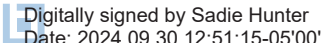


Categorical Exclusion Checklist (CEC)

02-29-2024

Wisconsin Department of Transportation

Project Summary (guidance)

Project Design ID 8680-00-04		Construction ID 8680-00-74		Project Title Superior - Wentworth											
Project Route or Facility US 2		Project Termini Bong Bridge B-16-0038		Funding Sources (check all that apply) <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local											
County Douglas, WI St. Louis, MNT49		Municipality (City, Village, Town) Superior		Estimated Total Project Cost (design, construction, real estate, etc). Include delivery cost in Year of Expenditure (YOE). \$3,500,000 in 2024 dollars											
National Highway System (NHS) Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No State Long Truck Route / Restricted Truck Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Designated Oversized/Overweight (OSOW) Freight Network <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Section / Township / Range T49N R14W Section 16 – WI T49N R14W Section 7,8,17,18 - MN		Real Estate Acquisition Portion of Estimated Cost (YOE) \$0.00 in 2024 dollars Utility Relocation Portion of Estimated Cost (YOE) \$0.00 in 2024 dollars											
Section 4(f): <input checked="" type="checkbox"/> No Section 4(f) <input type="checkbox"/> Exception to Section 4(f) <input type="checkbox"/> De Minimis Section 4(f) <input type="checkbox"/> Programmatic Section 4(f) <input type="checkbox"/> Individual Section 4(f) Evaluation		Bridge Number(s) (if applicable) B-16-0038-0013 (existing)		Number of Relocations: Residential 0 Business 0 Other 0 <table><tr><td>Right of Way Acquisition</td><td>Acres</td></tr><tr><td>Fee</td><td>0</td></tr><tr><td>Permanent Limited Easement (PLE)</td><td>0</td></tr><tr><td>Temporary Limited Easement (TLE)</td><td>0</td></tr><tr><td>Highway Easement (HE)</td><td>0</td></tr></table>		Right of Way Acquisition	Acres	Fee	0	Permanent Limited Easement (PLE)	0	Temporary Limited Easement (TLE)	0	Highway Easement (HE)	0
Right of Way Acquisition	Acres														
Fee	0														
Permanent Limited Easement (PLE)	0														
Temporary Limited Easement (TLE)	0														
Highway Easement (HE)	0														
Functional Classification of Existing Route (FDM 4-1-10 & 4-1-15)		Urban	Rural	WisDOT Project Improvement Strategy and Type (FDM 3-5 & FDM 11-1 attachment 10.1)											
Freeway/Expressway		<input type="checkbox"/>	<input type="checkbox"/>	Improvement Strategy – Improvement Type											
Principal Arterial		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Preservation/Restoration <input type="checkbox"/>											
Minor Arterial		<input type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Resurfacing <input type="checkbox"/>											
Major Collector		<input type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Pavement Replacement <input type="checkbox"/>											
Minor Collector		<input type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Bridge Rehabilitation <input type="checkbox"/>											
Local		<input type="checkbox"/>	<input type="checkbox"/>	Perpetuation – Bridge Preventative <input checked="" type="checkbox"/>											
No Functional Class		<input type="checkbox"/>	<input type="checkbox"/>	Rehabilitation – Preservation/Restoration <input type="checkbox"/>											
Other		<input type="checkbox"/>	<input type="checkbox"/>	Rehabilitation – Resurfacing <input type="checkbox"/>											
Is any part of a 23 CFR 667, Facilities Repeatedly Requiring Repair and Reconstruction (F4R) site within the Project Termini: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (reference information link is below) (https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/f4r.aspx) If “Yes” is checked, the project’s alternative analysis must comply with FDM 3-22				Rehabilitation – Pavement Replacement <input type="checkbox"/>											
Environmental Process Start Date: 6/14/2024				Rehabilitation – Reconstruction <input type="checkbox"/>											
23 CFR 771.117(c) or (d) -or- Trans 400 WI Admin Code Project Type Number and Text: (c)(23)(i) That receive less than \$6,742,380 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor, see www.fhwa.dot.gov or www.fta.dot.gov) of Federal funds.				Rehabilitation – Bridge Rehabilitation <input type="checkbox"/>											
Name of Individual & Agency/Firm Preparing this Form: Jeff Abramson / Ayres Associates				Rehabilitation - Bridge Replacement <input type="checkbox"/>											
				Modernization - Expansion <input type="checkbox"/>											
				Preventative Maintenance <input type="checkbox"/>											
				State Majors <input type="checkbox"/>											
				Other – Describe: <input type="checkbox"/>											
WisDOT Region Environmental Coordinator (REC) or Central Office Bureau of Technical Services Environmental Services Section (ESS) or Environmental Process and Documentation Section (EPDS) Staff Member: 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 Programmatic Agreement (CE-PA). 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. <div><div>Sadie Hunter, NWR Environmental Coordinator</div><div>Sadie Hunter</div><div> Digitally signed by Sadie Hunter Date: 2024.09.30 12:51:15-05'00' 9/30/24</div></div>															
Print – Name and Affiliation		Signature		(Date – m/d/yy)											
WisDOT Region or Central Office Project Manager or ESS/EPDS Staff Member: 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. If this CE is a type delegated to WisDOT for approval under the CE-PA, I approve this CE. If this CE is a type retained for approval by FHWA, I recommend this CE for approval.															

