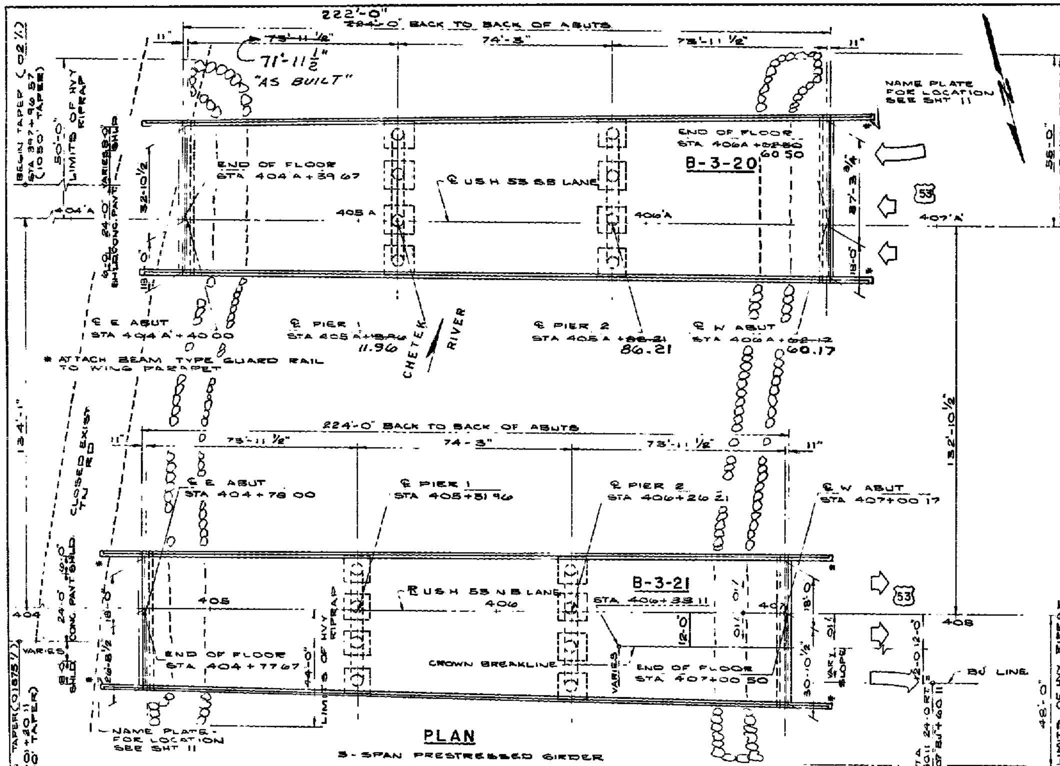
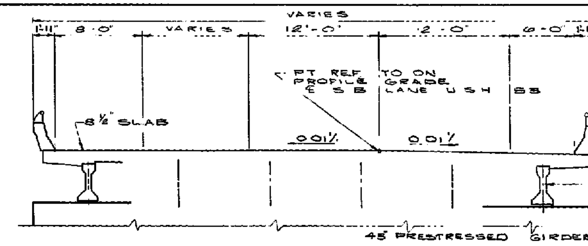
SELECT AS-BUILT DRAWINGS

WISDOT DTID



PLAN

3-SPAN PRESTRESSED GIRDER



CROSS SECTION THRU ROADWAY

LOOKING UP-STATION

CURVE DATA

PI = 410 BJ + 37 58
Δ = 21°-55'-33'
D = 4°-00'
T = 1482 39
L = 548 15
R = 1432 69
SE = 0.06
RO = 190'-0"

LIST OF DRAWINGS

1 GENERAL PLAN — X45923
2 GENERAL PLAN — X45924
3 SUBSURFACE EXPLORATION — X45925
4 EAST ABUTMENT — X45926
5 WEST ABUTMENT — X45927
6 PIER 1 — X45928
7 PIER 2 — X45929
8 SUPERSTRUCTURE — X45930
9 SUPERSTRUCTURE — X45931
10 45" PRESTRESSED GIRDER DETAILS — X45932
11 RAIL PARAPET DETAILS — X45933
12 DETAILS FOR TYPE "J" TUBULAR ALUMINUM & STEEL RAILING — X45934

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP TO THE EXTENT SHOWN ON THIS SHEET.

THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE TOP OF BERM AT THE ABUTMENTS AND THE STREAMBED AT THE PIERS. EXCAVATION QUANTITIES WERE COMPUTED FROM THESE LINES.

DESIGN DATA

LIVELOAD: HS 20

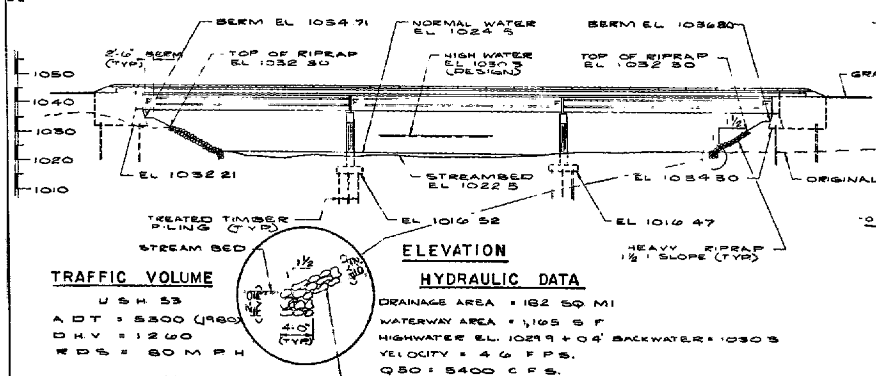
ALLOWABLE DESIGN STRESSES:

N = 10
CONCRETE MASONRY-GRADE A-A SLAB — f'c = 1200 P.S.I.
ALL OTHER — f'c = 1400 P.S.I.
BAR STEEL REINFORCEMENT — fs = 20,000 P.S.I.
PRESTRESSED GIRDERS
CONC MASONRY — f'c = 6000 P.S.I.
STRANDS – 1/2" Φ WITH ULTIMATE TENSILE STRENGTH OF — 270,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON TREATED TIMBER PILES EST 40'-0" LONG & DRIVEN TO A MIN BRG VALUE OF 30 TONS PER PILE.

