ATTACHMENTS

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ATTACHMENT A

ROUTINE INSPECTION REPORT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Inspection Report for B-09-020

STH 29 EB over X

Apr 22,2019

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°56'12.40"N	Latitude	
Longitude	91°10'34.01"W	Longitude	

Owner		Maintainer	
	STATE HIGHWAY DEPT		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)	04-25-19

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

Identification & Location

Feature On: STH 29 EB	Section Town Range: S01 T28N R07W	Structure Number: **B-09-020**
Feature Under: X	County: CHIPPEWA	
Location: 1.5M E JCT CTH XX	Municipality: SIGEL	Structure Name:

Geometry

measurements in feet, except where noted

Approach Roadway Width: 40	Bridge Roadway Width: 40.0	Total Length: 171.3
Approach Pavement Width: 24	Deck Width: 43.0	Deck Area (sq ft): 7365

Traffic

	Lanes	ADT	ADT year	Traffic Pattern
On	2	4500	2014	ONE WAY TRAFFIC
Under	2	2300	2014	TWO WAY TRAFFIC

Capacity

Load Rating

Inventory rating: HS20	Overburden depth (in): 0.0	Last rating date:	Controlling: INTERIOR DECK GIRDER Moment
Operating rating: HS33	Deck surface material: CONCRETE	Re-rate for capacity (Y/N):	Control location: 3.7 SPAN 2, 25.8
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 #: 81.9

Span(s)

Span #	Material	Configuration	Depth (in)	Length (ft)	Main
1	CONT STEEL	DECK GIRDER		47.0	
2	CONT STEEL	DECK GIRDER		69.5	Y
3	CONT STEEL	DECK GIRDER		47.0	

Expansion joint(s)

Temperature: File: | New:

Clearance

Item	File Measurement (ft)	File Date	New Measurement (ft)
Highway Min Vertical Under Cardinal	14.96		
Highway Min Vertical Under Non-Cardinal			
Horizontal Under Cardinal	48.8		
Horizontal Under Non-Cardinal			
Highway Min Vertical On Cardinal			
Horizontal On Cardinal			

Construction History

Year	Work Performed	FOS id
1993	PAINTING	
1993	NEW DECK	1052-07-79
1979	OVERLAY - CONCRETE	0009-84-12
1962	NEW STRUCTURE	

Maintenance Items History

Item	Recommended by	Status	Status change	Year completed
IMP-Thin Epoxy Overlay	Balsiger, Lee (6011)	REJECTED	04/25/19	
Possible Candidate?				

Maintenance Items

Item	Priority	Recommended by	Status	Status change
Drainage - Repair/Construct Drainage Flumes		Balsiger, Lee (6011)	IDENTIFIED	04/06/17
Construct flume SE corner				
IMP-Paint Structure		Balsiger, Lee (6011)	IDENTIFIED	04/06/17

Elements

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
X	**12**		**Reinforced Concrete Deck-Coated Reinforcing** small spall in driving lane	SF	7,365	2,065	5,300	0	0
		1130	Cracking (RC) Spans 1 and 3 few transverse cracks with EFF. Span 2 numerous transverse cracks with EFF.	SF		0	5,300	0	0
	8000		Wearing Surface (Bare)	SF	6,938	2,338	4,000	600	0
		3210	Debonding/Spall/Patched Area/Pothole 9/2015 - IR = 1.5%, GPR = 2.7%	SF		0	0	200	0
		3220	Crack (Wearing Surface) Numerous transverse/mapping cracks thoughout wearing surface. **Trasnverse cracks at 2ft centers over piers and in center span.** **Some cracks are CS3 width.**	SF		0	4,000	400	0
X	**107**		**Steel Open Girder** 7 Girders, painted 8/93 **Original, interior girders have cover plates.**	LF	1,174	324	800	50	0
		1000	Corrosion Bottom flanges of all girders. Especially girder 7. Girder 7, span 2 bottom flange has a couple vehicle scrapes but no damage to girder. **Bottom flanges have noticeable flaking in spot locations.**	LF		0	800	50	0
	8516		Painted Steel 7 Girders, painted 8/93	SF	9,290	2,290	1,000	1,000	5,000
		3440	Effectiveness (Steel Protective Coatings) Girders 1 and 7 bottom flanges paint has failed, showing some **corrosion**. Girders 2, 3, 4, 5, and 6 webs and flanges **are** peeling **and exposed steel is corroding**	SF		0	1,000	1,000	5,000
X	**205**		**Reinforced Concrete Column**	EA	10	8	2	0	0
		1130	Cracking (RC) Couple have hairline horizonal cracks, especially in pier 1.	EA		8	2	0	0

