ATTACHMENTS

ATTACHMENT A – ROUTINE INSPECTION REPORT

ATTACHMENT B – EXISTING BRIDGE PLAN OF DEFICIENT AREAS

ATTACHMENT C – PHOTOS OF DEFICIENT AREAS

ATTACHMENT D – DNR INITIAL CONCURRENCE

ATTACHMENT E – PROJECT CORRESPONDENCE & COORDINATION

ATTACHMENT A

ROUTINE INSPECTION REPORT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Inspection Report for B-10-178

CARDINAL AVE over STH 29

Jun 10,2019

Type	Prior	Team Leader	Frequency (mos)	Performed
Routine	06-05-17	Balsiger, Lee (6011)	24	X
SIA Review	06-05-17	Balsiger, Lee (6011)	48	

Start Coordinates		End Coordinates (optional)	
Latitude	44°56'36.08"N	Latitude	
Longitude	90°32'09.43"W	Longitude	

Owner	STATE HIGHWAY DEPT	Maintainer	STATE HIGHWAY DEPT

Time Log

Hours	Minutes
0	50

Team members

	Name	Number	Signature	Signature Date
Inspector	Balsiger, Lee	6011	Lee Balsiger E-signed by Lee M Balsiger(leebalsiger)	06-12-19

BRIDGE INSPECTION REPORT
Wisconsin Department of Transportation
DT2007 2003 s.84.17 Wis. Stats.

Identification & Location

Feature On: CARDINAL AVE	Section Town Range: S05 T28N R01W	Structure Number: **B-10-178**
Feature Under: STH 29	County: CLARK	
Location 4.0M N JCT CTH N	Municipality: GREEN GROVE	Structure Name:

Geometry

measurements in feet, except where noted

Approach Roadway Width: 48	Bridge Roadway Width: 48.0	Total Length: 213.5
Approach Pavement Width: 32	Deck Width: 67.0	Deck Area (sq ft): 14304

Traffic

	Lanes	ADT	ADT year	Traffic Pattern
On	3	2000	2015	TWO WAY TRAFFIC
Under	4	12600	2013	TWO WAY TRAFFIC

Capacity

Load Rating

Inventory rating: HS23	Overburden depth (in): 0.0	Last rating date: 07-19-94	Controlling: INTERIOR DECK GIRDER Positive Moment
Operating rating: HS46	Deck surface material: CONCRETE	Re-rate for capacity (Y/N):	Control location: SPAN 1
Posting:	Re-rate notes:		

Hydraulic

Classification

Scour Critical Code(113): (N) NO WATERWAY	Q100 (ft3/sec): 0	
High water elevation (ft): 0.0	Velocity (ft/sec): 0.0	Sufficiency #: 98.1

Span(s)

Span #	Material	Configuration	Depth (in)	Length (ft)	Main
1	CONT PREST CONC	DECK GIRDER	54	105.0	Y
2	CONT PREST CONC	DECK GIRDER	54	105.0	

Expansion joint(s)

Temperature:

File:	New:

Clearance

Item	File Measurement (ft)	File Date	New Measurement (ft)
Highway Min Vertical Under Cardinal	17.41	21-Sep-2005	
Highway Min Vertical Under Non-Cardinal	17.16	21-Sep-2005	
Horizontal Under Cardinal	60.5		
Horizontal Under Non-Cardinal	59.0		
Highway Min Vertical On Cardinal			
Horizontal On Cardinal			

Special Components

Component	Year	Work Performed	Note
CONC. PROTECTIVE TREATMENT - TK-590-1 MS	2015	MISCELLANEOUS PREVENTATIVE MAINTENANCE	

Construction History

Year	Work Performed	FOS id
2015	MISCELLANEOUS PREVENTATIVE MAINTENANCE	0549-10-61
1995	NEW STRUCTURE	1052-08-73

Maintenance Items History

Item	Recommended by	Status	Status change	Year completed
Deck - Patching	Kovaleski, William J (8007)	REJECTED	06/08/17	
Patch concrete wear surface spalls.				
Slope Protection - Reseal Slope Paving	Kovaleski, William J (8007)	REJECTED	06/08/17	
Seal soon - north				
Misc - Other Work	Kovaleski, William J (8007)	REJECTED	06/08/17	
SE wing may need replacing.				
Substructure - Other Work	Balsiger, Lee (6011)	REJECTED	01/03/18	
Replace wings. Definitely SE, the rest potentially.				
Deck - Seal w/ Concrete Sealer	Kovaleski, William J (8007)	REJECTED	06/08/17	
Slope Protection - Reseal Slope Paving	Kovaleski, William J (8007)	REJECTED	06/08/17	
Deck - Clean and Sweep Deck/Drains		COMPLETE		2015
Deck - Seal w/ Concrete Sealer		COMPLETE		2015