PIERS TO BE SUPPORTED ON TREATED TIMBER PILES EST 30'-0" LONG & DRIVEN TO A MIN BRG VALUE OF 30 TONS PER PILE.



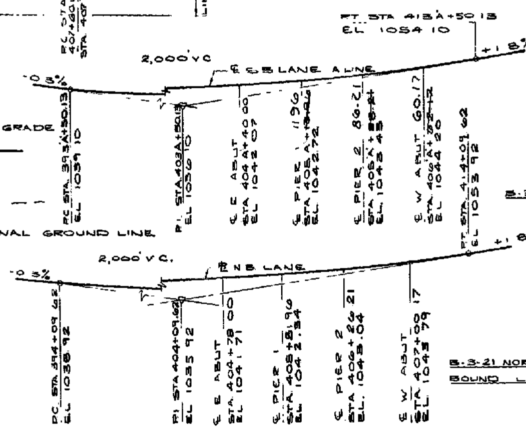
ELEVATION

TRAFFIC VOLUME

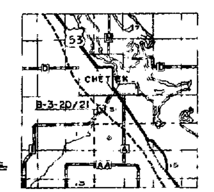
U S H 53
A D T = 5300 (1980)
D H V = 1260
R D S = 60 M P H

HYDRAULIC DATA

DRAINAGE AREA = 182 SQ MI
WATERWAY AREA = 1,165 S F
HIGHWATER EL. 1029 9 + 0 4' BACKWATER = 1030 3
VELOCITY = 4 6 F P S.
Q50 = 5400 C F S.



PROFILE GRADE U.S.H. 53



LAYOUT

AS BUILT PLAN
DATE 1-78 BY W J K

No	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-3-20

USH 53 OVER CHETEK RIVER

County BARRON — TN OF CHETEK

Design Spec A.A.S.H.O. "69" — Load HS 20 — Constr Spec 1969

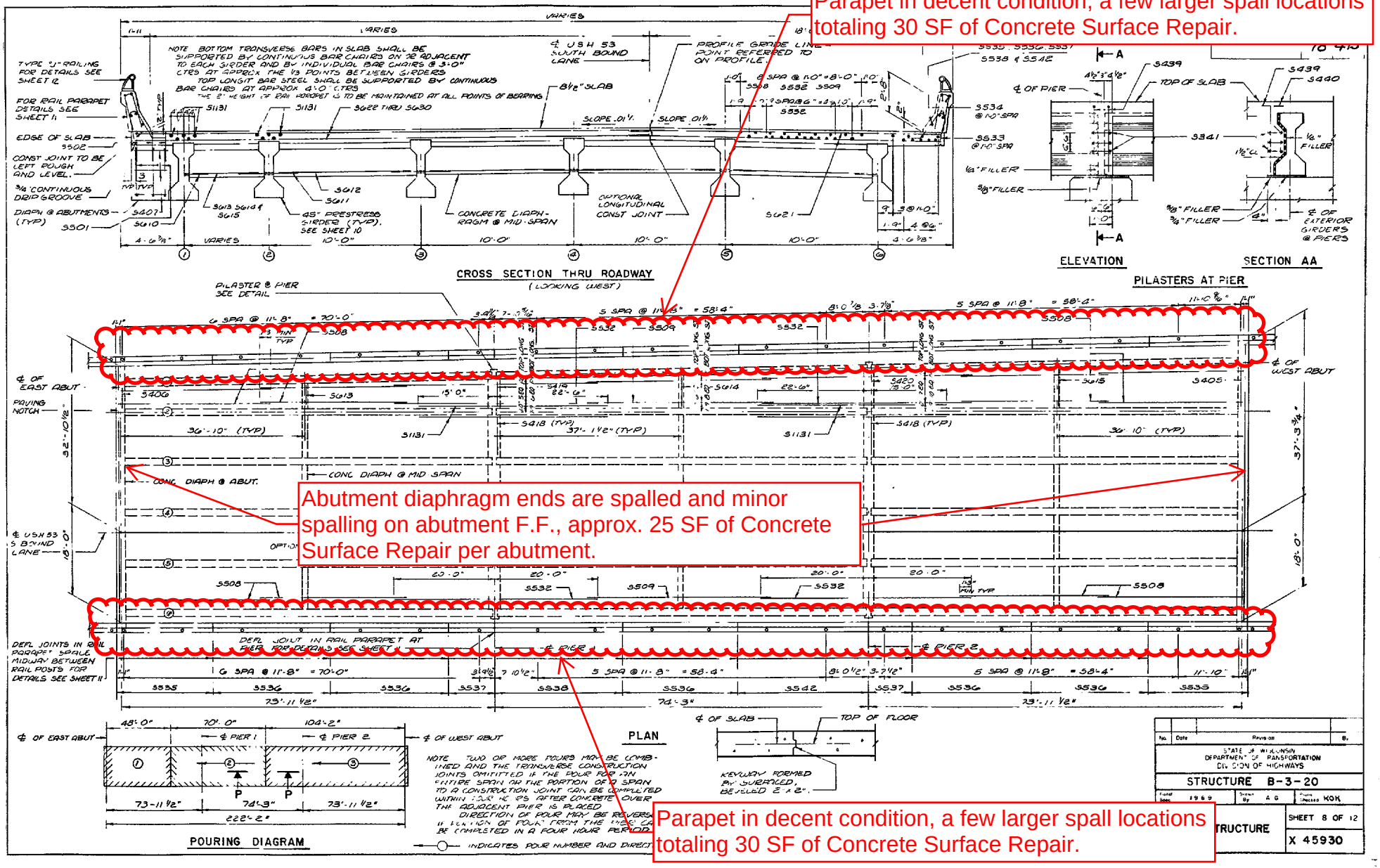
Designed By GHA — Design Checked CDW — Drawn By TLA — Plans Checked KOK

