

PMP Report Summary

10/21/15

Date: 7/14/15

HWY: USH 12

COUNTY: St. Croix

I.D. 8949-04-08/78

DESIGN SEGMENTS

4/7/15

ENVIRONMENTAL

No entry ✓

MAINTENANCE

No entry 8/3/15
see Structure PMP

PLANNING

No entry ✓

RAILROAD

No entry ✓

REAL ESTATE

No entry ✓

SOILS & PAVEMENTS

6/9/15 ✓
~ HMA $900-125$ per ton ~ EBS likely
~ 7" HMA over 10" Base
~ OGBG if on box roof
~ Seasonally perched highwater table, 0'-1' below surface

STRUCTURES

4/9/15

~ Replace small slab bridges with multi-cell box culvert.

TRAFFIC

No entry 7/28/15

~ I-94 Alt route, temp. alt route required
if detoured. STH 128, STH 29 & USH 63 = Temp. Alt
~ Recommended Detour STH 128, I-94 & USH 63

PMP NOTES

✓



Project ID : 8949-04-08
Title : BALDWIN -
MENOMONIE
Region : NORTHWEST

Route : USH 012
Sub Title : CULVERTS C-55-9001, 9002 &
0014
County : ST. CROIX

Segment #1

Attributes Auxiliary Lane Comments General

Primary ** ✓

Segment - General Go to top of page

Segment limits	012E 023+0 to 012E 033+0
Improvement concept **	Miscellaneous
Main line length **	.13 Miles
Side road length	0 Miles
Route type	State Trunk Highway
Location type	Rural
Terrain	
Functional class	Arterial Minor
Average Daily Traffic (ADT), current year	3,348
Current year (ADT)	2011
Average Daily Traffic (ADT), design year	0
Design year (ADT)	0
Latest percent truck traffic	4.6%
Existing posted speed	55 MPH
Expected posted speed	0 MPH
Development type	Not Developed
Design speed	N/A
Design class	N/A
Number of roadways	1
Width of roadways	36 Feet
Number of lanes	2
Width of lanes	12 Feet
Shoulder width: Left	6 Feet
Shoulder width: Right	6 Feet
Clear zone	0 Feet
Structure minimum design loading	N/A
Clear roadway width of bridges	0 Feet
Median width: 0 Feet	
Cross section comments	

[Auxiliary lanes](#) Go to top of page

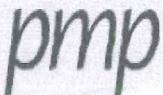
Number	Description	Comment
		No Auxiliary lanes for this segment.

[Attributes](#) Go to top of page

- New alignment**
- Connecting highway**
- Acquire vision triangle**
- Bike accommodation**
- Curb**
- Curb and gutter**
- Exceptions to standards**
- Freeway operations coordination**
- Improve intersection**
- Improve horizontal alignment**
- Improve vertical alignment**
- Parking**
- Sidewalk**
- Storm sewer**
- Sanitary sewer replacement**
- Water main replacement**

[Comments](#) Go to top of page

Last updated by **SMRSTICK, TIMOTHY J** on **04/07/2015**



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Maintenance

Roadside Protection - Beam Guard and Barrier

- New beam guard**
- Replace beam guard**
- Reuse beam guard on state work**
- Beam guard end treatment**
- Salvage beam guard for local government**
- New barrier**
- Replace barrier**
- Barrier end treatment**
- Special beam guard or barrier**

Drainage - Storm Sewer

- New pipe**
- Re-attach pipe ends**
- Realign pipe**
- Joints separated**
- Endwalls**
- Outfalls**
- Scour protection**
- Clean inlets, catch basins or underdrains**
- Repair inlets, catch basins or underdrains**
- Upgrade inlets, catch basins or underdrains to standard**
- Special inlets, catch basins or underdrains**
- Combined storm/sanitary sewer system**

Drainage - Culvert Pipes and Small Box Culverts

- Culvert corrosion survey by:**
- Replace**
- Extend**
- Replace small box culverts with pipes**
- Culvert liners**
- Depressed**
- Undersized**

Heaved

Adequate size

Clean partially filled culverts

Wings moved

Weep holes

Drainage-Ditches

Ditch capacity problem

Ditch flow

Ditch siltation

Ditch erosion

Drainage onto private property

Drainage from private property

Replace driveway/cross road culvert

Realign channel

Pave ditch

Sewers/tiling drain to ditch

Sediment, detention or retention ponds

Driveways (state if there are safety problems)