FHWA Approval

This CEC has been prepared for a CE listed in 23 CFR 771.117(d) that has not been delegated to WisDOT for approval by FHWA through the CE-PA, Section VI. B. 1. WisDOT has consulted with FHWA per CE-PA Section VII. A. 3 and determined a CEC is acceptable documentation for the proposed action. FHWA must review and approve this CEC prior to WisDOT proceeding with final design, acquisition of right of way or construction. FHWA approves this CE.

(Signature)

(Date)

This template may be used for National Environmental Policy Act (NEPA) documentation and/or Wisconsin Environmental Policy Act (WEPA) CE documentation.

A determination that this project satisfies the criteria for an FHWA Categorical Exclusion (CE) does not relieve the applicant of the requirement to comply with other laws and regulations including, but not limited to, Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Section 4(f) of the US Department of Transportation Act. Coordination to comply with these other laws may require FHWA involvement. Furthermore, designation of this project as a (c)-listed CE does not relieve the requirement for WisDOT to coordinate with WDNR under the Cooperative Agreement. Any correspondence or documentation used to comply with Federal, State, or Local laws or regulations should be maintained in the project file and provided with this checklist upon request.

I. Fiscal Constraint ([guidance](#))

Projects identified in the WisDOT Statewide Transportation Improvement Program (STIP) per 23 CFR 450.218(g), which are typically FHWA or Federal Transit Administration (FTA) funded projects, must demonstrate fiscal constraint. In addition, and regardless of funding source, projects defined as regionally significant per 23 CFR 450.104 and 23 CFR 450.218(h), must also demonstrate fiscal constraint.

Indicate whether a project ID for a subsequent phase following design (either a project ID for meaningful right-of-way acquisition or a project ID for construction) is included in the most recent version, or a previous version of the STIP, included in a STIP amendment, or listed in the STIP with a Backlog Advanceable Pilot Program (BAPP) STIP label. One of the boxes must be checked to demonstrate fiscal constraint.

If the proposed project is within a metropolitan planning area, it also must be in the metropolitan planning organization (MPO) transportation improvement program (TIP).

