ATTACHMENTS

ATTACHMENT A – ROUTINE INSPECTION REPORT

ATTACHMENT B – EXISTING BRIDGE PLAN OF DEFICIENT AREAS

ATTACHMENT C – PHOTOS OF DEFICIENT AREAS

ATTACHMENT D – UNDERWATER INPECTION REPORT

ATTACHMENT E – DNR INITIAL CONCURRENCE

ATTACHMENT F – PROJECT CORRESPONDENCE & COORDINATION

ATTACHMENT A

ROUTINE INSPECTION REPORT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Inspection Report for B-09-175

STH 29 EB over PAINT CREEK

Apr 23,2019

Type	Prior	Team Leader	Frequency (mos)	Performed
Routine	04-12-17	Balsiger, Lee (6011)	24	X
SIA Review	04-12-17	Balsiger, Lee (6011)	48	

Start Coordinates		End Coordinates (optional)	
Latitude	44°54'40.03"N	Latitude	
Longitude	91°15'08.99"W	Longitude	
Owner	STATE HIGHWAY DEPT	Maintainer	STATE HIGHWAY DEPT

Time Log

Hours	Minutes
0	45

Team members

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

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

Identification & Location

Feature On:	Section Town Range:	Structure Number:
STH 29 EB	S17 T28N R07W	**B-09-175**
Feature Under:	County:	
PAINT CREEK	CHIPPEWA	
Location	Municipality:	Structure Name:
3.9M E JCT CTH J	LAFAYETTE	

Geometry

measurements in feet, except where noted

Approach Roadway Width:	Bridge Roadway Width:	Total Length:
40	40.0	106.9
Approach Pavement Width:	Deck Width:	Deck Area (sq ft):
24	43.0	4596

Traffic

	Lanes	ADT	ADT year	Traffic Pattern
On	2	8000	2014	ONE WAY TRAFFIC

Capacity

Load Rating

Inventory rating:	Overburden depth (in):	Last rating date:	Controlling:
HS25	0.0	04-21-92	SLAB Negative Moment
Operating rating:	Deck surface material:	Re-rate for capacity (Y/N):	Control location:
HS42	CONCRETE		0.3 SPAN 1
Posting:	Re-rate notes:		

Hydraulic

Classification

Scour Critical Code(113):	Q100 (ft3/sec):	
(5) STABLE-WITHIN FOOTING LIMITS	6400	
High water elevation (ft):	Velocity (ft/sec):	Sufficiency #:
915.9	5.5	91.0

Span(s)

Span #	Material	Configuration	Depth (in)	Length (ft)	Main
1	CONT CONCRETE	HAUNCHED SLAB		31.0	
2	CONT CONCRETE	HAUNCHED SLAB		43.0	Y
3	CONT CONCRETE	HAUNCHED SLAB		31.0	

Expansion joint(s)

Temperature: File: New:

Clearance

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

Construction History

Year	Work Performed	FOS id
1993	NEW STRUCTURE	1052-07-71

Maintenance Items

Item	Priority	Recommended by	Status	Status change
Channel - Install Scour Countermeasures	CRITICAL	Balsiger, Lee (6011)	IDENTIFIED	04/26/19
Need to riprap SE corner. Paint Creek keeps eating into approach embankment.				
Misc - Cut Brush	MEDIUM	Balsiger, Lee (6011)	IDENTIFIED	04/13/17

