

# PMP Report Summary

Date: 10/21/15  
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 8/31/15  
see Structure PMP

## PLANNING

No entry ✓

## RAILROAD

No entry ✓

## REAL ESTATE

No entry ✓

## SOILS & PAVEMENTS

6/9/15 ✓  
~ HMA 100-125 per ton  
~ 7" HMA over 10" Base  
~ OGBC if on box roof  
~ Seasonally perched highwater table, 0'-1' below surface  
~ EBS likely

## 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. SH 128, SH 29 & USH 63 = Temp. Alt.  
~ Recommended Detour SH 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](#)

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

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

Number	Description	Comment
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**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**

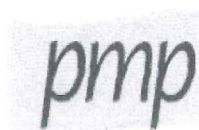
**Storm sewer**

**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 excavation .....to avoid abrupt bump\displacement of differing subgrade soils.

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

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



<b>PCC pavement depth verification &amp; joint study (not pay cores)</b>	approximate number of cores (at specific locations)
<b>Pavement - Alternatives</b>	
Alternative Rehab Strategies (include life expectancy and approximate cost per mile)	
<b>No Pavement - Alternatives</b>	
<b>Preliminary proposed alternative</b>	
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	
<b>Pavement Comments</b>	
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**Route** : USH 012**Title** : BALDWIN - MENOMONIE**Sub Title** : CULVERTS C-55-9001, 9002 & 0014**Region** : NORTHWEST**County** : ST. CROIX

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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

R.P. 012E024+0.14

### 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**

Box Culvert - Multi Cell  
 8949-04-78  
 C-55-0037  
 2  
 No aesthetics  
 Not on Skew  
 No Widening  
 Not Curved or Tapered

**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

012E024 + 0.88

### 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**

Box Culvert - Multi Cell  
 8949-04-78  
 C-55-0038  
 1  
 No aesthetics  
 Not on Skew  
 No Widening  
 Not Curved or Tapered



**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**

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**Structure # 3****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-55-0014  
 16 foot Slab Bridge

012E029 + 0.84

**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**

Box Culvert - Multi Cell  
 8949-04-78  
 C-55-0039  
 2  
 No aesthetics  
 Not on Skew  
 No Widening  
 Not Curved or Tapered

**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

<b>Crash data year</b>	From 0 To: 0
<b>Crash rate per 100 mil VMT</b>	0
<b>Statewide crash rate per 100 mil VMT</b>	0
<b>Fatality rate per 100 mil VMT</b>	0
<b>Percent fatality per 100 mil VMT</b>	0
<b>Percent injury per 100 mil VMT</b>	0
<b>Number of fatality crashes per 100 mil VMT</b>	0
<b>Number of injury crashes per 100 mil VMT</b>	0
<b>Number of property damage crashes per 100 mil VMT</b>	0
<b>Intersection crash rate per 100 mil VMT</b>	0
<b>Safety concerns</b>	
<b>Roadside barriers</b>	

### Passing Information

<b>Current passing percentage</b>	0
<b>Increase passing percentage to</b>	0

### Traffic Capacity

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

### 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**

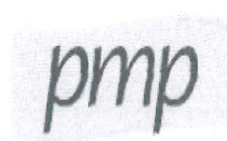
**Project ID :** 8949-04-08**Route :** USH 012**Title :** BALDWIN - MENOMONIE**Sub Title :** CULVERTS C-55-9001, 9002 & 0014**Region :** NORTHWEST**County :** ST. CROIX*pmp*

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