<input type="checkbox"/>	The proposed action is not federally funded with FHWA or FTA funds per 23 CFR 450.218(g), does not require federal approval, and is not considered a regionally significant project. Federal fiscal constraint requirements do not apply.
<input checked="" type="checkbox"/>	<p>The proposed action is federally funded with FHWA or FTA funds per 23 CFR 450.218(g), requires federal approval, or is considered a regionally significant project. The proposed action is approved <u>in the most recent version of the STIP or included in a STIP amendment.</u></p> <p><u>Name of STIP or STIP Amendment:</u> Final STIP Project Listing Northwest Region - Douglas</p> <p><u>STIP Date and Page Number on which the project can be found:</u> 2024-2027, pg. 347-348.</p> <p><u>Include a copy of the page from the STIP as an attachment:</u> <input checked="" type="checkbox"/> Included as: Attachment 10: WisDOT STIP</p> <p>For projects in metropolitan planning areas, it must also be in the metropolitan planning organization (MPO) transportation improvement program (TIP).</p> <p><u>Name of the TIP or TIP amendment:</u></p> <p><u>TIP Date and Page Number on which the project can be found:</u></p> <p><u>Include a copy of the page from the TIP as an attachment:</u> <input type="checkbox"/> <u>Included as:</u> Attachment</p>

Stormwater	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No ground disturbance within the project area.
Erosion and Sediment Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No ground disturbance within the project area.
OTHER FACTORS					
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

X. Supporting Documentation [\(guidance\)](#)

List additional discussion, agency correspondence, or supporting documentation used in this CE determination that was not covered in the previous questions or in an attached Factor Sheet. Projects with Section 4(f) *de minimis* determinations or programmatic evaluations will require review by EPDS and review and approval by FHWA prior to the approval of this CE. Attach necessary documentation to this checklist and maintain a copy in the project file:

Factor Sheets:

Threatened, Endangered and Protected Resources

Attachments:

Attachment 1: Project Location Map
Attachment 2: Preliminary Plans of Preferred Alternative
Attachment 3: Tribal Coordination
Attachment 4: WDNR Coordination
Attachment 5: USFWS Coordination
Attachment 6: Section 106 Documentation
Attachment 7: US Coast Guard Coordination
Attachment 8: Bureau of Aeronautics (BOA) and Federal Aviation Administration (FAA)
Attachment 9: Phase 1 Hazardous Material Assessment
Attachment 10: WisDOT STIP

XI. Environmental Commitments [\(guidance\)](#)

Identify and describe any avoidance, minimization or compensation measures (commitments) in detail. Be specific on what needs to happen and specifically where on the project. Indicate when the commitment should be implemented and who in WisDOT is responsible for fulfilling each commitment (Project Manager, Environmental Coordinator, etc.). Please note if the commitment will be indicated on the final plan, recorded in the Plans, Specifications and Estimates (PS&E), under special provisions in the final plan set, in construction notes, or some other written format. Attach a copy of this completed matrix to the design study report and the PS&E submittal package. Be sure to update it if further commitments are made after the Environmental Document is signed.

Factor	Commitment (If none, indicate N/A)
Business and Economics	N/A
Community	An initial construction notification, including a project description and traffic impacts, will be sent to the Region Communication Manager two weeks before the start of the project. The Region Communication Manager will send a press release to local media outlets to notify the public. The project will remain open for residences, businesses, and emergency vehicles. The WisDOT construction project manager will ensure commitments are met. The WisDOT Construction Project Manager will ensure commitments are met.
Aesthetics	N/A
Agriculture	N/A
Relocations	N/A