Elements

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
X	**38**		**Reinforced Concrete Slab-Coated Reinforcing**	SF	4,597	3,797	800	0	0
		1130	Cracking (RC) Many leaching longitudinal cracks.	SF		0	800	0	0
	8000		Wearing Surface (Bare)	SF	4,301	3,477	814	10	0
		3210	Debonding/Spall/Patched Area/Pothole 9/2015 - IR = 0.3%, GPR = NA **3 - 1x3ft spalls at south rail over pier 2.** **1 - 1x1ft spall at south rail over pier 1.**	SF		0	14	10	0
		3220	Crack (Wearing Surface) ~4 full length longitudinal cracks with additional random transverse and longitudinal cracking	SF		0	800	0	0
X	**202**		**Steel Column** Painted 1993. **North bent on Pier 2 barely catches pier cap.**	EA	14	0	14	0	0
		1000	Corrosion All have some light rust on them	EA		0	14	0	0
	8516		Painted Steel Painted 1993.	SF	525	0	514	0	11
		3440	Effectiveness (Steel Protective Coatings) ~2% has active corrosion. The remainder has dulled but still effective	SF		0	514	0	11
X	**215**		**Reinforced Concrete Abutment**	LF	85	75	10	0	0
		1130	Cracking (RC) Few hairline vertical cracks.	LF		0	10	0	0
X	**234**		**Reinforced Concrete Cap**	LF	78	70	8	0	0
		1130	Cracking (RC) Couple hairline vertical cracks.	LF		0	8	0	0
X	**331**		**Reinforced Concrete Bridge Rail** Can see rust from chairs in north rail	LF	251	219	32	0	0
		1130	Cracking (RC) Few hairline vertical cracks.	LF		0	32	0	0
X	**8400**		**Integral Wingwall**	EA	4	4	0	0	0

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

Structure No.:**B-09-175**

Assessments

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
X	**9004**		**Drainage - Drainage Along Structure (Deck Drains)**	EA	2	2	0	0	0
			Northwest and southwest approach shoulders.						
X	**9045**		**Slope Protection- Riprap**	EA	2	1	0	1	0
			East slope has very large boulders and is very steep. **SE corner is being threatened by stream eating away approach embankment.**						
X	**9322**		**Approach Roadway - Concrete (non-structural)**	EA	2	2	0	0	0
			Milled and AC overlaid in 2018						

NBI Ratings

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

Structure Specific Notes

2017-Waterway is attacking abutment slopes at SE corner with current channel alignment. Some erosion to toe of slope. Monitor.
2019-Waterway continues to eat away at embankment at SE corner.

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

Underwater Probe Form
B-09-175

General Site Conditions - Scour

General Site Conditions - Embankment Erosion/Conditions

Substructure Notes

Chk	Unit	Max Water Depth(ft)	Mode	Notes
X	Cardinal		Dry	
X	Pier 1	1.0	Wade	
X	Pier 2	1.0	Wade	
X	Non Cardinal		Dry	

