.87'EB'

RECONSTRUCT MAINTENANCE
CROSSOVER, SEE DETAILS

CENTURYLINK (QWEST)
(COMMUNICATION)

ATTACHMENT 6

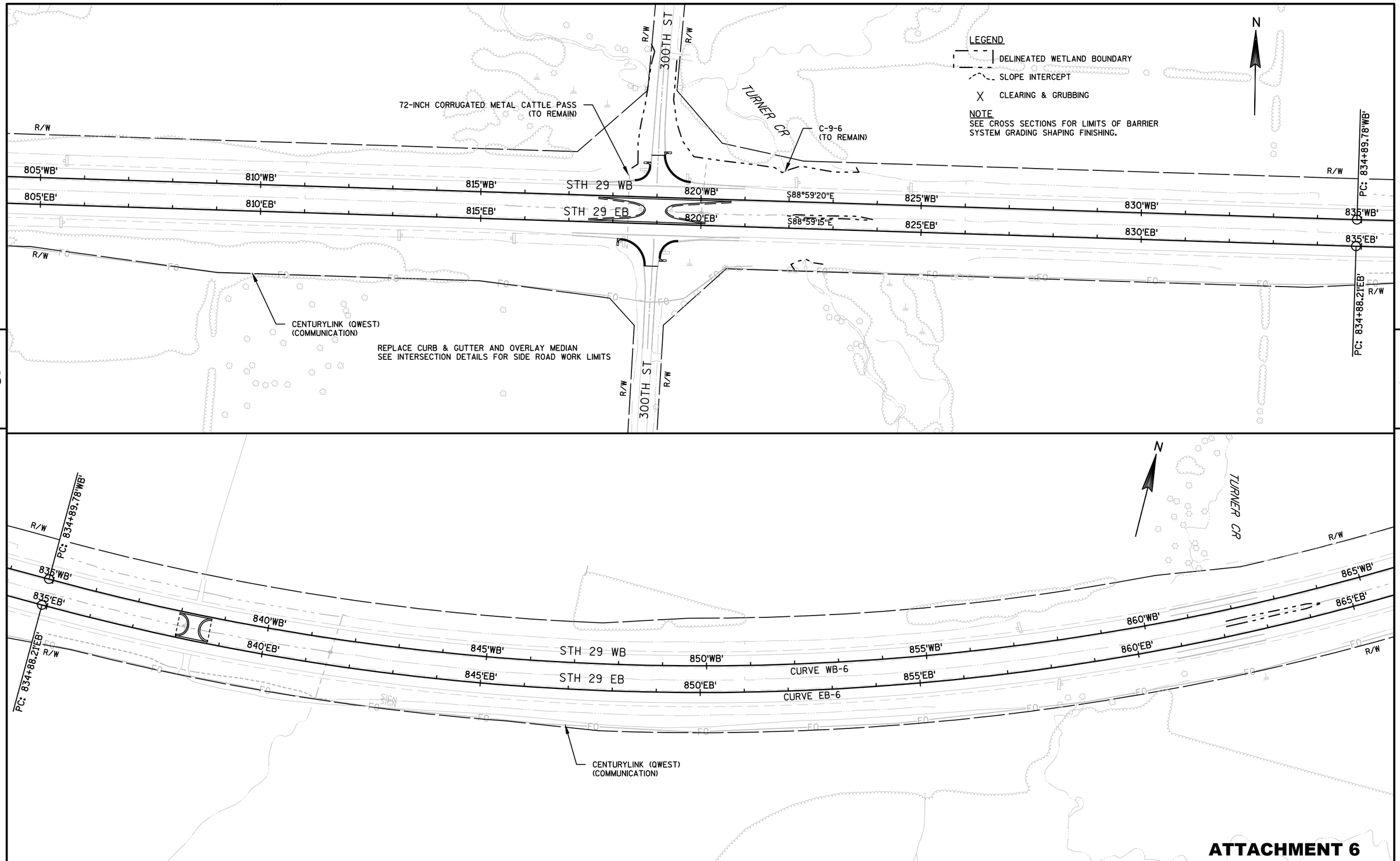
PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E



ATTACHMENT 6

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E

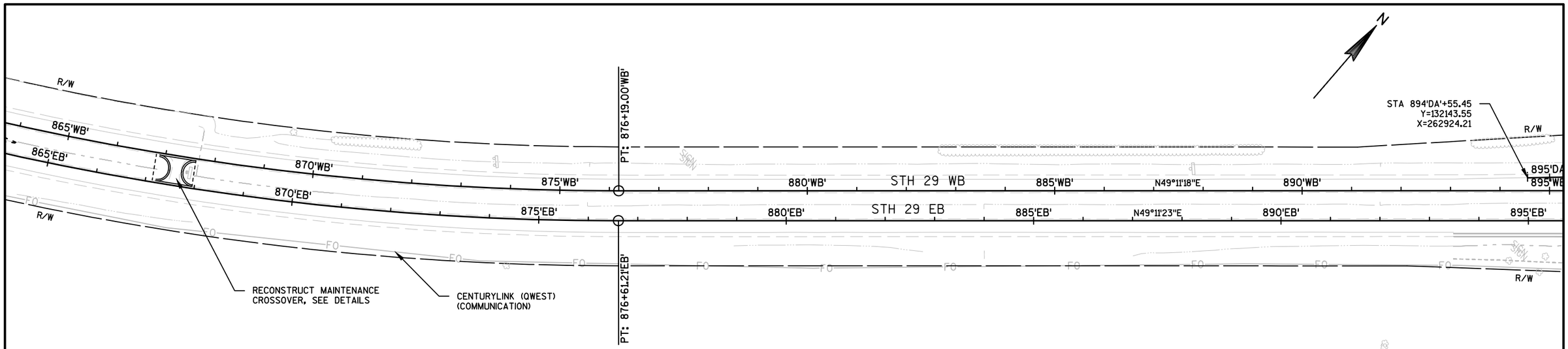
FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADDS\10500191\SHEETSPLAN\050401-PN.DWG PLOT DATE : 3/21/2016 5:32 PM PLOT BY : ERIK OLESON PLOT NAME : PLOT SCALE : 1 IN:200 FT



ATTACHMENT 6

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADDS\10500191\SHEETSPLAN\050401-PN.DWG PLOT DATE : 3/21/2016 5:35 PM PLOT BY : ERIK OLESON PLOT NAME : PLOT SCALE : 1 IN:200 FT



5

ATTACHMENT 6

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E

LEGEND

DELINEATED WETLAND BOUNDARY

SLOPE INTERCEPT

X CLEARING & GRUBBING

NOTE
SEE CROSS SECTIONS FOR LIMITS OF BARRIER SYSTEM GRADING SHAPING FINISHING.

5

5

N

R/W

955'WB' CURVE WB-8

960'WB'

965'WB'

970'WB'

STH 29 WB

PT: 973+54.96'WB'

975'WB'

980'WB'

N89°39'43"E

985'WB'

955'EB' CURVE EB-8

960'EB'

965'EB'

970'EB'

STH 29 EB

975'EB'

980'EB'

N89°39'44"E

985'EB'

PT: 973+54.92'EB'

HAY CR

CENTURYLINK (QWEST)
(COMMUNICATION)

B-9-29
(TO REMAIN)

ATTACHMENT 6

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E

LEGEND

DELINEATED WETLAND BOUNDARY

SLOPE INTERCEPT

X CLEARING & GRUBBING

NOTE
SEE CROSS SECTIONS FOR LIMITS OF BARRIER SYSTEM GRADING SHAPING FINISHING.

N

5

5

R/W

320TH ST

END PROJECT 1050-01-61
STA 990'WB'+00.00
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

N89° 39' 43"E 990'WB' 995'WB' 1000'WB' STH 29 WB 1005'WB' 1010'WB' 1015'WB'

N89° 39' 44"E 990'EB' 995'EB' 1000'EB' STH 29 EB 1005'EB' 1010'EB' 1015'EB'

FO

CENTURYLINK (QWEST)
(COMMUNICATION)

END PROJECT 1052-01-62
STA 990'EB'+00.00
BUTT JOINT REQ'D
SEE CONSTRUCTION DETAIL

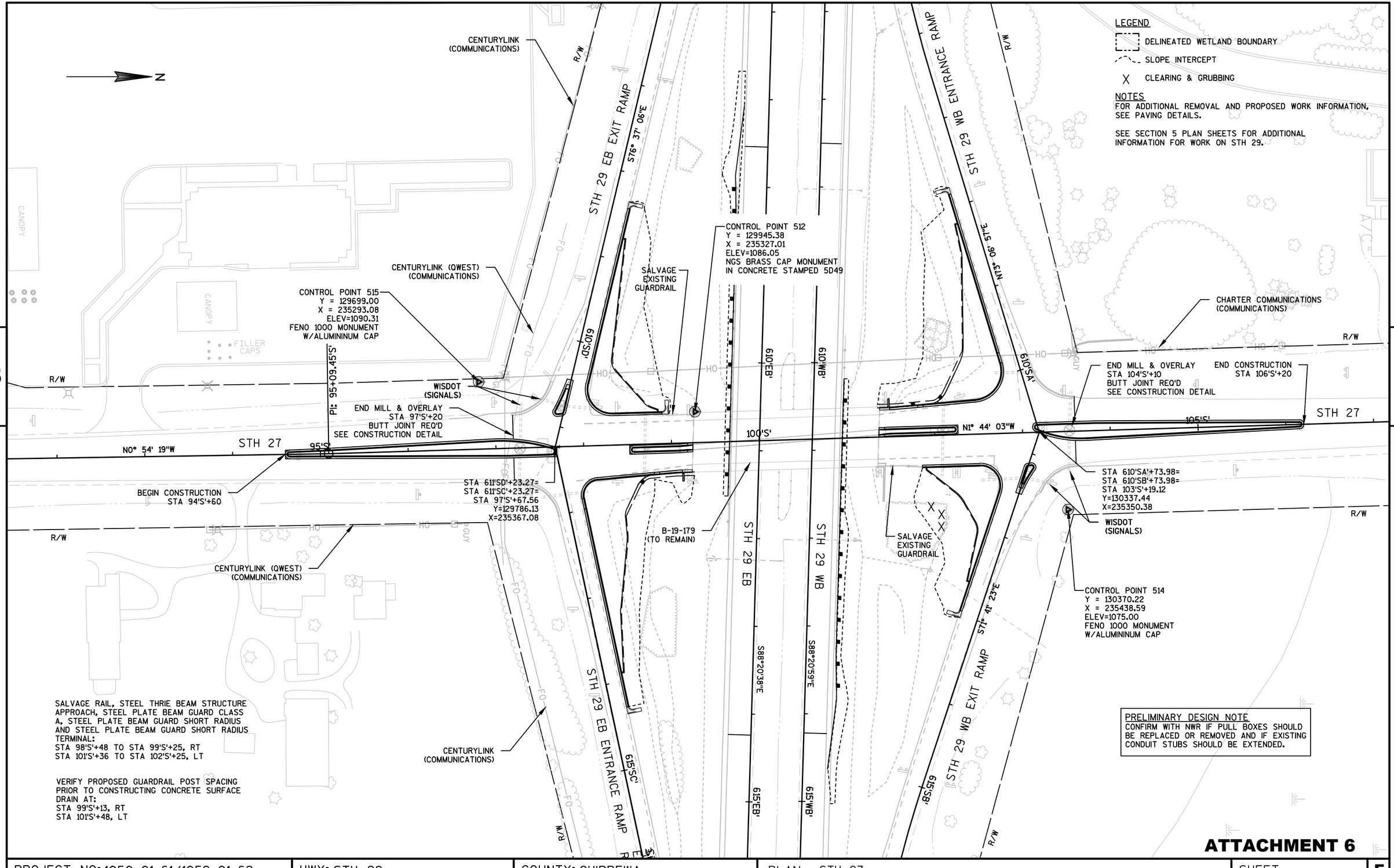
TANKS

SEPTIC

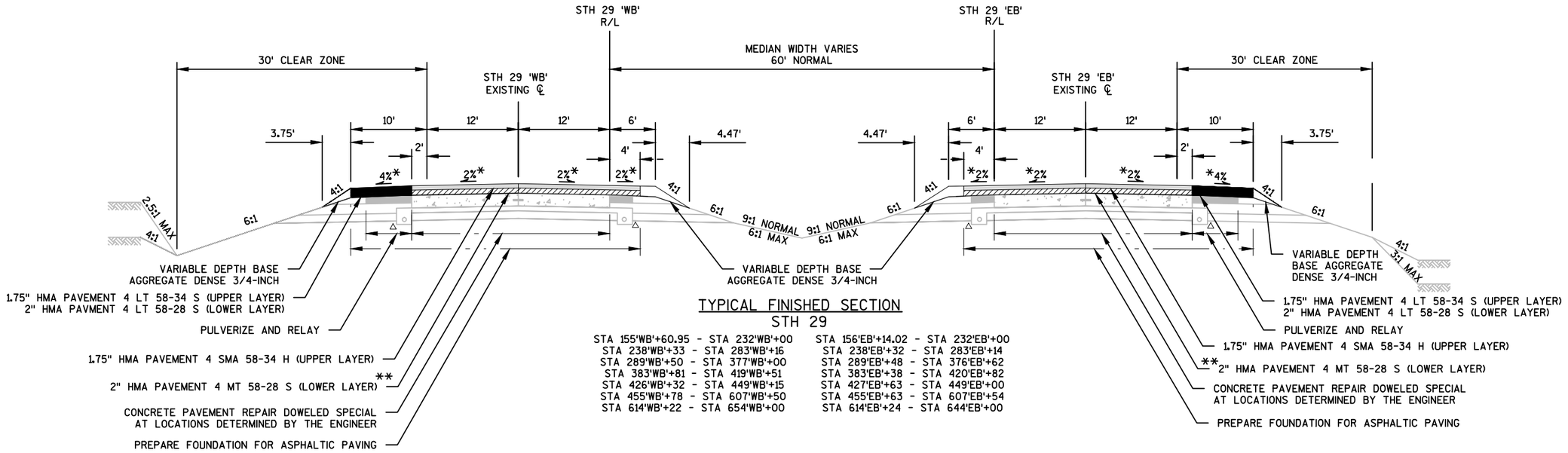
U/C

ATTACHMENT 6

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN	SHEET	E



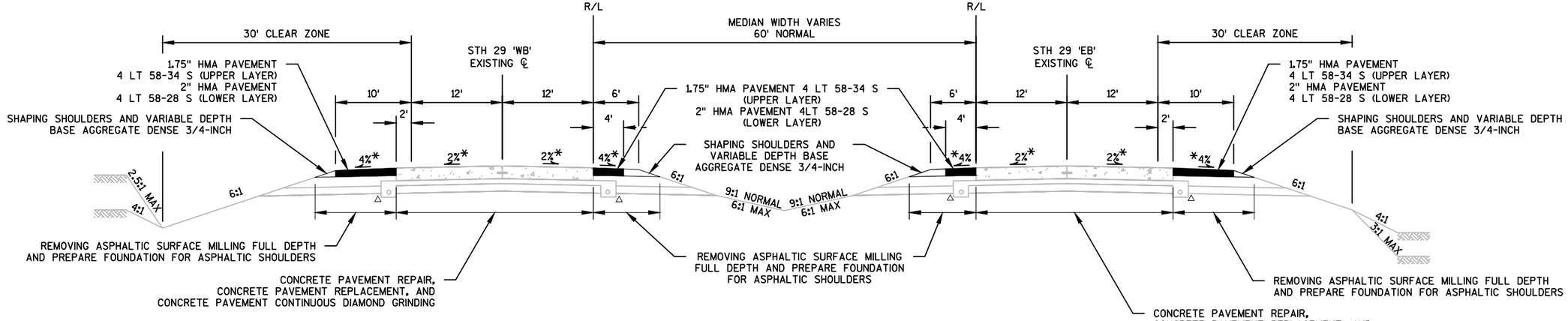
PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PLAN - STH 27	SHEET	E



TYPICAL FINISHED SECTION
STH 29

STA 155'WB'+60.95 - STA 232'WB'+00
STA 238'WB'+33 - STA 283'WB'+16
STA 289'WB'+50 - STA 377'WB'+00
STA 383'WB'+81 - STA 419'WB'+51
STA 426'WB'+32 - STA 449'WB'+15
STA 455'WB'+78 - STA 607'WB'+50
STA 614'WB'+22 - STA 654'WB'+00

STA 156'EB'+14.02 - STA 232'EB'+00
STA 238'EB'+32 - STA 283'EB'+14
STA 289'EB'+48 - STA 376'EB'+62
STA 383'EB'+38 - STA 420'EB'+82
STA 427'EB'+63 - STA 449'EB'+00
STA 455'EB'+63 - STA 607'EB'+54
STA 614'EB'+24 - STA 644'EB'+00



TYPICAL FINISHED SECTION
STH 29
(AT OVERPASS STRUCTURES)

STA 232'WB'+00 - STA 238'WB'+33
STA 283'WB'+16 - STA 289'WB'+50
STA 377'WB'+00 - STA 383'WB'+81
STA 419'WB'+51 - STA 426'WB'+32
STA 449'WB'+15 - STA 455'WB'+78
STA 607'WB'+50 - STA 614'WB'+22

STA 232'EB'+00 - STA 238'EB'+32
STA 283'EB'+14 - STA 289'EB'+48
STA 376'EB'+62 - STA 383'EB'+38
STA 420'EB'+82 - STA 427'EB'+63
STA 449'EB'+00 - STA 455'EB'+63
STA 607'EB'+54 - STA 614'EB'+24

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SEE TABLE IN TYPICAL FINISHED SECTION SHEETS FOR EXISTING AND PROPOSED SUPERELEVATIONS. SHOULDER CROSS SLOPE VARIES AT LOCATIONS WITH EXISTING CONCRETE BARRIER.

** HMA PAVEMENT 4 MT 58-28 S THICKNESS VARIES FROM 2" TO 3" ON THE INSIDE SHOULDER.

PLACE ADDITIONAL BASE AGGREGATE DENSE 3/4-INCH AS NEED ON SHOULDERS IN TANGENT AND SUPERELEVATED SECTIONS.