Indirect Impacts	N/A
Cumulative Impacts	N/A
Environmental Justice	N/A
Historic Properties	N/A
Burial Sites	N/A
Tribal Lands	N/A
Section 4(f)	N/A
Section 6(f) or Other Specially Funded Lands	N/A
Wetlands	N/A
Surface Water Resources	<p>Standard Bid Item, 203.0335 <i>Debris Containment Over Waterway</i>, will be included in the plans.</p> <p>There shall be no in-stream disturbance between March 1 and June 30, with both dates inclusive of the timeout period.</p> <p>This portion of the St. Louis River is also classified as a 303(d) listed waterway for contaminated sediments.</p> <p>The WisDOT Design Project Engineer to assure fulfillment of this commitment.</p>
Floodplains	N/A
Groundwater, Wells and Springs	N/A
Coastal Zones	N/A
Unique Wildlife and Habitat Concerns	N/A
Threatened, Endangered and Protected Resources	<p>Bird netting will be installed at select work areas of the structure (spot painting). These are the areas that there will be work underneath the structure.</p> <p>On September 14, 2022, the U.S. Fish and Wildlife Service announced a proposal to list the Tricolored Bat (<i>Perimyotis subflavus</i>) as endangered under the Endangered Species Act. If listed, WisDOT will resolve Section 7 prior to let as appropriate. Construction activities for this project will not take place until WisDOT (in coordination with our lead federal agency) satisfies Endangered Species Act compliance for the TCB. The WisDOT Construction Project Manager will ensure fulfillment of this commitment."</p> <p>On August 22, 2023, the U.S. Fish and Wildlife Service (USFWS) announced a proposal to list the salamander mussel (<i>Simpsonaias ambigua</i>) as endangered under the Endangered Species Act (ESA). If listed, WisDOT will resolve ESA compliance prior to let, as appropriate. Construction activities for this project will not take place until WisDOT, in coordination with our lead federal agency, satisfies Endangered Species Act compliance for the salamander mussel.</p> <p>██████████ is a state special concerns fish and may be found within the project limits. No timing restrictions or preventative measures are needed at this time.</p> <p>██████████ is listed as endangered in Wisconsin and may be seen within the project limits. No timing restrictions or preventative measures are needed at this time.</p> <p>The WisDOT Design Project Engineer to assure fulfillment of this commitment.</p>
Air Quality	N/A

Construction Sound	N/A
Traffic Noise	N/A
Hazardous Substances, Contamination and Asbestos	N/A
Stormwater	N/A
Erosion Control	<p>In accordance with TRANS 401, the Contractor is required to prepare an erosion control implementation plan (ECIP) and submit the plan to WisDOT and WDNR for review, at least 14 days prior to the preconstruction conference. WisDOT Construction Project Manager to ensure commitments are met.</p> <p>All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive permit-coverage from the DNR.</p> <p>Once the project contract has been awarded, the contractor will be required to outline their implementation of erosion control measures as it relates to the construction project, as well as their construction methods in the 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. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.</p> <p>The WisDOT Construction Project Manager will ensure commitments are met.</p>
Other: Navigational Waterway Markers	<p>This reach of the St. Louis River is regularly used by recreational watercraft. It will be necessary to place navigational aids such as waterway markers throughout the construction zone to promote safe passage. Prior to the placement of waterway markers, a Waterway Marker Application and Permit will need to be obtained by the contractor.</p> <p>The contractor will be limited to a working area of 10' below low steel of the center arch and will be required to display steady burning yellow lights on the bottom and 4 corners of any scaffolding. Up to two barges, 40'x60' or smaller may be used at the bridge piers. The barges are required to monitor VHF-FM Marine Channel 16 and move as necessary to allow vessels to pass.</p> <p>The WisDOT Construction Project Manager will ensure commitments are met.</p>
Other:	

State of Wisconsin
DEPARTMENT OF NATURAL
RESOURCES
810 W. Maple St.
Spooner, WI 54801

Tony Evers, Governor
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711



February 29, 2024

Phil Keppers
WisDOT Northwest Region
1701 N. 4th St.
Superior, WI 54880

Subject: DNR Initial Review
Project I.D. 8680-00-04
Bong Bridge spot painting
Douglas County

Dear Phil:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, the purpose of this project is to spot paint the Bong Bridge. Proposed improvements include caulking and spot painting of connection plates, tie girder cover casings, floor beams and lateral bracing. If the project proposal changes, please reinitiate coordination with the DNR.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. When requesting Final Concurrence/Water Quality Certification, please send the most up-to-date plan set (including the erosion control plan sheets), contract special provisions, Wetland Impact Tracking Form, Notice of Intent for the Transportation Construction General Permit (TCGP), and any additional pertinent information to demonstrate environmental commitments will be met.