Routine

Document Comment/Description

Streambank erosion SE corner

Routine

Document Comment/Description

Streambank erosion SE corner

Routine

Document Comment/Description

P2-C1 Miss alignment

Routine

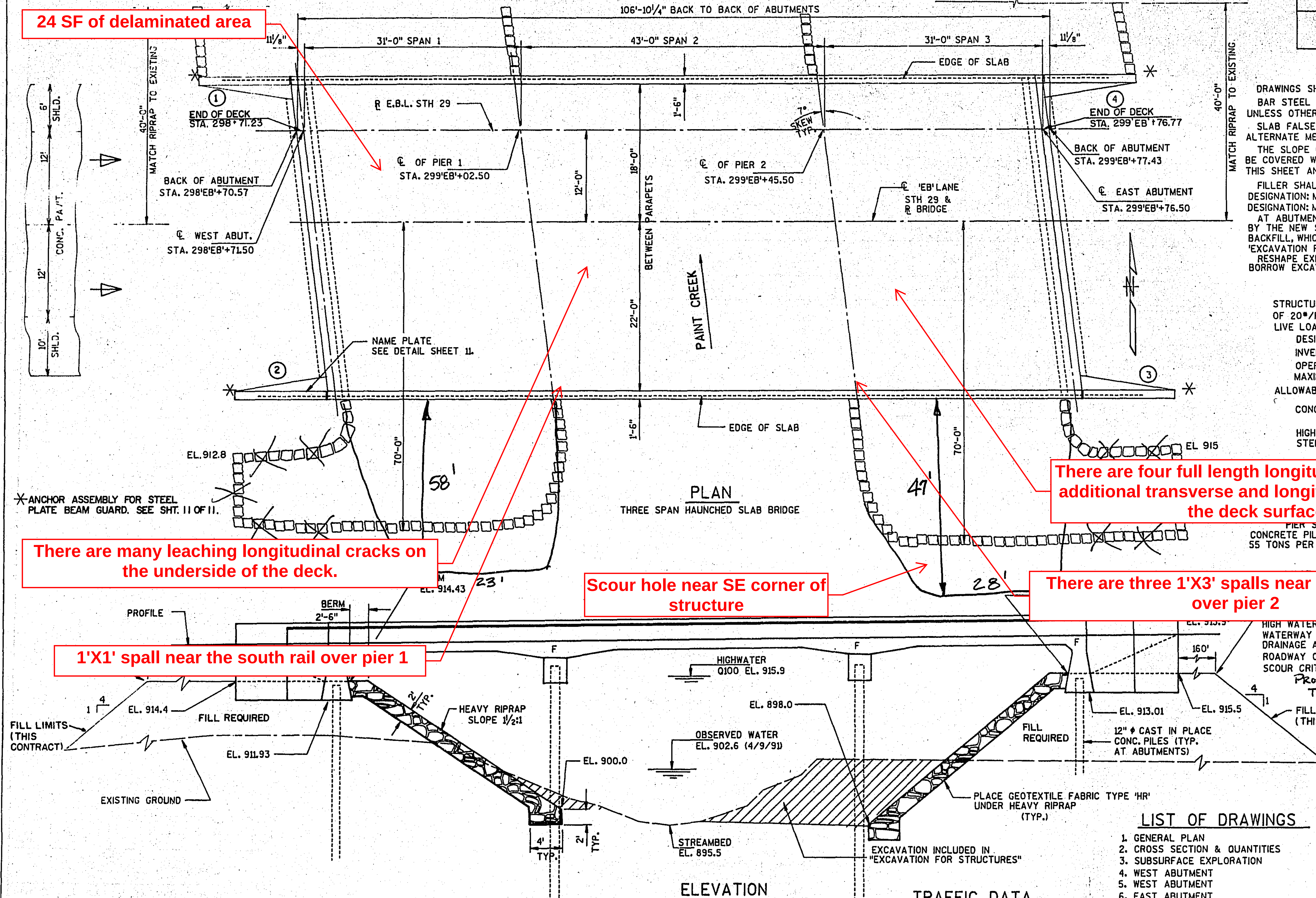
Document Comment/Description

Spalls at south rail over P2

This page intentionally left blank

ATTACHMENT B

EXISTING BRIDGE PLAN OF DEFICIENT AREAS



STATE PROJECT NUMBER	SHEET NO.
1052-07-71	814

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

SLAB FALSEWORK SHALL BE SUPPORTED ON PILES, UNLESS ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

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

FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION: M153, TYPE I,II, OR III OR A.A.S.H.T.O. DESIGNATION: M213.

AT ABUTMENTS, ALL SPACES EXCAVATED BUT NOT OCCUPIED BY THE NEW STRUCTURE, SHALL BE BACKFILLED WITH GRANULAR BACKFILL, WHICH SHALL BE INCLUDED IN THE PRICE BID FOR 'EXCAVATION FOR STRUCTURES'.

RESHAPE EXISTING DITCHES BOTH SIDES TO DRAIN AROUND BORROW EXCAVATION.

DESIGN DATA

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20#/FT.^{2}

LIVE LOAD:

DESIGN RATING ______ HS20
INVENTORY RATING ______ HS22
OPERATING RATING ______ HS44
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

...A
...ST-IN-PLACE
...RING VALUE OF
PIER SUPPORTED ON 14" ø CAST-IN-PLACE CONCRETE PILING DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE, ESTIMATED 55'-0" LONG.

HIGH WATER ____ EL. 915.9
WATERWAY AREA — 1150 S.F.
DRAINAGE AREA — 54 SQ. MILES
ROADWAY OVERTOPPING FREQUENCY — N/A
SCOUR CRITICAL CODE ___5

PROTECTIVE SURFACE TREATMENT
TRIKOTE TK-26 - DECK
TK-DOT CONC. COLORED STAIN - PARAPET

RUSSELL A. CHESMORE E-26272 Madison, WI
11/1/91

PLANS BY MEAD & HUNT, INC. MADISON, WISCONSIN

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
8	299'EB'+20	KEEL MARK ON CURB OF S.W. WINGWALL 51' LT BRIDGE B-9-38	916.32
	299EB+86	DISC ON PARAPET AT S.W. WINGWALL B-9-175 23' RT	922.85

TRAFFIC DATA

ADT (1993)= 8900
ADT (2013)= 12,400
RDS = 70 MPH

LIST OF DRAWINGS

BRIDGE OFFICE CONTACT
D. BABLER 608-266-8486

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-9-175

S.T.H. 29 OVER PAINT CREEK (E.B.L.)