Permitted

Not permitted

Non-conforming

Illegal

Winter Driving

Areas of drifting snow

Areas of ice buildup

Pavement shaded, snowmelt sheeting

Trees shading road

Steep slopes shading road

Other

Vegetation-Management Plan

Living snow fence

No mow zone

Special seed mix

Reseeding in medians

Current vegetation management plan available

Vegetation-Erosion

Good ground cover

Eroding slopes

Vegetation-Trees**Clearing****Plantings****Glare screen****General Maintenance****Frost heave****Subgrade concerns****Drainage district****Cattle crossings or passes****Local government will take millings****Outdoor advertising****Waysides****Scenic overlooks****Existing recreational trail(s)****Chain link fencing****Woven wire fencing****Fencing access gates****Right of way marker placement****Existing crossovers****New crossovers****Other hazards****Maintenance Comments**

See Comments in the Structures Section of PMP regarding the conditions and improvement recommendations.

County Patrolperson Comments

Last updated by GINGRAS, PAUL A on 08/03/2015



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Soils and Pavements

Soils - General

Soils Report **

Contingent upon request(s) from PDS, Pavt Designer, etc for subsurface investigation\report. Typically, consultant designs should use geotech consultant.

Select subgrade required

The project is located within the area mapped for inclusion of select material in subgrades. Its use should be determined per FDM 11-5-15 guidance and engineering judgment.

Type and quality of available material

Predominant soil type

Silty Loam

Design Group Index

14

Soil Support Value

3.9

Soils - Roadway Conditions

Potential frost susceptible soils

High potential exists

Marsh excavation

Bedrock or outcrops to be encountered

Slope stability issues

--->**Cut sections**

--->**Fill sections**

High water table

Seasonally perched high water table depths - 0 to 1' from the ground surface. May be subject ponding, flooding, or occasional overflow.

Springs/seeps

Underdrain problems

Excavation below subgrade

EBS likely in these silty loam soils.

Floating road core/corduroy

Desirable grade line location

Two stage soil investigation required

Preliminary grade line review required

Final grade line review required

Soils - Borings

Soil borings required

--->At cut to fill transition

--->In cut sections

Structure borings required

Soil Comments

Dependent on roadway soils, designer may need to consider tapering in and out of structure excavationto avoid abrupt bump\displacement of differing subgrade soils.

Last updated by PERKINS, MICHAEL J on 04/08/2015

Pavements - General		
<input checked="" type="checkbox"/>	Pavement Design Report **	LIMITED DOCUMENT
	Life cycle cost analysis required	
	PSI,IRI,PCI Data Year	
	Pavement Condition Index (PCI)	Min: Max:
	International Roughness Index (IRI)	Min: Max:
	Pavement Serviceability Index (PSI)	Min: Max:
Pavement Distress - PC Concrete		
	Raveled transverse joints and cracks	
	Raveled longitudinal joints and cracks	
	Cracked slabs with movement	
	Joint faulting	
	Surface spall	
Pavement Distress - Asphaltic		
<input checked="" type="checkbox"/>	Transverse cracking	
<input checked="" type="checkbox"/>	Block cracking	
<input checked="" type="checkbox"/>	Alligator cracking	
<input checked="" type="checkbox"/>	Raveled surface	
<input checked="" type="checkbox"/>	Raveled edge	
Pavements - Evaluation/History		
<input checked="" type="checkbox"/>	Existing pavement structure	HMA/PCC
<input checked="" type="checkbox"/>	Existing pavement condition	poor
	Year of original construction	
	Year(s) resurfaced/rehabilitated	
	Year(s) rut filled	
	Asphaltic Concrete Pavement (ACP)	approximate number of cores at foot intervals
	ACP thickness/verification & condition (not recycling cores)	approximate number of cores (at specific locations)
	Portland Cement Concrete (PCC) pavement	approximate number of cores at foot intervals