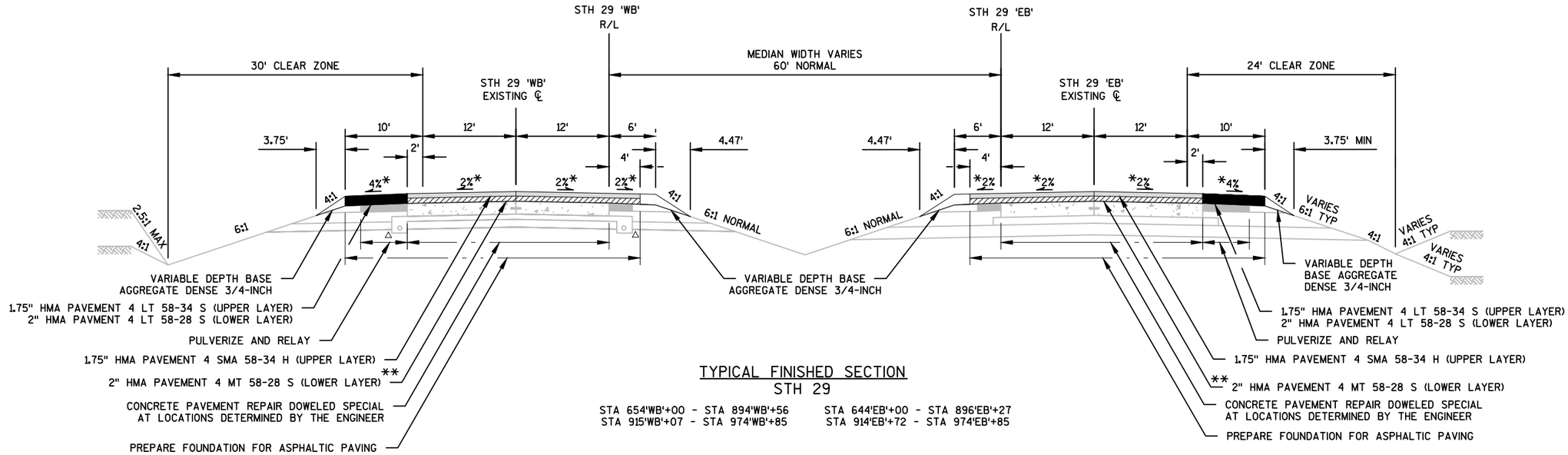
FOR AREAS OF GUARDRAIL AND CROSSOVER GRADING SEE CONSTRUCTION DETAILS, SECTION 5 PLAN SHEETS, MISCELLANEOUS QUANTITIES, AND CROSS SECTIONS.

COMPLETE PASSING LANE AND PASSING LANE SHOULDER PAVING DURING THE SAME OPERATION FOR EACH LAYER.

△ CLEAN APRON ENDWALLS FOR UNDERDRAIN OUTFALLS.

ATTACHMENT 7

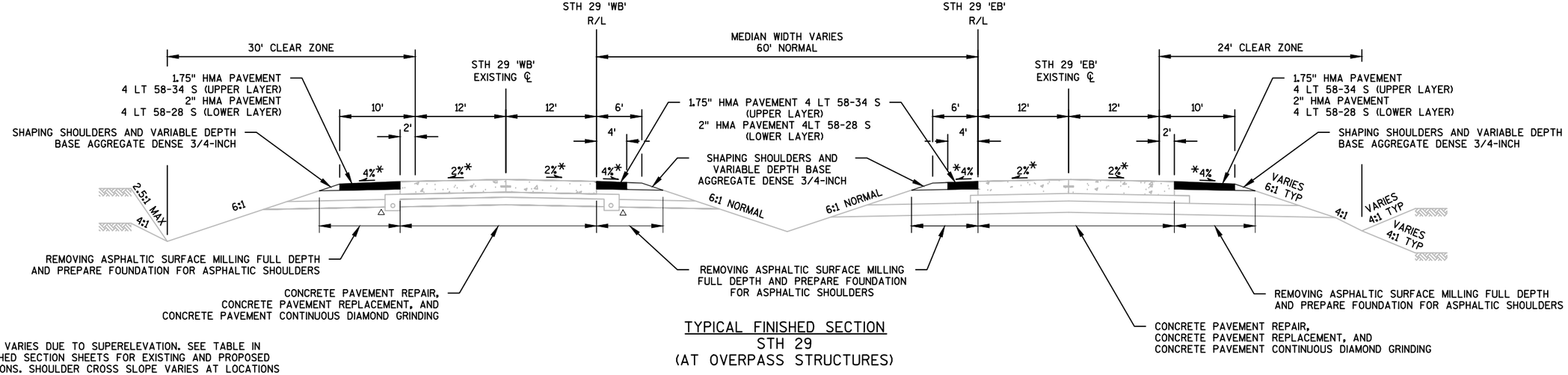
PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E



TYPICAL FINISHED SECTION
STH 29

STA 654'WB'+00 - STA 894'WB'+56
STA 915'WB'+07 - STA 974'WB'+85

STA 644'EB'+00 - STA 896'EB'+27
STA 914'EB'+72 - STA 974'EB'+85



TYPICAL FINISHED SECTION
STH 29
(AT OVERPASS STRUCTURES)

STA 894'WB'+56 - STA 915'WB'+07

STA 896'EB'+27 - STA 914'EB'+72

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SEE TABLE IN TYPICAL FINISHED SECTION SHEETS FOR EXISTING AND PROPOSED SUPERELEVATIONS. SHOULDER CROSS SLOPE VARIES AT LOCATIONS WITH EXISTING CONCRETE BARRIER.

** HMA PAVEMENT 4 MT 58-28 S THICKNESS VARIES FROM 2" TO 3" ON THE INSIDE SHOULDER.

PLACE ADDITIONAL BASE AGGREGATE DENSE 3/4-INCH AS NEED ON SHOULDERS IN TANGENT AND SUPERELEVATED SECTIONS.

FOR AREAS OF GUARDRAIL AND CROSSOVER GRADING SEE CONSTRUCTION DETAILS, SECTION 5 PLAN SHEETS, MISCELLANEOUS QUANTITIES, AND CROSS SECTIONS.

COMPLETE PASSING LANE AND PASSING LANE SHOULDER PAVING DURING THE SAME OPERATION FOR EACH LAYER.

△ CLEAN APRON ENDWALLS FOR UNDERDRAIN OUTFALLS.

ATTACHMENT 7

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

NOTES

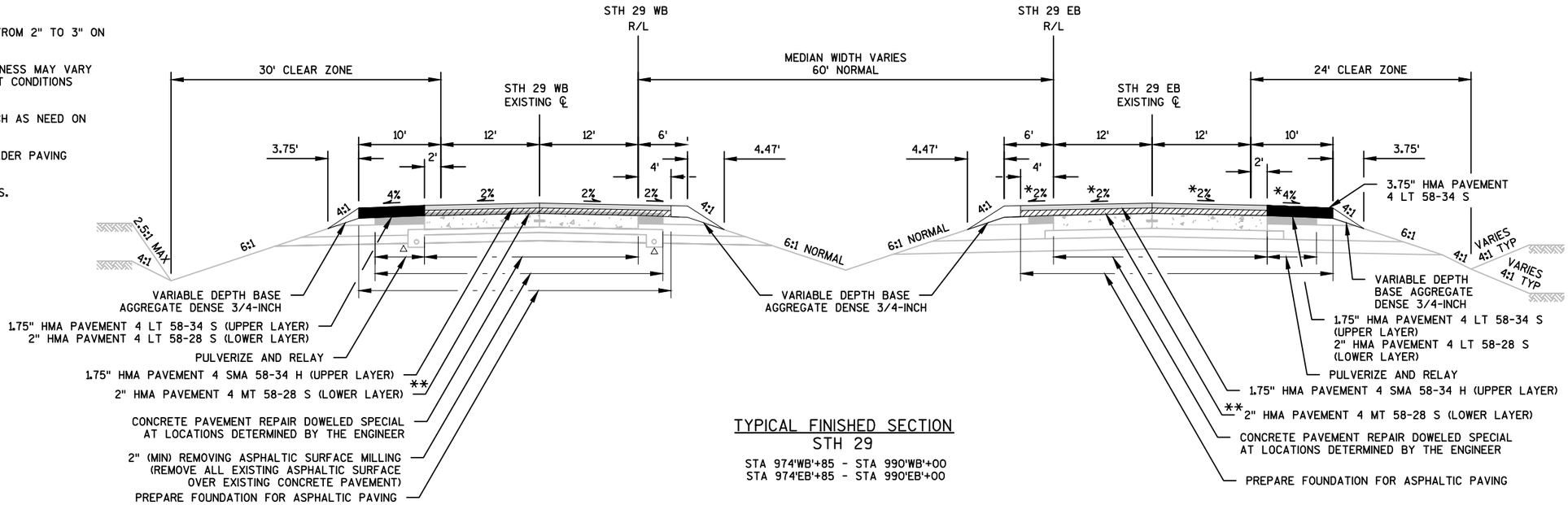
** HMA PAVEMENT 4 MT 58-28 S THICKNESS VARIES FROM 2" TO 3" ON THE INSIDE SHOULDER.

TRAVEL LANE HMA PAVEMENT 4 MT 58-28 S THICKNESS MAY VARY TO GREATER THAN 2" PENDING CONCRETE PAVEMENT CONDITIONS UNDER EXISTING ASPHALTIC OVERLAY.

PLACE ADDITIONAL BASE AGGREGATE DENSE 3/4-INCH AS NEED ON SHOULDERS.

COMPLETE PASSING LANE AND PASSING LANE SHOULDER PAVING DURING THE SAME OPERATION FOR EACH LAYER.

△ CLEAN APRON ENDWALLS FOR UNDERDRAIN OUTFALLS.



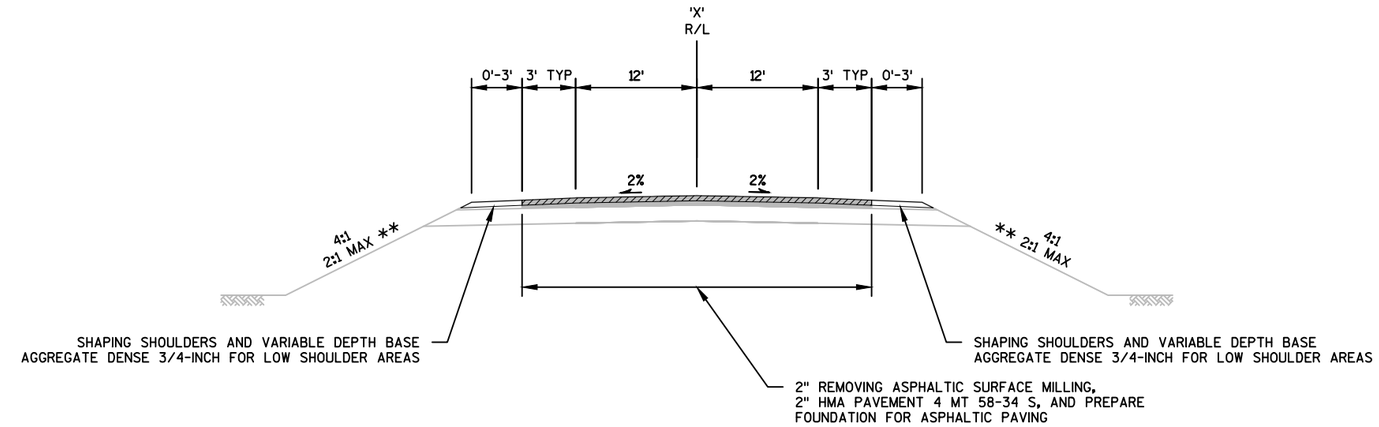
TYPICAL FINISHED SECTION
STH 29
STA 974'WB'+85 - STA 990'WB'+00
STA 974'EB'+85 - STA 990'EB'+00

PI STATION	CURVE	RADIUS (FT)	EXISTING SUPERELEVATION	PROPOSED SUPERELEVATION	NOTES	PRELIMINARY DESIGN NOTES: (THESE WILL BE REMOVED FROM FINAL PLANS)
228'WB'+15.56	CURVE WB-1	22,918.31	NC	NC	TO REMAIN	
333'WB'+14.32	CURVE WB-2	3,759.72	4.6%	4.7%	ADJUST SUPERELEVATION AROUND OUTSIDE EDGE LINE	
459'WB'+52.31	CURVE WB-3	3,890.36	4.5%	4.5%	TO REMAIN	
525'WB'+36.19	CURVE WB-4	17,128.73	RC	RC	TO REMAIN	70+ MPH DESIGN SPEED, REVERSE CROWN WILL NOT BE CORRECTED TO NC PER CURRENT STANDARDS
584'WB'+32.80	CURVE WB-5	22,978.31	NC	NC	TO REMAIN	
856'WB'+51.23	CURVE WB-6	5,656.87	3.2%	3.4%	ADJUST SUPERELEVATION AROUND OUTSIDE EDGE LINE	
929'WB'+47.35	CURVE WB-7	4,643.75	3.9%	4.0%	ADJUST SUPERELEVATION AROUND INSIDE EDGE LINE	
955'WB'+90.80	CURVE WB-8	10,530.35	2.1%	2.1%	TO REMAIN	70+ MPH DESIGN SPEED, 2.1% CROSS SLOPE WILL NOT BE CORRECTED TO RC PER CURRENT STANDARDS
228'EB'+22.51	CURVE EB-1	22,858.31	NC	NC	TO REMAIN	
333'EB'+39.43	CURVE EB-2	3,819.72	4.3%	4.6%	ADJUST SUPERELEVATION AROUND INSIDE EDGE LINE	
459'EB'+76.10	CURVE EB-3	3,830.36	4.6%	4.6%	TO REMAIN	
525'EB'+35.00	CURVE EB-4	17,188.73	RC	RC	TO REMAIN	70+ MPH DESIGN SPEED, REVERSE CROWN WILL NOT BE CORRECTED TO NC PER CURRENT STANDARDS
584'EB'+40.51	CURVE EB-5	22,918.31	NC	NC	TO REMAIN	
856'EB'+72.57	CURVE EB-6	5,716.87	3.2%	3.4%	ADJUST SUPERELEVATION AROUND INSIDE EDGE LINE	
929'EB'+79.50	CURVE EB-7	4,583.75	3.9%	4.0%	ADJUST SUPERELEVATION AROUND OUTSIDE EDGE LINE	
956'EB'+01.34	CURVE EB-8	10,470.35	RC	RC	TO REMAIN	
NOTES: ADDITIONAL CURVE DATA IS SHOWN ON SECTION 5 PLAN SHEETS. ADJUST SUPERELEVATIONS WITH VARIABLE DEPTH HMA PAVEMENT 4 MT 58-28 S LAYER.						

ATTACHMENT 7

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

2



TYPICAL FINISHED SECTION
CTH X

STA 95'X'+30 - STA 98'X'+26.25
STA 100'X'+94.96 - STA 104'X'+30

NOTES

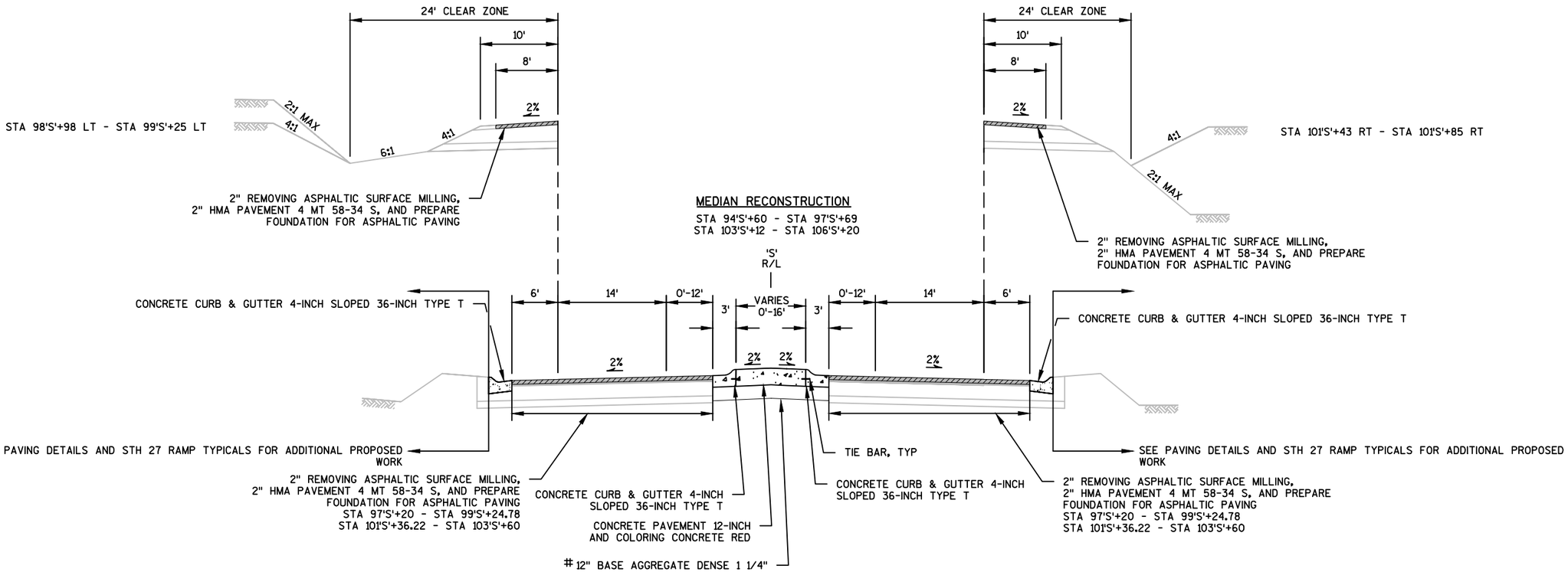
SEE PLAN SHEETS FOR ADDITIONAL TURN LANE AND VARIABLE WIDTH PAVEMENT LOCATIONS.

** 2:1 MAX SLOPE ONLY OCCURS IN SECTIONS WITH GUARDRAIL. SLOPES STEEPER THAN 3:1 ARE PROTECTED WITH EXISTING GUARDRAIL.

ATTACHMENT 7

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

2



TYPICAL FINISHED SECTION
STH 27

STA 94'S'+60 - STA 99'S'+24.78
STA 101'S'+36.22 - STA 106'S'+20

NOTES

SEE PLAN SHEETS FOR ADDITIONAL TURN LANE AND VARIABLE WIDTH PAVEMENT LOCATIONS.