X	**215**		**Reinforced Concrete Abutment**	LF	117	113	4	0	0
		1130	Cracking (RC) Few vertical cracks.	LF		4	4	0	0
X	**234**		**Reinforced Concrete Cap** OK	LF	114	114	0	0	0
		1130	Cracking (RC) Couple hairline vertical cracks.	LF		14	0	0	0
X	**300**		**Strip Seal Expansion Joint** Above both abutments.	LF	121	105	9	6	1
		2310	Leakage, Seal Adhesion, Damage,Cracking Some leaking **showing below**	LF		0	9	0	0
		2360	Adjacent Deck or Header Damage **~6lf** of **spalling along** east joint **near Centerline**. **Small hole in SW corner.**	LF		0	0	6	1
X	**310**		**Elastomeric Bearing** At piers 2-3.	EA	14	14	0	0	0
X	**313**		**Fixed Bearing** At west abutment	EA	7	5	2	0	0
		1000	Corrosion Exterior bearings have corrosion	EA		0	2	0	0
X	**331**		**Reinforced Concrete Bridge Rail**	LF	370	261	109	0	0
		1130	Cracking (RC) Few vertical cracks.	LF		0	109	0	0
X	**8400**		**Integral Wingwall** OK	EA	4	4	0	0	0

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

Structure No.:**B-09-020**

Assessments

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
X	**9004**		**Drainage - Drainage Along Structure (Deck Drains)** Roadway surface concrete flumes at northwest and southwest approach slab. **Gravel shoulders at east end.**	EA	4	4	0	0	0
X	**9043**		**Slope Protection- Crushed Aggregate with Bit.** OK	EA	2	2	0	0	0
X	**9167**		**Steel Diaphragm** Paint is peeling off some diaphrams. Light rust is starting to show.	EA	54	34	20	0	0
X	**9322**		**Approach Roadway - Concrete (non-structural)** **Mill**ed **and overlaid with AC in 2018**	EA	2	2	0	0	0

NBI Ratings

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

Structure Specific Notes

Paint is peeling off in big sheets. This was a top coat job. The mate [B-9-177] is a new bridge and its paint is ok.

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. **(2019) Changed to CS3 based on 1080 defect definition.**
12/2015 Interim - Wearing surface only.

Inspector Site-Specific Safety Considerations

Structure Inspection Procedures

Special Requirements

Chk	Hours	Cost	Comments

Routine

Document Comment/Description

Paint failure girder 7 bottom flange.

Routine
Document Comment/Description

Routine
Document Comment/Description

Routine

Document Comment/Description

Spalling to East joint

Routine

Document Comment/Description

Hole in SW corner

Routine

Document Comment/Description

Paint failure/corrosion (typ)

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ATTACHMENT B

EXISTING BRIDGE PLAN OF DEFICIENT AREAS

STATE PROJECT NUMBER	SHEET NO.
1052-07-79	6.1.7

N

8'-0" PAVED SHOULDER
2'-0" GRAVEL SHOULDER
12'-0" 12'-0" CONC. PAVT.
3'-0" PAVED SHOULDER
3'-0" GRAVEL SHOULDER
3'-0" PAVED SHOULDER
3'-0" GRAVEL SHOULDER
12'-0" 12'-0" CONC. PAVT.
8'-0" PAVED SHOULDER
2'-0" GRAVEL SHOULDER

200 SF of delaminated area

Numerous transverse/mapping cracks throughout wearing surface on span 2 and over piers. Cracks at 2ft centers. Some cracks are CS3 width.