Approved W A K[illegible] — 1 23 72
Chief Bridge Engineer — Date

GENERAL PLAN

SHEET 1 OF 12

X45923


Parapet in decent condition, a few larger spall locations totaling 30 SF of Concrete Surface Repair.
Abutment diaphragm ends are spalled and minor spalling on abutment F.F., approx. 25 SF of Concrete Surface Repair per abutment.
Parapet in decent condition, a few larger spall locations totaling 30 SF of Concrete Surface Repair.
CROSS SECTION THRU ROADWAY
(LOOKING WEST)
ELEVATION
SECTION AA
PILASTERS AT PIER
PLAN
POURING DIAGRAM
STRUCTURE B-3-20
SHEET 8 OF 12
X 45930

ASBESTOS REPORT

GEI Consultants
3159 Voyager Drive
Green Bay, WI 54311
920.455.8200 Phone

Bridge Asbestos Inspection Report

WisDOT Project ID: 1196-04-02
Structure Number: B-03-020
Structure Name: USH 53 SB over Chetek River
City/County: Town of Chetek, Barron County, Wisconsin
GEI project Number: 1901822
Date Inspected: April 4, 2019
Inspected by: Kyle C. Sandmire
Asbestos Inspector License Number: All- 217616
Consultant Company: GEI Consultants, Inc.

Summary:

An asbestos inspection of Structure B-03-020 was conducted on April 4, 2019 by Kyle Sandmire, Asbestos Inspector License No. AII-217616. Asbestos-containing material (ACM) **IS NOT** present on this structure.

The inspection to identify and collect samples of potential asbestos-containing material (ACM) was completed following WisDOT standard sampling procedures for bridge inspections found in FDM 21-35-45.

No Asbestos-containing material has been found in Structure B-03-020. Standard Special Provision (STSP) 107-127 shall be included in the plans. The contractor will be responsible for completion of the Notification of Demolition and/or Renovation (DNR form 4500-113) if required. A copy of the inspection report is available from the region office.

Sample #	Sample Description	Sample Location	Method and Analytical Results	Category I or II non-friable or No ACM	Total Amount of Material on Structure
B-03-020-1A	Gray caulk	Bridge deck wall joints	PLM, non-detect	No ACM	N/A
B-03-020-1B	Gray caulk	Bridge deck wall joints	PLM, non-detect	No ACM	N/A
B-03-020-1C	Gray caulk	Bridge deck wall joints	PLM, non-detect	No ACM	N/A
B-03-020-2A	Black gasket material	Between bridge deck and abutment	PLM, non-detect	No ACM	N/A
B-03-020-2B	Black gasket material	Between bridge deck and abutment	PLM, non-detect	No ACM	N/A
B-03-020-2C	Black gasket material	Between bridge deck and abutment	PLM, non-detect	No ACM	N/A
B-03-020-3A	Spray foam insulation	Between bridge deck and abutment	PLM, non-detect	No ACM	N/A

B-03-020-3B	Spray foam insulation	Between bridge deck and abutment	PLM, non-detect	No ACM	N/A
B-03-020-3C	Spray foam insulation	Between bridge deck and abutment	PLM, non-detect	No ACM	N/A

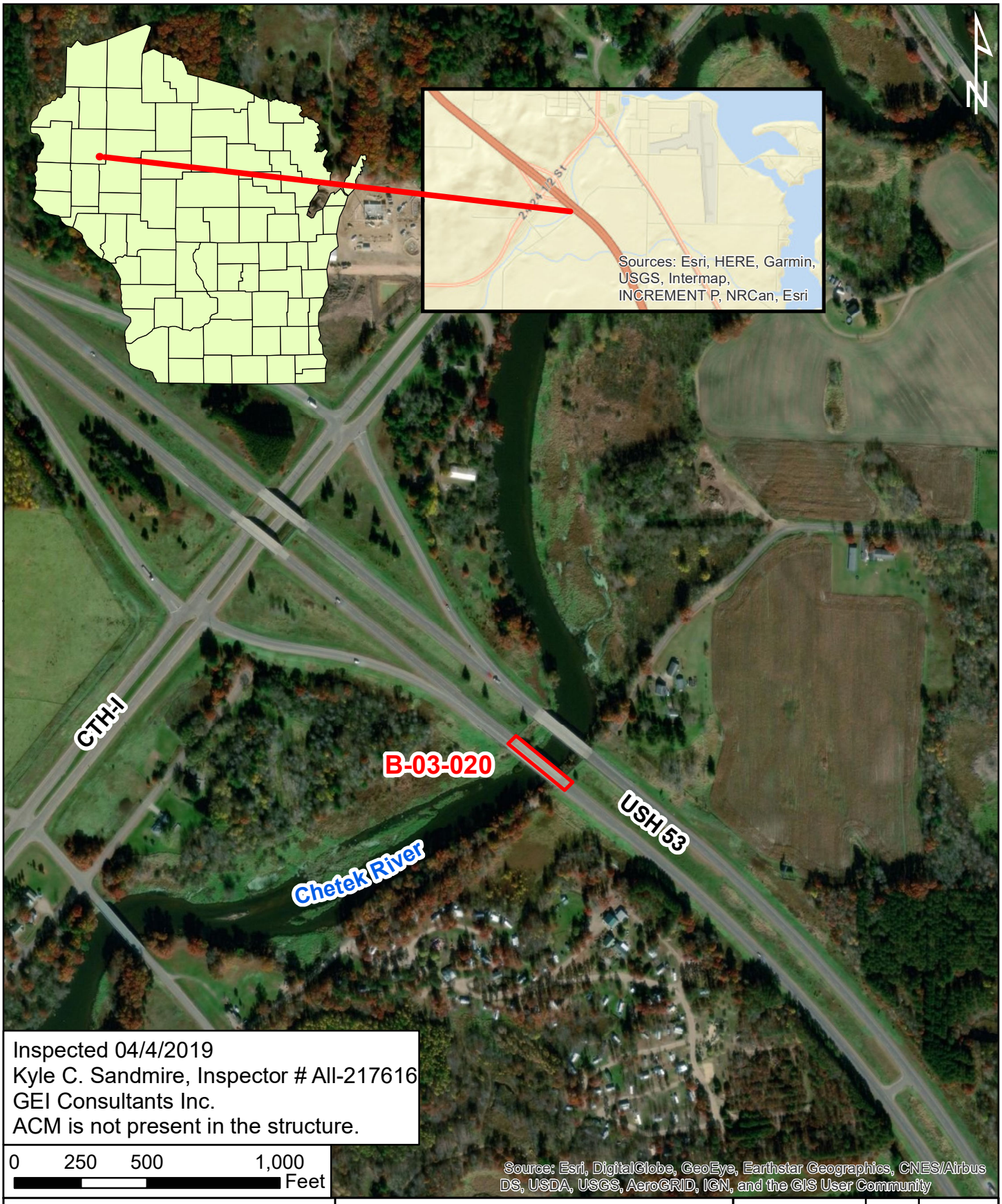
If you have any questions, please contact us at (920) 455-8200.