COUNTY: CHIPPEWA		TOWN/~~CITY/VILLAGE~~: LAFAYETTE	
DESIGN SPEC.: AASHTO '91		LOAD: HS20	CONST. SPEC.: 1989
DESIGNED BY: RAC	DESIGN CK'D.: DCM	DRAWN BY: NJA	PLANS CK'D.: DCM

APPROVED: Stanley W. Woods, STATE BRIDGE ENGINEER — DATE: 1-22-92

GENERAL PLAN — SHEET 1 OF 11 — X83801

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-09-175

Top of Deck

Top of deck near south rail over pier 2 - Spalling

SE Corner of Structure – Streambank Erosion

SE Corner of Structure – Streambank Erosion

SE Corner of Structure – Streambank Erosion

SE Corner of Structure – Streambank Erosion

ATTACHMENT D

UNDERWATER INPECTION REPORT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Inspection Report for B-09-175

STH 29 EB over PAINT CREEK

Apr 01,2014

Type	Prior	Frequency (mos)	Performed
Routine	05-14-13	24	
Interim		0	X
Underwater V Probe	05-14-13	24	
Uw-Profile	04-01-14	24	X
SI&A	05-14-13	48	

Latitude	44°54'40.03"N	Owner	STATE HIGHWAY DEPT
Longitude	91°15'08.99"W	Maintainer	STATE HIGHWAY DEPT

Time Log

Hours	Minutes
0	1

Team members

	Name	Number	Signature	Date
Inspector	Regionset, Nw Eau	6010		
Reviewer				

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

Identification & Location

Feature On: STH 29 EB	Section Town Range: S17 T28N R07W	Structure Number: **B-09-175**
Feature Under: PAINT CREEK	County: CHIPPEWA(09)	
Location: 3.9M E JCT CTH J	Municipality: TOWN-LAFAYETTE(09034)	Structure Name:

Geometry

measurements in feet, except where noted

Approach Roadway Width: 40	Bridge Roadway Width: 40.0	Total Length: 106.9
Approach Pavement Width: 24	Deck Width: 43.0	Deck Area (sq ft): 4596

Traffic

	Lanes	ADT	ADT year	Traffic Pattern
On	2	6290	2003	ONE WAY TRAFFIC
Under	0			NO TRAFFIC

Capacity

Load Rating

Inventory rating: HS22	Overburden depth (in): 0.0		Controlling: SLAB Negative Moment
Operating rating: HS44	Deck surface material: CONCRETE	Re-rate for capacity (Y/N):	Control location: 0.3 SPAN 1
Posting:	Re-rate notes:		
Last rating date: 04-21-92			

Hydraulic

Classification

Scour Critical Code(113): (5) STABLE-WITHIN FOOTING LIMITS		Q100 (ft3/sec): 6400	
Scour POA on file:	POA date:	Velocity (ft/sec): 5.5	Sufficieny #: 92.9

Span(s)

Span #	Material	Configuration	Depth (in)	Length (ft)	Main
1	CONT CONCRETE	HAUNCHED SLAB		31.0	
2	CONT CONCRETE	HAUNCHED SLAB		43.0	Y
3	CONT CONCRETE	HAUNCHED SLAB		31.0	

Expansion joint(s)

Temperature: File: | New:

Vertical Clearance

	Measurement file (ft)	File Date	Measurement new (ft)
Highway Minimum Under Cardinal			
Highway Minimum Under Non-Cardinal			
Highway Minimum On			
Railroad Minimum Under			