TIE BARS INCIDENTAL TO CONCRETE PAVEMENT.

SEE SECTION 5 PLAN SHEETS FOR PROPOSED CURB & GUTTER LOCATIONS AND TYPES.

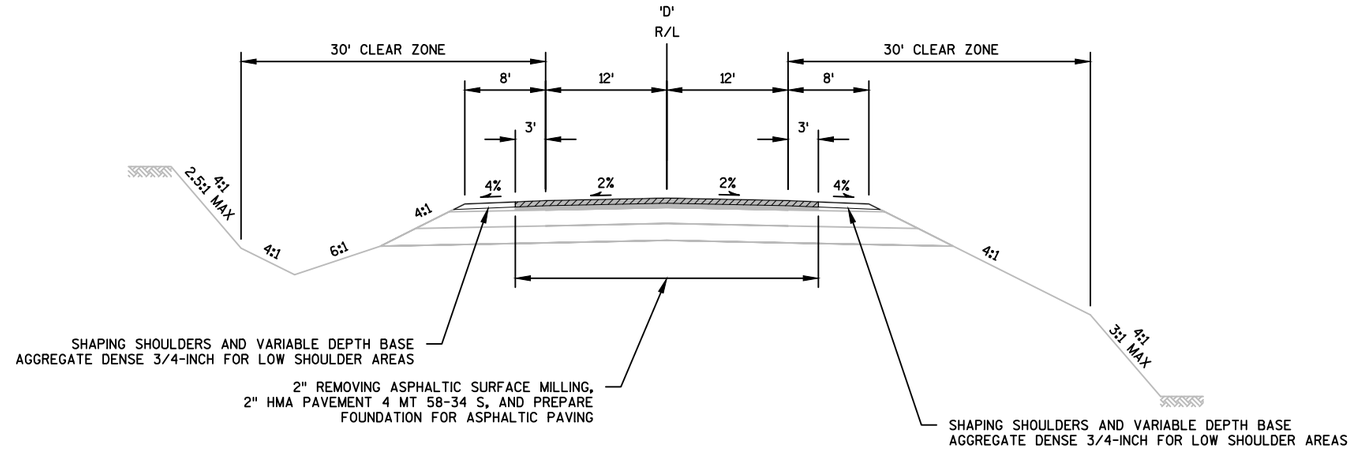
PROPOSED SUBGRADE SHOULD MATCH OR BE CONSTRUCTED BELOW EXISTING SUBGRADE.

SEE CONSTRUCTION DETAILS FOR REQUIREMENTS IN CURB & GUTTER REMOVAL/REPLACEMENT AREAS.

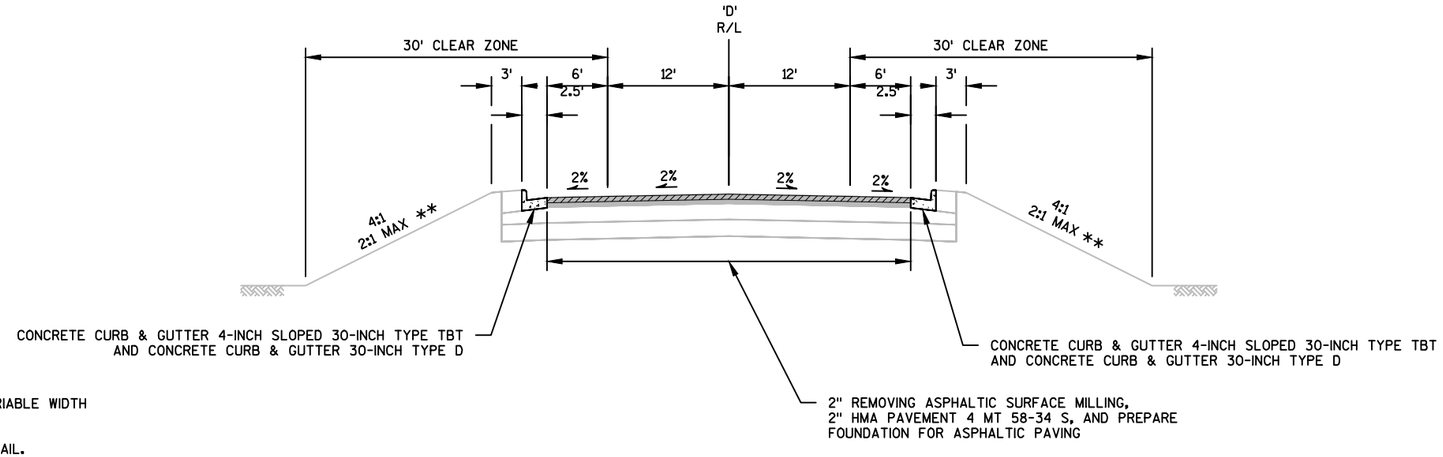
ATTACHMENT 7

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

2



TYPICAL FINISHED SECTION
CTH D
STA 93'D'+80 - STA 96'D'+82



TYPICAL FINISHED SECTION
CTH D
STA 96'D'+82 - STA 98'D'+96.12
STA 101'D'+73.14 - STA 105'D'+00

NOTES

SEE PLAN SHEETS FOR ADDITIONAL TURN LANE AND VARIABLE WIDTH PAVEMENT LOCATIONS.

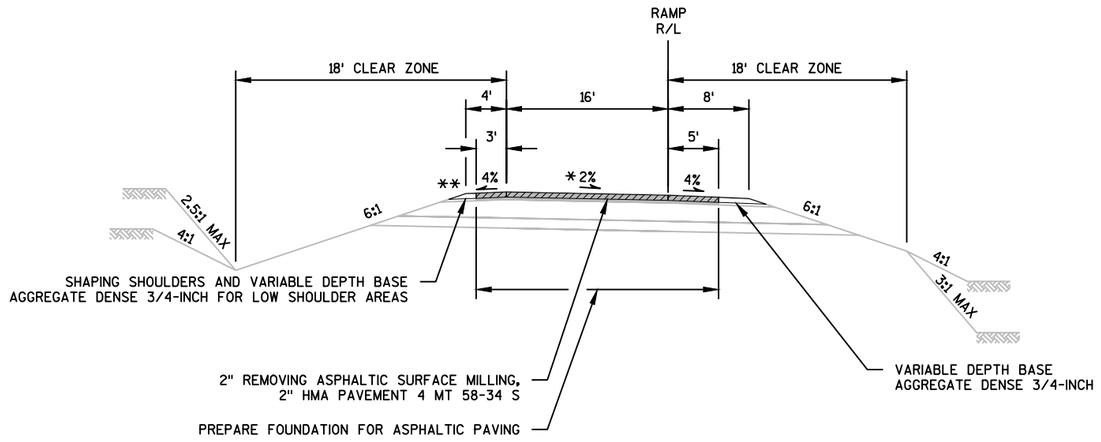
** 2:1 MAX SLOPE ONLY OCCURS IN SECTIONS WITH GUARDRAIL.

SEE SECTION 5 PLAN SHEETS FOR PROPOSED CURB & GUTTER LOCATIONS AND TYPES.

SEE CONSTRUCTION DETAILS FOR REQUIREMENTS IN CURB & GUTTER REMOVAL/REPLACEMENT AREAS.

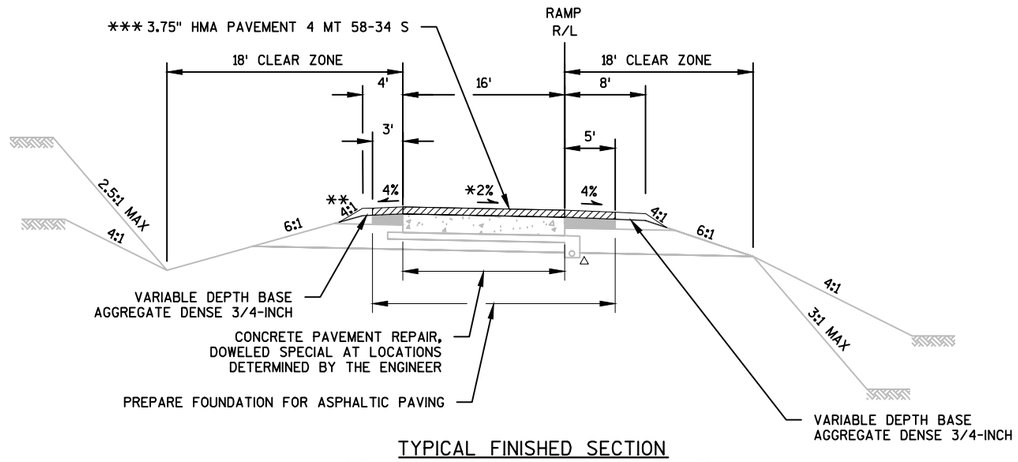
ATTACHMENT 7

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E



TYPICAL FINISHED SECTION
STH 29 EXIT AND ENTRANCE RAMPS
CTH X

STA 416'XA'+35 - STA 422'XA'+17
STA 422'XB'+17 - STA 430'XB'+76
##STA 426'XC'+41 - STA 432'XC'+85
##STA 417'XD'+91 - STA 426'XD'+41



TYPICAL FINISHED SECTION
STH 29 EXIT AND ENTRANCE RAMPS

CTH X	STH 27
STA 403'XA'+96 - STA 416'XA'+35	STA 590'SA'+29 - STA 604'SA'+15
STA 430'XB'+76 - STA 436'XB'+39	STA 619'SB'+33 - STA 625'SB'+02
##STA 432'XC'+85 - STA 444'XC'+91	##STA 618'SC'+27 - STA 631'SC'+09
##STA 412'XD'+33 - STA 417'XD'+91	##STA 597'SD'+10 - STA 602'SD'+96

NOTES

* PAVEMENT CROSS SLOPE VARIES DUE TO SUPER ELEVATION SEE ALIGNMENT DATA SHEETS FOR SUPER ELEVATION DATA.

PAVEMENT WIDTH VARIES AT TURN LANES AND RAMP TERMINALS.

*** HMA THICKNESS VARIES, SEE CONSTRUCTION DETAILS.

** PAVEMENT SAFETY EDGE REQUIRED, SEE SDD "SAFETY EDGE".

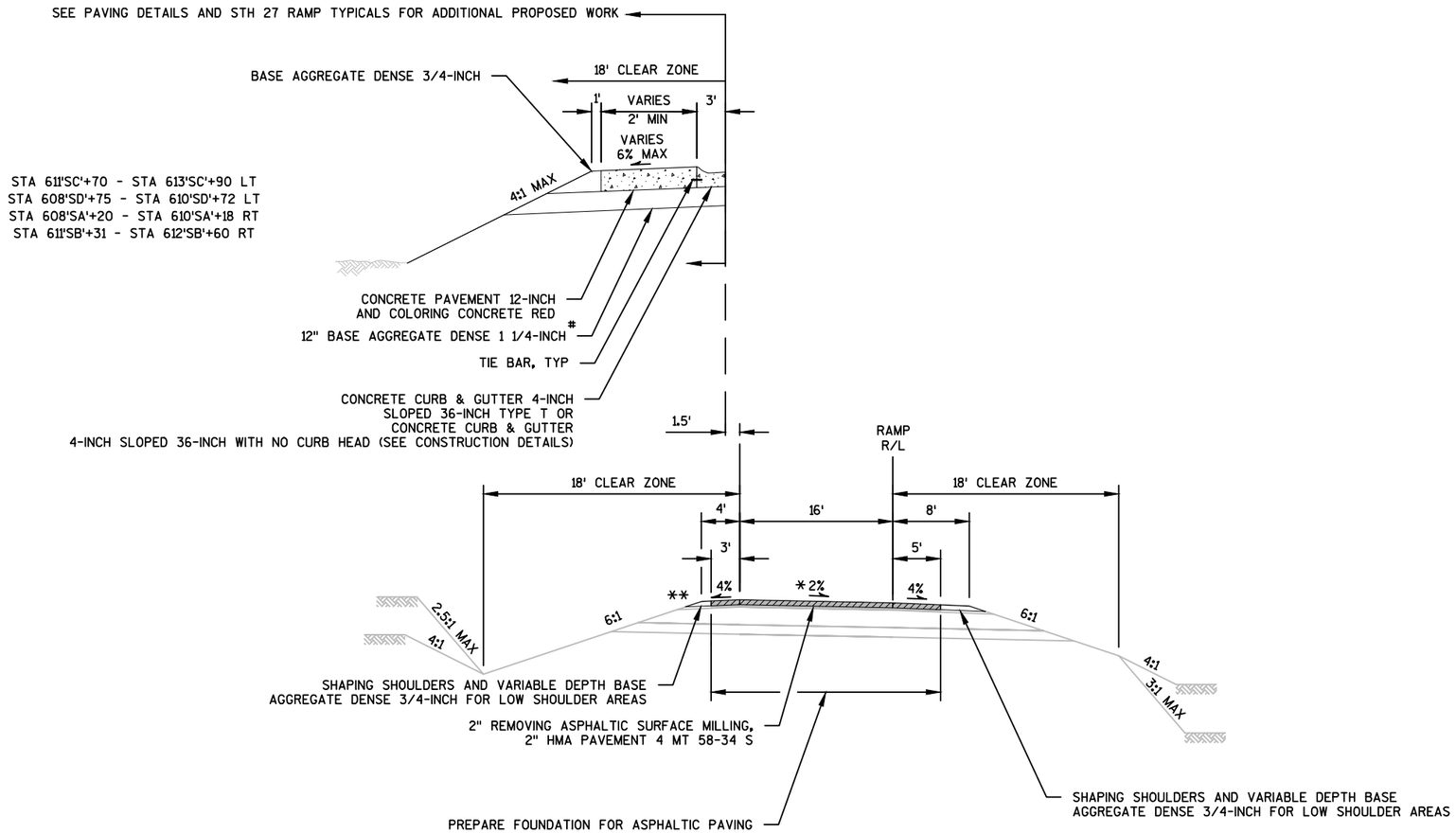
DETAIL SHOW IS FOR ALIGNMENTS 'XC' AND 'XD', MIRROR TYPICAL FOR 'XA' AND 'XB' ALIGNMENTS.

△ CLEAN APRON ENDWALLS FOR UNDERDRAIN OUTFALLS.

ATTACHMENT 7

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

2



TYPICAL FINISHED SECTION
STH 29 EXIT AND ENTRANCE RAMPS
STH 27

STA 604'SA'+15 - STA 610'SA'+74
STA 610'SB'+74 - STA 619'SB'+33
STA 611'SC'+23 - STA 618'SC'+27
STA 602'SD'+96 - STA 611'SD'+23

NOTES

SEE SECTION 5 PLAN SHEETS FOR RAMP SHOULDER MILL AND OVERLAY LIMITS.

PROPOSED SUBGRADE SHOULD MATCH OR BE CONSTRUCTED BELOW EXISTING SUBGRADE.

** PAVEMENT SAFETY EDGE REQUIRED, SEE SDD "SAFETY EDGE".

* PAVEMENT CROSS SLOPE VARIES DUE TO SUPER ELEVATION
SEE ALIGNMENT DATA SHEETS FOR SUPER ELEVATION DATA.

DETAIL SHOWN IS ALIGNMENT 'SC' AND 'SD', MIRROR TYPICAL FOR 'SA' AND 'SB' ALIGNMENTS.

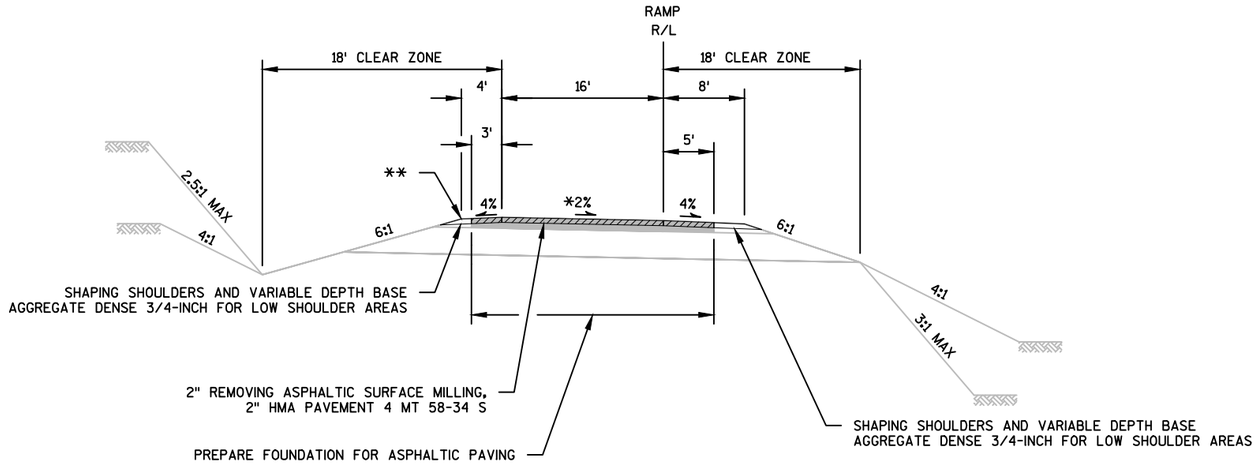
TIE BARS INCIDENTAL TO CONCRETE PAVEMENT.

SEE CONSTRUCTION DETAILS FOR REQUIREMENTS IN CURB & GUTTER REMOVAL/REPLACEMENT AREAS.