Project-Specific Resource Concerns

Fisheries/Stream Work:

The St. Louis River is a warm-water stream that contains a diverse population of fish. We understand there will be no in-stream related work associated with this project, so no timing restrictions will be required.

This portion of the St. Louis River is also classified as a 303(d) listed waterway for contaminated sediments.

Natural Heritage Conservation

Based upon a review of the Natural Heritage Inventory (NHI) dated February 28, 2024, there are no known listed species or suitable habitat that could be impacted by this project. With this review the following has also been determined:

- The NHI Portal database contains all current Northern Long-eared Bat (NLEB) and Tricolored Bat (TCB) roost sites and hibernacula in Wisconsin. These include verified survey results from WDNR, FWS, and private organizations. Based on project location, this project is more than one mile from a NLEB/TCB known maternity roost tree AND a known hibernaculum. Therefore, this project can proceed without state restrictions for the NLEB and the TCB. This project may be within federal buffers of a documented NLEB occurrence. Follow the "FHWA, FRA, FTA Programmatic Consultation for Transportation Projects affecting NLEB or TCB or the NLEB Rangelwide Determination Key in IPaA" to determine the project activity's affects and/or complete further consultation with FWS, as necessary.
- This project is located outside of any High Potential Zones (HPZ) for the Rusty Patched Bumblebee (RPBB), and therefore should have no impact on this federally endangered species.

Migratory Birds:

In order to abide by federal regulations regarding the Migratory Bird Treaty Act, the department recommends that the structure be inspected for the presence of individuals or nests between June 1 of the nesting season prior to construction and before the start of the next nesting season. The nesting season occurs from May 1 to August 31, both dates inclusive. This inspection can be performed by the department, WisDOT, or a representative of WisDOT. Please coordinate with the transportation liaison (me) to determine the availability and ability to assist in completing an inspection. The absence of migratory birds or their nests in a given year does not eliminate the possibility of future presence of individuals or their nests. Refer to the Wisconsin DOT Migratory Bird Treaty Act Compliance Guidance for more information.

Storm Water Management & Erosion Control:

- For projects disturbing an acre or more of land erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. WisDOT should apply for permit coverage by submitting a Notice of Intent (NOI) prior to, or when requesting Final Concurrence. Permit coverage will be issued by DNR with the Final Concurrence letter after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the "Transportation" tab: <https://dnr.wi.gov/topic/Sectors/Transportation.html>
- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive permit-coverage from the DNR.
- Once the project contract has been awarded, the contractor will be required to outline their implementation of erosion control measures as it relates to the construction project, as well as their construction methods in the 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. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.

Structure Removal Over Waterway/Bridge Demolition:

Due to the unique characteristics of this section of the St. Louis River, work should be completed in accordance with standard specification 203, item #203.0270, *Removing Structures over Waterways or*

Wetlands Debris Capture. This specification applies to all debris and materials resulting from cleaning activities that may be needed prior to any painting, as well as during any other painting related activities. DNR believes the capture method of structure removal is necessary because of the existing contaminated sediments and the high navigational use under the bridge. Please coordinate with DNR throughout the design phase of the project to ensure debris capture expectations are understood and appropriate.

Asbestos:

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-5-1 (November 2019) and the DNR's notification requirements web page:

<http://dnr.wi.gov/topic/Demo/Asbestos.html> for further guidance on asbestos inspections and notifications. Contact Mark Chamberlain, Air Management Specialist (608) 575-5634, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects, regardless of asbestos quantities. Please refer to WisDOT procedures on asbestos inspection and abatement for supplemental information.

Public Waterway Navigation:

The ability for the public to navigate Wisconsin Lakes and rivers in a safe manner is outlined in the Public Trust Doctrine. Based on the state constitution, this doctrine has been further defined by case law and statute. The proposed project may impact the St. Louis River, which is utilized by recreational craft..