GEI CONSULTANTS, INC.

Kyle C. Sandmire
Environmental Scientist

Paul M. Garvey
Senior Scientist

Attachments:
B-03-020 Report Table
B-03-020 Map
B-03-020 Photo Log
B-03-020 Bulk Asbestos Sample Analysis Summary
B-03-020 Bulk Asbestos Sample Chain of Custody



Inspected 04/4/2019
Kyle C. Sandmire, Inspector # All-217616
GEI Consultants Inc.
ACM is not present in the structure.

0 250 500 1,000 Feet

GEI Consultants
3159 Voyager Drive
Green Bay, WI 54311
920.455.8200

WisDOT Project 1196-04-02
Structure B-03-020
USH 53 (SB)
over Chetek River
Barron County

DESIGNED BY	KCS	4/10/2019
DRAWN BY	KCS	4/10/2019
APPROVED BY	PMG	4/10/2019
SCALE	1 inch = 500 feet	
FIGURE NO.	B-03-020	

PHOTOGRAPHIC LOG

PHOTOGRAPH NO: 1	
DIRECTION: SE	
DESCRIPTION: Looking southeast at B-03-020.	

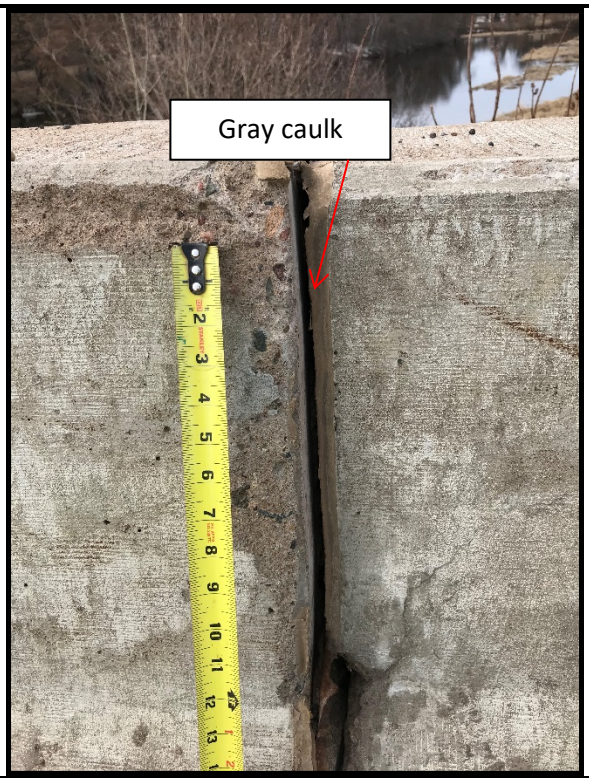
PHOTOGRAPH NO: 2	
DIRECTION: SE	
DESCRIPTION: Looking southeast at B-03-020.	

PHOTOGRAPH NO: 3	
DIRECTION: SW	
DESCRIPTION: View of the bridge identification plate.	

PHOTOGRAPH NO: 4	
DIRECTION: SW	

DESCRIPTION:

View of the gray caulk on the bridge wall joints and abutment joints. The gray caulk is not ACM.