ATTACHMENT 7

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

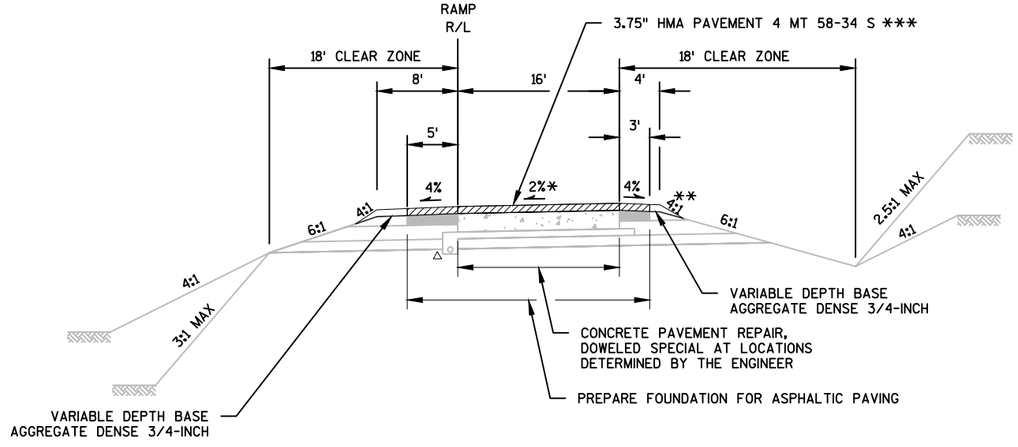
2



TYPICAL FINISHED SECTION
STH 29 EXIT AND ENTRANCE RAMPS

CTH D

STA 906'DA'+42 - STA 913'DA'+87
STA 913'DB'+87 - STA 922'DB'+10
##STA 909'DC'+50 - STA 916'DC'+69
##STA 905'DD'+40 - STA 909'DD'+50



TYPICAL FINISHED SECTION
STH 29 EXIT AND ENTRANCE RAMPS

CTH D

STA 894'DA'+55 - STA 906'DA'+42
STA 922'DB'+10 - STA 927'DB'+85

NOTES

* PAVEMENT CROSS SLOPE VARIES DUE TO SUPER ELEVATION SEE ALIGNMENT DATA SHEETS FOR SUPER ELEVATION DATA.

PAVEMENT WIDTH VARIES AT TURN LANES AND RAMP TERMINALS.

*** HMA THICKNESS VARIES, SEE CONSTRUCTION DETAILS.

** PAVEMENT SAFETY EDGE REQUIRED, SEE SDD "SAFETY EDGE".

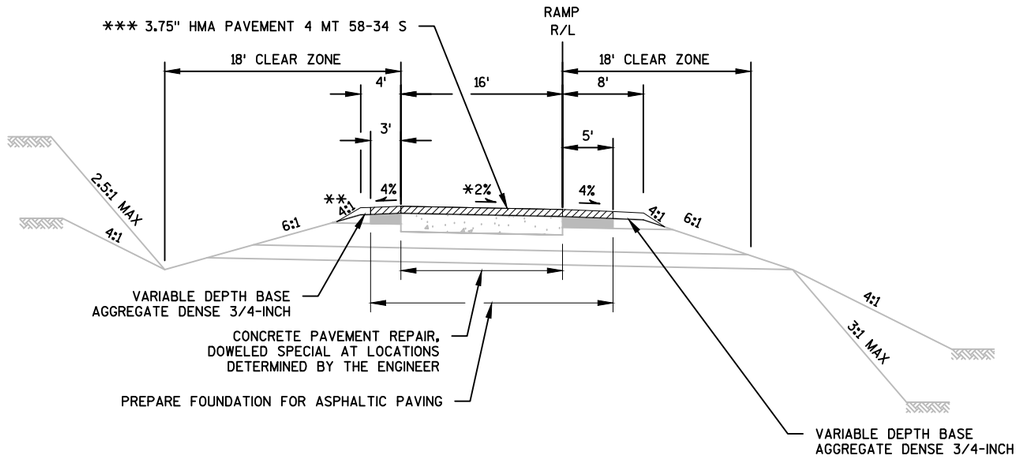
DETAIL SHOWN IS ALIGNMENT 'DC' AND 'DD', MIRROR TYPICAL FOR 'DA' AND DB ALIGNMENTS.

△ CLEAN APRON ENDWALLS FOR UNDERDRAIN OUTFALLS.

ATTACHMENT 7

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

2



TYPICAL FINISHED SECTION
STH 29 EXIT AND ENTRANCE RAMPS

CTH D

STA 916'DC'+69 - STA 928'DC'+65
STA 896'DD'+08 - STA 905'DD'+40

NOTES

* PAVEMENT CROSS SLOPE VARIES DUE TO SUPER ELEVATION
SEE ALIGNMENT DATA SHEETS FOR SUPER ELEVATION DATA.

PAVEMENT WIDTH VARIES AT TURN LANES AND RAMP TERMINALS.

*** HMA THICKNESS VARIES, SEE CONSTRUCTION DETAILS.

** PAVEMENT SAFETY EDGE REQUIRED, SEE SDD "SAFETY EDGE".

ATTACHMENT 7

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	TYPICAL SECTIONS	SHEET	E

WisDOT TMP Documentation and Request for Approval

TMP ID: 2546
Version: Approved (60%)

This is a request for approval of the Transportation Management Plan (TMP) for the project detailed below. Impacts resulting from project activities meet the current work zone policies of the Wisconsin Department of Transportation.

1A. Project Information:

TMP Type: Type 2
Region: NW
Local Program: No
Created Comment: Created from Scratch. User comment:

Design ID:1050-01-31 Construction ID:1050-01-61

Design ID:1052-01-32 Construction ID:1052-01-62

Design ID: 1050-01-31
Project Title: Chippewa Falls - Cadott
County: CHIPPEWA
Highway: WIS 29

Construction ID: 1050-01-61
Project Type: Resurfacing
Project Limits: Stillson Creek to 320th Street (WB)
Project Length: 15.75 Mile(s)
Project Duration: 150 Day(s)
Engineer's Estimate: more than $10M
PS&E Date: 08/01/2016
LET Date: 12/11/2018
NHS Route: Yes
AADT: 17500
AADT Year: 2014
Federal Oversight: No

Construction ID: 1052-01-62
Project Type: Resurfacing
Project Limits: Stillson Creek to 320th Street (EB)
Project Length: 15.73 Mile(s)
Project Duration: 150 Day(s)
Engineer's Estimate: more than $10M
PS&E Date: 08/01/2016
LET Date: 12/11/2018
NHS Route: Yes
AADT: 17500

ATTACHMENT 8

AADT Year: 2014
Federal Oversight: No

1B. Project Impacts:

Anticipated Begin: 05/2019
Anticipated End: 10/2019
Delay: Minor
OSOW Route: Yes

1C. Location:

Highway

Begin County: CHIPPEWA
End County: CHIPPEWA
Highway: WIS 29 WB
Begin Landmark: 330TH ST | WIS 29 WB | CHIPPEWA
Direction From: W
Distance From: 0.1 Mile(s)
End Landmark: STILLSON CREEK (B-09-0031 BEGIN) | WIS 29 WB | CHIPPEWA
Direction From: W
Distance From: 0.1 Mile(s)

Begin County: CHIPPEWA
End County: CHIPPEWA
Highway: WIS 29 EB
Begin Landmark: STILLSON CREEK (B-09-0171 BEGIN) | WIS 29 EB | CHIPPEWA
Direction From: W
Distance From: 0.1 Mile(s)
End Landmark: 330TH ST | WIS 29 EB | CHIPPEWA
Direction From: W
Distance From: 0.1 Mile(s)

Local Road

Begin County: CHIPPEWA
End County: CHIPPEWA
Roadway Name: STH 27
Begin Landmark (LR): 300 Feet South of Southern Ramp Terminals
End Landmark (LR): 300 Feet North of Northern Ramp Terminals

Begin County: CHIPPEWA
End County: CHIPPEWA
Roadway Name: CTH X

ATTACHMENT 8

Begin Landmark (LR): Western Ramp Terminals
End Landmark (LR): Eastern Ramp Terminals

Begin County: CHIPPEWA
End County: CHIPPEWA
Roadway Name: CTH D
Begin Landmark (LR): CTH X
End Landmark (LR): Northern Ramp Terminals

2. Brief description of work activities.

The proposed improvements include concrete pavement repairs, asphaltic overlay of the travel lanes and shoulders, paving shoulders to desirable freeway standards, base aggregate shoulders, median crossover reconstruction to improve side slopes and match proposed pavement overlay, guardrail replacements, curb and gutter replacement at at-grade intersections, minor culvert repairs, and replacement of signing and pavement marking.

The interchange ramps and crossroads between the ramp terminals at the CTH X, STH 27, and CTH D are proposed to be milled and resurfaced. The guardrail will be replaced at the STH 27 and CTH D interchanges and spot curb and gutter replacement will also be completed at the CTH D interchange.

The STH 27 interchange will be modified to accommodate OSOW vehicles. The improvements will include intersection widening and island/median reconstruction with mountable curb and concrete truck aprons.

3. Briefly describe the staging planned for maintaining traffic.

STH 29 Traffic:

The work required for the concrete pavement repairs, asphalt overlay, base aggregate shoulders, maintenance crossovers, guardrail, and other miscellaneous items on STH 29 travel lanes and shoulders will be completed using single lane closures. Traffic will be partially shifted onto the paved asphaltic shoulders when work is occurring on the travel lanes directly adjacent to the open lane of traffic. In areas of lane closures without work occurring directly adjacent to the open lane, traffic will be shifted back onto the existing travel lane alignment. Traffic will be shifted back onto an existing travel lane during all non-working hours.

Below is a brief description of the proposed stages to complete construction on STH 29:

Stage 1: Close the driving lane and allow traffic to remain in the passing lane. Fill existing shoulder rumble strips with asphaltic surface.

Stage 2: Reduce traffic to one lane and shift traffic partially onto the existing outside paved shoulder. Complete passing lane and inside shoulder concrete repairs and lower layer HMA overlay.

ATTACHMENT 8

Stage 3: Reduce traffic to one lane and shift traffic partially onto the inside paved shoulder. Complete driving lane concrete repairs and lower layer HMA overlay and complete outside shoulder lower layer HMA overlay.

Stage 4: Reduce traffic to one lane and shift traffic partially onto the outside paved shoulder. Complete passing lane and inside shoulder upper layer SMA overlay and install guardrail.

Stage 5: Reduce traffic to one lane and shift traffic partially onto the inside paved shoulder. Complete driving lane and outside shoulder upper layer SMA overlay, install guardrail, and install rumble strips.

Stage 6: Close the passing lane and allow traffic to remain in the driving lane. Complete median crossover reconstruction, and install rumble strips.

Temporary wedge joints will be required for the longitudinal joints at the center line to accommodate uneven pavement elevations.

Ramp Traffic (Mill and Overlay):

Based on guidance from NWR; the milling, asphaltic overlay, base aggregate shoulders, and other miscellaneous items of work on the ramps will be completed while the ramps remain open to traffic and width restrictions are posted. The ramps will be completed half at a time with traffic partially shifted onto the paved shoulders. Work is currently proposed during daytime working hours.

Below is a brief description of the proposed stages to complete construction on the STH 29 ramps:

Stage R1: Partially shift traffic onto the inside paved shoulder. Complete milling and asphaltic overlay of the outside half of lane and outside shoulder. Drums will be placed within the work zone and will not be located directly adjacent to work activities. The traffic lane width will be 11' and the clear width remaining between the work zone and the gravel shoulder point will be 13'. The posted width restriction will be 12'.

Stage R2: Partially shift traffic onto the outside paved shoulder. Complete milling and asphaltic overlay of the inside half of lane and inside shoulder. Drums will be placed within the work zone and will not be located directly adjacent to work activities. The traffic lane width will be 11' and the clear width remaining between the work zone and the gravel shoulder point will be 15'. The posted width restriction will be 14'.

CTH X, STH 27, and CTH D Traffic:

The mill and overlay, curb and gutter replacement, guardrail replacement, signing, other miscellaneous items of work will be completed under shoulder closures, single lane closures, and flagging operations. Access will be maintained to ramps.

During asphalt paving operations traffic will be flagged to the opposing side of the roadway or raised median and reduced to one bi-directional lane for both directions of traffic. Additional flaggers will be required to control side roads and ramp traffic. A minimum of 16' of the clear width will be

ATTACHMENT 8

maintained at STH 27 and CTH D. The clear width remaining between the work zone and existing guardrail/bridge parapet on CTH X will be 15'. Turning and weaving movements have been checked for the WB-65 through the STH 27 interchange intersections due to the existing median. CTH D and CTH X do not have existing medians.

The intersection widening and median reconstruction at the STH 27 interchange will be completed under shoulder closures, single lane closures, and flagging operations. All movements through the interchange will be maintained for the WB-65 at all times. Width restrictions will be required during work along the ramps, but a minimum of 16' clear will remain at all times on STH 27.

Below is a brief description of the proposed stages to complete construction on the STH 29 ramps:

Stage S1: Close the inside lanes and left turn lanes on STH 27. Shift STH 27 traffic partially onto the outside shoulder between ramp terminals. Remove the existing median noses and pave flush with temporary asphaltic surface.

Stage S2: Close the outside shoulder on STH 27 and close the existing left turn/through lane on the STH 29 exit ramps. Exit ramp traffic will utilize the existing right turn lanes and temporary asphaltic surface to make left and through movements. Complete reconstruction of the existing ramp splitter islands (inside widening work will also be allowed during this stage). The duration of this stage is anticipated to last 2-3 days. The clear width will be 13' for the SW ramp and 15' for the NE ramp. Stage S2 will require a width restriction posting of 12' and 14' respectively.

Stage S3: Close the outside shoulder of STH 27 and close the inside shoulder of all ramps. Complete the intersection widening and guardrail removal/installation for all ramps. The clear width will be 13' for both STH 29 exit ramps. Stage S3 will require a width restriction posting of 12' for both exit ramps.

Stage S4: Close the inside lanes and left turn lanes on STH 27. Shift STH 27 traffic partially onto the outside shoulder between ramp terminals. Complete the median reconstruction.

General Staging Information:

See Attachment 2 for the preliminary Traffic Control Plan Sheets and see Attachment 3 for pertinent standard detail drawings.

4. Will there be restrictions on pedestrian/bicycle access?

☐ Yes ☑ No

5. Briefly describe how access to traffic generators, businesses, school buses, garbage trucks, postal services, and transit impacts will be mitigated (alternate routes, etc.).

a) Are the strategies in compliance with ADA?

5) Briefly describe how access to traffic generators, businesses, school buses, garbage trucks,

ATTACHMENT 8

postal services, and transit impacts will be mitigated (alternate routes, etc.):

Access will be maintained with at least one open lane of traffic on STH 29, STH 29 ramps, and interchange cross roads.

5a) Are the Strategies in compliance with ADA?

No special accommodations will be made for pedestrians as STH 29 is a rural freeway/expressway and the interchanges do not have existing pedestrian facilities. Bicyclists are prohibited on STH 29 from the west project limits to STH 27 and remaining segment of STH 29 is listed as high volume undesirable on the Chippewa County Wisconsin Bicycle Map.

b) Is access to bus stops affected?

☐ Yes ☑ No

6. Will the project have lane closures?

☑ Yes ☐ No

If Yes:

a) Are there restrictions on when lane closures are allowed?

☑ Yes ☐ No

b) What hours/days are lane closures permitted?

Per the lane closure analysis and guidance from NWR, STH 29 lane closures are allowed at all times and days east of STH 27. The lane closure restrictions west of STH 27 are as follows (See Attachment 4).

STH 29 EB:

-Monday - Thursday: None

-Friday: 1:00pm -6:00pm

-Saturday: None

-Sunday: 11:00am-7:00pm

STH 29 WB:

-Monday - Thursday: None

-Friday: 2:00pm -5:00pm

-Saturday: 9:00am-3:00pm

-Sunday: 11:00am-8:00pm

In addition to the above restrictions, anticipate including requirement to open all lanes of traffic over weekends if no work is occurring and no concrete is curing. Prior to reopening all lanes, either a temporary wedge joint will be in place or the adjacent pavement layer will be to the same elevation along all travel lanes and shoulders.

ATTACHMENT 8

NOTE: A LANE RENTAL VALUE WILL BE DETERMINED AND ADDED TO THE 90% TMP.

c) How were traffic counts used in determining permitted lane closure times?(For multi-lane road, indicate typical peak hour volume per direction of travel.For two-lane, two-way road indicate AADT)?

Traffic count data was utilized to determine if lane closure restrictions will be required on STH 29. The hourly traffic data each day of the week is shown in the graphs in Attachment 4 for eastbound and westbound STH 29.

The month of August was determined to be the highest month of traffic and was used to analyze STH 29. A summary of the graphs are in Attachment 4. Based on these graphs, restrictions will be required during the work along STH 29 west of STH 27.

The maximum allowable peak hour volume used to calculate lane closure requirements was 900 vehicles per hour per lane. This number was determined per experience and guidance from NWR.

7. Please provide the following.

a) Minimum lane width to be maintained.

STH 29, CTH X, STH 27 and CTH D: 12-feet

Ramps: 11-feet

b) Minimum lane width plus shoulder width to accommodate OSOW.

STH 29, STH 27 and CTH D: Minimum of 16-feet (12-foot lane + 2-foot shoulders)

CTH X: Minimum of 15-feet (12-foot lane + 1-foot to 2-foot shoulders)

Ramps: Minimum of 13-feet (11-foot lane + 1-foot shoulders)

c) Minimum height (if less than typically available)

No changes to current height restrictions.

8. Will the project be detoured?

☐ Yes ☑ No

9. List major special events and holidays, and how traffic disruptions will be minimized.

Holiday working restrictions for typical holidays will be addressed with standard holiday working restrictions in the project special provisions for Memorial Day, Independence Day, and Labor Day.

Working restrictions will be implemented to minimize traffic delays during Country Fest and Rock Fest which occur in Cadott near the STH 27 interchange.

ATTACHMENT 8

10. Describe the method(s) (LCAT, Quadro, FDM 11-50-30, etc.) used to estimate motorist delays or queue length? (Applicable only for freeways, expressways, and signalized corridors).

The Lane Closure System (LCS) - Capacity Analysis Worksheet was used to determine if lane closure restrictions were applicable. Based on the working restrictions provided, delays are anticipated to exceed 15 minutes if no mitigation is used. See the files in Attachment 4 for LCS analysis. The month of August was determined to be the highest month of traffic and selected for the analysis of STH 29 within the project limits to determine the working restrictions for the project.

Working restrictions will be implemented to avoid the delays.

11. What is the anticipated travel delay during peak travel periods (also indicate frequency, e.g. daily and duration). Please compare the peak hour volumes per lane with the work zone capacity criteria in 11-50-30. If it exceeds the estimated capacity, a delay calculation is required. If the delay is more than 15 minutes, the TMP will be a type 3 and if less than 15 minutes, it generally will be a type 2. The Regional Work Zone Engineer can assist you in determining your delay.

There is no delay anticipated for STH 29 traffic east of STH 27. West of STH 27 lane closure restrictions will be implemented to avoid delays exceeding 15 minutes.

The maximum allowable peak hour volume used to calculate lane closure analysis was 900 vehicles per hour per lane. See Attachment 4 for estimated hourly traffic.