Maintenance Items

Item	Priority	Recommended by	Status	Status change
Expansion Joints - Seal	HIGH	Balsiger, Lee (6011)	IDENTIFIED	06/08/17
Patch hole at wing joint SE corner.				
Slope Protection - Other Work	HIGH	Balsiger, Lee (6011)	IDENTIFIED	06/08/17
Add drain tile to north slope to let water drain from in front of abutment. Add rock to sloughing areas and reseal both slopes.				
IMP - OTHER	HIGH	Balsiger, Lee (6011)	IDENTIFIED	06/12/19
Wing replacement				
Superstructure - Patch Girders / Super	MEDIUM	Balsiger, Lee (6011)	IDENTIFIED	06/08/17
Patch spall on G9 at north abutment.				

Elements

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
X	**12**		**Reinforced Concrete Deck-Coated Reinforcing**	SF	14,127	12,127	2,000	0	0
		1130	Cracking (RC)	SF		0	2,000	0	0
			Few diagonal cracks w/ lt efflorescence **at abutments** Few transverse at Pier w/ lt to med efflorescence.						
	8000		Wearing Surface (Bare)	SF	12,383	8,527	3,800	56	0
		3210	Debonding/Spall/Patched Area/Pothole	SF		0	0	35	0
			Asphalt patches - 1: NB turn lane 1x3 2: Along west rail near pier ~8sf. 3. N deck end ~**2**0sf. 4. Small spalls at S deck end.						
		3220	Crack (Wearing Surface)	SF		0	3,000	0	0
			Multiple longitudinal and diagonal cracks at ends. Hrline to fine map cracking at Pier - approx. 40ft wide.						
		8911	Abrasion, Wear, or Rutting (Wear. Surf.)	SF		0	800	21	0
			Scaling ~4ft swath along west rail						
X	**109**		**Prestressed Concrete Open Girder**	LF	1,917	1,915	1	1	0
			9 - 54in prestress @ 7ft-6in						
		1080	Delamination - Spall - Patched Area	LF		0	1	1	0
			G9 at north abutment 1ft of spalled/delam on btm flang w/ rust staining. **G1 - small 3inch dia. spall to bottom flange, outside corner, over centerline of EB roadway.**						
		1110	Cracking (PSC)	LF		11	0	0	0
			Vry fine diagonal web cracks at ends approx. 1ft each - North= G1 & 7 South= G1, 2, 3, 4, 6, 7, 8, & 9.						
X	**205**		**Reinforced Concrete Column**	EA	4	3	1	0	0
		1130	Cracking (RC)	EA		0	1	0	0
			Vert hrline cracks 5ft up - west face of east column.						
X	**215**		**Reinforced Concrete Abutment**	LF	138	130	5	3	0
			Includes concrete diaphragms. Staining from water on both ends with heavy eff. N - med/hvy eff. @ each bay.						
		1080	Delamination - Spall - Patched Area	LF		0	1	3	0
			Spalling at **all corner** joints w/ water leaking.						
		1130	Cracking (RC)	LF		0	4	0	0
			Few hrline vertical cracks w/ lt/med efflorescence.						
X	**234**		**Reinforced Concrete Cap**	LF	70	70	0	0	0
		1130	Cracking (RC)	LF		2	0	0	0
			HL vertical cracks under G2 and G8						
X	**331**		**Reinforced Concrete Bridge Rail**	LF	430	200	230	0	0
			Slope faced Type B						
		1130	Cracking (RC)	LF		0	30	0	0
			vert cracks at approx. 8-10ft spa. w/ 3ft over Pier.						
		1190	Abrasion-Wear (PSC-RC)	LF		0	200	0	0
			Wear at bottom throughout.						

BRIDGE INSPECTION REPORT
Wisconsin Department of Transportation
DT2007 2003 s.84.17 Wis. Stats.