℄ W.B.L. S.T.H. 29

B-9-177

171'-4" BACK TO BACK OF ABUTMENTS

3'-11" | 47'-0" SPAN 1 | 69'-6" SPAN 2 | 47'-0" SPAN 3 | 3'-11"

℄ BRG. W. ABUT STA. 533"EB"+68.31

END OF DECK STA. 533"EB"+64.39

"AS BUILT" SKEW 47°10'

137°05'04"

534"EB"+00

535"EB"+00

60'-0" BETWEEN REFERENCE LINES

℄ E.B.L. S.T.H. 29

EXISTING W. ABUT. TO REMAIN AND BE WIDENED

EXISTING PIER TO REMAIN AND BE WIDENED (TYP.)

B.M. 18

40'-0" BETWEEN PARAPETS

1'-6"

END OF DECK STA. 535"EB"+35.73

℄ BRG. E. ABUT. STA. 535"EB"+31.81

EXISTING E. ABUT. TO REMAIN AND BE WIDENED

6 LF of spalling along east expansion joint

B-9-20

NAME PLATE. FOR LOCATION SEE SHT. 16

3'-0" SHLDR.
12'-0" ASPH.
12'-0" PAVT.
3'-0" SHLDR.

℄ C.T.H. X

℄ PIER 1 STA. 534"EB"+15.31

℄ PIER 2 STA. 534"EB"+84.81

POINT OF MINIMUM VERT. CLR. = 14'-10"

STA. 534"EB"+50.06 ℄ E.B.L. S.T.H.29
STA. 100"N"+17.23 ℄ C.T.H. X

FOR THRIE BEAM GUARD ATTACHMENT

Numerous transverse cracks with efflorescence on underside of deck.

PLAN B-9-20
(3 SPAN-STEEL GIRDERS)

(BRIDGE REHABILITATION – REDECK & WIDENING)

DESIGN DATA

LIVE LOAD:

DESIGN RATING	HS20
INVENTORY RATING	HS21
OPERATIONAL RATING	HS35
MAXIMUM STD. PERMIT VEHICLE LOAD	250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY,SLAB	f'_c = 4,000 p.s.i.
ALL OTHER	f'_c = 3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT	f_y = 60,000 p.s.i.
HIGH STRENGTH STRUCTURAL STEEL (A.S.T.M. A709, GRADE 50) TO & INCLUDING 4" TK.	f_y = 50,000 p.s.i.
STRUCTURAL CARBON STEEL (A.S.T.M. A709, GRADE 36)	f_y = 36,000 p.s.i.

EXISTING ULTIMATE DESIGN STRESSES

STRUCTURAL CARBON STEEL (A.S.T.M. A36) TO AND INCLUDING 4" THICK	f_y = 36,000 p.s.i.

FOUNDATION DATA:

ADDITIONS TO ABUTMENTS AND PIERS TO BE SUPPORTED ON HP10 X 42 STEEL PILING DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE. ESTIMATE 25'-0" PILE LENGTHS AT THE WEST ABUTMENT, 40'-0" AT THE EAST ABUTMENT, 20'-0" AT PIER 1 AND 25'-0" AT PIER 2.

TRAFFIC DATA

A.D.T. (1993)	8250
A.D.T. (2013)	12,250
DESIGN SPEED	70 M.P.H.