12. Identify alternate routes anticipated, and any alternate route improvements or signing planned.

No existing alternate routes are posted and no proposed alternate routes are planned.

13. Are any intersection traffic control changes proposed such as temporary signals, temporary changes to an all way stop, etc?

No intersection traffic control changes are anticipated.

14. Are there anticipated traffic impacts from the proposed project on other roads/routes in the region/corridor? Identify other projects in the corridor (only if delay anticipated on this project).

None identified.

15. Does the project affect other regions/states?

☐ Yes ☑ No

16. Check mitigation strategies planned

ATTACHMENT 8

STRATEGY	COMMENTS
☑ Public information campaigns	Major businesses at interchanges will be notified of the project design with notification letters during design and prior to construction. Outreach will also occur via Regional Communications during construction.
☑ Off-peak lane closures	Off-peak lane closures are proposed to minimize delays.
☑ Temporary widening to maintain traffic lanes	Island noses will be removed and paved flush with temporary asphalt at the STH 27 interchange to accommodate exit ramp splitter island reconstruction turning movements during the.
☑ Changeable message signs (PCMS)	
☐ Ramp closures	
☐ Temporary signals/timing revisions	
☑ Coordination with adjacent projects	Preliminary coordination occurred with project 1050-00-65 to ensure the shoulder paving schedule will not conflict with this project. The shoulder paving project will not have lane closures within 15 miles of this project during the same construction year.
☑ Innovative contracting, (lane rental, A+B, etc)	Lane rental is proposed for the project.
☐ Temporary Emergency Pullouts	
☑ Motorist service patrols	Law enforcement mitigation will be used (ID 1050-01-91/92).
☑ Nighttime Work	Night work will be allowed.
☐ Enhanced Traffic control devices (Wet reflective pavement marking, temp concrete barrier, etc)	
☑ Reduced regulatory speed limit (requires declaration approved by Regional Traffic Engineer, & by BTO if 65-mph hwy.)	Speed reduction to 55mph during lane closures and working hours.

17. Describe public information strategies planned (coordinate this activity with your Regional Communications Manager).

Public outreach will occur prior to and during construction to notify travelers of the work area via WisDOT website, local newspapers, STOC will be notified thru Lane Closure System, 511, and local newscasts by the contractor, field staff, and Region Communications Managers.

See Attachment 5 for the Public Involvement and Outreach Plan.

ATTACHMENT 8

18. Describe incident management strategies planned.

Contact lists will be provided for construction and utility personnel, traffic control and weekly updates to response agencies, and emergency access requirements will be in the special provisions. Incidents will be handled as per the WisDOT Emergency Transportation Operations (ETO) plan.

See Attachment 6 for the Incident Management Plan.

19. Describe how transit impacts will be mitigated.

No transit impacts are anticipated.

ATTACHMENT 8

Attachments:

Attachments for TMP ID 2546 are listed below.

- [f] Attachment 1 - Project Location Map.pdf
- [f] Attachment 2 - Preliminary Traffic Control Plan Sheets.pdf
- [f] Attachment 3 - Traffic Control SDDs.pdf
- [f] Attachment 4 - Lane Closure Analysis.pdf
- [f] Attachment 5 - PIOP.pdf
- [f] Attachment 6 - IMP.pdf
- [f] Attachment 7 - PIP_60%.pdf

*** [F] represents folder and [f] represents file.**

Approvals:

60% Approval

Signature Role	Signature Status	Signatory	Signed On
Project Manager (PM)	Signed	Tara Weiss	04/13/2016 14:11 PM
Regional Traffic (RT)	Signed	Matthew Reddy	04/15/2016 10:26 AM
Regional Project Development Chief (RPDC)	Signed	Mark Hughes	04/18/2016 09:46 AM
Bureau of Project Development (BPD)	Signed	Margaret Wischhoff	05/17/2016 11:46 AM

ATTACHMENT 8

Enviro 1050-01-31

PROGRAMMATIC CATEGORICAL EXCLUSION

FOR STATE AND FEDERALLY FUNDED ACTIONS

Wisconsin Department of Transportation
Revised July 2015

WisDOT Design and Construction IDs	Federal Project IDs (if available)	Legal Description (Township, Range, Section)	County
1050-01-31 / 1052-01-32 (design) 1050-01-61 / 1052-01-62 (construction)	--	Section 13 and 14, T28N, R8W; Section 9, 16, 17, and 18, T28N, R7W in the Town of Lafayette, Section 1, 2, 3, and 10, T28N, R7W; Section 4 and 5, T28N, R6W in the Town of Sigel, Section 5 and 6, T28N, R6W in the Village of Cadott, Section 1, 2, and 3, T28N, R6W; Section 6, T28N, R5W in the Town of Edson, Section 31, T29N, R5W in the Village of Boyd, and Section 32, T29N, R5W in the Town of Delmar	Chippewa

Project Name	Project Termini/ Location
Chippewa Falls - Cadott	Stillson Creek to 320th Street (WB) / Stillson Creek to 320th Street (EB)

Name of Route or Facility to be Improved	Facility Classification	Improvement Type
STH 29	Principal Arterial	Resurfacing

Estimated Project Cost in Year of Expenditure $ (include R/W Cost)	Funding Source(s) (check all that apply)
$30M (2019 YOE, no R/W)	☒ State ☒ Federal ☐ Local

23 CFR 771.117(d) Project Type Number and Text (see Table 1 below)
(26) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes)

Section 4(f)
☒ None ☐ *De Minimis* ☐ Bikeway/ Walkway ☐ Minor Park/ Rec ☐ Minor Historic ☐ Net Benefit ☐ Exception

Right of Way Acquisition
0 Total Acres 0 Fee Simple Acres 0 Permanent Easement Acres 0 Temporary Easement Acres

Number of Buildings Acquired
☒ None Vacant Buildings Occupied Buildings

Name of Individual/ Firm Preparing this Form	CE Preparation	Project Start Date
Stephanie G. Christensen, PE/EMCS, Inc.	Date 12/2/2015	12/3/2014

WisDOT Region Environmental Coordinator or Local Program Management Consultant

I certify that I meet the requirements for staff who review and recommend approval of Categorical Exclusion (CE) actions, specified in the FHWA – WisDOT CE Agreement. I further certify that I have reviewed this document, and agree with the determination that the proposed project and resultant impacts meet the definition of a CE as described in 23 CFR 771.117(a) & (b), and will not result in significant environmental impacts. I recommend this CE for approval.

(Signature)

Nick Schaff
(Print Name)

12/9/15
(Date)

WisDOT Region, Central Office, or Local Program Project Manager

I certify that I am familiar with this proposed project and its impacts and that the information contained in this document is accurate and can be relied upon for documentation decisions. I further certify that the mitigation measures and commitments proposed herein will be incorporated into the project plans and contract documents. I approve this CE.

(Signature)

TARA WEISS
(Print Name)

12/9/15
(Date)

Section Five: Environmental Commitments

List any environmental mitigation measures or commitments that will be incorporated into the project. Any items listed below must be incorporated into the project plans and contract documents. *Attach a copy of this page to the design study report (DSR) and the plans, specifications, and estimate (PS&E) submittal package.*

Environmental Factor	Commitment (If none, include 'No special or supplemental commitments required.')
General Economics	Commitments Made WisDOT will develop contract requirements to maintain through, local, and emergency traffic through the project area during construction in order to maintain access and minimize delays. The WisDOT construction engineer will ensure fulfillment of this commitment.
Business	Commitments Made WisDOT will develop contract requirements to maintain through, local, and emergency traffic through the project area during construction in order to maintain access to regional and local business traffic and minimize delays. The WisDOT construction engineer will ensure fulfillment of this commitment.
Agriculture	Commitments Made WisDOT will develop contract requirements to maintain through, local, and emergency traffic through the project area during construction in order to maintain access to regional and local agricultural related traffic and minimize delays. The WisDOT construction engineer will ensure fulfillment of this commitment.
Community or Residential	Commitments Made WisDOT will develop contract requirements to maintain through, local, and emergency traffic through the project area during construction in order to maintain access to residents and community facilities while minimizing delays. The WisDOT construction engineer will ensure fulfillment of this commitment.
Indirect Effects	No special or supplemental commitments required.
Cumulative Effects	No special or supplemental commitments required.
Environmental Justice	No special or supplemental commitments required.
Historic Resources	No special or supplemental commitments required.
Archaeological/Burial Sites	No special or supplemental commitments required.
Tribal Coordination/Consultation	No special or supplemental commitments required.
Section 4(f) and 6(f) or Other Unique Areas	No special or supplemental commitments required.
Aesthetics	No special or supplemental commitments required.
Wetlands	Commitments Made Unavoidable wetland losses will be required at guardrail and crossover grading locations. The impacts will be permitted through the Army Corps of Engineers (Section 404 Permit) and will be compensated for at an operating WisDOT Wetland Bank Site in accordance with the WisDOT/WDNR Cooperative Agreement and in coordination with WDNR and USACE. WisDOT's Regional Environmental Coordinator and WisDOT's project manager will ensure fulfillment of this commitment.

ATTACHMENT 9

Rivers, Streams and Floodplains	No waterway or floodplain impacts will occur within the streams and floodplains present along the project. No special or supplemental commitments required.
Lakes or other Open Water	No special or supplemental commitments required.
Groundwater, Wells and Springs	No special or supplemental commitments required.
Upland Wildlife and Habitat	No special or supplemental commitments required.
Coastal Zones	No special or supplemental commitments required.
Threatened and Endangered Species	No special or supplemental commitments required. No tree cutting or removal of suitable habitat for the Northern Long Eared Bat (NLEB) is anticipated. If tree cutting is determined to be necessary at any point during the project design, additional coordination may be required with USFWS for the NLEB and tree cutting will be scheduled between October 1 and April 1 to avoid impacts to the NLEB.
Air Quality	No special or supplemental commitments required.
Construction Stage Sound Quality	No special or supplemental commitments required.
Traffic Noise	No special or supplemental commitments required.
Hazardous Substances or Contamination	No special or supplemental commitments required.
Storm Water	No special or supplemental commitments required.
Erosion Control	Commitments Made Proper erosion control measures will be used to minimize impacts per Cooperative Agreement between WisDOT and WDNR and Trans 401 of Wisconsin's Administrative Code. An Erosion Control Implementation Plan (EICP) will be prepared for review by the WDNR prior to construction. Determination of detailed erosion control measures will be determined during final design. The contractor will specify their construction methods in the ECIP and restore disturbed areas as soon as feasible. Stockpiles will be stored in upland areas and protected with erosion control measures. Erosion control will be monitored during construction. The contractor's ECIP will address any water withdrawals from area waterways and dewatering, if required. Non-netted erosion mat will be used near any waterways, if required, to ensure animals are not entrapped in the erosion mat. The WisDOT construction engineer will ensure fulfillment of this commitment.
Other	No special or supplemental commitments required.

ATTACHMENT 9

From: Hetland, Justin - DOT <Justin.Hetland@dot.wi.gov>
Sent: Tuesday, May 05, 2015 10:32 AM
To: Stephanie Christensen
Subject: Project ID 1051-01-61 and 1052-01-62

Ms. Christensen,
I've reviewed Project IDs 1051-01-61 and 1052-01-62 in Chippewa County and do not have any issues at this time with these projects from a Bureau of Aeronautics standpoint. The projects do not come close to any public use airports. They do however come close to 2 private use airfields, Crane Field and the Wissota private landing strip. If you'd like, it would be a nice gesture to notify the owners of these airports as a heads up about these projects. The last contact information for Crane Field is David Crane (715)723-1662 and Wissota is Robert Stumm or Mary Bauer (715)289-4440.
Sorry for the lateness of this response, I've been covering for a co-worker on medical leave so I've been out of the office quite a bit flying the last couple months.
Let me know if you have any questions!

Justin M Hetland
Airspace Safety Manager/Assistant Chief Flight Instructor
Department of Transportation/DTIM/Aeronautics
4802 Sheboygan Ave Room 701
Madison, WI 53707
608-267-5018 | justin.hetland@dot.wi.gov

ATTACHMENT 9

March 19, 2015

Dan Munson
U.S. Army Corps of Engineers
St. Paul District - Regulatory
180 5th St. East, Suite 700
St. Paul MN 55101

Subject: Initial Project Notification

Project ID 1050-01-61	Project ID 1052-01-62
Chippewa Falls - Cadott	Chippewa Falls - Cadott
Stillson Creek to 320th Street (WB)	Stillson Creek to 320th Street (EB)
STH 29	STH 29
Chippewa County	Chippewa County

EMCS, Inc. has been retained by the Wisconsin Department of Transportation to provide design services for the design of the resurfacing of STH 29 from Stillson Creek to 320th Street in Chippewa County. The project is located in the towns of Lafayette, Sigel, Delmar, and Edson and the villages of Cadott and Boyd. See the enclosed project location map.

This project will consist of approximately 15-miles of pavement and roadside repairs required to address deteriorating pavement. The improvements are needed to extend the service life of the existing pavement and to maintain safe and efficient traffic operations along STH 29. The proposed improvements include concrete pavement repairs, asphaltic overlay of the travel lanes and shoulders, median crossover upgrades where required, guardrail replacements to improve safety, and replacement of signing and pavement marking. The interchange ramps and crossroads between the ramp terminals at CTH X, STH 27, and CTH D are also proposed to be resurfaced.

During construction, motorists can expect periodic single lane and shoulder closures on STH 29 with possible reduction in travel lane widths on STH 29 and at the interchange ramps. All work is anticipated to occur within the existing right of way. Construction is currently scheduled for 2019 but could be advanced to 2017.

As project plans become available, we will have further correspondence with your office. Environmental studies will be undertaken by the design team including wetland delineations and an environmental document will be prepared.

Please review the project location to determine if there are any environmental issues we should be aware of, including any required permits. We would appreciate any initial comments you may have by May 1, 2015. If you would like additional information, please contact me at (715) 845-1081 or via email at schristensen@emcsinc.com.

Sincerely,

Stephanie G. Christensen

Stephanie G. Christensen, P.E.
EMCS Project Manager

cc: Tara Weiss, WisDOT Northwest Region

Enclosure

ATTACHMENT 9

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
101 S. Webster Street
Box 7921
Madison WI 53707-7921

Scott Walker, Governor
Cathy Stepp, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711

May 1, 2015

Stephanie G. Christensen, P.E.
EMCS Project Manager
500 North 17th Ave.
Wausau, WI 54401

Subject: DNR Initial Project Review
Project I.D. 1050-01-31/61
STH 29 (WB) – Chippewa Falls to Cadott
Stillson Creek to 320th Steet
Chippewa County
Section 14, and 13/T28N/R8W – Town of Lafayette
Section 18, 17, 16, and 9/T28N/R7W – Town of Lafayette
Section 10, 3, 2, and 1/T28N/R7W – Town of Sigel
Section 6 and 5/T28N/R6W – Village of Cadott
Section 5 and 4/T28N/R6W – Town of Sigel
Section 3, 2, and 1/T28N/R6W – Town of Edson
Section 6/T28N/R5W – Town of Edson
Section 31/T29N/R5W – Town of Boyd
Section 32/T29N/R5W – Town of Delmar

Dear Ms. Christensen:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project on 03/30/2015. According to your proposal, the purpose of this project is to resurface approximately 15-miles of pavement and roadside repairs required to address deteriorating pavement. Proposed improvements include concrete pavement repairs, asphaltic overlay of the travel lanes and shoulders, median crossover upgrades where required, guardrail replacements to improve safety, and replacement of signing and pavement marking. The interchange ramps and crossroads between the ramp terminals at CTH X, STH 27, and CTH D are also proposed to be resurfaced..

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and assume that additional information will be provided that addresses all resource concerns identified. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

A. Project-Specific Resource Concerns

Wetlands:

There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. Per the Cooperative Agreement, mitigation banking is the preferred compensation option, however DOT and DNR agree that other practicable and ecologically valuable project specific opportunities may be pursued on a case-by-case basis. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Endangered Resources:
Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 04/28/2015, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

Floodplains:
Portions of the project lie within mapped/zoned floodplain, along Stillson Creek and Paint Creek. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the Chippewa County Zoning Program.

B. Project Specific Construction Site Considerations

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP). An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

Erosion Control and Storm Water Management:

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.

- If erosion mat is used along stream banks, DNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.

- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as

soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.

- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

This project may require a permit from the U.S. Army Corps of Engineers (ACOE). For further details you will need to contact Sam Woboril of the ACOE located in the Stevens Point office, at (651)290-5878. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (715)839-1609, or email at christopherj.willger@wi.gov.

Sincerely,

Chris Willger
Environmental Analysis & Review Specialist

cc: Nick Schaff, WisDOT
Tara Weiss, WisDOT

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
101 S. Webster Street
Box 7921
Madison WI 53707-7921

Scott Walker, Governor
Cathy Stepp, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711

May 1, 2015

Stephanie G. Christensen, P.E.
EMCS Project Manager
500 North 17th Ave.
Wausau, WI 54401

Subject: DNR Initial Project Review
Project I.D. 1050-01-32/62
STH 29 (EB) – Chippewa Falls to Cadott
Stillson Creek to 320th Steet
Chippewa County
Section 14, and 13/T28N/R8W – Town of Lafayette
Section 18, 17, 16, and 9/T28N/R7W – Town of Lafayette
Section 10, 3, 2, and 1/T28N/R7W – Town of Sigel
Section 6 and 5/T28N/R6W – Village of Cadott
Section 5 and 4/T28N/R6W – Town of Sigel
Section 3, 2, and 1/T28N/R6W – Town of Edson
Section 6/T28N/R5W – Town of Edson
Section 31/T29N/R5W – Town of Boyd
Section 32/T29N/R5W – Town of Delmar

Dear Ms. Christensen:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project on 03/30/2015. According to your proposal, the purpose of this project is to resurface approximately 15-miles of pavement and roadside repairs required to address deteriorating pavement. Proposed improvements include concrete pavement repairs, asphaltic overlay of the travel lanes and shoulders, median crossover upgrades where required, guardrail replacements to improve safety, and replacement of signing and pavement marking. The interchange ramps and crossroads between the ramp terminals at CTH X, STH 27, and CTH D are also proposed to be resurfaced..