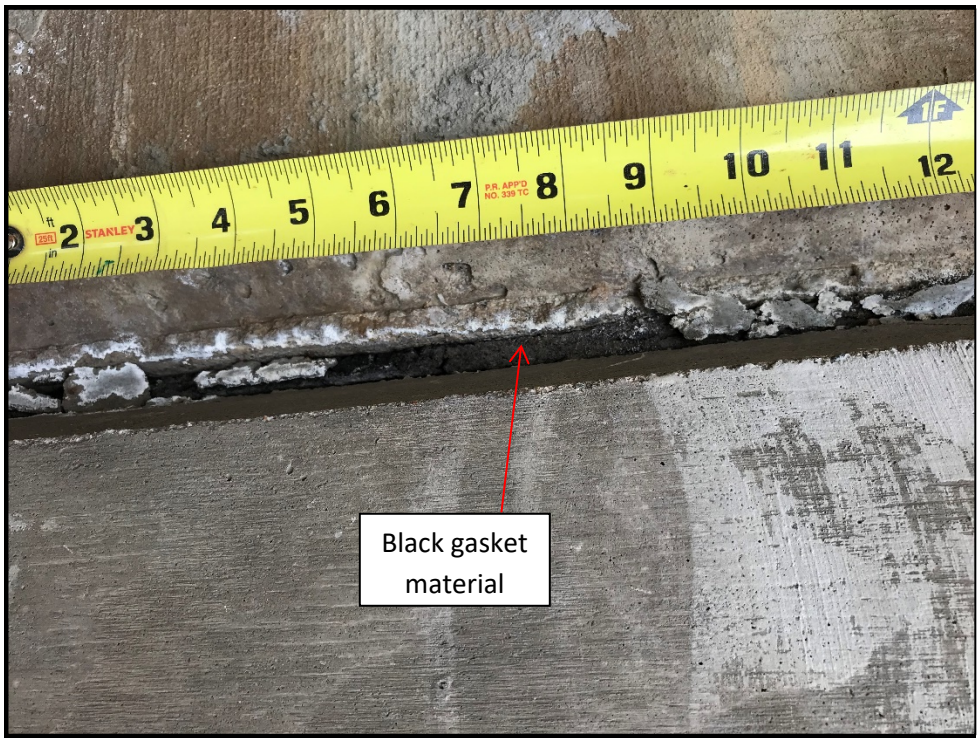


PHOTOGRAPH NO: 5

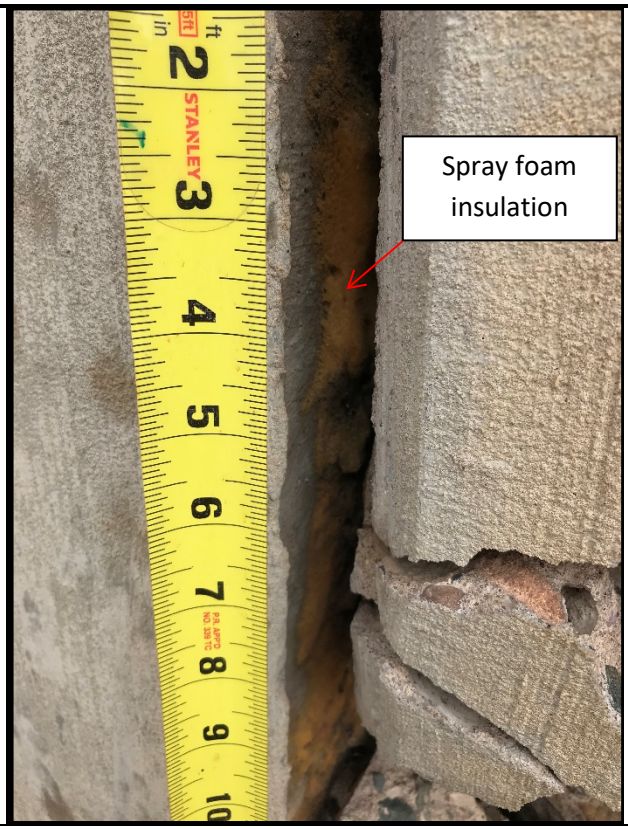
DIRECTION: NW

DESCRIPTION:

View of the black gasket material between the bridge deck and abutment. The black gasket material is not ACM.



PHOTOGRAPH NO: 6

DIRECTION: SW **DESCRIPTION:** View of the spray foam insulation between the bridge deck and abutment. The spray foam insulation is not ACM.			

Environmental Hazards Services, L.L.C.
7469 Whitepine Rd
Richmond, VA 23237
Telephone: 800.347.4010

Asbestos Bulk Analysis Report

Report Number: 19-04-01985

Client: GEI Consultants Inc
3159 Voyager Dr.
Green Bay, WI 54311

Received Date: 04/12/2019
Analyzed Date: 04/15/2019
Reported Date: 04/16/2019

Project/Test Address: B-03-020; USH 53 SB Over Chetek River; Green Bay, WI

Client Number: 200598

Fax Number:

Laboratory Results

Lab Sample Number	Client Sample Number	Layer Type	Lab Gross Description	Asbestos	Other Materials
19-04-01985-001	B-3-20-1A		Tan Adhesive; Homogeneous	NAD	100% Non-Fibrous
19-04-01985-002	B-3-20-1B		Tan Adhesive; Homogeneous	NAD	100% Non-Fibrous
19-04-01985-003	B-3-20-1C		Tan Adhesive; Homogeneous	NAD	100% Non-Fibrous
19-04-01985-004	B-3-20-2A		Black Fibrous; Black Tar; Inhomogeneous	NAD	77% Cellulose 23% Non-Fibrous
19-04-01985-005	B-3-20-2B		Black Fibrous; Black Tar; Inhomogeneous	NAD	77% Cellulose 23% Non-Fibrous

Environmental Hazards Services, L.L.C

Client Number: 200598 Report Number: 19-04-01985

Project/Test Address: B-03-020; USH 53 SB Over Chetek River; Green Bay, WI

Lab Sample Number	Client Sample Number	Layer Type	Lab Gross Description	Asbestos	Other Materials
19-04-01985-006	B-3-20-2C		Black Fibrous; Black Tar; Inhomogeneous	NAD	77% Cellulose 23% Non-Fibrous
19-04-01985-007	B-3-20-3A		Yellow Foam; Homogeneous	NAD	100% Non-Fibrous
19-04-01985-008	B-3-20-3B		Yellow Foam; Homogeneous	NAD	100% Non-Fibrous
19-04-01985-009	B-3-20-3C		Yellow Foam; Homogeneous	NAD	100% Non-Fibrous

Environmental Hazards Services, L.L.C

Client Number: 200598 Report Number: 19-04-01985

Project/Test Address: B-03-020; USH 53 SB Over Chetek River; Green Bay, WI

Lab Sample Number	Client Sample Number	Layer Type	Lab Gross Description	Asbestos	Other Materials

QC Sample: 29-M22009-2

QC Blank: SRM 1866 Fiberglass

Reporting Limit: 1% Asbestos

Method: EPA Method 600/R-93/116, EPA Method 600/M4-82-020

Analyst: Christian H. Schaible

Reviewed By Authorized Signatory: Melissa Kanode

Missy Kanode
QA/QC Clerk

The condition of the samples analyzed was acceptable upon receipt per laboratory protocol unless otherwise noted on this report. Each distinct component in an inhomogeneous sample was analyzed separately and reported as a composite. Results represent the analysis of samples submitted by the client. Sample location, description, area, volume, etc., was provided by the client. This report cannot be used by the client to claim product endorsement by NVLAP or any agency of the U.S. Government. This report shall not be reproduced except in full, without the written consent of the Environmental Hazards Service, L.L.C. California Certification #2319 NY ELAP #11714 NVLAP #101882-0 VELAP 460172. All information concerning sampling location, date, and time can be found on Chain-of-Custody. Environmental Hazards Services, L.L.C. does not perform any sample collection.

Environmental Hazards Services, L.L.C. recommends reanalysis by point count (for more accurate quantification) or Transmission Electron Microscopy (TEM), (for enhanced detection capabilities) for materials regulated by EPA NESHAP (National Emission Standards for Hazardous Air Pollutants) and found to contain less than ten percent (<10%) asbestos by polarized light microscopy (PLM). Both services are available for an additional fee.