LIST OF DRAWINGS

⊗ BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
18	534"EB"+44	KEEL MARK ON TOP OF CURB ON SW WING OF B-9-20, 28' RT.	1000.09

Small hole in SW Corner

PROPOSED GRADE LINE
2'-6" BERM TYP.
** EXISTING BERM EL. 993.82
**EXISTING BERM EL. 993.50
STRIP SEAL EXPANSION JOINT REQ'D, TYP. BOTH ABUTMENTS.
F.G.
2 AVE. 1
E.
14'-10" MIN.
℄ C.T.H. X
6" MIN.
**EXISTING EL. 991.00
EXISTING SLOPE PAVING TO BE REMOVED AND REPLACED WITH SLOPE PAVING, CRUSHED AGGREGATE (TYP.)
**EXISTING EL. 976.59
HP10X42 STEEL PILING (TYP.), REQ'D. AT PIER AND ABUTMENT ADDITIONS (SOUTH SIDE ONLY)
BEAM GUARD BY OTHERS (TYP.)
**EXISTING EL. 976.59
**EXISTING EL. 991.32
1005 1000 995 990 985 980 975 970 965 960
** SEE GENERAL NOTES

ELEVATION
(LOOKING NORTH & NORMAL TO C.T.H. X)

℄ PIER 1 | ℄ C.T.H. X | ℄ PIER 2
47'-3"±
11'-7½" | 12'-0" ASPH. | 12'-0" PAVT. | 11'-7½"
3'-0" SHLDR. | 3'-0" SHLDR.
2 AVE. 1
8'-7½" | 0.04 ⅛ | 0.04 ⅛ | 8'-7½"
0.02 ⅛ | 0.02 ⅛
POINT REFERRED TO ON PROFILE

TYPICAL SECTION THRU C.T.H. X

BRIDGE OFFICE CONTACT
(608) 264-9425
DAVE BABLER

WISCONSIN GARY W. BAXTER E-18642 Spring Green Wis. PROFESSIONAL ENGINEER
7-30-92

No.	Date	Revision	By

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-9-20

S.T.H. 29 OVER C.T.H. X

County CHIPPEWA		Town/City SIGEL	
Design Spec. A.A.S.H.T.O. 1991		Load HS20	Const. Spec. 1989
Designed By CJB/JJK	Design Checked JJK	Drawn By IRS	Plans Checked JJK

Approved Stanley W. Woods, State Bridge Engineer — Date 11-13-92

NEW DECK

SHEET 1 OF 16

DRAWING FILE: 5504FSH SCALE: .0625=12 ROT. < DATE: 7-28-92

5504 S.T.H. 29 / C.T.H. X

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-09-20

East End of Deck

Top of deck

Underside of deck showing cracks with efflorescence.