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and assume that additional information will be provided that addresses all resource concerns identified. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

A. Project-Specific Resource Concerns

Wetlands:

There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. Per the Cooperative Agreement, mitigation banking is the preferred compensation option, however DOT and DNR agree that other practicable and ecologically valuable project specific opportunities may be pursued on a case-by-case basis. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Endangered Resources:
Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 04/28/2015, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

Floodplains:
Portions of the project lie within mapped/zoned floodplain, along Stillson Creek and Paint Creek. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the Chippewa County Zoning Program.

B. Project Specific Construction Site Considerations

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP). An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

Erosion Control and Storm Water Management:

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.

- If erosion mat is used along stream banks, DNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.

- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as

soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.

- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

This project may require a permit from the U.S. Army Corps of Engineers (ACOE). For further details you will need to contact Sam Woboril of the ACOE located in the Stevens Point office, at (651)290-5878. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (715)839-1609, or email at christopherj.willger@wi.gov.

Sincerely,

Chris Willger
Environmental Analysis & Review Specialist

cc: Nick Schaff, WisDOT
Tara Weiss, WisDOT

March 19, 2015

U.S. Fish and Wildlife Service
Division of Ecological Services
2661 Scott Tower Drive
New Franken, WI 54229-9565

Subject: Initial Project Notification

Project ID 1050-01-361
Chippewa Falls - Cadott
Stillson Creek to 320th Street (WB)
STH 29
Chippewa County

Project ID 1052-01-62
Chippewa Falls - Cadott
Stillson Creek to 320th Street (EB)
STH 29
Chippewa County

EMCS, Inc. has been retained by the Wisconsin Department of Transportation to provide design services for the design of the resurfacing of STH 29 from Stillson Creek to 320th Street in Chippewa County. The project is located in the towns of Lafayette, Sigel, Delmar, and Edson and the villages of Cadott and Boyd. See the enclosed project location map.

This project will consist of approximately 15-miles of pavement and roadside repairs required to address deteriorating pavement. The improvements are needed to extend the service life of the existing pavement and to maintain safe and efficient traffic operations along STH 29. The proposed improvements include concrete pavement repairs, asphaltic overlay of the travel lanes and shoulders, median crossover upgrades where required, guardrail replacements to improve safety, and replacement of signing and pavement marking. The interchange ramps and crossroads between the ramp terminals at CTH X, STH 27, and CTH D are also proposed to be resurfaced.

During construction, motorists can expect periodic single lane and shoulder closures on STH 29 with possible reduction in travel lane widths on STH 29 and at the interchange ramps. All work is anticipated to occur within the existing right of way. Construction is currently scheduled for 2019 but could be advanced to 2017.

As project plans become available, we will have further correspondence with your office. Environmental studies will be undertaken by the design team including wetland delineations and an environmental document will be prepared.

Please review the project location to determine if there are any environmental issues we should be aware of, including threatened or endangered resources, wetland, and water quality issues. We would appreciate any initial comments you may have by May 1, 2015. If you have any questions or would like to coordinate a site visit, please contact me at (715) 845-1081 or at schristensen@emcsinc.com.

Sincerely,

Stephanie G. Christensen

Stephanie G. Christensen, P.E.
EMCS Project Manager

cc: Tara Weiss, WisDOT Northwest Region

Enclosure

ATTACHMENT 9

Online Section 7 Review

Chippewa	Gray wolf *Canis lupus*	Endangered	Northern forested areas
	Northern long-eared bat *Myotis septentrionalis*	Threatened	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. During summer, roosts and forages in upland forests.
	Spectaclecase (*Cumberlandia monodonta*)	Endangered	St. Croix River
	Karner blue butterfly *Lycaeides melissa samuelis*	Endangered	Prairie, oak savanna, and jack pine areas with wild lupine

Gray wolf – no impacts to forests

Northern long-eared bat – **no effect determination; no clearing of habitat and no structure removal or rehabilitation; see Federal Highway Administration (FHWA) and Federal Railroad Administration (FRA) Range-wide Programmatic Informal Consultation for Indiana Bat and Northern Long-eared Bat for a no effect determination)**

Spectaclecase – resource not present

Karner Blue butterfly – known habitat is not present within work area and grading areas

---

An official species list is also attached:

Consultation Code: 03E17000-2016-SLI-0166
November 29, 2015
Event Code: 03E17000-2016-E-00168
Project Name: STH 29, Stillson Creek to 320th Street, Chippewa County

Clams – no in-water work will occur, all resources near any grading will be protected with BMPs

Karner Blue butterfly – known habitat is not present within work area and grading areas

Gray wolf – no impacts to forests

Endangered Northern long-eared Bat - **no effect determination; no clearing of habitat and no structure removal or rehabilitation; see Federal Highway Administration (FHWA) and Federal Railroad Administration (FRA) Range-wide Programmatic Informal Consultation for Indiana Bat and Northern Long-eared Bat for a no effect determination**

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Green Bay Ecological Services Field Office
2661 SCOTT TOWER DRIVE
NEW FRANKEN, WI 54229
PHONE: (920)866-1717 FAX: (920)866-1710

Consultation Code: 03E17000-2016-SLI-0166 November 29, 2015
Event Code: 03E17000-2016-E-00168
Project Name: STH 29, Stillson Creek to 320th Street, Chippewa County

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website http://ecos.fws.gov/ipac/ at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - http://www.fws.gov/midwest/endangered/section7/s7process/index.html. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

ATTACHMENT 9

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height (*e.g.*, communication towers)**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act *(*16 U.S.C. 703 *et seq*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment

ATTACHMENT 9

Official Species List

Provided by:

Green Bay Ecological Services Field Office
2661 SCOTT TOWER DRIVE
NEW FRANKEN, WI 54229
(920) 866-1717

Consultation Code: 03E17000-2016-SLI-0166
Event Code: 03E17000-2016-E-00168

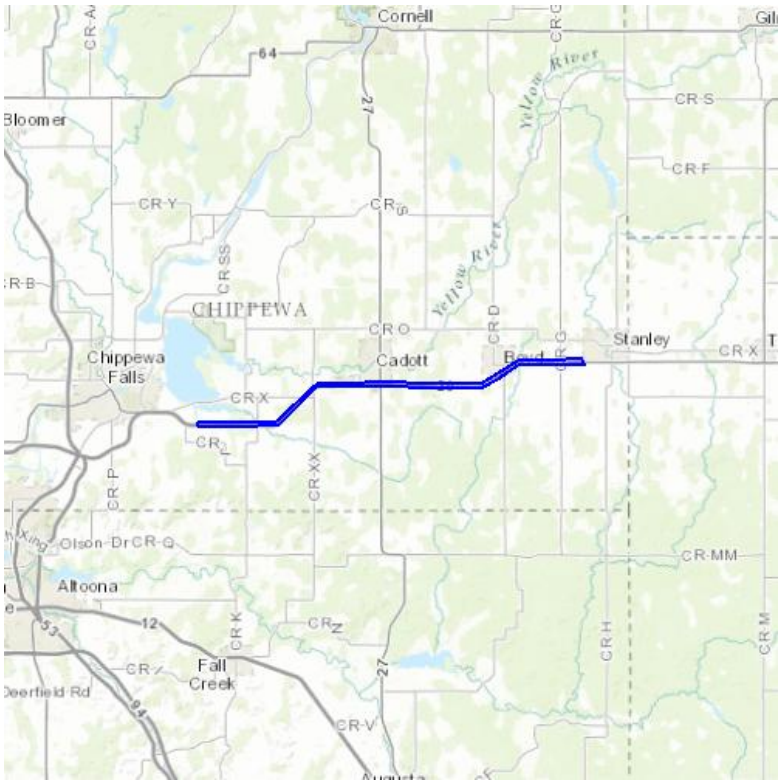
Project Type: TRANSPORTATION

Project Name: STH 29, Stillson Creek to 320th Street, Chippewa County
Project Description: The project consists of the resurfacing of STH 29 from Stillson Creek to 320th Street in Chippewa County. The project is located in the towns of Lafayette, Sigel, Delmar, and Edson and the villages of Cadott and Boyd. This project will consist of approximately 15-miles of pavement and roadside repairs required to address deteriorating pavement. The improvements are needed to extend the service life of the existing pavement and to maintain safe and efficient traffic operations. Planned for 2019.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

ATTACHMENT 9

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-91.31149291992188 44.91060231943465, -91.23870849609375 44.91108860604821, -91.2030029296875 44.935640729718365, -91.1432647705078 44.935883767592586, -91.0550308227539 44.935397690815556, -91.03958129882812 44.940987325341624, -91.0220718383789 44.950221181527546, -90.96233367919922 44.94997820434147, -90.96473693847656 44.95386571588532, -91.0213851928711 44.95265089681472, -91.05537414550781 44.937828033556215, -91.14669799804688 44.939043166353606, -91.20403289794922 44.93807106217293, -91.2411117553711 44.91327684489316, -91.31080627441406 44.91279057679458, -91.31149291992188 44.91060231943465)))

Project Counties: Chippewa, WI

ATTACHMENT 9

Endangered Species Act Species List

There are a total of 4 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Clams	**Status**	**Has Critical Habitat**	**Condition(s)**
Spectaclecase (mussel) *(Cumberlandia monodonta)*	Endangered		
Insects			
Karner Blue butterfly *(Lycaeides melissa samuelis)* Population: Entire	Endangered		
Mammals			
Gray wolf *(Canis lupus)* Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, IA, IN, IL, KS, KY, LA, MA, MD, ME, MI, MO, MS, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, VA, VT, WI, and WV; and portions of AZ, NM, OR, UT, and WA. Mexico.	Endangered		
Northern long-eared Bat *(Myotis septentrionalis)*	Threatened		

ATTACHMENT 9

Critical habitats that lie within your project area

There are no critical habitats within your project area.

ATTACHMENT 9

Federal Highway Administration (FHWA) and Federal Railroad Administration (FRA)
Range-wide Programmatic Informal Consultation for
Indiana Bat and Northern Long-eared Bat

Project Submittal Form for FHWA, FRA, and Transportation Agencies
Updated June 23, 2015

In order to use the programmatic informal consultation to fulfill Endangered Species Act consultation requirements, transportation agencies must use this form to submit project-level information for all may affect, not likely to adversely affect (NLAA) determinations to the appropriate U.S. Fish and Wildlife Service (Service) field office prior to project commencement. For more information, see the Standard Operating Procedure for Site Specific Project(s) Submission in the User's Guide.

In submitting this form, the transportation agency ensures that the proposed project(s) adhere to the criteria of the range-wide programmatic informal BA. Upon submittal of this form, the appropriate Service field office may review the site-specific information provided and request additional information. If the applying transportation agency is not notified within 14 calendar days of emailing the Project Submittal Form to the Service field office, it may proceed under the range-wide programmatic informal consultation.

Further instructions on completing the form can be found by hovering your cursor over each text box.

---

1. Date: November 30, 2015

2. Lead Agency: FHWA
This refers to the Federal governmental lead action agency initiating consultation; select FHWA or FRA as appropriate

3. Requesting Agency: Wisconsin DOT

    a. Name: Nick Schaff, WisDOT NWR

    b. Title: NWR Regional Environmental Coordinator

    c. Phone: (715) 836-2068

    d. Email: Nicholas.Schaff@dot.wi.gov

4. Consultation Code[1]: 03E17000-2016-SLI-0166

5. Project Name(s): STH 29, Stillson Creek to 320th Street, Chippewa County

[1] Available through IPaC System Official Species List: https://ecos.fws.gov/ipac/

ATTACHMENT 9

6. Project Description:
   Please attach additional documentation or explanatory text if necessary

The project consists of the resurfacing of STH 29 from Stillson Creek to 320th Street in Chippewa County. The project is located in the towns of Lafayette, Sigel, Delmar,and Edson and the villages of Cadott and Boyd. This project will consist of approximately 15-miles of pavement and roadside repairs required to address deteriorating pavement. The improvements are needed to extend the service life of the existing pavement and to maintain safe and efficient traffic operations. Planned for 2019, could be advanced to 2017.

No tree removal/suitable habitat removal will occur. No structures will be replaced or rehabilitated. No minor wetland impacts, if required, will impact suitable habitat. All working will occur within the operational right of way of the existing highway.

7. Other species from Official Species List:

   ✔ No effect – project(s) are inside the range, but no suitable habitat – see additional information attached

   May Affect – see additional information provided for those species (either attached or forthcoming

8. For Ibat/NLEB, if Applicable, Explain Your No Effect Determination

   No effect – project(s) are outside the species' range (*form complete*)

   No effect – project(s) are inside the range, but no suitable summer habitat (*form complete*)

   No effect from maintenance, alteration, or demolition of bridge(s)/structure(s) – results of inspection surveys indicate no signs of bats. (*form complete*)

   ✔ No effect – other (*see Section 2.2 of the User's Guide – form complete*)

   Otherwise, please continue below.

ATTACHMENT 9

9. Affected Resource/Habitat Type

    Trees

    Bridge

    Other Non-Tree Roosting Structure (e.g., building)

    Other (please explain):

10. For Tree Removal Projects:

    a. Please verify that no documented roosts or foraging habitat will be impacted and that project is within 100 feet of existing road surface:

    b. Please verify that all tree removal will occur during the inactive season[2]:

    c. Timing of clearing:

    d. Amount of clearing:

11. For Bridge/Structure Work Projects:

    a. Proposed work:

    b. Timing of work:

    c. Evidence of bat activity on bridge/structure:

    d. If applicable, verify that superstructure work will not bother roosting bats in any way:

    e. If applicable, verify that bridge/structure work will occur only in the winter months:

[2] Coordinate with local Service field office for appropriate dates.

12. Please confirm the following:

Proposed project(s) adhere to the criteria of the range-wide programmatic informal BA (see Section 2.0).

All applicable AMMs will be implemented, including[3]:

Tree Removal AMM 1:
Tree Removal AMM 2:
Tree Removal AMM 3:
Tree Removal AMM 4:
Bridge AMM 1:
Bridge AMM 2:
Bridge AMM 3:
Bridge AMM 4:
Structure AMM 1:
Structure AMM 2:
Structure AMM 3:
Structure AMM 4:
Lighting AMM 1:
Lighting AMM 2:
Dust Control AMM 1:
Water Control AMM 1:
Water Control AMM 2:
Water Control AMM 3:
Water Control AMM 4:
Water Control AMM 5:
Water Control AMM 6:
Wetland/Stream Protection AMM 1:
Wetland/Stream Protection AMM 2:
Wetland/Stream Protection AMM 3:
Wetland/Stream Protection AMM 4:
Wetland/Stream Protection AMM 5:
Wetland/Stream Protection AMM 6:

[3] See AMMs Fact Sheet (Appendix B) for more information on the following AMMs.

Division of Transportation Systems Development
Northwest Region

718 W. Clairemont Ave.
Eau Claire, WI 54701

1701 N. 4th St.
Superior, WI 54880

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Eau Claire: (715) 836-2891 FAX: (715) 836-2807
Superior: (715) 392-7925 FAX: (715) 392-7863

March 19, 2015

Subject: **Federal Highway Administration requests for comments concerning Historic Properties and Notification of project undertaking**

Project ID 1050-01-61	Project ID 1052-01-62
Chippewa Falls - Cadott	Chippewa Falls - Cadott
Stillson Creek to 320th Street (WB)	Stillson Creek to 320th Street (EB)
WIS 29	WIS 29
Chippewa County	Chippewa County

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for the resurfacing of WIS 29 from Stillson Creek to 320th Street in Chippewa County. The project is located in the towns of Lafayette, Sigel, Delmar, and Edson and the villages of Cadott and Boyd. See the enclosed project location map.

This project will consist of approximately 15-miles of pavement and roadside repairs required to address deteriorating pavement. The improvements are needed to extend the service life of the existing pavement and to maintain safe and efficient traffic operations along WIS 29. The proposed improvements include concrete pavement repairs, asphaltic overlay of the travel lanes and shoulders, median crossover upgrades where required, guardrail replacements to improve safety, and replacement of signing and pavement marking. The interchange ramps and crossroads between the ramp terminals at County X, WIS 27, and County D are also proposed to be resurfaced.

During construction, motorists can expect periodic single lane and shoulder closures on WIS 29 with possible reduction in travel lane widths on WIS 29 and at the interchange ramps. All work is anticipated to occur within the existing right of way. Construction is currently scheduled for 2019 but could be advanced to 2017.

Public involvement meetings are not planned at this time but if scheduled, a notification will be sent to you. In the near future, cultural resource investigation studies will be conducted for the above project. These investigations will enable WisDOT to determine whether historical properties as defined in 36 CFR 800 are located in the project area. Other environmental studies will also be conducted and include; endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Information obtained from these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources.

WisDOT would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact me at (715) 836-2283 or via mail at the Northwest Region – Eau Claire Office, 718 W Clairemont Avenue, Eau Claire, WI 54701.