Structure No.: **B-10-178**

X	**8400**		**Integral Wingwall**	EA	4	0	1	3	0
		8902	Wall Movement Wings tipping; SE ~4" NW ~1.5" NE ~1" SW <0.5"	EA		0	1	1	0
		8903	Wall Deterioration NE & NW wings have spalling w/ exposed rebar at ADW joints	EA		0	0	2	0

Assessments

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
X	**9001**		**Drainage - Ends of Structure** North - C&G flumes cracked and spalled w/ slight settling. South-C&G (no flumes) filled gutter allows flow over.	EA	4	0	2	2	0
X	**9007**		**Median** 6ft wide angled for turn lanes. Edge spalling and map cracking throughout some areas w/ exposed rebar. Both ends on approaches have settled.	EA	1	0	1	0	0
X	**9043**		**Slope Protection- Crushed Aggregate with Bit.** Some bleaching at edges and settlement at tops**, right next to abutment**. Area at top of NE is settled**/sloughing** with saturated soil underneath.	EA	2	1	0	1	0
X	**9167**		**Steel Diaphragm** C18x42.7	EA	32	32	0	0	0
X	**9168**		**Concrete Diaphragm** At Pier	EA	8	8	0	0	0
X	**9323**		**Approach Roadway - Asphalt** Both have typ asphalt sealed cracking.	EA	2	0	2	0	0

NBI Ratings

	File	New
Deck	6	6
Superstructure	6	6
Substructure	7	7
Culvert	N	N
Channel	N	N
Waterway	N	N

Structure Specific Notes

Inspection Specific Notes

2015: Monitor diagonal cracks in girder ends.
2015: County staff reported that SE wing movement started this spring - monitor. Possible undermining no apparent erosion down side.

Inspector Site-Specific Safety Considerations

Watch NE top of slope near abutment - unstable ground under rock sunk up to knee in saturated soil.

Structure Inspection Procedures

Walk-thru

Special Requirements

Chk	Hours	Cost	Comments

Routine

Document Comment/Description

G9 - north abutment

Routine

Document Comment/Description

NW joint

Routine

Document Comment/Description

SE Wing

Routine

Document Comment/Description

Small girder spall to G1

ATTACHMENT B

EXISTING BRIDGE PLAN OF DEFICIENT AREAS

SW wingwall is tipping less than 0.5 inches

4ft swath of scaling along west rail.

NW wing is spalling with exposed rebar at joints.

NW wingwall is tipping approximately 1.5 inches

Small spalls at south end of deck

20sf asphalt patch on north end of deck

NE wing is spalling with exposed rebar at joints.

NE wingwall is tipping approximately 1 inch

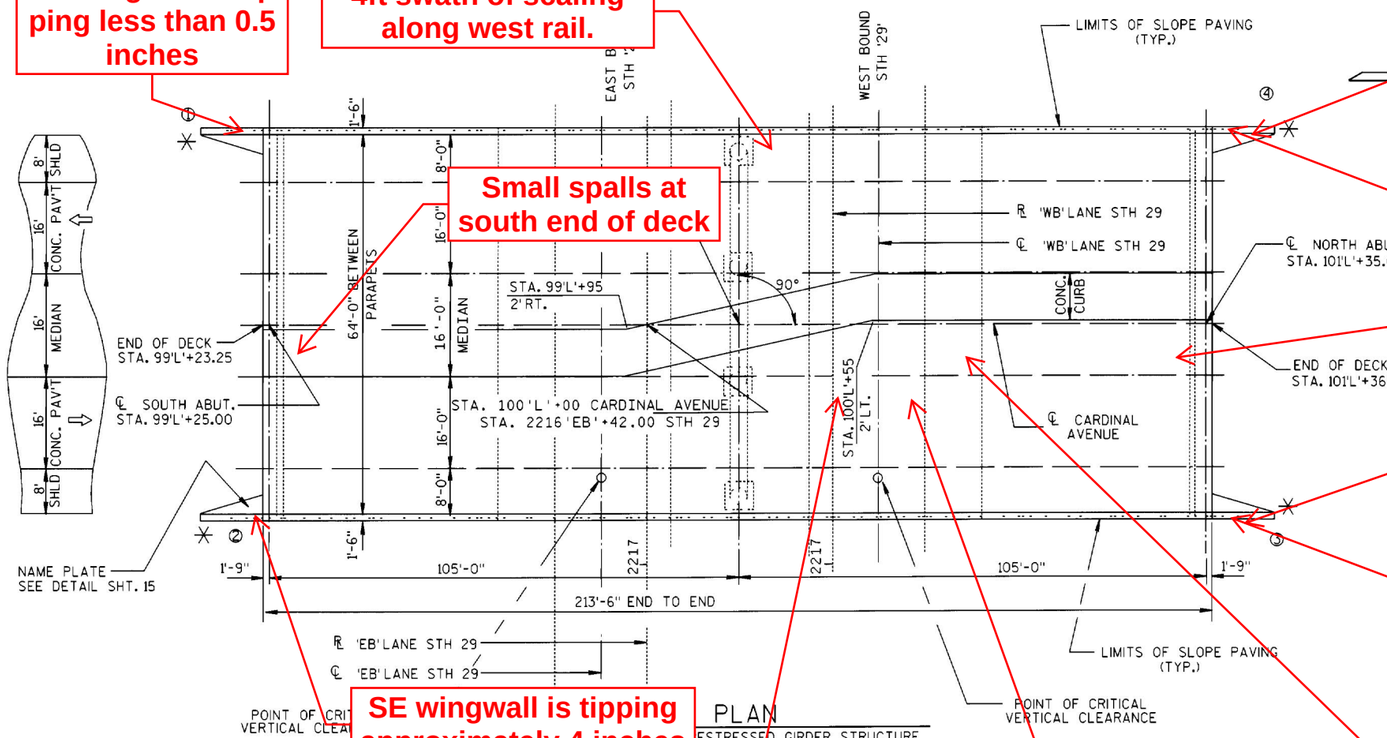
1'X3' asphalt patch on north bound turn lane

