

ATTACHMENTS

ATTACHMENT A – ROUTINE INSPECTION REPORT

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ATTACHMENT A
ROUTINE INSPECTION REPORT



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Inspection Report for
B-09-174

STH 29 EB over 190TH ST.
Apr 23, 2019



Type	Prior	Team Leader	Frequency (mos)	Performed
Routine	04-05-17	Balsiger, Lee (6011)	24	X
SIA Review	04-05-17	Balsiger, Lee (6011)	48	

Start Coordinates		End Coordinates (optional)	
Latitude	44°54'42.28"N	Latitude	
Longitude	91°17'12.38"W	Longitude	
Owner	STATE HIGHWAY DEPT	Maintainer	STATE HIGHWAY DEPT

Time Log **Team members**

Hours	Minutes	
0	45	

Inspector	Name	Number	Signature	Signature Date
	Balsiger, Lee	6011	<i>Lee Balsiger</i> E-signed by Lee M Balsiger(leebalsiger)	04-26-19

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

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Identification & Location

Feature On: STH 29 EB	Section Town Range: S12 T28N R07W	Structure Number: B-09-174
Feature Under: 190TH ST.	County: CHIPPEWA	
Location 2.2M E JCT CTH J	Municipality: LAFAYETTE	Structure Name:

Geometry

measurements in feet, except where noted

Approach Roadway Width: 40	Bridge Roadway Width: 40.0	Total Length: 97.8
Approach Pavement Width: 24	Deck Width: 43.0	Deck Area (sq ft): 4205

Traffic

	Lanes	ADT	ADT year	Traffic Pattern
On	2	8350	2014	ONE WAY TRAFFIC
Under	2	110	2015	TWO WAY TRAFFIC

Capacity

Load Rating

Inventory rating: HS27	Overburden depth (in): 0.0	Last rating date: 06-13-13	Controlling: SLAB Positive Moment
Operating rating: HS46	Deck surface material: CONCRETE	Re-rate for capacity (Y/N):	Control location: 0.6 SPAN 3
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 #: 89.5

Span(s)

Span #	Material	Configuration	Depth (in)	Length (ft)	Main
1	CONT CONCRETE	HAUNCHED SLAB		27.5	
2	CONT CONCRETE	HAUNCHED SLAB		37.5	Y
3	CONT CONCRETE	HAUNCHED SLAB		31.0	

Expansion joint(s)

Temperature:	File:	New:
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Clearance

Item	File Measurement (ft)	File Date	New Measurement (ft)
Highway Min Vertical Under Cardinal	14.54		
Highway Min Vertical Under Non-Cardinal			
Horizontal Under Cardinal	37.0		
Horizontal Under Non-Cardinal			
Highway Min Vertical On Cardinal			
Horizontal On Cardinal			

Construction History

Year	Work Performed	FOS id
1993	NEW STRUCTURE	1052-07-73

Maintenance Items History

Item	Recommended by	Status	Status change	Year completed
Deck - Seal w/ Concrete Sealer	Kovaleski, William J (8007)	REJECTED	04/06/17	
Deck - Patching	Kovaleski, William J (8007)	REJECTED	04/06/17	
SW edge.				
Misc - Other Work	Kovaleski, William J (8007)	REJECTED	04/06/17	
Remove bolts.				

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Structure No.: **B-09-174**

Slope Protection - Reseal Slope Paving	Kovaleski, William J (8007)	REJECTED	04/06/17	
East slope.				

Maintenance Items

Item	Priority	Recommended by	Status	Status change
Slope Protection - Reseal Slope Paving		Balsiger, Lee (6011)	IDENTIFIED	04/06/17
Replace rock and reseal east slope				

Elements

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State			
						1	2	3	4
X	38		Reinforced Concrete Slab-Coated Reinforcing	SF	4,126	3,611	460	55	0
			Cracking (RC)	SF		0	460	55	0
		1130	Multiple longitudinal cracks Span 3 - 3 full span w/ med/hvy efflorescence for 1/2, diagonal hrlne at north edge w/ lt efflorescence. Span 2 - 1 full span adjacent to CL w/ 5ft CS3 rust stains and hvy efflorescence. Span 1 - 4 full span w/ 1/2 med/hvy efflorescence, 1 diagonal CS3 crack w/ hvy efflorescence at SW.						
		8000	Wearing Surface (Bare)	SF	3,914	3,527	327	60	0
			Debonding/Spall/Patched Area/Pothole	SF		0	27	10	0
		3210	Spall w/ past patch present at SW edge - CS3. 2 asp patches on edges near parapet. 9/2015 - IR = 0.7%, GPR = NA						
		3220	Crack (Wearing Surface)	SF		0	300	50	0
			Hrlne Longitudinal crack along CL - 1/2 is CS3. Few hrlne longitudinal in lanes and diagonal at edges.						
X	205		Reinforced Concrete Column	EA	8	6	1	1	0
			Delamination - Spall - Patched Area	EA		0	1	1	0
		1080	P1 - C1: 6in spall P2 - C1: 2sf delam						
X	215		Reinforced Concrete Abutment	LF	91	79	11	1	0
			Few wet spots and water felt stains.						
		1080	Delamination - Spall - Patched Area	LF		0	0	1	0
			Northwest outside face 1ftx1ft spall, no exposed rebar.						
		1130	Cracking (RC)	LF		0	11	0	0
			Couple vertical cracks.						
X	331		Reinforced Concrete Bridge Rail	LF	242	192	50	0	0
			Cracking (RC)	LF		0	50	0	0
		1130	Few vertical cracks.						
X	8400		Integral Wingwall	EA	4	3	1	0	0
			Wall Deterioration	EA		0	1	0	0
		8903	Northwest wingwall has small spall on back side, but no exposed rebar.						