Sincerely,

Tara Weiss

Tara Weiss, PE
WisDOT Project Manager

CC: Bureau of Equity and Environmental Services

Enclosure: Project location map

ATTACHMENT 9

COMPANY	COMPANY2	FIRST	LAST	TITLE	ADDRESS1	ADDRESS2	CITY	STATE	ZIP
Bad River Band of Lake Superior	Chippewa Indians of Wisconsin	Edith	Leoso	THPO		P.O. Box 39	Odanah	WI	54861
Forest County Potawatomi Community of Wisconsin		Melissa	Cook	THPO	Tribal Office	P.O. Box 340	Crandon	WI	54520
Fond du Lac Band of Lake Superior Chippewa		LeRoy	Defoe	THPO		1720 Big Lake Road	Cloquet	MN	55720
Ho-Chunk Nation		Quackenbush	William	THPO	Executive Offices	P.O. Box 667	Black River Falls	WI	54615
Iowa Tribe of Oklahoma					Cultural Preservation Office	RR1, Box 721	Perkins	OK	74059
Lac Courte Oreilles Band of Lake Superior	Chippewa Indians of Wisconsin	Jerry	Smith	THPO	Tribal Office	13394 W. Trepania Road	Hayward	WI	54843
Lac du Flambeau Band of Lake Superior	Chippewa Indians of Wisconsin	Melinda	Young	THPO	Tribal Historic Preservation Office	P.O. Box 67	Lac du Flambeau	WI	54538
Lac Vieux Desert Band of Lake Superior	Chippewa Indians	giiwegiizhigookway	Martin	THPO	Ketegitigaaning Ojibwe Nation	P.O. Box 249	Watersmeet	MI	49969
Menominee Indian Tribe of Wisconsin		David	Grignon	THPO	P.O. Box 910		Keshena	WI	54135
Prairie Band Potawatomi Nation		Hattie	Mitchell		16281 Q Road		Mayetta	KS	66509
Prairie Island Indian Community		Marc	Mogan		Minnesota Mdewakanton Sioux	5636 Sturgeon Lake Road	Welch	MN	55089
Red Cliff Band of Lake Superior	Chippewa Indians of Wisconsin	Larry	Balber	THPO	Red Cliff Band of Lake Superior Chippewa Indians	88385 Pike Road, Highway 13	Bayfield	WI	54814
Sac and Fox Nation of Missouri in Kansas and Nebraska		Edmore	Green		305 North Main		Reserve	KS	66434
Sac & Fox Nation of Oklahoma		Sandra	Massey	NAGPRA Representative	RR 2, Box 246		Stroud	OK	74079
Sac & Fox Nation of Mississippi in Iowa		Jonathan	Buffalo	NAGPRA Representative	349 Meskwaki Road		Tama	IA	52339
Sokaogon Chippewa Community Mole Lake Band				Cultural Resource Director	3051 Sand Lake Road		Crandon	WI	54520
St. Croix Band	Chippewa Indians of Wisconsin	Wanda	McFaggen	THPO	Tribal Historic Preservation Office	24663 Angeline Ave.	Webster	WI	54893

ATTACHMENT 9

Lac du Flambeau Band of Lake Superior Chippewa Indians

Tribal Historic Preservation Office

March 24, 2015

Tara Weiss
WisDOT Project Manager
Northwest Region – Eau Claire
718 W. Clairemont Ave.
Eau Claire, WI 54701

SUBJECT: **Project ID: 1050-01-61; Chippewa Falls - Cadott; Stillson Creek to 320th Street (WB); WIS 29; Chippewa County, WI**
Project ID: 1052-01-62; Chippewa Falls - Cadott; Stillson Creek to 320th Street (EB); WIS 29; Chippewa County, WI

Dear Ms. Weiss:

In response to your letter dated **March 19, 2015**, the Lac du Flambeau Band of Lake Superior Chippewa Indians would like to express concerns with any impacts to historic and cultural properties located within the project area of potential effect for the project mentioned above. This project is located within areas that have previously been occupied by the Northern Ojibwe Bands.

Please forward all results of an archival review and archaeological reports. Should there be an impact or effect to historic properties as a result of this project, we will request consultation pursuant to Section 106 of the National Historic Preservation Act, as amended,

However, if a review has not yet been completed, the Lac du Flambeau Tribal Historic Preservation Office is available to assist in the identification of cultural resources, or an archaeological/historical assessment or archival review for a fee.

Please contact us if you have any questions or concerns at (715) 588-2139. You may send the results of the archival review and archaeological report to:

Tribal Historic Preservation Office
P.O. Box 67
Lac du Flambeau, WI 54538

Or in digital format to: ldfthpo@ldftribe.com Thank you.

Sincerely,

Sarah Schuman for

Melinda J. Young
Tribal Historic Preservation Officer

P.O. Box 67
Lac du Flambeau, WI 54538

Phone: (715) 588-2139 or (715) 588-2270
Fax: (715) 588-2419
Email: ldfthpo@ldftribe.com

ATTACHMENT 9

Division of Transportation Systems Development
Northwest Region

718 W. Clairemont Ave.
Eau Claire, WI 54701

1701 N. 4th St.
Superior, WI 54880

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Eau Claire: (715) 836-2891 FAX: (715) 836-2807
Superior: (715) 392-7925 FAX: (715) 392-7863

March 19, 2015

Subject: Initial Project Notification

Project ID 1050-01-61	Project ID 1052-01-62
Chippewa Falls - Cadott	Chippewa Falls - Cadott
Stillson Creek to 320th Street (WB)	Stillson Creek to 320th Street (EB)
WIS 29	WIS 29
Chippewa County	Chippewa County

The Wisconsin Department of Transportation (WisDOT) is in the process of developing plans for the resurfacing of WIS 29 from Stillson Creek to 320th Street in Chippewa County. The project is located in the towns of Lafayette, Sigel, Delmar, and Edson and the villages of Cadott and Boyd. See the enclosed project location map.

This project will consist of approximately 15-miles of pavement and roadside repairs required to address deteriorating pavement. The improvements are needed to extend the service life of the existing pavement and to maintain safe and efficient traffic operations along WIS 29. The proposed improvements include concrete pavement repairs, asphaltic overlay of the travel lanes and shoulders, median crossover upgrades where required, guardrail replacements to improve safety, and replacement of signing and pavement marking. The interchange ramps and crossroads between the ramp terminals at County X, WIS 27, and County D are also proposed to be resurfaced.

During construction, motorists can expect single lane and shoulder closures on WIS 29 with possible reduction in travel lane widths on WIS 29 and at the interchange ramps. All work is anticipated to occur within the existing right of way. Construction is currently scheduled for 2019 but could be advanced to 2017.

Knowledge of any community events, area improvement projects, and other factors that may affect the schedule or scope of the proposed improvements would be beneficial to us. We would appreciate any initial comments you may have by May 1, 2015. You will be notified of any future local or public meetings when scheduled.

If you have any questions, comments or suggestions that may assist in the development of this project, they may be sent to the following:

Tara Weiss
Wisconsin Department of Transportation
Northwest Region – Eau Claire Office
718 W Clairemont Avenue, Eau Claire, WI 54701
Tara.Weiss@dot.wi.gov
(715) 836-2283

Stephanie Christensen
EMCS, Inc. (project designer)
500 North 17th Avenue
Wausau, WI 54401
schristensen@emcsinc.com
(715) 845-1081

Sincerely,

Tara Weiss

Tara Weiss, PE
WisDOT Project Manager
Enclosure: Project location map

ATTACHMENT 9

Name	Title	Municipality	Address	City, State, Zip	Phone
Sandi Frion	Clerk	Chippewa County	711 N Bridge St., Room 109	Chippewa Falls, WI 54729	(715) 726-7980
Doug Clary	Director	Chippewa County Planning & Zoning	711 N Bridge St., Room 009	Chippewa Falls, WI 54729	(715) 726-7940
Dan Masterpole	County Conservationist	Chippewa County Land Conservation and Forest Management	711 N Bridge St., Room 011	Chippewa Falls, WI 54729	(715) 726-7920
Bruce G. Stelzner	Highway Commissioner	Chippewa County Highway Department	801 East Grand Ave.	Chippewa Falls, WI 54729	(715) 726-7914
James L. Kowalczyk	Sheriff	Chippewa County Sheriff's Department	32 E Spruce St.	Chippewa Falls, WI 54729	(715) 726-7701
Charlie Walker	President	Chippewa County Economic Development Corporation	770 Scheidler Rd., Suite 3	Chippewa Falls, WI 54729	(715) 723-7150
Dennis Brown	Director	Chippewa County Emergency Management	32 E Spruce St.	Chippewa Falls, WI 54729	(715) 726-7728
Lynn Nelson	Executive Director	West Central Wisconsin Regional Planning Commission	800 Wisconsin St., Building D2, Room 401, Mail Box 9	Eau Claire, WI 54703	(715) 836-2918
Sandra Harvey	Clerk	Town of Lafayette	5765 197th St.	Chippewa Falls, WI 54729	(715) 723-7692
Dave Staber	Chairman	Town of Lafayette	5894 192nd St.	Chippewa Falls, WI 54729	(715) 726-1144
Sharon McIlquham	Supervisor	Town of Lafayette	5794 197th St.	Chippewa Falls, WI 54729	(715) 720-1233
David Hunt	Supervisor	Town of Lafayette	5731 184th St.	Chippewa Falls, WI 54729	(715) 723-6001
Gary Frederick	Supervisor	Town of Lafayette	19216 52nd Ave.	Chippewa Falls, WI 54729	(715) 723-2104
Bruno Rahn	Supervisor	Town of Lafayette	18813 65th Ave.	Chippewa Falls, WI 54729	(715) 723-8102
Paula Krouse	Clerk	Town of Sigel	25619 50th Ave.	Cadott, WI 54727	(715) 289-3429
Lennis Ramseier	Chairman	Town of Sigel	27824 30th Ave.	Cadott, WI 54727	(715) 289-4884
Steven Evjen	Supervisor	Town of Sigel	23555 45th Ave.	Cadott, WI 54727	(715) 289-4142
Timothy Woodford	Supervisor	Town of Sigel	3556 250th St.	Cadott, WI 54727	(715) 289-4094
Anson Albarado	President	Village of Cadott	PO Box 186	Cadott, WI 54727	(715) 289-4511
Sandra Buetow	Clerk	Village of Cadott	PO Box 40	Cadott, WI 54727	(715) 289-4282
Marie Wilbur	Clerk	Town of Edson	2376 County Highway G	Boyd, WI 54726	(715) 644-2597
Donald Schesel	Chairman	Town of Edson	4668 County Highway G	Stanley, WI 54768	(715) 644-4943
George Wellner	Supervisor	Town of Edson	30876 30th Ave.	Boyd, WI 54726	(715) 667-3295
Michael Sande	Supervisor	Town of Edson	3444 295th St.	Cadott, WI 54727	(715) 667-5303
Sandra Isaacs	Clerk	Village of Boyd	PO Box 8	Boyd, WI 54726	(715) 667-3420
Randy Setzer	President	Village of Boyd	733 E. Supple St.	Boyd, WI 54726	(715) 667-5104
Karen Milas	Clerk	Town of Delmar	9763 315th St.	Boyd, WI 54726	(715) 667-5374
Dave Peterson	Chairman	Town of Delmar	32786 County Highway X	Boyd, WI 54726	(715) 667-3314
Ray Seichter	Supervisor	Town of Delmar	8512 320th St.	Boyd, WI 54726	(715) 667-3068
John Shakal	Supervisor	Town of Delmar	29968 County Highway X	Boyd, WI 54726	(715) 667-3531
Tim Troyer		Stanley - Boyd School District	507 E. 1st Avenue	Stanley, WI 54768	(715) 644-5534
John Stanek	Transportation Supervisor	School District of Cadott Community	426 Myrtle Street	Cadott, WI 54727	(715) 289-3795
Chad Trowbridge	Business Manager	Chippewa Falls Area Unified School District	1130 Miles Street	Chippewa Falls, WI 54729	(715) 726-2417

ATTACHMENT 9

Pursuant to 36 CFR 800.3 (a)(1) WisDOT (Cultural Resources) has determined the proposed actions for these undertakings (projects) will have no potential to cause effects to historic properties. No further section 106 obligations are required. However, if the proposed actions for an undertaking (project) should change in any way that would involve ground disturbing activities, additional section 106 coordination is required for that undertaking (project).

County	Main ID	Notification Date	Project Put on Screening List for	Route	Title	Bridge ID
Buffalo	7730-00-30	09/27/2013	Archaeology Only	STH 88	Czechville-Mondovi STH 35 to STH 37	b060002
Buffalo	7730-00-32	09/15/2011	History Only	STH 88	Czechville- Cream STH 35 to S Junction	
Buffalo	7730-01-30	01/16/2014	Both Archaeology and History	STH 88	Czechville - Mondovi CTH E to CTH U	
Buffalo	7730-01-31	09/18/2013	Both Archaeology and History	STH 88	Cream - Mondovi CTH U to STH 121	
Buffalo	7730-02-31	05/24/2012	Both Archaeology and History	STH 88	Cream - Mondovi STH 121 to STH 37	
Buffalo	7730-05-31	01/23/2007	Both Archaeology and History	STH 88	Czechville - Gilmanton Rd Block Rd - CT	B0600400
Buffalo	7730-05-32	05/17/2009	History Only	STH 88	Czechville-Cream STH 35 to East Juncti	
Buffalo	7730-06-02	10/31/2007	Both Archaeology and History	STH 88	Buffalo County Box Cluvert Replacment	
Buffalo	7730-06-03	06/04/2012	History Only	STH 88	Czechville - Gilmanton STH 35 to CTH E	
Buffalo	7735-00-03	05/02/2013	Both Archaeology and History	STH 121	Gilmanton- Independence S Fork Elk Cr	b0600500
Buffalo	7735-00-30	09/17/2010	History Only	STH 121	Gilmanton-Independence STH 88 to Eas	
Burnett	8010-01-05	11/22/2011	History Only	STH 35	STH 70 (Construct a roundabout)	
Burnett	8010-04-31	09/16/2008	Both Archaeology and History	STH 35	V Siren, 2nd Ave Bacon St to Park St	
Burnett	8040-01-31	01/03/2008	Both Archaeology and History	STH 70	ST Croix Rvr - Siren Rd St Croix Rvr-CT	B0700310
Burnett	8040-01-31	01/03/2008	Both Archaeology and History	STH 70	ST Croix Rvr - Siren Rd St Croix Rvr-CT	B0700200
Burnett	8040-01-31	01/03/2008	Both Archaeology and History	STH 70	ST Croix Rvr - Siren Rd St Croix Rvr-CT	b0700460
Burnett	8040-01-32	01/03/2008	Both Archaeology and History	STh 70	St Croix Rvr - Siren Rd CTH M - STH 35	B0700200
Burnett	8040-01-32	01/03/2008	Both Archaeology and History	STh 70	St Croix Rvr - Siren Rd CTH M - STH 35	b0700460
Burnett	8040-01-32	01/03/2008	Both Archaeology and History	STh 70	St Croix Rvr - Siren Rd CTH M - STH 35	b0700310
Burnett	8050-04-01	02/08/2013	History Only	STH 70	Siren-Spooner STH 35 to Viola Lake Ro	
Burnett	8050-10-00	12/02/2008	Both Archaeology and History	STH 70	Viola Lake - ECL	
Burnett	8364-03-01	11/14/2006	Both Archaeology and History	Robert St	STH 70 to Madison Ave	
Burnett	8845-01-02	11/13/2007	Both Archaeology and History	STH 48	STH 87 - STH 70	
Burnett	8845-15-00	02/24/2010	Both Archaeology & History	STH 48	CTH Z - ECL	
Chippewa	0490-70-72	06/04/2009	Both Archaeology and History	FRIIP Glacier State Dis	Warehouse	
Chippewa	0709-44-56	05/04/2007	Both Archaeology and History	Chippewa Valley Reg A	terminal Expansion and Renovation	
Chippewa	1000-08-57	01/24/2013	History Only	HRRR(High Risk Rural	County Wide	CTH T
Chippewa	1000-08-57	01/24/2014	History Only	HRRR(High Risk Rural	County Wide	CTH G
Chippewa	1000-08-57	01/24/2013	History Only	HRRR(High Risk Rural	County Wide	CTH A
Chippewa	1000-08-57	01/24/2013	History Only	HRRR(High Risk Rural	County Wide	CTH SS
Chippewa	1000-08-57	01/24/2013	History Only	HRRR(High Risk Rural	County Wide	CTH K
Chippewa	1000-08-57	01/24/2013	History Only	HRRR(High Risk Rural	County Wide	CTH N
Chippewa	1000-08-57	01/24/2013	History Only	HRRR(High Risk Rural	County Wide	CTH M (CT
Chippewa	1000-08-57	01/24/2013	History Only	HRRR(High Risk Rural	County Wide	CTH W
Chippewa	1000-08-57	01/24/2013	History Only	HRRR(High Risk Rural	County Wide	CTH H
Chippewa	1000-08-57	01/24/2013	History Only	HRRR(High Risk Rural	County Wide	CTH E
Chippewa	1000-08-57	01/24/2013	History Only	HRRR(High Risk Rural	County Wide	CTH S
Chippewa	1000-08-57	01/24/2013	History Only	HRRR(High Risk Rural	County Wide	CTH M (ST
Chippewa	1000-08-57	01/24/2013	History Only	HRRR(High Risk Rural	County Wide	CTH X
Chippewa	1050-01-31	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0900380
Chippewa	1050-01-31	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0900360
Chippewa	1050-01-31	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0900350
Chippewa	1050-01-31	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0900370

ATTACHMENT 9

Pursuant to 36 CFR 800.3 (a)(1) WisDOT (Cultural Resources) has determined the proposed actions for these undertakings (projects) will have no potential to cause effects to historic properties. No further section 106 obligations are required. However, if the proposed actions for an undertaking (project) should change in any way that would involve ground disturbing activities, additional section 106 coordination is required for that undertaking (project).

County	Main ID	Notification Date	Project Put on Screening List for	Route	Title	Bridge ID
Chippewa	1050-01-31	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0900390
Chippewa	1050-01-31	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0900310
Chippewa	1050-01-31	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0900190
Chippewa	1050-01-31	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0901760
Chippewa	1050-01-33	11/24/2009	Both Archaeology and History	STH 29	Chippewa Falls-Cadott Stillson Creek- C	
Chippewa	1050-01-34	11/24/2009	Both Archaeology and History	STH 29	Chippewa Falls-Cadott Stillson Creek to	b0900360
Chippewa	1050-01-34	11/24/2009	Both Archaeology and History	STH 29	Chippewa Falls-Cadott Stillson Creek to	
Chippewa	1050-01-34	11/24/2009	Both Archaeology and History	STH 29	Chippewa Falls-Cadott Stillson Creek to	b0900190
Chippewa	1050-01-34	11/24/2009	Both Archaeology and History	STH 29	Chippewa Falls-Cadott Stillson Creek to	b0900200
Chippewa	1050-01-34	11/24/2009	Both Archaeology and History	STH 29	Chippewa Falls-Cadott Stillson Creek to	b0901760
Chippewa	1050-01-34	11/24/2009	Both Archaeology and History	STH 29	Chippewa Falls-Cadott Stillson Creek to	b0900370
Chippewa	1050-01-34	11/24/2009	Both Archaeology and History	STH 29	Chippewa Falls-Cadott Stillson Creek to	b0900390
Chippewa	1050-01-34	11/24/2009	Both Archaeology and History	STH 29	Chippewa Falls-Cadott Stillson Creek to	b0901710
Chippewa	1050-01-34	11/24/2009	Both Archaeology and History	STH 29	Chippewa Falls-Cadott Stillson Creek to	b091750
Chippewa	1050-01-34	11/24/2009	Both Archaeology and History	STH 29	Chippewa Falls-Cadott Stillson Creek to	b0901740
Chippewa	1050-03-03	08/12/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott rd CTH J Bridg	B0900340
Chippewa	1050-03-04	08/22/2007	History Only	STH 124	STH 124-Bridge St: Bus 29 over STH 12	B0900110
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1001450
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b0001490
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	B0900220
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b0900290
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1001690
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1001770
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1001780
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1001460
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1001790
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1000290
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b0901890
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1000230
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1000220
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b0901910
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1000190
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1000200
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1000170
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b0901790
Chippewa	1050-04-32	08/19/2008	Both Archaeology and History	STH 29	Cadott - Abbottsford STH 27 - STH 13 (	b1001530
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B1000220
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B0901790
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B0900390
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B1000230
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B0901890
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B0901910
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B1000190

Pursuant to 36 CFR 800.3 (a)(1) WisDOT (Cultural Resources) has determined the proposed actions for these undertakings (projects) will have no potential to cause effects to historic properties. No further section 106 obligations are required. However, if the proposed actions for an undertaking (project) should change in any way that would involve ground disturbing activities, additional section 106 coordination is required for that undertaking (project).