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

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

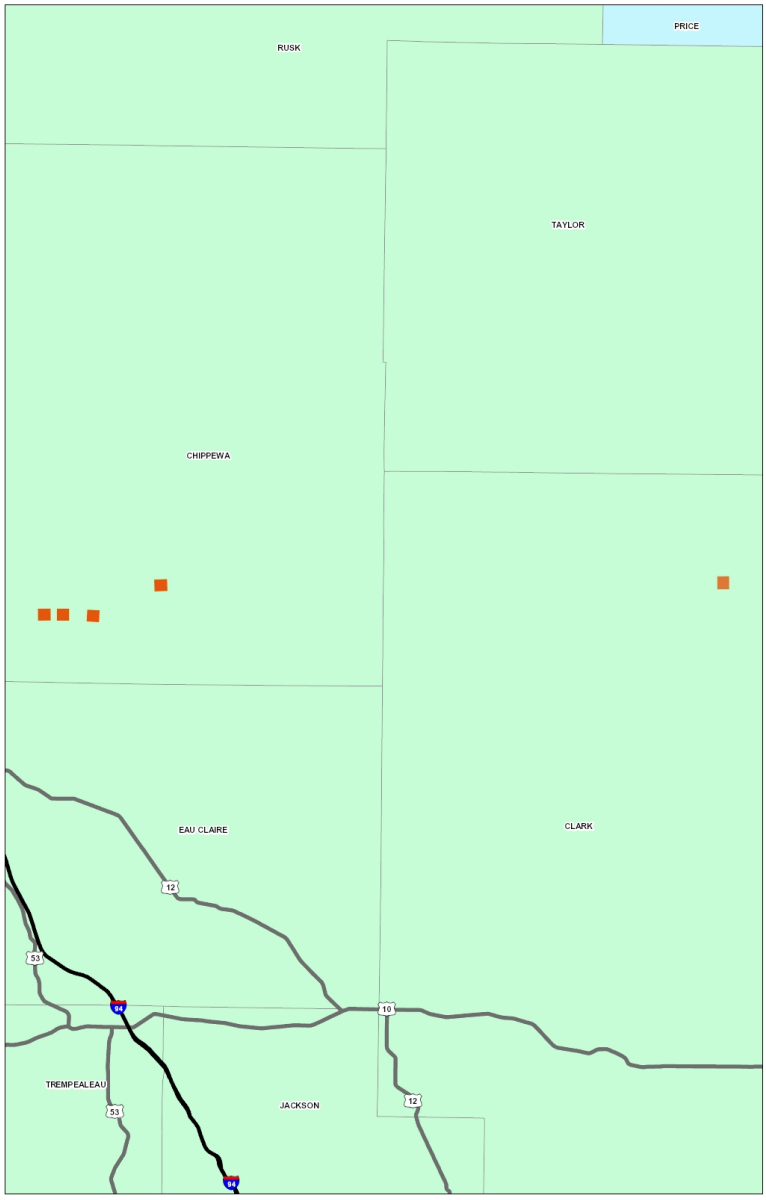
Accepted By: *ROBERT L HELDT*

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

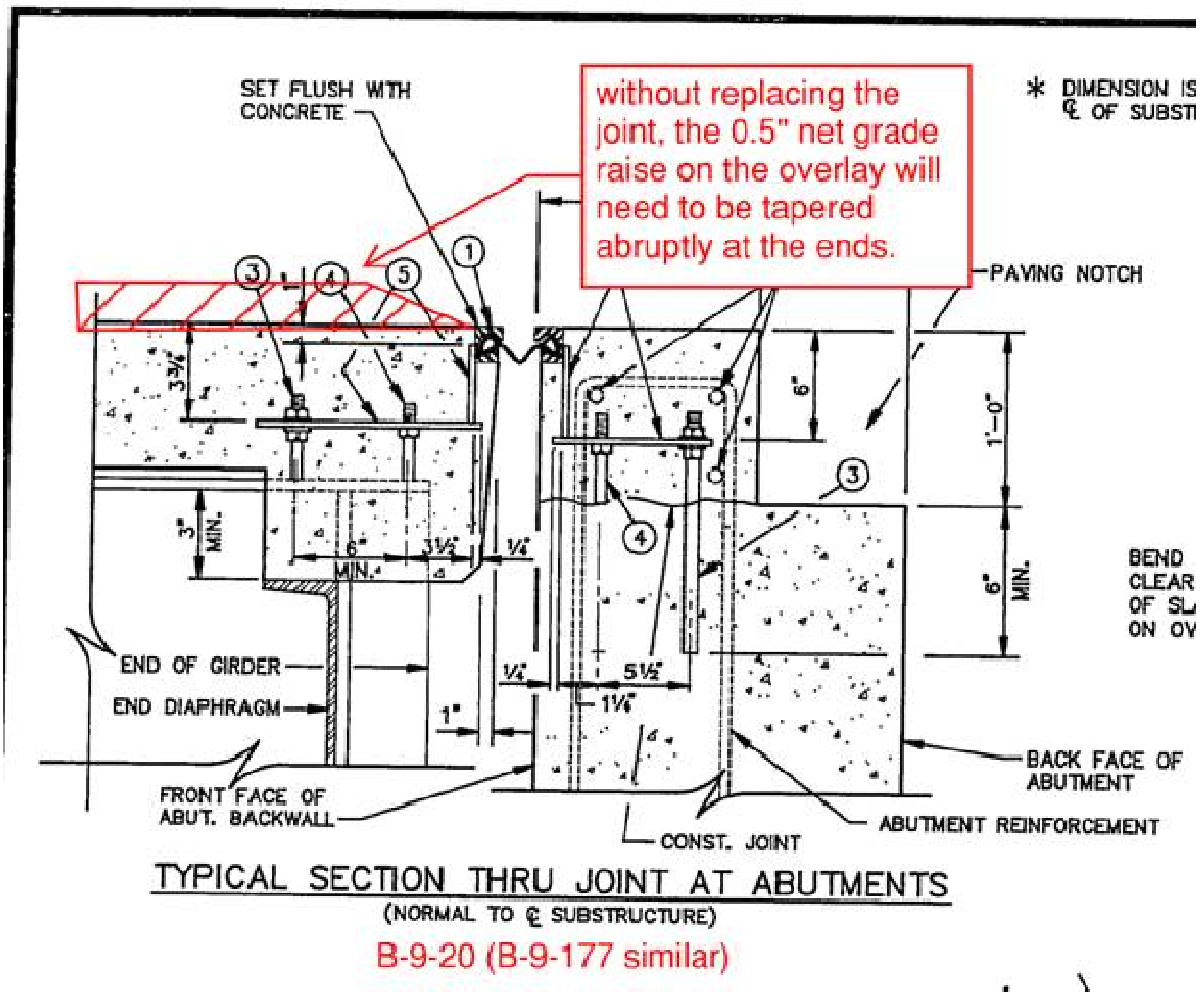
From: Sean Spromberg
Sent: Friday, June 21, 2019 8:08 AM
To: Rongstad, Tyler J - DOT; Haig, Gregory - DOT
Cc: Kyle Busch
Subject: RE: STILLSON CREEK TO CARDINAL AVENUE 1050-01-81, Joint replacement