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Structure No.: **B-09-174**

Assessments

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State			
						1	2	3	4
X	9001		Drainage - Ends of Structure	EA	4	2	2	0	0
			West - C&G w/ flume - cracked curbs and pulled away from wings Gravel at east corners						
X	9043		Slope Protection- Crushed Aggregate with Bit.	EA	2	0	2	0	0
			emulsion slope in 2008-2009. Lt vegetation and bleaching at edges. East slope a section in the center of slope has slid down to toe of slope.						
X	9322		Approach Roadway - Concrete (non-structural)	EA	2	2	0	0	0
			Milled and overlaid with AC in 2018						

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

01/2016 Interim - enter Level 1 Report Data (9/21/15) for wear surface - both IR and GPR values considered CS2 delamination unless noted.

Inspector Site-Specific Safety Considerations

Structure Inspection Procedures

Special Requirements

Chk	Hours	Cost	Comments
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Routine
Document Comment/Description

W abut



Routine
Document Comment/Description

Deck wear surf - SW



Routine
Document Comment/Description



Routine

Document Comment/Description

Sloughing in East slope



Routine
Document Comment/Description



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ATTACHMENT B

EXISTING BRIDGE PLAN OF DEFICIENT AREAS

DESIGN DATA

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE
20" ±/FT.²
WE LOAD:

DESIGN RATING _____ HS20
INVENTORY RATING _____ HS20
OPERATING RATING _____ HS46
STANDARD PERMIT VEHICLE _____ 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 _____ $f_y = 60,000$ psi

AFFIC DATA:

ADT (1995) _____ 8,800
ADT (2013) _____ 12,400

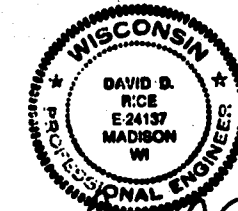
FOUNDATION DATA:

PIER FOOTINGS SHALL BEAR ON SOUND BEDROCK
REQ'D BEARING CAPACITY IS 12000 PSF.

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL
PILING ESTIMATED 15' LONG AND DRIVEN TO A MINIMUM
BEARING VALUE OF 55 TONS PER PILE.

LIST OF DRAWINGS X83806

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WEST ABUTMENT WINGWALLS
6. EAST ABUTMENT
7. EAST ABUTMENT WINGWALLS
8. PIERS
9. SUPERSTRUCTURE
10. SUPERSTRUCTURE DETAILS
11. SLOPED FACE PARAPET 'B'



David B. Rice
11/1/91

BENCH MARK

STATION	DESCRIPTION	ELEV.
210 WB + 32	KEEL MARK ON TOP OF CURB ON END OF SW WINGWALL OF BRIDGE B-9-35	975.04

209EB+80 BM DISC IN TOP OF PARAPET 978.12
SWC B-9-174

NO.	DATE	REVISION	BY
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STRAND ASSOCIATES
CONSULTING ENGINEERS
Madison, Wisconsin 53706