County	Main ID	Notification Date	Project Put on Screening List for	Route	Title	Bridge ID
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B0901760
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B1001450
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B1000200
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B1001790
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B0901710
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B1000290
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B1001490
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B1001460
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B0900360
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B1001770
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B0900370
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B0901750
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B0900290
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B1001780
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B0901740
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B0900220
Chippewa	1052-01-31	01/24/2007	Both Archaeology and History	STH 29	Chippewa Falls - Abbotsford Rd Stillson	B1001690
Chippewa	1052-01-32	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0901710
Chippewa	1052-01-32	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0901790
Chippewa	1052-01-32	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0900390
Chippewa	1052-01-32	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0901740
Chippewa	1052-01-32	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0901760
Chippewa	1052-01-32	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0900370
Chippewa	1052-01-32	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0900200
Chippewa	1052-01-32	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0900360
Chippewa	1052-01-32	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0900190
Chippewa	1052-01-32	09/15/2008	Both Archaeology and History	STH 29	Chippewa Falls - Cadott Stillson Creek-	b0901750
Chippewa	1190-00-03	10/07/2008	Both Archaeology and History	V Lake Hallie	Bus 53 South Village Limits to STH 124	b0902270
Chippewa	1190-00-03	10/07/2008	Both Archaeology and History	V Lake Hallie	Bus 53 South Village Limits to STH 124	b0902620
Chippewa	1190-00-07	12/22/2006	Both Archaeology and History	Hastings Way/Busines	STH 312 to N Melby Rd	
Chippewa	1190-02-33	02/13/2014	Both Archaeology and History	USH 53	Eau claire - Chippewa Falls	b090046
Chippewa	1190-03-32	03/03/2014	Both Archaeology and History	USH 53	Eau Claire - Chippewa Falls STH 29 Inte	
Chippewa	1190-05-05	02/29/2012	Both Archaeology and History	USH 53	Chippewa Falls - New Auburn, CTH B -	
Chippewa	1190-05-07	07/09/2013	Both Archaeology and History	USH 53	Chippewa Falls - New Auburn	b090066
Chippewa	1190-09-35	02/13/2014	Both Archaeology and History	USH 53	Chippewa Falls - New Auburn	b090052
Chippewa	1190-09-36	07/09/2013	Both Archaeology and History	USH 53	Chippewa Falls - New Auburn	B09-0054
Chippewa	1192-06-33	09/23/2013	Both Archaeology and History	USH 53	Chippewa Falls-new Auburn Brpnt/CTH	B090059
Chippewa	1192-06-33	09/23/2013	Both Archaeology and History	USH 53	Chippewa Falls-new Auburn Brpnt/CTH	B09006
Chippewa	7255-00-05	12/21/2010	Both Archaeology and History	STH 124	Commercial Blvd (Village Lake Hallie)	
Chippewa	7255-05-02	03/08/2013	Both Archaeology and History	STH 124 (S Bridge St)	Chippewa River - River St	
Chippewa	7861-01-02	04/06/2009	Both Archaeology and History	CTH X	70th Ave to 290th St	p-09-0017
Chippewa	7861-01-03	04/06/2009	Both Archaeology and History	CTH X	CTH D to 325th St	p-09-0018
Chippewa	7864-00-03	10/19/2009	History Only	CTH J (Village of Lake	STH 124 - 50th Ave	

ATTACHMENT 9

TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID	Highway/Roadway	Limits/Termini	
WB: 1050-01-31/61 EB: 1052-01-32/62	STH 29	Stillson Creek - 320th Street (WB) Stillson Creek - 320th Street (EB)	
County Chippewa	Unit of Government Town of Lafayette, Sigel, Edson, Delmar, Vil of Cadott and Boyd	Existing AADT (year) 14,200 - 17,500 (2014)	Design Year AADT (year) 19,400 - 21,300 (2039)
List of local land use plans reviewed /considered. Town of Lafayette, Delmar, Edson, and Sigel Comp Plan Village of Cadott and Boyd Comp Plan	List of regional land use plans reviewed /considered. Chippewa County Comp Plan Long-Range Transportation Plan, 2010-2030	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. Town of Lafayette, Delmar, Edson, and Sigel Comp Plan Village of Cadott and Boyd Comp Plan	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. Chippewa County Comp Plan Long-Range Transportation Plan, 2010-2030

Existing Facility	Proposed Improvement
Number of Lanes: 4 Lane Width: 12-feet Cross Section Shoulder Type: ☒ Rural Shoulder width (paved): 6-feet total, 3-feet (paved inside); 10-feet total, 8-feet (paved outside) ☐ Urban Sidewalk: ☐ Yes ☒ No ☐ Other: Bike/Ped Accommodation: : ☐ Yes ☒ No ☐ Other:	Number of Lanes: 4 Lane Width: 12-feet Cross Section Shoulder Type: ☒ Rural Shoulder width (paved): 6-feet total, 4-feet (paved inside); 10-feet total, 10-feet (paved outside) ☐ Urban Sidewalk: ☐ Yes ☒ No ☐ Other: Bike/Ped Accommodation: : ☐ Yes ☒ No ☐ Other:

Section 1 Project Type (check all that apply) (*Trans 75 and FDM 11-46-1*)

This project is:

- ☐ New Construction – Trans 75 applies.
- ☐ Reconstruction – Trans 75 applies.
- ☐ Pavement Replacement – Trans 75 applies.
- ☐ New Bridge – Trans 75 applies.
- ☐ Bridge Replacement – Trans 75 applies.
- ☐ Bridge Redecking – Trans 75 applies.
- ☐ Bridge Elimination – Depending on project scope, Trans 75 may apply.
- ☐ Other – Explain:

Go to Section 2

- ☒ None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.

Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

☐ Pedestrian accommodations **are** being provided by:

- ☐ Bridge overpass/underpass, accommodations addressed.
- ☐ Sidewalk on both sides of the highway.
- * ☐ Sidewalk:
  - ☐ On one side of the highway
  - ☐ Sidewalk along a portion of the highway
  - ☐ A shared use path is provided

*An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.

☐ Pedestrian accommodations **are NOT** being fully provided because the following exceptions apply:

- ☐ Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet.
- ☐ Excessively disproportionate cost - Attach Exception 2 Worksheet.
- ☐ Constrained environment – Attach Exception 3 Worksheet.
- ☐ Absence of need – Attach Exception 4 Worksheet.
- ☐ Refusal to maintain – Attach Exception 5 Worksheet.

Section 3 Bicycle Accommodations (check all that apply) (*FDM 11-46-15*)

☐ Bicycle accommodations **are** being provided by:

- ☐ Bike Lanes.
- ☐ Bike lane/parking lane combination.
  - ☐ Bike lane full time.
  - ☐ Short term parking restriction. Explain
- ☐ Wide curb lane or wide parking lane where parking is allowed.
- ☐ Paved shoulders. Paved shoulder width is feet.
- ☐ Other – Explain:
- ☐ Bike accommodations:
  - ☐ On a portion of the highway
  - ☐ A shared use path instead of on-street accommodations.** **

Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.

☐ Bicycle accommodations **are NOT** being fully provided because the following exceptions apply:

- ☐ Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet.
- ☐ Excessive cost - Attach Exception 2 Worksheet.
- ☐ Constrained environment – Attach Exception 3 Worksheet.
  - ☐ Parking restrictions create only partial absence
    Explain:
- ☐ Absence of need – Attach Exception 4 Worksheet.

Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Signature (WisDOT Regional Project Manager)

TARA WEISS

Printed Name (WisDOT Regional Project Manager)

Date: 9/18/15

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

JEFF PETERSON

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: 9-25-15

ATTACHMENT 10

Scoping/Preliminary Roadside Hazard Design Review List:

Project ID: 1050-01-31/61 & 1052-01-32/62
Limits: Chippewa Falls - Cadott, Stillson Creek to 320th Street (WB) / Stillson Creek to 320th Street (EB)
Roadway: STH 29
County: Chippewa

Structures and Large Drainage Features:

If an answer to any of the following questions is yes, Contact Bureau of Structures or Bureau of Project Development prior to proceeding with scoping the project:

1. **Parapet built prior to 1964?**
   No, Structure B-09-020 and B-09-022 originally built in 1962, but reconstructed in 1993.

2. **Non-Standard Parapet on structure (See LRFD Bridge Manual (http://on.dot.wi.gov/dtid_bos/extranet/structures/LRFD/LRFDManualIndex.htm) for standard parapets designs)?**
   Yes – B-09-019 on CTH X over STH 29 has Type A Parapet with Class A beam guard attached. Other Styles used are Vertical Face Parapet Type A and Slope Faced Type B.

3. **Parapet has snag points?**
   B-09-019 on CTH X over STH 29 has Type A Parapet with Class A beam guard attached; curb near toe of railing may be a snag point

4. **Parapet damaged or has missing components?**
   No

5. **Barrier system is on top of retaining wall?**
   No

6. **Is there brush or safety curb present?**
   No

7. **Box culvert has beam guard attached to or installed on top of structure?**
   No

8. **Are there structures that may need structural protection?**
   No

9. **Are there unprotected blunt ends of the parapets?**
   No, all blunt ends of the existing parapets are protected with guardrail.

If the answer to the following question is yes, additional review prior to proceeding with scoping the project:

1. **Are there intersecting roadways or driveways within 125 feet of the structure or large drainage feature?**
   No

ATTACHMENT 11

Barrier Systems:

If the answer to any of the following questions is yes, conduct additional review prior to proceeding with scoping the project:

1. **Is the barrier system 15 years or older?**
   Existing: Yes, All barrier exceeds 15 years (structure). Guardrail was replaced along roadway at various locations in 2012 within the median areas to protect piers and meets current standards.
   Proposed: Guardrail upgrades are proposed.

2. **Does the barrier system have non-EAT end treatments that can be hit head on?**
   Existing: Yes, CTH D over STH 29 has Type 2 end treatments.
   Proposed: Guardrail upgrades are proposed.

3. **Is a transition from semi-rigid barrier to rigid barrier being used?**
   Existing: Yes
   Proposed: Yes

4. **Are there non-standard barrier systems being used?**
   Existing: No
   Proposed: No

5. **Is there sufficient grading for the barrier system and end treatments?**
   Existing: Yes
   Proposed: Yes

6. **Is there rigid barrier with a height less than 32 inches on the project?**
   Existing: Yes, B-09-019 (CTH X interchange), Vertical Face Type A parapet with Type G Tubular rail mounted on top with Type A beam guard attached to face of parapet. Height is 29-inches.
   Proposed: None proposed.

7. **Is there a significant amount of barrier on the project or proposed to be on the project?**
   Existing: No
   Proposed: No

Grading:

If the answer to any of the following questions is yes, conduct additional review prior to proceeding with scoping the project:

1. **Are there slopes steeper than 4:1?**
   No on STH 29. Yes on CTH X and STH 27 overpasses.

2. **Are ditches traversable?**
   Yes

3. **Are slopes perpendicular to the direction of travel traversable?**
   Yes

Other Hazards:

If the answer to any of the following questions is yes, conduct additional review prior to proceeding with scoping the project:

1. **Are there drainage features that are hazards?**
   Yes, cattle pass at milepost 95.7 (300th Street) has 7' wide endwall 24' from the westbound travel lane without a traversable grate.

2. **Are there poles that are hazards?**
   Light poles are located along CTH D Ramps and between terminals but are located near terminals which could impact performance of the terminal. Poles are breakaway and located outside of the lateral clearance. Relocation to be evaluated.

3. **Is there a vertical drop of 8 feet or more?**
   Yes, located at structures where STH 29 is over various features. Barrier protection is in place and proposed for upgrades.

4. **Is there water 2 feet deep?**
   Yes, Stillson Creek, Alder Creek, Paint Creek, and an unnamed creek west of STH 27 interchange fluctuate from less than 2 feet deep to greater than 2 feet deep throughout the year.

Other Issues:

If the answer to any of the following questions is yes, conduct additional review prior to proceeding with scoping the project:

1. **Are there segments with Metamanager ROR flags?**
   No, see SSAs.

2. **Are there areas that violate driver expectations?**
   No

3. **Are there locations with high pedestrian concentrations?**
   No, rural roadway

4. **Are there locations with severe consequence of collision?**
   No

5. **Is the service life of the project 15 years or greater?**
   Yes

Roadside Hazard Analysis

Project I.D. 1050-01-31/61 &1052-01-32/62

Entered by: EGL
Checked by: SGC

Roadway= STH 29
Speed (MPH) = 65 MPH (posted)
AADT = 14,200 – 17,500 (2014)
Alignment = No Designator

Hazard ID	Station or Stations	Offset (ft)	L/ R	Total length of hazard (ft)	Description	Action	Discussion
1	STH 29 608'EB'+00 to 612'EB'+00	8'	RT	400	Beam Guard offset is less than minimum per FDM 11-15, Table 1.1	Move Beam Guard away from shoulder 2', or install concrete barrier	Meets desirable standards in proposed conditions
2	CTH D Interchange EB Exit Ramp and between terminals	4' to 12'	LT & RT	Light Poles	Luminaires with breakaway bases	None	Poles are in areas of terminal grading but are breakaway and are located beyond the lateral clearance; while removal of the poles are desirable in the area of the EAT, relocation was fully vetted. Due to the type of existing direct bury wiring, re-wiring of nearly the entire interchange lighting system would be required to relocate the poles. This is beyond the scope of the resurfacing project and relocation of the lighting may require additional utility impacts as well as potentially additional light poles to maintain similar lighting conditions. The two light poles will remain, decision is documented in DSR; no crash history and extent of lighting improvement outside of scope of project type.

ATTACHMENT 11

Roadside Hazard Analysis

Hazard ID	Station or Stations	Offset (ft)	L/ R	Total length of hazard (ft)	Description	Action	Discussion
3	CTH X (B-09-019) Bridge over STH 29	15’	LT & RT	270	Type A Parapet with Class A beam guard attached and Type G tubular rail mounted on top. Total height is below 29”	None	Bridge railing replacement is beyond scope of project on CTH X (non-NHS)
4	STH 29 818’EB’+35	48’	LT	10	72” corrugated metal cattle pass with concrete masonry endwalls. Vertical end of cattle pass within clear zone of 30 feet on westbound STH 29. Clear zone on eastbound is 24 feet and the cattle pass is at 58 feet right which is beyond the clear zone.	None	The cattle pass will remain, decision is documented in DSR; no crash history and improvement outside of scope of project type.
5	STH 29 273’EB’+05	51’	RT	3.5	Vertical endwall of the horizontal elliptical culvert (27”x42”) is within the clear zone of 30 feet	Install traversable grate on endwall	Installing a traversable grate will eliminate hazard

ATTACHMENT 11

2

2

LIST OF OSOW TURNING MOVEMENT EXHIBITS:
1. PROPOSED IMPROVEMENTS
2. WIND TOWER AND BEAM OSOW MOVEMENTS FOR INSIDE WIDENING WITH SHORT RADIUS TERMINALS
3. ALL WIND TOWER AND BEAM MOVEMENTS

N

STH 29 EB EXIT RAMP

STH 29 EB ENTRANCE RAMP

SHORT RADIUS TERMINAL

STH 27

STH 27

SHORT RADIUS TERMINAL

STH 29 EB ENTRANCE RAMP

STH 29 EB

STH 29 WB

STH 29 WB EXIT RAMP

CANOPY

SIGN

INL

W

A/C

ATTACHMENT 12

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	PROPOSED OSOW IMPROVEMENTS	SHEET	E

2

2

LIST OF OSOW TURNING MOVEMENT EXHIBITS:
1. PROPOSED IMPROVEMENTS
2. WIND TOWER AND BEAM OSOW MOVEMENTS FOR INSIDE WIDENING WITH SHORT RADIUS TERMINALS
3. ALL WIND TOWER AND BEAM MOVEMENTS

N

STH 29 EB EXIT RAMP

STH 29 EB ENTRANCE RAMP

STH 27

STH 27

STH 29 EB

STH 29 WB

STH 29 WB EXIT RAMP

STH 29 EB ENTRANCE RAMP

CANOPY

SIGN

ATTACHMENT 12

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	WIND TOWER AND 165' BEAM MOVEMENTS FOR SHORT RADIUS QUADRANTS	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

2

LIST OF OSOW TURNING MOVEMENT EXHIBITS:
1. PROPOSED IMPROVEMENTS
2. WIND TOWER AND BEAM OSOW MOVEMENTS FOR INSIDE WIDENING WITH SHORT RADIUS TERMINALS
3. ALL WIND TOWER AND BEAM MOVEMENTS

N

STH 29 EB EXIT RAMP

STH 29 EB ENTRANCE RAMP

STH 27

STH 27

INSTALL REMOVABLE SIGN IF NEEDED, OVER TRACKING BY VEHICLE LOAD ONLY, TIRES TRACK ON PAVEMENT

INSTALL REMOVABLE SIGN IF NEEDED, OVER TRACKING BY VEHICLE LOAD ONLY, TIRES TRACK ON PAVEMENT

STH 29 EB ENTRANCE RAMP

STH 29 EB

STH 29 WB

STH 29 WB EXIT RAMP

CANOPY

SIGN

ATTACHMENT 12

PROJECT NO: 1050-01-61/1052-01-62	HWY: STH 29	COUNTY: CHIPPEWA	WIND TOWER AND 165' BEAM TURNING MOVEMENTS	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42