PCC pavement depth verification & joint study (not pay cores)	approximate number of cores (at specific locations)
Pavement - Alternatives	
Alternative Rehab Strategies (include life expectancy and approximate cost per mile)	
No Pavement - Alternatives	
Preliminary proposed alternative	
7" Asphaltic Surface over 10" base (see section below for need of OGBC). Limited HMA quantity on these projects could raise the HMA to a combined price of \$100-\$125/ton based on 2015 prices	
Pavement Comments	
It is expected that there will be limited pavement work associated with these box culverts. The existing HMA and PCC will be removed as necessary. As noted in the soils section, tapering of the excavated area may be necessary and should be verified. On previous box culvert projects, water has been trapped on the top of the box which in turn saturates the base and causes the upper layer of HMA to slide. On these three installations, an open graded base course (OGBC) is proposed for the lower portion of the base (non-typical) if the base is to be placed directly on the box roof. This application will be determined by grade line and depth of cover.	

Last updated by LUEDTKE, RANDY W on 06/09/2015

**Project ID :** 8949-04-08**Title :** BALDWIN - MENOMONIE
Region : NORTHWEST**Route :** USH 012**Sub Title :** CULVERTS C-55-9001, 9002 & 0014
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Structure Number	Existing Structure Type	Existing Structure ID	Existing Structure On	Existing Over/Under	Proposed Structure Work	Proposed Structure ID	Consultant Design Structure	Related Construction ID
1	Box Culvert - Multi Cell	C-55-0037						8949-04-78
2	Box Culvert - Multi Cell	C-55-0038						8949-04-78
3	Box Culvert - Multi Cell	C-55-0039						8949-04-78



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Structure # 1

Existing Structure

Existing structure ID
Existing structure type
Year constructed
Latest year of rehab
Current condition
Bridge sufficiency number
Rate score
Vertical clearance
Clear roadway width
Last inspection date
Posted load rating
Inventory rating
Feature on
Feature over/under
Location
Existing Skew
Existing Structure Sq/FT

C - 55 - 9001
20 foot slab Bridge

Existing Utilities

Existing Lighting

Proposed Structure Work

Proposed structure work **
Related Construction Project ID
Proposed structure ID
Spans or Cells
Proposed aesthetic value **
Skew
Widening
Curved Superstructure
Twin Structure
 Structure Survey Report
Steel Tub Girders

R.P. 012E024 + 0.14

Super Elevation Transition on Structure
Non-Standard Pier (Straddle bent, integral cap)
Utility/Lighting Accommodation
Sign Structure Mounted on Structure
Raised Sidewalks
Bridge Painting (with other structure work)
Tapered Superstructure
Staged Construction
Structural approach slab
BOS Estimated Design Hours 150
Estimated structure cost \$ 200,000

Proposed Utilities

Proposed Lighting

Additional Information

Additional work required

Approach slabs

Approach work

Canoe/boat landing

Consultant design structure

Dam

Existing foundations

Fisherman's platform

Gauging station (USGS)

High cost bridge

Pedestrian/bike lanes

Snowmobiles

Comments

C-55-0037 is replacing C-55-9001 located 0.1 miles east of 220th St.

Last updated by HARRIS, KYLE J on 04/09/2015



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Structure # 2

Existing Structure

Existing structure ID
Existing structure type
Year constructed
Latest year of rehab
Current condition
Bridge sufficiency number
Rate score
Vertical clearance
Clear roadway width
Last inspection date
Posted load rating
Inventory rating
Feature on
Feature over/under
Location
Existing Skew
Existing Structure Sq/FT

C - 55 - 9002
 12-ft Slab Bridge

Existing Utilities

Existing Lighting

Proposed Structure Work

Proposed structure work ** Box Culvert - Multi Cell
Related Construction Project ID 8949-04-78
Proposed structure ID C-55-0038
Spans or Cells 1
Proposed aesthetic value ** No aesthetics
Skew Not on Skew
Widening No Widening
Curved Superstructure Not Curved or Tapered
Twin Structure
 Structure Survey Report
Steel Tub Girders

Super Elevation Transition on Structure
Non-Standard Pier (Straddle bent, integral cap)
Utility/Lighting Accommodation
Sign Structure Mounted on Structure
Raised Sidewalks
Bridge Painting (with other structure work)
Tapered Superstructure
Staged Construction
Structural approach slab
BOS Estimated Design Hours 150
Estimated structure cost \$ 200,000

Proposed Utilities

Proposed Lighting

Additional Information

Additional work required
Approach slabs
Approach work
Canoe/boat landing
Consultant design structure
Dam
Existing foundations
Fisherman's platform
Gauging station (USGS)
High cost bridge
Pedestrian/bike lanes
Snowmobiles

Comments

C-55-0038 is replacing C-55-9002 located 0.9 miles east of 220th St.