Navigational Waterway Markers

This reach of St. Louis River is regularly used by recreational watercraft. If navigational use will be impacted by the project, it will be necessary to place navigational aids such as waterway markers throughout the construction zone to promote safe passage. Prior to the placement of waterway markers, a *Waterway Marker Application and Permit* will need to be obtained. For reference, there are two types of waterway markers, informational or controlling/restrictive. During the application process you will be notified if you need informational or controlling/restrictive markers. If controlling/restrictive markers are required, please allot enough time to work with the municipality as a local ordinance will need to be adopted.

The general steps for submission of a *Waterway Marker Application and Permit* are as follows:

1. Please fill out the Waterway Marker Application and Permit form:
<http://dnr.wi.gov/files/PDF/forms/8700/8700-058.pdf> Please identify The Wisconsin Department of Transportation as the applicant.
2. Include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.
3. Forward the signed application/permit to me and Madeleine Johansen, DNR Recreational Safety Warden.
4. If controlling/restrictive navigational markers are required, also provide the completed application/permit to the local municipality having jurisdictional authority over the area in which the waterway markers will be placed. Consult with the local municipality regarding their ordinance adoption process.

I will communicate with the local Warden and Recreational Safety Warden in processing and finalizing the permit. If the permit application is incomplete, or additional information is needed, the Recreation Safety Warden will work with DNR's Regional Transportation Liaison to resolve.

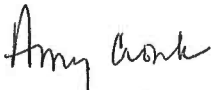
NOTE: If permanent waterway markers are proposed to be modified, added, or temporarily relocated please include this information in the permit application.

Other:

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 does not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, Erosion Control Plan, Wetland Impact Tracking Form, Special Provisions, NOI for the TCGP, and additional coordination if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 715-520-3976, or email at amy.cronk@wisconsin.gov.

Sincerely,



Amy Cronk
Environmental Analysis & Review Specialist

cc: Sadie Hunter, WisDOT Northwest Region
Pete Young, WisDOT Northwest Region

**U.S. Department of
Homeland Security**

**United States
Coast Guard**



Commander
Ninth Coast Guard District

1240 E 9th St
Cleveland, OH 44199
Staff Symbol: (dpb)
Phone: (216) 902-6085
FAX: (216) 902-6088
E-mail:
Lee.D.Soule@uscg.mil

16590
August 28, 2024
B-230/lds

Jeff Abramson, PE
AYRES Transportation
3433 Oakwood Hills Parkway
Eau Clair, WI 54701-769

Dear Mr. Abramson:

We are responding to your email of August 28, 2024, concerning the scheduled maintenance of the Bong Bridge at Mile 5.20 over the St. Louis Bay and River at Duluth, Minnesota.

In accordance with the provisions of Section 115.40 of Title 33 of the Code of Federal Regulations, You are authorized to: From June 1, 2025, through October 1, 2025, you are authorized to install scaffolding that hangs no further than 10-feet below low steel. You are required to display steady burning yellow lights on the bottom and four-corners of the scaffolding. You are authorized to utilize two barges, 40-foot by 60-foot or smaller at the bridge piers. The barges are required to monitor VHF-FM Marine Channel 16 and move as necessary to allow vessels to pass.

This authorization may be rescinded or revised at any time by Commander, Ninth Coast Guard District, should the needs of navigation change, or safety concerns arise. You are encouraged to notify all known affected marine entities of this temporary schedule. You may need to comply with the requirements of other federal, state, or local agencies. Please ensure these requirements are satisfied. You are required to contact this office if any of the conditions of this project changes. This information will be published in the Ninth Coast Guard District Broadcast and Local Notices to Mariners. If you require further assistance in this matter, please contact Lee Soule of this staff at (216) 902-6085.

Sincerely,

W. B. STANIFER
Chief, Bridge Branch
U. S. Coast Guard
By direction