Elements

Chk	Element	Protect System	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
	38			Reinforced Concrete Slab	SF	4,597	0	4,597	0	0
			1080	Delamination - Spall - Patched Area	SF		0	0	0	0
			1130	Cracking (RC)	SF		0	0	0	0
		8000		Wearing Surface (Bare)	SF	4,597	0	4,597	0	0
			3210	Debonding/Spall/Patched Area/Pothole	SF		0	0	0	0
			3220	Crack (Wearing Surface)	SF		0	0	0	0
		8522		Coated Reinforcing	SF	4,597	0	0	0	0
	202			Steel Column	EA	14	7	7	0	0
				Painted 1993. Pier 1, all have rust at water line and below. Outside piles have light rust midway up.						
			1000	Corrosion	EA		0	0	0	0
			1020	Connection	EA		0	0	0	0
		8516		Painted Steel	SF	999	999	0	0	0
				Painted 1993. Pier 1, all have rust at water line and below. Outside piles have light rust midway up.						
	215			Reinforced Concrete Abutment	LF	85	70	15	0	0
				Few hairline vertical cracks. Northeast corner washed out.						
			1080	Delamination - Spall - Patched Area	LF		0	0	0	0
			1130	Cracking (RC)	LF		0	0	0	0
	234			Reinforced Concrete Cap	LF	78	78	0	0	0
				OK						
			1130	Cracking (RC)	LF		0	0	0	0
	331			Reinforced Concrete Bridge Rail	LF	251	232	19	0	0
				Few hairline vertical cracks.						
			1080	Delamination - Spall - Patched Area	LF		0	0	0	0
			1130	Cracking (RC)	LF		0	0	0	0
	8400			Integral Wingwall	EA	4	4	0	0	0
			8902	Wingwall Movement	EA		0	0	0	0
			8903	Wingwall Deterioration.	EA		0	0	0	0

Assessments

Chk	Element	Description	UOM	Total	Quantity in Condition State 1	2	3	4
	9004	Drainage - Deck	EA	2	2	0	0	0
		2 Roadway surface concrete flume at west end.						
	9030	Signs - Object Markers	EA	4	0	0	0	4
	9045	Slope Protection- Riprap	EA	2	2	0	0	0
		OK						
	9322	Approach Roadway - Concrete (non-structural)	EA	2	2	0	0	0
		OK						