SE wingwall is tipping approximately 4 inches

Approximately 40ft wide of hairline mapping cracks at pier and multiple longitudinal and diagonal cracks at ends of deck.

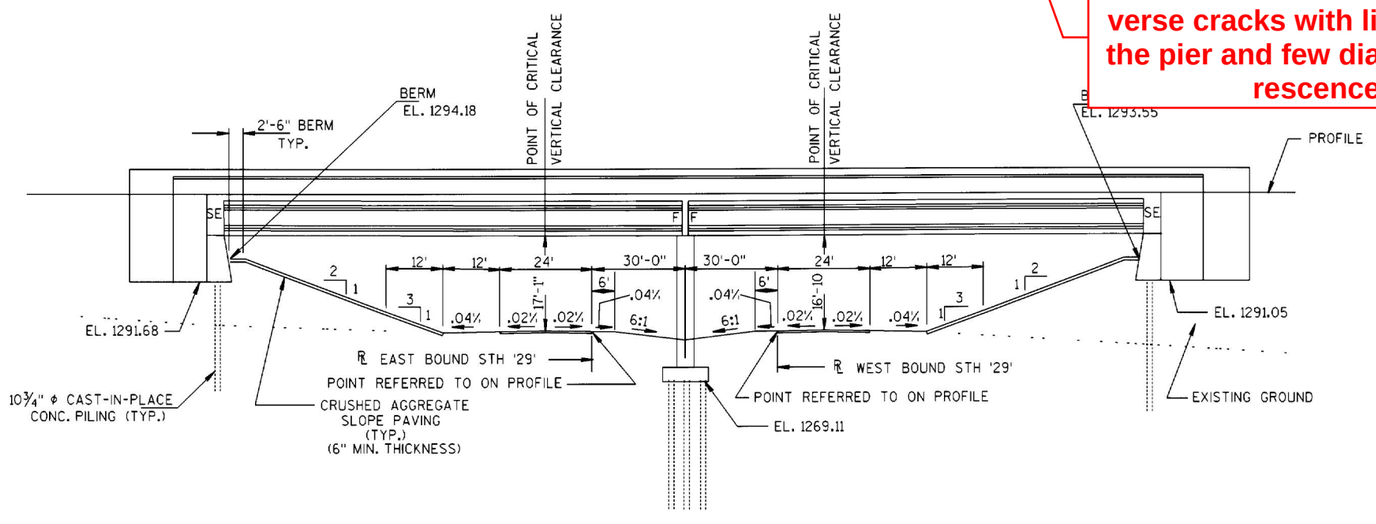
On the underside of the deck there are few transverse cracks with light/medium efflorescence at the pier and few diagonal cracks with light efflorescence at the abutments.

STATE PROJECT NUMBER	SHEET NO
1052-08-73	8



PLAN

ESTRESSED GIRDER STRUCTURE



ELEVATION

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED

THE SLOPE OF FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH CRUSHED AGGREGATE SLOPE PAVING TO THE EXTENT SHOWN IN THE ABUT DETAILS AND THIS SHEET

FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M153, TYPE I, II, OR III, OR AASHTO DESIGNATION M213

NAIL WATERSTOP TO FORMS OUTSIDE OF OUTSIDE TAB.

TRAFFIC DATA

STH 29

DESIGN DATA

STRUCTURE IS DESIGNED FOR FUTURE WEARING SURFACE OF 20 #/FT²

LIVE LOAD

DESIGN RATING _____ HS20

INVENTORY RATING _____ HS24

OPERATING RATING _____ HS47

MAXIMUM STANDARD PERMIT VEHICLE LOAD = 250 KIPS

ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY SLAB _____ f'c = 4,000 psi

ALL OTHER _____ f'c = 3,500 psi

HIGH STRENGTH BAR STEEL REINFORCEMENT _____ fy = 60,000 psi

54" PRESTRESSED GIRDERS

CONCRETE MASONRY _____ f'c = 6,000 psi

STRANDS -½" DIA WITH AN ULTIMATE TENSILE STRENGTH OF 270,000 psi

LIST OF DRAWINGS

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON 10 3/4-INCH ϕ CAST-IN-PLACE, CONC. PILING, ESTIMATED 50'-0" LONG AT THE NORTH ABUTMENT AND 45'-0" LONG AT THE SOUTH ABUTMENT, DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE. PREBORE TO EL. 1275.0 AT THE NORTH ABUTMENT AND EL. 1279.0 AT THE SOUTH ABUTMENT.