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-9-174

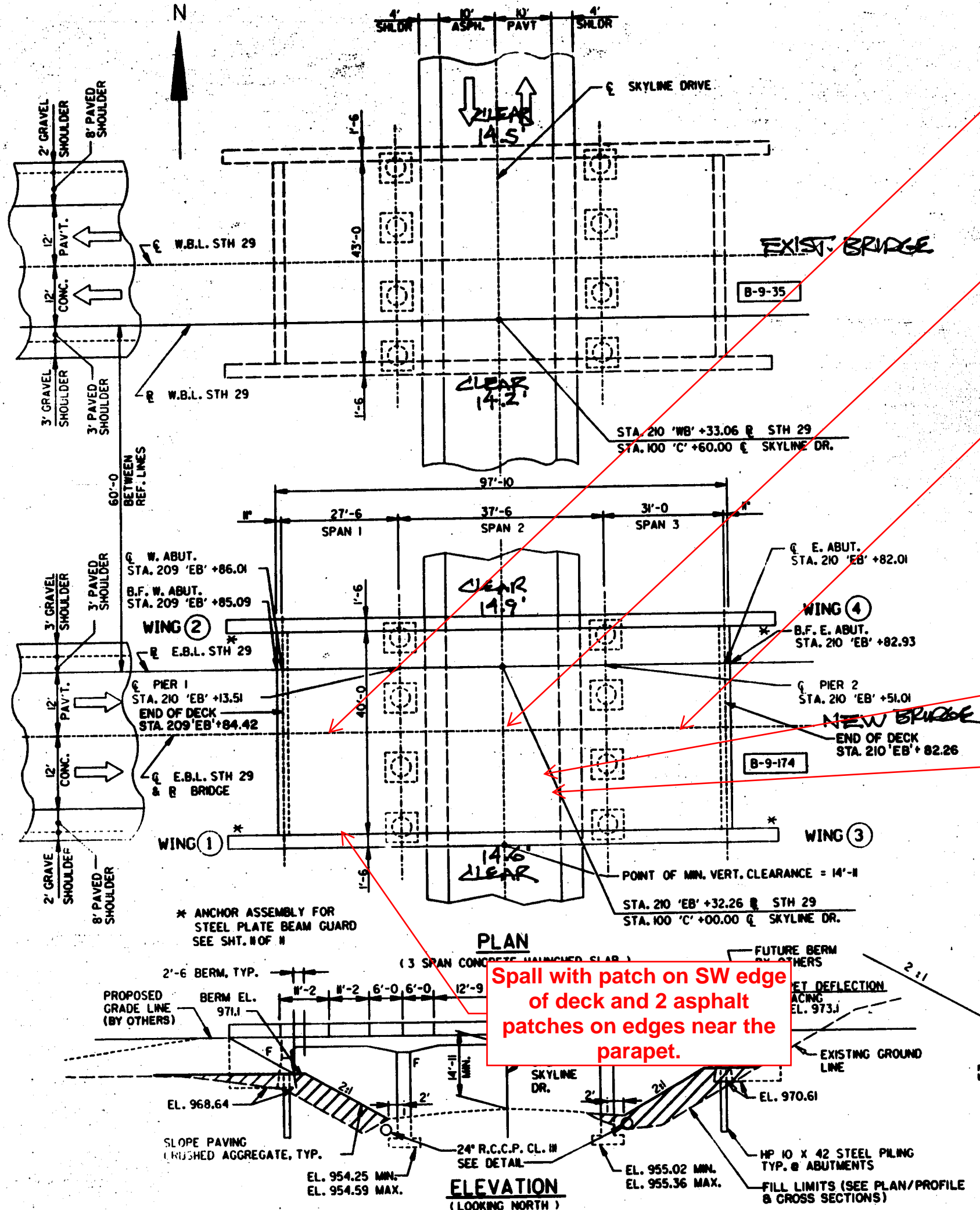
S.T.H. 29 OVER SKYLINE DRIVE (E.B.L.)

COUNTY	CHIPPewa	TOWN/CITY/VILLAGE	LAFAYETTE
DESIGN SPEC.	AASHTO '91	LOAD	HS20
DESIGNED BY	DOR	DESIGN	CK'D. DJW
DRAWN BY	BSS	PLANS	CK'D. DOR

APPROVED *Steve J. J...* 1-21-92
STATE BRIDGE ENGINEER DATE

GENERAL
PLAN

SHEET 1 OF 11
X 83806



On the underside of span 1 there are 4 full span longitudinal cracks with medium/heavy efflorescence. There is one CS3 diagonal crack with heavy efflorescence at the SW.

On the underside of span 2 there is one full span CS3 longitudinal crack with heavy efflorescence adjacent to C/L.

On the underside of span 3 there are 3 full span longitudinal cracks with medium/heavy efflorescence. There is one diagonal hairline crack with light efflorescence on north edge.

37 SF of delaminated area

Hairline longitudinal crack along C/L; half of which is considered CS3. There are a few longitudinal hairline cracks in the lanes and diagonal cracks at edges.

Spall with patch on SW edge of deck and 2 asphalt patches on edges near the parapet.

TYPICAL SECTION THRU SKYLINE DRIVE

BRIDGE OFFICE CONTACT:
DAVE BABLER
(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-09-174



Top of Deck



SW end of deck – Spalling and patch on edge



Underside of west span - Cracking



Underside of east span - Cracking



Underside of center span - Cracking

ATTACHMENT D
DNR INITIAL CONCURRENCE



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 daintile 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? Daintile? 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

CONCEPT DEFINITION REPORT - REVISED

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 align horiz: NULL

Substandard align 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					

CONCEPT DEFINITION REPORT - REVISED

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

CONCEPT DEFINITION REPORT - REVISED

BACKBONE

Local participation: N

Aes/Vis Lvl Of Impact Rating:

Real estate: N

NHS: Y

Access control: NA

% Of Project Cost:0

Real estate cost: \$0.00

FHWA Oversight Exempt: Y

Accepted By: *ROBERT L HELDT*

Original Accepted By: *DAVID S WINCENTSEN*

Accepted Date: 04/25/2019

Original Accepted Date: 05/24/2018

CDR Map