400 Point Count Analysis, where noted, performed per EPA Method 600/R-93/116 with a Reporting Limit of 0.25%.

* All California samples analyzed by Polarized Light Microscopy, EPA Method 600/M4-82-020, Dec. 1982.

LEGEND: NAD = no asbestos detected

EHS Laboratories™
Environmental Hazards Services, LLC

Asbestos Chain-of-Custody Form

SHIP TO: 7469 Whitepine Rd. Richmond, VA 23237
Phone: (800) 347-4010 FAX: (804) 275-4907
ONLINE CLIENT PORTAL AVAILABLE FOR ANALYSIS RESULTS AT:
www.leadlab.com

19-04-01985
Due Date:
04/17/2019
(Wednesday)
AE
PLM

Company Name: GEI Consultants, Inc. Account Number: 1901822
Address: 3159 Voyager Drive City/State/Zip: Green Bay WI 54311
Phone #: 920-241-2725 Email: kesandmire@geiconsultants.com Fax: 920-455-8225
Project Name / Testing Address: B-03-020, USH 53 SB over Chatek River City/State (Required): Green Bay, WI
Collected by: Kyle C. Sandmire, AII-217616 P.O. # 1901822

TURN AROUND TIMES: IF NO TAT IS SPECIFIED, SAMPLE(S) WILL BE PROCESSED AND CHARGED AS 3 - DAY TAT.

1 Day	2 Day	X	3 Day	* Same Day – Must Call Ahead	* Weekend – Must Call Ahead

No.	Client Sample ID	HA Area #	Collection Date	Collection Time	PLM	PLM Point Count 400	PLM Point Count 1000	PLM NY Protocol	TEM - Bulk	* positive stop on all "A thru C" series. Comments
1	B-3-20-1A thru 1C		4/4/2019	10:40 AM / PM	X					Gray caulk
2	B-3-20-2A thru 2C		↓	10:40 AM / PM	X					Black gasket
3	B-3-20-3A thru 3C		↓	10:40 AM / PM	X					Yellow spray insulation
4				AM / PM						
5				AM / PM						
6				AM / PM						
7				AM / PM						
8				AM / PM						
9				AM / PM						
10				AM / PM						

Released by: Kyle C. Sandmire Signature: Date/Time: 4/9/2019 8:00
Received by: Edith Briggs Signature: Edith Briggs Date/Time: 4/12/19 1233pm

BRIDGE INSPECTION REPORT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Inspection Report for B-03-020 (USH 53 SB)

USH 53 SB over CHETEK RIVER

Jun 08,2017

Type	Prior	Frequency (mos)	Performed
Routine	06-01-15	24	X
SIA Review	06-19-13	48	X
Uw-Profile	06-01-15	24	X

Latitude	45°18'04.67"N	Owner	STATE HIGHWAY DEPT
Longitude	91°39'18.11"W	Maintainer	STATE HIGHWAY DEPT

Time Log

Hours	Minutes
0	45

Team members

wjk

	Name	Number	Signature	Date
Inspector	Kovaleski, William J	8007	William J Kovaleski E-signed by Bill(dotwjk)	09-08-17

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

Identification & Location

Feature On: USH 53 SB	Section Town Range: S31 T33N R10W	Structure Number: **B-03-020**
Feature Under: CHETEK RIVER	County: BARRON	
Location: 0.5M S JCT CTH I TO E	Municipality: CHETEK	Structure Name: USH 53 SB

Geometry

measurements in feet, except where noted

Approach Roadway Width: 40	Bridge Roadway Width: 55.3	Total Length: 220.7
Approach Pavement Width: 24	Deck Width: 59.2	Deck Area (sq ft): 12568

Traffic

	Lanes	ADT	ADT year	Traffic Pattern
On	3	5550	2014	ONE WAY TRAFFIC

Capacity

Load Rating

Inventory rating: HS16	Overburden depth (in): 2.0	Last rating date: 08-21-13	Controlling: INTERIOR DECK GIRDER Positive Moment
Operating rating: HS29	Deck surface material: LOW SLUMP CONCRETE	Re-rate for capacity (Y/N):	Control location: SPAN 3
Posting:	Re-rate notes:		

Hydraulic

Classification

Scour Critical Code(113): (8) STABLE-ABOVE TOP FOOTING	Q100 (ft3/sec): 5400	
High water elevation (ft): 1029.9	Velocity (ft/sec): 4.6	Sufficiency #: 93.4

Span(s)

Span #	Material	Configuration	Depth (in)	Length (ft)	Main
1	CONT PREST CONC	DECK GIRDER	45	71.9	
2	CONT PREST CONC	DECK GIRDER	45	74.2	Y
3	CONT PREST CONC	DECK GIRDER	45	73.9	

Expansion joint(s)

Temperature:

File:	New:

Clearance

Item	File Measurement (ft)	File Date	New Measurement (ft)
Highway Min Vertical On Cardinal			
Horizontal On Cardinal			

Special Components

Component	Year	Work Performed	Note
DECK - IOWA MIX	1992	OVERLAY - CONCRETE	

Construction History

Year	Work Performed	FOS id
1992	OVERLAY - CONCRETE	1190-17-71
1972	NEW STRUCTURE	1196-04-73

Maintenance Items History

Item	Recommended by	Status	Status change	Year completed
Misc - Wash Bridge	Kurtz, William G (8008)	REJECTED	09/08/17	
Power washing of structure to remove swallow nests.				
Deck - Patching	Bjorklund, Allan M (8003)	REJECTED	03/02/15	
Patch deck, est 15SF. Seal vert joints in wings with NP1 or eqv. Seal ends of deck at failed compression joints with SL1 or Dow Corning XJS.				
Deck - Patching	Harrington, Daniel J (8004)	COMPLETE	01/17/13	
patch spalls south end of bridge middle lane 12 sf.				

Approach - Seal Approach to Paving Block	Harrington, Daniel J (8004)	COMPLETE	01/17/13	
seal paving block joint backer rod and filler.				
Deck - Patching	Harrington, Daniel J (8004)	COMPLETE	01/17/13	
approx 20 sf of epair.				