PIER TO BE SUPPORTED ON 10 3/4-INCH ϕ CAST-IN-PLACE, CONC. PILING, ESTIMATED 20'-0" LONG, DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE.

WISCONSIN — JOHN A. MATHKE E-28332 COTTAGE GROVE, WI — PROFESSIONAL ENGINEER

4/12/94

PLANS BY

MEAD & HUNT, INC
MADISON, WISCONSIN

NO	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-10-178

CARDINAL AVENUE OVER STH 29

COUNTY CLARK		TOWN/~~CITY/VILLAGE~~ GREEN GROVE	
DESIGN SPEC AASHTO '92		LOAD HS20	CONST SPEC 1989
DESIGNED BY JAR	DESIGN CK'D CJB	DRAWN BY NJA	PLANS CK'D JAR

APPROVED Robert L Reese STATE BRIDGE ENGINEER 4/27/94 DATE

GENERAL PLAN

SHEET 1 OF 17

BRIDGE OFFICE CONTACT
C RAY 608-266-8486

ATTACHMENT C

PHOTOS OF DEFICIENT AREAS

1050-01-11
Chippewa Falls – Abbotsford
Stillson Creek to Cardinal Ave
STH 29
Chippewa and Clark Counties
Structure Photos

B-10-178

Top of Deck

West end of deck looking south - spalling

NW end of deck – Asphalt patch

North end of Deck

North end of deck

North End of Deck – Asphalt patch

SE Wing - Tipping

SE Wing - Tipping

SE Wing –Tipping

SE Wing -Tipping

SW Wing – Tipping (< 0.5 inches)

SW Wing – Tipping (< 0.5 inches)

NW Wing - Tipping

NW Wing - Tipping

NW Wing - Spalling

NW Wing – Spalling

NW Wing – Spalling

NW Wing – Tipping and Spalling

NE Wing - Tipping

NE Wing – Tipping and Spalling

ATTACHMENT D

DNR INITIAL CONCURRENCE

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
1300 West Clairemont Avenue
Eau Claire, WI 54701

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

June 14, 2019

Sean Spromberg, PE
MSA Professional Services, Inc.
Via email

Subject: DNR Initial Project Review-REVISED
Project I.D. 1050-01-11/81
(9) Bridge Rehabilitation Projects
STH 29
Chippewa and Clark Counties

Dear Mr. Spromberg:

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 for nine bridge rehabilitation projects along STH 29 in Chippewa and Clark Counties. Proposed improvements include polymer deck overlay on all 9 bridges and 2 bridges will also include wingwall replacement along with concrete surface repair.

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 we assume that additional information will be provided that addresses all resource concerns identified. To ensure compliance with resource protections, we are recommending that Special Provisions be developed for specific resource protections described below. DNR expects that the full range of DOT roadway standards will be applied throughout the design and construction process.

A. Project-Specific Resource Concerns

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. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Endangered Resources:

Based upon a review of the Natural Heritage Inventory (NHI) dated January 7, 2019, there are no known Endangered Resources or suitable habitat that could be impacted by this project. With this review the following has also been determined:

- There are no known Northern Long-eared Bat (NLEB) maternity roost trees within 150 feet of the project, or known hibernacula within 0.25 miles of the proposed project area.

- 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.

❖ *NHI Disclaimer: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law. As a result, information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Specific locations of endangered resources may not be released or reproduced in any publicly disseminated documents.*

Fisheries/Stream Work:
Rip Rap work for the STH 29 Bridge over Paint Creek (B-09-0175):
Paint Creek is a Coldwater, Cool-Cold Headwater stream. There shall be no in-stream disturbance between March 15th and May 15th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to fish and other aquatic organisms during sensitive time periods such as spawning, and migration.

❖ *Disclaimer: Requests to modify the in-stream timeout dates may be made, if seasonal conditions and/or extra best management practices (BMPs) would allow it. These requests must be submitted to the DNR for review and will be handled on a case-by-case basis.*

If erosion control matting is to be used along stream banks, DNR recommends biodegradable non-netted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. 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.