NBI Ratings

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

Structure Specific Notes

Inspection Specific Notes

Actual Inspection date was 5/27/2013

Inspector Site-Specific Safety Considerations

Structure Inspection Procedures

Special Requirements

	Chk	Comments
Traffic Control		
Access Equipment		
Other		

Construction History

Year	Work Performed	FOS id
1993	NEW STRUCTURE	1052-07-71

Maintenance Items History

Item	Recommended by	Status	Status change	Year completed

Maintenance Items

Item	Priority	Recommended by	Status	Status change

Document Comment/Description

File: b09-175_14_pd1.xlsx

Upstream and Downstream Channel Profiles

Bridge **B-9-0175**

Feature On: **STH 29**

Feature Under: **Paint Creek**

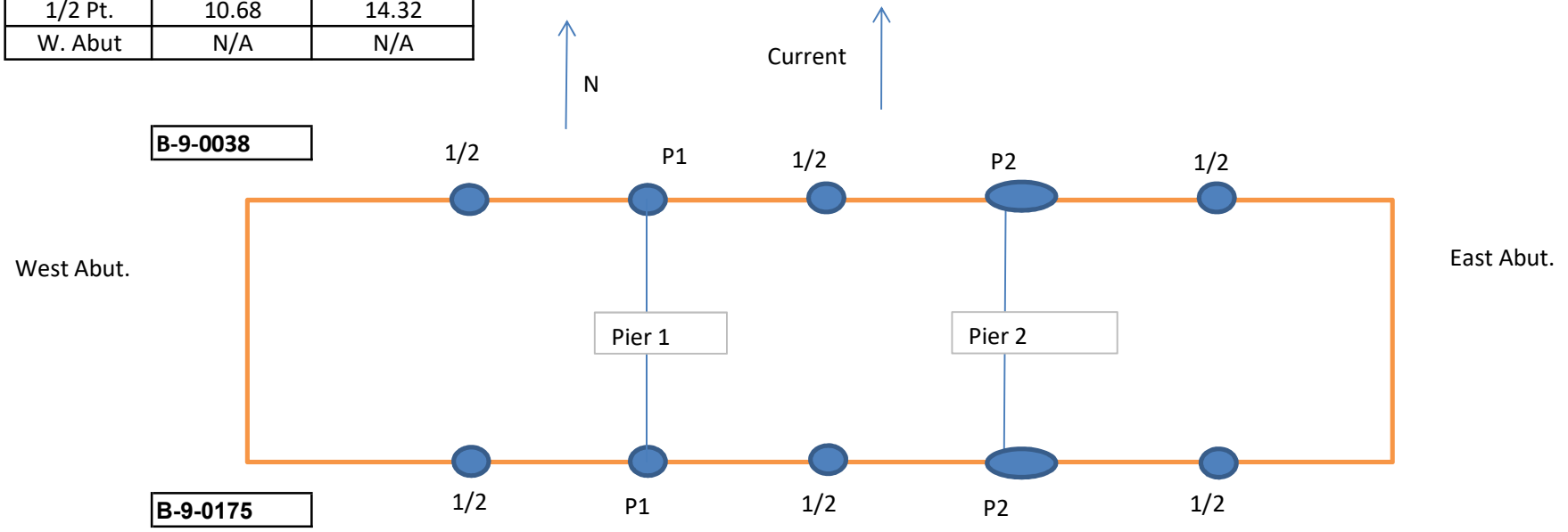
*Sister Bridge **B-9-0038**

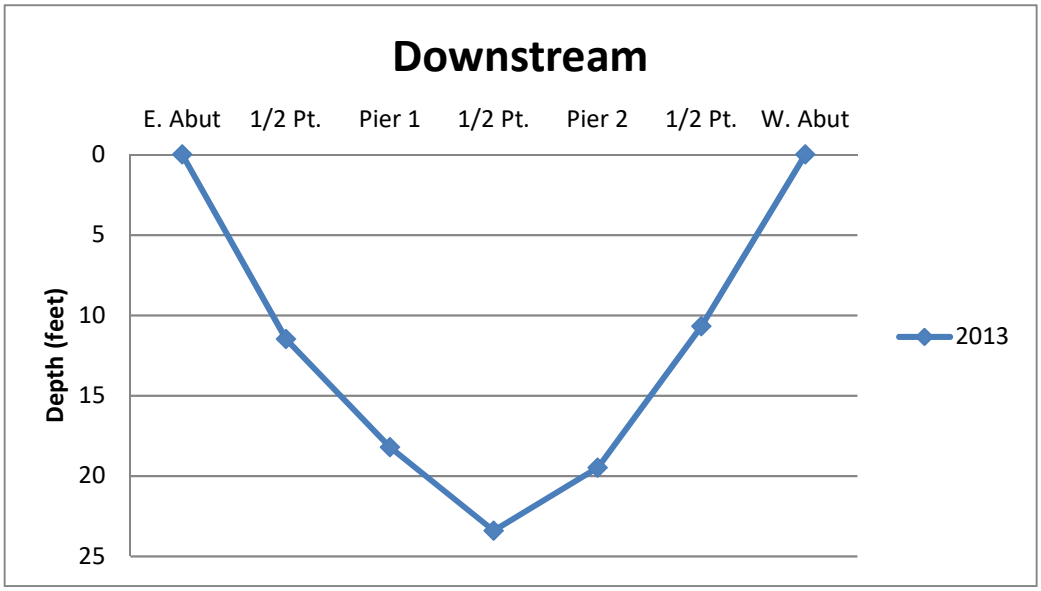
Inspector: Collin & Tyler

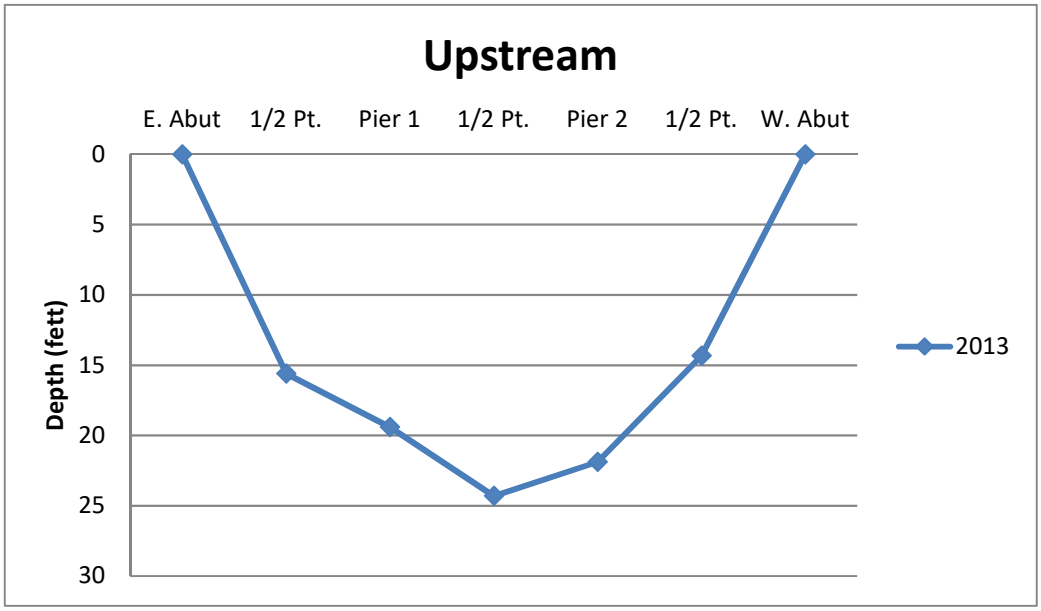
Date: 5/27/2013

Notes: Measurements were taken from White Paint Marks on top of the railing. Distances between shots are approximate. Measurements were taken from the top of railing to the ground/stream bed.

	Northside	Southside
E. Abut	N/A	N/A
1/2 Pt.	11.49	15.60
Pier 1	18.21	19.41
1/2 Pt.	23.40	24.30
Pier 2	19.48	21.88
1/2 Pt.	10.68	14.32
W. Abut	N/A	N/A




Downstream
E. Abut
1/2 Pt.
Pier 1
1/2 Pt.
Pier 2
1/2 Pt.
W. Abut
0
5
10
15
20
25
Depth (feet)
2013


Upstream
E. Abut
1/2 Pt.
Pier 1
1/2 Pt.
Pier 2
1/2 Pt.
W. Abut
0
5
10
15
20
25
30
Depth (fett)
2013