Tyler/Greg,

For steel girder bridges on ID 1050-01-11 (B-9-177 & B-9-20) we will have a 0.5" profile grade raise on the deck (see below). In many cases the joints get replaced on these. Without replacing the joint do we want to continue the overlay up to the joint, over the backwall, and then take out ½" raise in a taper in the asphalt? Or replace the joint?

Thanks, Sean

Sean Spromberg, PE | Team Leader
MSA Professional Services, Inc.
100% Employee Owned
+1 (715) 304-0451



From: Haig, Gregory - DOT
Sent: Thursday, May 2, 2019 1:49 PM
To: Smrstick, Timothy J - DOT <Timothy.Smrstick@dot.wi.gov>; Rongstad, Tyler J - DOT <Tyler.Rongstad@dot.wi.gov>
Cc: Balsiger, Lee M - DOT <Lee.Balsiger@dot.wi.gov>
Subject: RE: STILLSON CREEK TO CARDINAL AVENUE 1050-01-81

Hey Tyler,

Just to be clear, it would be from the top of the abutment footing up. We will not need to remove or replace the footing under the wing.

Thanks,

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

From: Smrstick, Timothy J - DOT
Sent: Thursday, May 2, 2019 1:44 PM
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

We would like to replace the entire wing wall on all four.

From: Rongstad, Tyler J - DOT
Sent: Thursday, May 02, 2019 12:03 PM
To: Smrstick, Timothy J - DOT <Timothy.Smrstick@dot.wi.gov>
Subject: FW: STILLSON CREEK TO CARDINAL AVENUE 1050-01-81

Hi Tim,

Do you know if it the entire wings or just the top of the wings need replacement? For both of the two structures?

Thanks,

Tyler

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

From: Sean Spromberg <sspromberg@msa-ps.com>
Sent: Thursday, May 2, 2019 9:13 AM
To: Rongstad, Tyler J - DOT <Tyler.Rongstad@dot.wi.gov>
Cc: Haig, Gregory - DOT <gregory.haig@dot.wi.gov>; Balsiger, Lee M - DOT <Lee.Balsiger@dot.wi.gov>
Subject: RE: STILLSON CREEK TO CARDINAL AVENUE 1050-01-81

Tyler,

One clarification, are we replacing the entire wings or just the wing tops at all 4 quadrants? If full wings we would request an amendment.

Thanks, Sean

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:

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