Migratory Birds:
A site review is needed to determine if there is evidence of past migratory bird nesting on any of the existing structures. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service (USFWS). Therefore, the project should either occur only between August 30 and May 1 (non-nesting season) or utilize measures to prevent nesting *(e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1)*. If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the USFWS must be contacted to apply for a depredation permit.

To avoid impacts to nesting birds, removal of trees and shrubs which are likely to support active nests, or ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds should be completed between August 30 and May 1.

Invasive Species and Viral Hemorrhagic Septicemia (VHS):
All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For more information, refer to http://dnr.wi.gov/topic/Invasives/bmp.html.

Floodplains:
A determination must be made as to whether the project lies within a mapped/zoned floodplain. Any proposed temporary or permanent changes to the road or waterway geometry in mapped floodplain areas requires that DOT coordinate with both the Chippewa and Clark County Zoning Administrators to

ensure compliance with the local zoning ordinance and NR116. Examples of floodplain development activity includes, but not limited to, the following: changes to waterway crossings; culvert extensions; changes to road surface elevations and/or side-slopes; temporary causeways; temporary structures; general fill.

- **A preliminary review of the Surface Water Data Viewer (SWDV) indicates that floodplain conditions exist within the project limits.**

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. DOT should apply for permit coverage just before the project goes to final PS&E. Permit coverage will be issued by the DNR 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 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.

Selected Site & Commercial Non-Metallic Mines:

- The DOT Select Site process must be adhered to for clean fill or any other material that leaves the work site. The DNR liaison will review all proposed select sites and a site visit may be required. Filling of wetlands, waterways or floodplain is not allowed under the select site process, unless the site owner obtains required permits. No new impermeable surfaces can be left at a select site (including gravel roads or pads), unless the site owner obtains required permits. Contaminated materials leaving the site need to adhere to the Hazardous Material Management Plan.

- Use of Commercial Non-Metallic Mines must accompany documentation that such mines have received all applicable local, state and federal permits before being used on the project, including local non-metallic mining reclamation permits and applicable WPDES permits as issued by the DNR.

Bridge Deck Preparation:
For bridges over waterbodies-

- Old paint, shot blasting dust and debris and overspray must not enter any waterbodies below or near the bridges. Deck drains will have inlet protections placed prior to deck overlay.

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 21-35-45 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 Davis, Air Management Specialist 262-574-2118, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects.

Other Issues:
This project may require a permit from the U.S. Army Corps of Engineers (USACE). For further permit details, you may contact Dan Munson (Chippewa County) of the USACE located in the St. Paul office, at 651-290-5191 or Sam Worboril (Clark County) of the USACE 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 715-934-9014, or email at Leah.Nicol@wisconsin.gov.

Sincerely,

Leah Nicol
Environmental Analysis & Review Specialist

cc: Nick Schaff, WisDOT
Tyler Rongstad, WisDOT
Dan Munson, USACE
Sam Woboril, USACE

ATTACHMENT E

PROJECT CORRESPONDENCE & COORDINATION

DOCUMENTATION RELATED TO CHANGE IN PROJECT SCOPE

Kyle Busch

From: Kyle Busch
Sent: Monday, June 24, 2019 5:27 PM
To: Kyle Busch
Subject: FW: STILLSON CREEK TO CARDINAL AVENUE 1050-01-81
Attachments: 20190426 CDR 1050-01-11,81 revised.pdf; ATT00001.htm

From: "Rongstad, Tyler J - DOT" <Tyler.Rongstad@dot.wi.gov>
Date: April 26, 2019 at 9:20:11 AM CDT
To: Sean Spromberg <sspromberg@msa-ps.com>
Subject: FW: STILLSON CREEK TO CARDINAL AVENUE 1050-01-81

Hi Sean,

Please see attached and below. Project ID 1050-01-11 has been revised. Please review and let me know what we need to do to make this happen.

Thanks,

Tyler

Tyler Rongstad, P.E.
Northwest Region Project Manager
Wisconsin Department of Transportation
Phone: (715) 461-0372

From: Smrstick, Timothy J - DOT
Sent: Friday, April 26, 2019 9:14 AM
To: Rongstad, Tyler J - DOT <Tyler.Rongstad@dot.wi.gov>
Cc: Balsiger, Lee M - DOT <Lee.Balsiger@dot.wi.gov>; Haig, Gregory - DOT <gregory.haig@dot.wi.gov>
Subject: RE: STILLSON CREEK TO CARDINAL AVENUE 1050-01-81

My notes in blue.