Last updated by HARRIS, KYLE J on 04/09/2015

pmp

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Structure # 3**Existing Structure****Existing structure ID**C-55-0014
16 foot Slab Bridge**Existing structure type****Year constructed****Latest year of rehab****Current condition****Bridge sufficiency number****Rate score****Vertical clearance****Clear roadway width****Last inspection date****Posted load rating****Inventory rating****Feature on****Feature over/under**

012E029 + 0.84

Location**Existing Skew****Existing Structure Sq/FT****Existing Utilities****Existing Lighting****Proposed Structure Work****Proposed structure work ****

Box Culvert - Multi Cell

Related Construction Project ID

8949-04-78

Proposed structure ID

C-55-0039

Spans or Cells

2

Proposed aesthetic value **

No aesthetics

Skew

Not on Skew

Widening

No Widening

Curved Superstructure

Not Curved or Tapered

Twin Structure**Structure Survey Report****Steel Tub Girders**

Super Elevation Transition on Structure
Non-Standard Pier (Straddle bent, integral cap)
Utility/Lighting Accommodation
Sign Structure Mounted on Structure
Raised Sidewalks
Bridge Painting (with other structure work)
Tapered Superstructure
Staged Construction
Structural approach slab
BOS Estimated Design Hours 150
Estimated structure cost \$ 200,000

Proposed Utilities

Proposed Lighting

Additional Information

Additional work required

Approach slabs

Approach work

Canoe/boat landing

Consultant design structure

Dam

Existing foundations

Fisherman's platform

Gauging station (USGS)

High cost bridge

Pedestrian/bike lanes

Snowmobiles

Comments

C-55-0039 is replacing C-55-0014 located 0.6 miles east of 70th Ave.

Last updated by HARRIS, KYLE J on 04/09/2015



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Traffic

Crash Data

Crash data year	From 0 To: 0
Crash rate per 100 mil VMT	0
Statewide crash rate per 100 mil VMT	0
Fatality rate per 100 mil VMT	0
Percent fatality per 100 mil VMT	0
Percent injury per 100 mil VMT	0
Number of fatality crashes per 100 mil VMT	0
Number of injury crashes per 100 mil VMT	0
Number of property damage crashes per 100 mil VMT	0
Intersection crash rate per 100 mil VMT	0

Safety concerns

Roadside barriers

Passing Information

Current passing percentage	0
Increase passing percentage to	0

Traffic Capacity

Level of service, existing	A - Not congested 1.01 to 2.00
Level of service, after improvement	A - Not congested 1.01 to 2.00
Traffic capacity analysis	

Lighting

Existing type and condition	
Proposed (standard or decorative)	
Continuous, located in (median or roadside)	
Lighting at isolated intersections	
Install conduit, pull boxes and bases only	

Traffic Signals and Roundabout(s)

Proposed signal study by	
Proposed signal(s) to be designed by	
Proposed signal(s) to be operated by	
Proposed signal(s) to be maintained by	
New signal(s) proposed **	

Proposed signal agreement required

Proposed signal(s) require pedestrian, bicycle provisions

Proposed signal(s) require railroad preemption

Proposed signal(s) will be interconnected

Existing or proposed signals at isolated Intersections

Existing signal(s)

Roundabout(s)

Temporary Signals

Temporary signal study by

Temporary signal(s) to be designed by

Temporary signal(s) to be operated by

Temporary signal(s) to be maintained by

Temporary signal(s) timing by

Temporary signal agreement required

Temporary signal(s) require pedestrian/bicycle provisions

Temporary signal(s) require railroad preemption

Temporary signal(s) will be interconnected

Signal Installation and Improvements

Traffic signal or automatic traffic recorder loop impacts

Install conduit, loops, pull boxes and bases only

Replace controller in cabinet

Replace signal heads and lamps

Replace poles

Modify signal timing

Modify traffic signal communication

Existing Flashers

Existing flashers operated by

Existing flashers maintained by

Existing flasher agreement required

Flasher(s) revised under project

Pavement Marking

Existing type and condition

Proposed: epoxy

Proposed: paint

Proposed: tape

Proposed: other**Existing Signing****Type and condition****Type 1** **Type 2****Type 3****Proposed Signing****Type 1** **Type 2****Type 3****Traffic Miscellaneous****New regulatory speed zones****Existing sign bridge(s)****Destination signing**