ATTACHMENT E

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 F

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

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

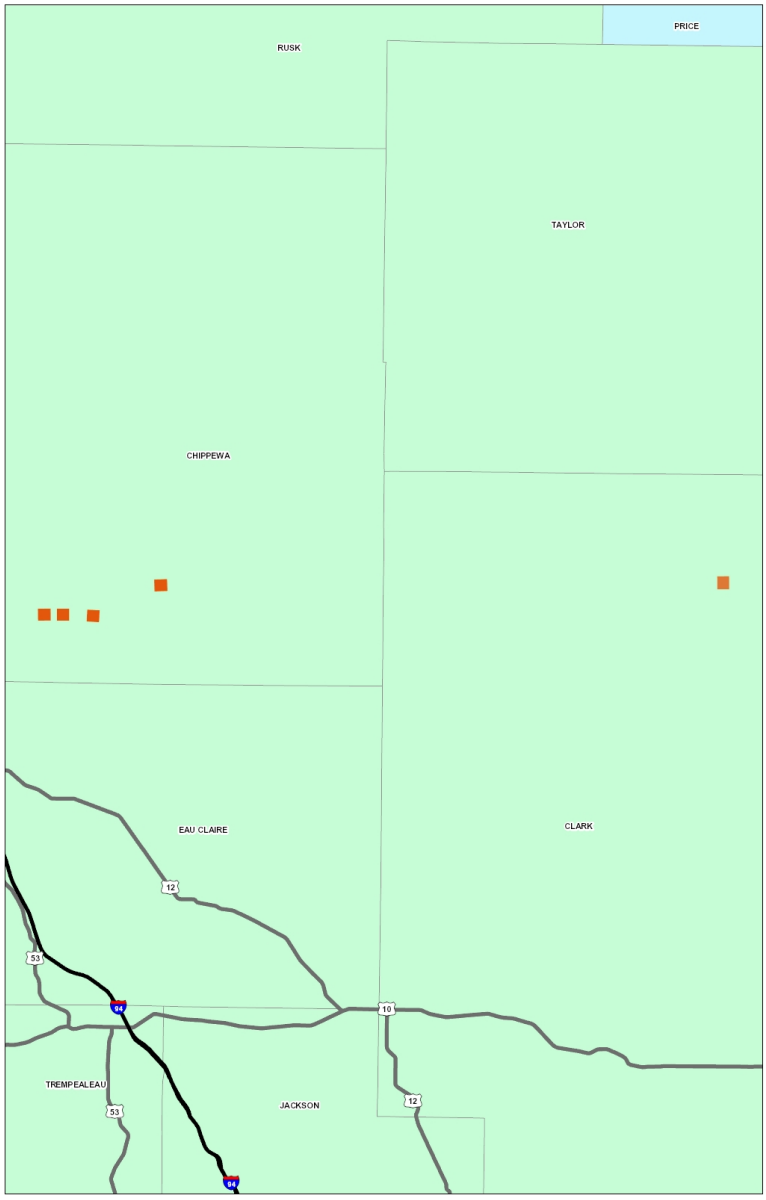
Accepted By: *ROBERT L HELDT*

Original Accepted By: *DAVID S WINCENTSEN*

Accepted Date: 04/25/2019

Original Accepted Date: 05/24/2018

CDR Map


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

Kyle Busch

From: Ksontini, Najoua - DOT <najoua.ksontini@dot.wi.gov>
Sent: Thursday, June 13, 2019 10:51 AM
To: Mark Harnois
Cc: Sean Spromberg; Leah Rhodes
Subject: RE: STH 29 over Paint Creek Bridge (B-09-0175) Project 1050-01-11

Mark,

If the additional slope repair and riprap placement is intended to restore the cross section under the bridge to what it is shown on the as-built plans, then H&H analyses are not required.

Thanks
Najoua

Najoua Ksontini, P.E. | Consultant Review and Hydraulics Supervisor
Office: (608) 266-2657 | Mobile: (608) 219-2892
najoua.ksontini@dot.wi.gov | BOS Website
BUREAU OF STRUCTURES

From: Mark Harnois <mharnois@msa-ps.com>
Sent: Thursday, June 13, 2019 10:30 AM
To: Ksontini, Najoua - DOT <najoua.ksontini@dot.wi.gov>
Cc: Sean Spromberg <sspromberg@msa-ps.com>; Rhodes, Leah <lrhodes@msa-ps.com>
Subject: FW: STH 29 over Paint Creek Bridge (B-09-0175) Project 1050-01-11

Najoua,

WDOT is doing an overlay project on STH 29. They would like to add some heavy riprap to this structure at the same time. Is there a requirement to do hydrology and hydraulics just to add riprap as a maintenance item for a structure?

Mark Harnois

MSA
Mark Harnois, PE | Senior Project Engineer
MSA Professional Services, Inc.
100% Employee Owned
+1 (608) 242-6630

Please note our new address:
1702 Pankratz Street
Madison, WI 53704

From: Rongstad, Tyler J - DOT <Tyler.Rongstad@dot.wi.gov>
Sent: Thursday, June 13, 2019 9:56 AM
To: Sean Spromberg <sspromberg@msa-ps.com>
Subject: FW: STH 29 over Paint Creek Bridge (B-09-0175) Project 1050-01-11

Hi Sean,

Please see below and attached. Would it be possible to get some heavy rip rap added on this structure?

Thanks,

Tyler

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

From: Haig, Gregory - DOT
Sent: Thursday, June 13, 2019 8:23 AM
To: Rongstad, Tyler J - DOT <Tyler.Rongstad@dot.wi.gov>
Subject: STH 29 over Paint Creek Bridge (B-09-0175) Project 1050-01-11

Tyler,

Would it be possible to add some heavy rip rap to the overlay project? I've attached photos of a scour hole located just off the southeast corner of the bridge. It seems after the last round of flooding the creek has started migrating to the east and is beginning to cut into the slope towards the roadway.

Thanks,

Gregory Haig, P.E.
Bridge Maintenance Engineer
Northwest Region, Eau Claire
gregory.haig@dot.wi.gov
cell. (715) 577-0646