From: Rongstad, Tyler J - DOT
Sent: Friday, April 26, 2019 8:35 AM
To: Smrstick, Timothy J - DOT <Timothy.Smrstick@dot.wi.gov>
Cc: Balsiger, Lee M - DOT <Lee.Balsiger@dot.wi.gov>; Haig, Gregory - DOT <gregory.haig@dot.wi.gov>
Subject: RE: STILLSON CREEK TO CARDINAL AVENUE 1050-01-81

Hi Tim,

Can you please confirm or correct a few of the scoping notes:

1. In addition to the polymer overlay, the STH 29 westbound bridge (B-09-0031), over Stillson Creek, requires southwest & northeast wingwall replacements. The southwest abutment requires concrete surface repairs. Replace the nameplate on the northeast parapet. Refer to the attached scoping plan photos notes. **Are we still doing this work or only doing a concrete overlay now?**
   For B-09-0031, replace all wingwalls, concrete surface repair for the southwest abutment and replace nameplate.

2. The Cardinal Avenue STH 29 overpass bridge (B-10-0178) requires northwest, northeast, and southeast wingwall replacements **(AND southwest now?).** Spot locations on the bridge deck, girder 9, and the north and south abutments require concrete surface repairs. Both approach medians are in need of replacement. The north abutment face needs draintile and sections of the north slope paving require repair. Replace the nameplate on the southeast parapet. Refer to the attached scoping plan photo notes. **Should we perform the spot repairs on the bridge deck, girder 9 and the north / south abutments? Approach median replacement? Draintile? Nameplate?**
   As for B-10-0178, just replace all the wingwalls.

Regarding 1050-01-82 I wanted to confirm that in addition to an asphalt overlay we also had this work scoped:

1. The estimate assumes the existing concrete overlay will remain with some patching, no sheet membrane waterproofing, no repair to the curb on the bridge, no work to the bridge railing, painting girders 2' on either side of the pinned web connection, repair/seal the joint over the westernmost pier, and 50' butt joints on bridge approaches to accommodate the raise in profile. **Should we still be painting the girders near the pinned connections and sealing the joint over the westernmost pier?**
   Yeah, do all that work.

Thanks!

Tyler

Tyler Rongstad, P.E.
Northwest Region Project Manager
Wisconsin Department of Transportation
Phone: (715) 461-0372

From: Smrstick, Timothy J - DOT
Sent: Friday, April 26, 2019 7:01 AM
To: Rongstad, Tyler J - DOT <Tyler.Rongstad@dot.wi.gov>
Cc: Balsiger, Lee M - DOT <Lee.Balsiger@dot.wi.gov>; Haig, Gregory - DOT <gregory.haig@dot.wi.gov>
Subject: STILLSON CREEK TO CARDINAL AVENUE 1050-01-81

Hi Tyler,

As we talked about on the phone, here is the new CDR for you. 8 bridge getting concrete overlays and one bridge getting wing wall replacement.

Thanks,

Tim

Date: 02/26/2018 **Region:** NW PDS Eau Claire Unit 4

Prepared By: SMRSTICK, TIMOTHY J - DOTTXS

GENERAL

Design ID: 1050 01 11 **Related ID(s):** 1050-01-81

Highway No. or Local Road Name: STH 029 **Route length (miles):** 0.192

Title/Limit: CHIPPEWA FALLS - ABBOTSFORD STILLSON CREEK TO CARDINAL AVENUE

Functional class: FREEWAYS AND EXPRESSWAYS

Current ADT: 17664 **Connecting hwy:** N

COUNTIES

County name	Primary Flag
CLARK	N
CHIPPEWA	Y

FEATURES

Roadway conditions

Lanes: 2 **Divided:** N **Rural:** Y

Pavement width (ft): 24 **Pavement condition year:** 0 **Pavement surface type:** JPCP W/D

IRI: 1.13 **PDI:** **PCI:** 100

Left shoulder surface type: Rumble strip - Bituminous **Right shoulder surface type:** PC concrete **Shoulder width (ft):** 11

Paved width (ft): 8 **Crash rate:** 62.4028 **Crash rate year:** 2016

Substandard algn horiz: NULL **Substandard algn vert:** NULL

Crash rate improvement flag: Y **Injury death improvement flag:** N

Runoff improvement flag: N **Intersection improvement flag:** N

Structures

Structures flag: Y

ID	Feature under	Feature on	Type	Yr const	Width (ft)	Length (ft)	SR	RS
B0900200 0000000			BRIDGE					

B0900310 0000000			BRIDGE					
B0900350 0000000			BRIDGE					
B0900380 0000000			BRIDGE					
B0901710 0000000			BRIDGE					
B0901740 0000000			BRIDGE					
B0901750 0000000			BRIDGE					
B0901770 0000000			BRIDGE					
B1001780 0000000			BRIDGE					

Railroad Crossings

Railroad crossing flag: N

PROPOSED IMPROVEMENT

JUSTIFICATION: STH 29 is a NHS, corridors 2030 backbone, OSOW, state and federal long truck route and principal arterial.The existing bridges B-09-20,31,35,38,171,174,175,177 and B-10-178 are showing signs of deterioration.