Maintenance Items

Item	Priority	Recommended by	Status	Status change
Approach - Repair Approaches	LOW	Kurtz, William G (8008)	IDENTIFIED	06/04/15
Spray patch S APPR, and repair spalls on S & N APPR.				

Elements

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
X	**12**		**Reinforced Concrete Deck**	SF	13,078	13,048	30	0	0
		1080	Delamination - Spall - Patched Area	SF		0	0	0	0
		1130	Cracking (RC)	SF		13,048	30	0	0
			Cracking with eff. 30 sf at CS 3 See **2015 notes.**						
	8514		Concrete Overlay	SF	13,078	378	12,688	12	0
			Random map cracking, epoxied 7/17/96. 6" spacing on transverse cracking 03. Joints over piers are not sealed. Two spalls south end middle lane 5"x2"x5" and 5"x1"x4"						
		3210	Debonding/Spall/Patched Area/Pothole	SF		0	688	12	0
			Delamination 654 sf at CS 2. Spall: N EDGE 8 sf at CS 2 | P1 East 4 sf at CS 2 | P1 2 sf at CS 2 | S EDGE 9 sf at CS 3 (See photo) | P2 EAST 3 sf at CS 3 (See Photo). **See 2015 notes.**						
		3220	Crack (Wearing Surface)	SF		0	12,000	0	0
			Random **fine** map cracking CS 1.						
X	**109**		**Prestressed Concrete Open Girder**	LF	1,325	1,321	4	0	0
			Top has crack at bot. G6 outs fascia. At S abut G 2,3,4,7 have horzontal hairline cracks along bottom of top flange 24" to 30" long. Appears to be from construction.						
		1080	Delamination - Spall - Patched Area	LF		0	2	0	0
			Spall G3 2 lf at CS 2 (See photo).						
		1110	Cracking (PSC)	LF		0	2	0	0
			Cracking G1 (outside fascia) & G6 (outside and inside fascia) 2 lf at CS 2 (See **2015 notes.).**						
X	**205**		**Reinforced Concrete Column**	EA	8	7	1	0	0
			Able to see river bottom, no scour. Pier 1 col 2 vert. crack 10" down from cap.						
		1130	Cracking (RC)	EA		0	1	0	0
			P1 C2 VERT CRK 1 at CS 2.						
X	**215**		**Reinforced Concrete Abutment**	LF	107	77	25	5	0
			Northwest corner north abutment vertical cracks. Spall backwall S. abut. bay4. And under G6. Pinned ABUT (N&S).						
		1080	Delamination - Spall - Patched Area	LF		0	15	5	0
			N ABUT 1 lf at CS 3, 5 lf at CS 2. S ABUT 4 lf at CS 3, 10 lf at CS 2.						
		1130	Cracking (RC)	LF		0	10	0	0
			N ABUT 6 lf at CS 2. S ABUT 4 lf at CS 2.						

X	**234**		**Reinforced Concrete Cap**	LF	98	92	6	0	0
		1130	Cracking (RC)	LF		0	6	0	0
			P2 NW 2 lf at CS 2 (See **2015 notes.).** P1 4 lf at CS 2 (See **2015 notes.).**						
X	**331**		**Reinforced Concrete Bridge Rail**	LF	439	369	68	2	0
			spall NW corn 18"x10"x3". Spall SE corner at joint to wingwall 6".						
		1080	Delamination - Spall - Patched Area	LF		0	18	2	0
			Spall E Rail N 2 lf at CS 3**.** Delamination: W 6 lf at CS 2, E 12 lf at CS 2.						
		1130	Cracking (RC)	LF		0	50	0	0
			Cracking W 25 lf at CS 2, E 36 lf at CS 2.						
X	**8400**		**Integral Wingwall**	EA	4	0	4	0	0
			NE wing moving down 1" and out 1", now 1 inch, NW out 1 1/4 inch, SW out 1 1/2 inch. SW out 1 1/4 in down 1/2in, NW out 1 1/2in down 1/2 in, NE out 3/4in down 1in, SE out 1in down 1 1/4in.2013. **All spalling.**						
		8902	Wall Movement	EA		0	4	0	0
			NW 1 1/2" | SW 1 1/4" | SE 1 1/2" | NE 1/2" (all four (4) are CS 2.						

Assessments

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
X	**9001**		**Drainage - Approach**	EA	4	4	0	0	0
X	**9045**		**Slope Protection- Riprap**	EA	2	2	0	0	0
			People are making paths in rock on both slopes.						
X	**9168**		**Concrete Diaphragm**	EA	25	22	3	0	0
			Pier 2 spalls bay 1 and 5 spalls, pier 1 bay 1 and 5 spalls. Backwall S. abut. bay 1,4,5.						
X	**9322**		**Approach Roadway - Concrete (non-structural)**	EA	2	0	0	2	0
			spall at joint outside lane 6"x1"x6" north end of bridge.1ftx1ft NOrth at ramp lane. S APPR settled 1 1/4" at CS 4. N APPR spall 6 sf at CS 3						

NBI Ratings

	File	New
Deck	5	5
Superstructure	6	6
Substructure	7	7
Culvert	N	N
Channel	8	8
Waterway	8	8

Structure Specific Notes

OLD: Overall condition of structure is VG. Rein. Concrete deck, rails, abut, ps girders, cap, columns and slope protect all in very good cond. No maintenence requests required at this time. Delam 1.58%- **1997.**
{1998} Northwest corner abutment cracked. Add concrete wingwall, northwest cracked.
(99)Able to visually see bottom, no scour, very good stream channel. SE wingwall & parapet displaced 1 inch out & 1 inch down with spall at joint.
(01) Structure is in very good condition overall. Some cracking in deck not serious at this time. Riprap is very good and river is well within it's banks with no scour at structure. One column has 10' vertical crack pier 1 col. 2. Cracks under bearing seats S abut G1,2,3,&7.

Inspection Specific Notes

Inspector Site-Specific Safety Considerations

Structure Inspection Procedures

Walk-thru all accessible.