- Existing incident management signing** USH 12 is an I-94 alternate route
- Proposed incident management signing**
- TMP project type 1**
- TMP project type 2**
- TMP project type 3**
- TMP project type 4**

Intelligent Transportation System (ITS)****Proposed or existing Intelligent Transportation System****Closed circuit TV****Crash investigation sites****Dynamic trailblazers****Electronic blank out signs****Enhanced reference markers****Ramp meters****System detector stations****Traffic gates****Variable message signs****Construction Issues****Traffic Control Type**

Closed with detour

State patrol mitigation contract estimated amount

\$ 0

Work zone State Patrol mitigation contract

- Detour route: location/concerns** See comments

Construction will impact emergency or bus services

Possibly with a road closure and detour

Work zone advisory speeds

Work zone enforceable regulatory speeds
Narrow roadway widths
Reduced vertical clearance
Oversize/overweight vehicle impacts
Temporary roads
Highway advisory radio
Changeable message signs
Advance signing

Comments

This segment of USH 12 is an I-94 emergency alternate route. If this project is detoured, a temp. I-94 alt route will need to be established and signed for STH 128, STH 29, and USH 63, south of I-94. The most practical STH detour for this project is STH 128, I-94 and USH 63. An option would be to use STH 128, CTH B through Woodville, and USH 63.

Last updated by HELGESON, GREGORY P on 07/28/2015



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Sub Title : CULVERTS C-55-9001, 9002 & 0014

County : ST. CROIX

Project ID	Utility Type	Utility Company Name	Utility Company Legal Name	1077 Start	1077 End	1078 Start	1078 End
8949-04-78	COMMUNICATION LINE	<u>Baldwin Telecom, Inc</u>	Baldwin Telecom, Inc				
8949-04-78	COMMUNICATION LINE	<u>West WI Telcom Coop</u>	West Wisconsin Telcom Cooperative				
8949-04-78	COMMUNICATION LINE	<u>Xcel Energy</u>	Northern States Power Company d/b/a Xcel Energy				
8949-04-78	ELECTRICITY	<u>Dairyland Power Coop</u>	Dairyland Power Cooperative				
8949-04-78	ELECTRICITY	<u>St Croix Electric Co</u>	St Croix Electric Cooperative				
8949-04-78	ELECTRICITY-TRANSMISSION	<u>Xcel Energy</u>	Northern States Power Company d/b/a Xcel Energy				
8949-04-78	ELECTRICITY	<u>Xcel Energy</u>	Northern States Power Company d/b/a Xcel Energy				
8949-04-78	GAS/PETROLEUM	<u>We Energies</u>	Wis. Gas LLC d/b/a We Energies				
8949-04-78	SEWER	<u>Baldwin Municipal Wa</u>	Baldwin Municipal Water Utility				
8949-04-78	WATER	<u>Baldwin Municipal Wa</u>	Baldwin Municipal Water Utility				



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Project Notes

Subject Area	Railroad
Author	DAVEY, ANNA L
Subject Code	Railroad
Notes	Project parallels railroad. Railroad coordination will be required. No railroad projects should be needed. Insure that we are not affecting railroad drainage.



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Project Notes

Subject Area	11 Scope Approval
Author	VORK, REBECCA S
Subject Code	Program Scoping - Current
Notes	10/22/2015 Scoping Meeting: 08/05/2015 Scoping Meeting: -Originally 3 C structures, will add 7 small culverts. -Real estate provided a rough estimate - Close to done If scope docs rec'd, remove from agenda. 06/10/2015 Scoping Meeting: Try to do as detour Use precast Estimate will be less. Will need a real estate estimate. Move to Scope Approval. 04/13/2015 Scoping Meeting: - had orig included in maint project -pavement project got pushed out in rebalancing -built in 1926, poor condition -preferred option to replace with box culverts -detour to south -alternate route for interstate Move to Scope Definition