Proposed improvement description: The proposed improvement consists of bridge rehabilitation on the 9 structures.B-09-20,31,35,38,171,174,175,177 will all get concrete overlays.B-10-178 will have all 4 wing walls replaced.Construct under traffic using single lane closures on STH 29 with time restrictions.

Environment documentation type: 2B - STATE DOCUMENTED CATEGORICAL EXCLUSION

Improvement concept: BRRHB - BRIDGE REHABILITATION

Total construction estimate: $592,000.00

Utility amount: $0.00

Railroad amount: $0.00

Design amount: $67,000.00

Program year: 2022

Legislative subprogram: 303 -STATE HIGHWAY REHABILITATION

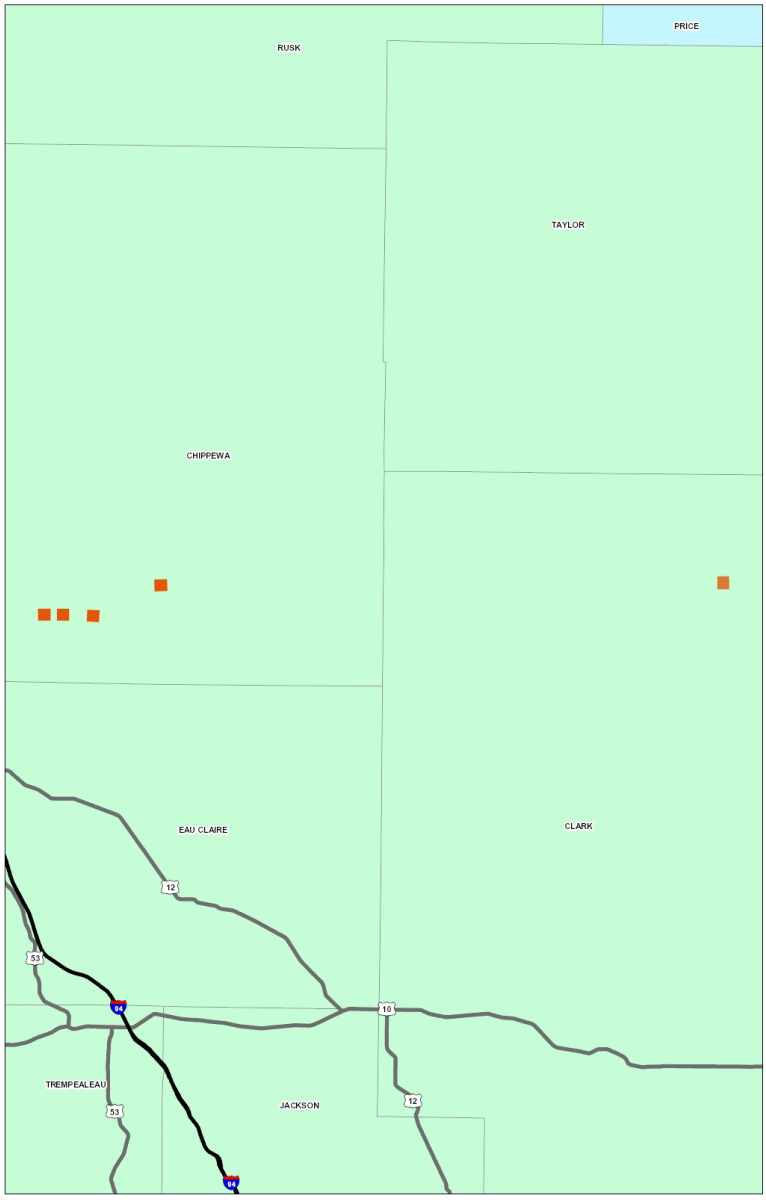
WisDOT Programs

BACKBONE

Local participation: N
Access control: NA
Aes/Vis Lvl Of Impact Rating:
% Of Project Cost:0
Real estate: N
Real estate cost: $0.00
NHS: Y
FHWA Oversight Exempt: Y

Accepted By: *ROBERT L HELDT*
Accepted Date: 04/25/2019
Original Accepted By: *DAVID S WINCENTSEN*
Original Accepted Date: 05/24/2018

CDR Map


PRICE
RUSK
TAYLOR
CHIPPEWA
EAU CLAIRE
CLARK
TREMPEALEAU
JACKSON
12
53
94
10