Special Requirements

Chk	Hours	Cost	Comments

Underwater Probe Form
B-03-020

General Site Conditions - Scour

No obvious indications of scour from stream flow.

General Site Conditions - Embankment Erosion/Conditions

No obvious indications of scour from stream flow.

Substructure Notes

Unit	Max Water Depth(ft)	Mode	Notes
Cardinal		Dry	No obvious indications of scour from stream flow.
Pier 1	1.0	Wade	No obvious indications of scour from stream flow.
Pier 2	1.0	Wade	No obvious indications of scour from stream flow.
Non Cardinal		Dry	No obvious indications of scour from stream flow.

Non-Image Documents

Type	Document	Document Comment/Description	Attached
UW Profile	b03-020_17_xpd1.pdf		X

STRUCTURE INVENTORY AND APPRAISAL FIELD REVIEW FORM

B-03-020
USH 53 SB over CHETEK RIVER

LOCATION

(3) Municipality:	CHETEK
(16) Latitiude(° ' "):	45°18'04.67"N
(17) Longitude(° ' "):	91°39'18.11"W

TRAFFIC SERVICE

(28A) Lanes On:	3
(28B) Lanes Under:	0
(102) Traffic Pattern On:	-NO TRAFFIC X-ONE WAY TRAFFIC -TWO WAY TRAFFIC
(102) Traffic Pattern Under:	X-NO TRAFFIC -ONE WAY TRAFFIC -TWO WAY TRAFFIC
(19) Detour Length(mi):	1

GEOMETRY

(49) Structure Length(ft):	220.7	
(50) Sidewalk Width(ft):	**Left:** 0.0	**Right:** 0.0
(50) Curb Width(ft):		
(52) Culvert Barrel Length(ft):		
(34) Skew:	**Angle(°):** 0	**Direction:** -RIGHT FORWARD -LEFT FORWARD
	Cardinal	**Non-Cardinal**
(51) Bridge Roadway Width(ft):	55.3	50.8
(52) Deck Width(ft):	59.2	54.7
Right Wingwall Length(ft):		
Left Wingwall Length(ft):		
(32) Approach Roadway Width(ft):	40	40
	Cardinal Under Clearance	**Non-Cardinal Under Clearance**
(47) Minimum Horizontal(ft):		
(55) Minimum Right Lateral(ft):		
(56) Minimum Left Lateral(ft):		

RAILING APPRAISAL

(36A) Bridge Rail Adequacy:	-SUB-STANDARD X-STANDARD -NOT APPLICABLE
(36B) Transition Adequacy:	-SUB-STANDARD X-STANDARD -NOT APPLICABLE
(36C) Approach Guardrail Adequacy:	-SUB-STANDARD X-STANDARD -NOT APPLICABLE
(36D) Guardrail Termination Adequacy:	-SUB-STANDARD X-STANDARD -NOT APPLICABLE

Outer Rail:

Left	Right	Type
		TYPE F (TWO SQUARE TUBES) - STEEL(8)
		TYPE F (3 SQUARE TUBES) - STEEL(65)
		TYPE F (4 SQUARE TUBES) - STEEL(72)
		TYPE M-STEEL 3 SQUARE TUBES(93)
X	X	SLOPED FACE PARAPET LF(91)
		SLOPED FACE PARAPET HF(92)
		VERTICAL FACE PARAPET TYPE A(74)
		TYPE W-THRIE BEAM(79)
		TYPE H ON VERTICAL PARAPET(80)
		TIMBER(38)
		OTHER(99) (Please specify)

Transition Type:

	CONT GUARD RAIL
	NO APP GRDRL
	NO ATTACHMENT
5	22 MM(7/8") BOLT (Please enter quantity)
	25 MM(1") BOLT (Please enter quantity)
	OTHER (Please specify)

Approach Attachment Rail Note:

Guardrail Termination Type:

X	(01) ENERGY ABSORBING TERMINAL/EAT
	(02) TURN DOWN
	(99) OTHER (Please specify)

Guardrail Termination Note:

ROADWAY ALIGNMENT APPRAISAL

(72) Approach Alignment Appraisal:

	3 Intolerable- Substantial speed reduction
	6 Fair- Minor speed reduction
X	8 Good- No speed reduction

BRIDGE DECK
REPAIR QUANTITIES

12/6/2018

Ken,
Here's a summary of our new direction for the Barron County project. Wing replacements are still in the project and Al Bjorklund wants the joints replaced on the overlays.
I've also included Al's estimated quantities for deck repairs. I would like to have another conference call with Al to discuss this change in scope, let me know if you agree and we'll try to set up a time.
I'm guessing we'll need to amend your design contract.
Let me know if you have questions.
Thanks,
Brendan

1196-04-77
USH 53 (Chippewa Co Line - CTH I NB)
RSRF20

- Change SFY from 2021 to 2023
- Add ADV SFY of 2021
- Change estimate from $14.460 M to $12.0 M to reflect BOS-recommended bridge scope changes (see below)
- Update bridge information in FIIPS to reflect BOS-recommended bridge scope changes

1196-04-77:
Current FIIPS Estimate w/o delivery: 14,460,000
New FIIPS Estimate w/o delivery including BOS changes: 12,000,000
Structure Work including: Conc overlays on B-3-14,20,24,30; Conc Overlays and Joints on B-3-26, 37; Re-decks on B-3-16,18 plus any other incidental structure work.

Here are Al's guesses on deck repair quantities, Type 1(SY)-Type 2(SY)-Full Depth(SY)

1) 1196-04-77 (USH 53, Chippewa County Line – USH 8 SB) 2021 RSRF20 $14.460 M

- B-03-14 (03) CONC OVLY 70-35-2
- B-03-16 (06) REPLACE DECK
- B-03-18 (06) REPLACE DECK
- B-03-20 (03) CONC OVLY 100-50-15
- B-03-24 (03) CONC OVLY 30-15-5
- B-03-26 (58) CONC OVLY/NEW JOINTS 20-10-1
- B-03-30 (03) CONC OVLY 125-60-10
- B-03-37 (58) CONC OVLY/NEW JOINTS 95-45-5