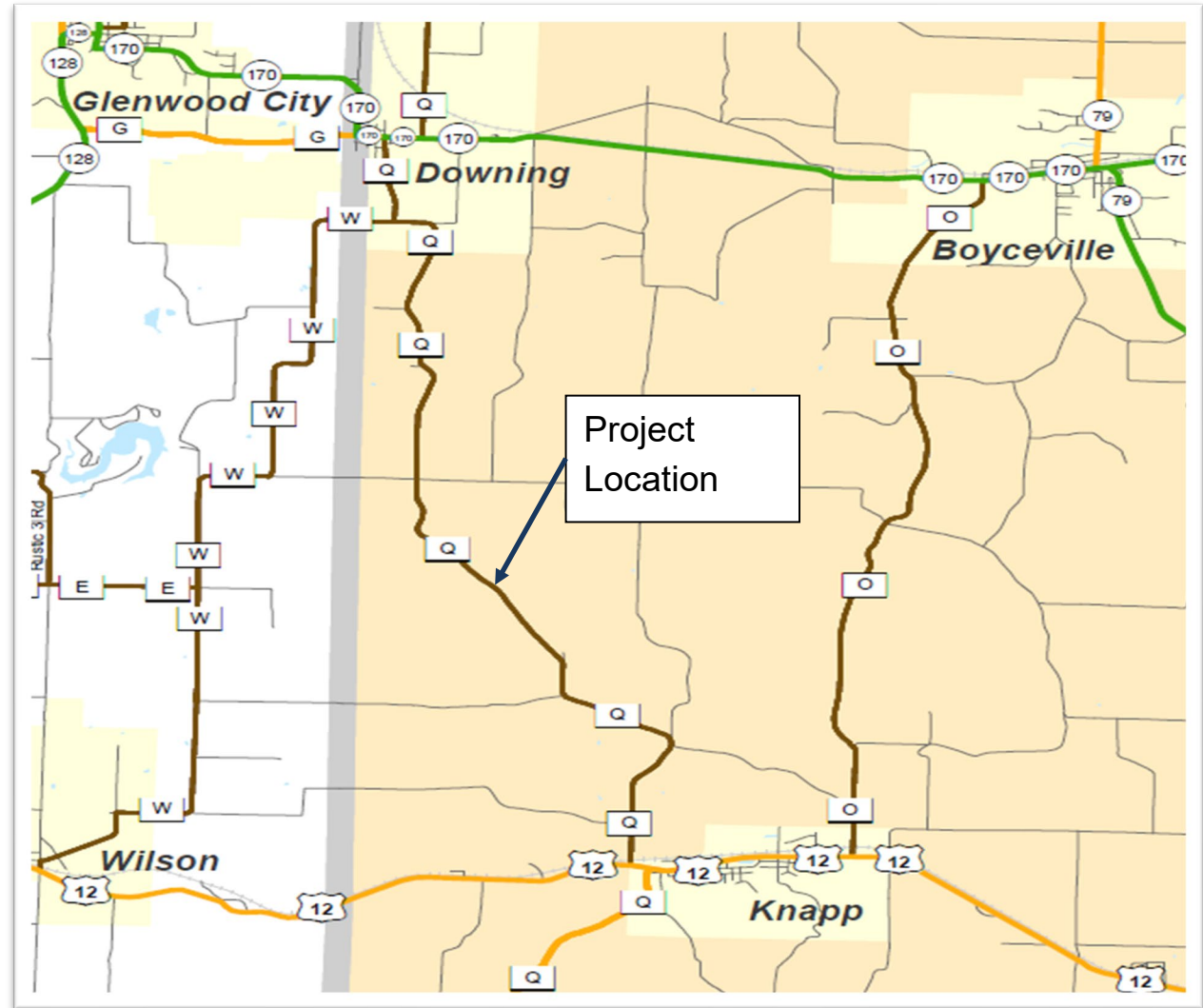


# Public Involvement Meeting

**State Project ID: 8925-03-01  
Knapp - Downing  
Wilson Creek Bridge P-17-0800  
CTH Q  
Dunn County**

# Project Location

The proposed CTH Q project is a Bridge Replacement of the Wilson Creek (P-17-0800) between Knapp and Downing in the town of Stanton, Township 29 N, Range 14 E, Section 17, Dunn County. The bridge is 3 miles northwest of Knapp.



# Purpose of Project

- ▶ The purpose of the proposed action is to maintain and improve an important roadway in the local transportation system by replacing the Wilson Creek Bridge.
  - The existing bridge has deteriorated to a point where it is no longer cost effective to maintain the existing structure
  - There are several portions of the bridge deck surface where the asphalt overlay has deteriorated making a rough ride for the traveling public.



View of the current Wilson Creek Bridge P-17-0800  
looking northwest

# Project Specifics

- ▶ Bridge will be constructed in 2022
  - Construction is anticipated to last 3 months
- ▶ The detour route will incorporate County, State, and US Highways: USH 12 to CTH O to STH 170 then back to CTH Q
- ▶ Detour signage will be posted at intersections to help the public navigate around the bridge during construction.
- ▶ No new right-of-way is required
  - Existing right-of-way is 80 feet (40 feet left and right of the roadway centerline)

# Inefficient Flow Through The Existing Bridge

- ▶ Flood events do not pass through this site efficiently. Sediment carried downstream is collected along the left (south) pier. This causes water to backup and flow over the road south of the bridge.
- ▶ A single span structure will allow the larger rain events to more efficiently pass debris.



View of Wilson Creek flowing under the bridge looking upstream. Note sediment collection on the left.

# Existing Bridge

- ▶ The existing bridge is a 2-span concrete flat slab structure
- ▶ The bridge was originally constructed in 1940 and has a 24.2 ft overall length
- ▶ The bridge clear roadway width is 26 ft.
- ▶ The bridge is load posted 35 ton
- ▶ The posted speed limit is 55 mph



# Existing Bridge

- ▶ Wilson Creek tends to flow towards the pier of the bridge.
- ▶ Continued scouring of sediments around the structure could undermine the abutments and the pier.



This photo shows the tendency for debris and sediment to collect near the pier.

# Existing Bridge

- ▶ This photo shows the existing deterioration of the pier on the downstream end of the bridge.
- ▶ The proposed single-span structure will not have a center pier that can collect debris and plug up the bridge opening.



View of the deteriorating center pier and bridge deck. Salts applied during the winter escalate the deterioration of the bridge deck.



# Existing Roadway

- ▶ Existing road settlement
  - The approaches to the bridge are currently settling in front of the bridge
  - Road settlement creates a lip or a ledge between the bridge and road creating a “bump in the road”
  - The bridge is unable to settle because it is supported by wooden piles that are driven to bedrock in order to support the existing bridge.
- ▶ 50 ft. of the approaches on both ends of the bridge will be reconstructed. The approaches will match the remainder of the roadway.



Arrow shows ledge between the bridge and adjoining roadway caused by settlement of the road in front of the abutments (looking southeast).

# Existing Guardrail



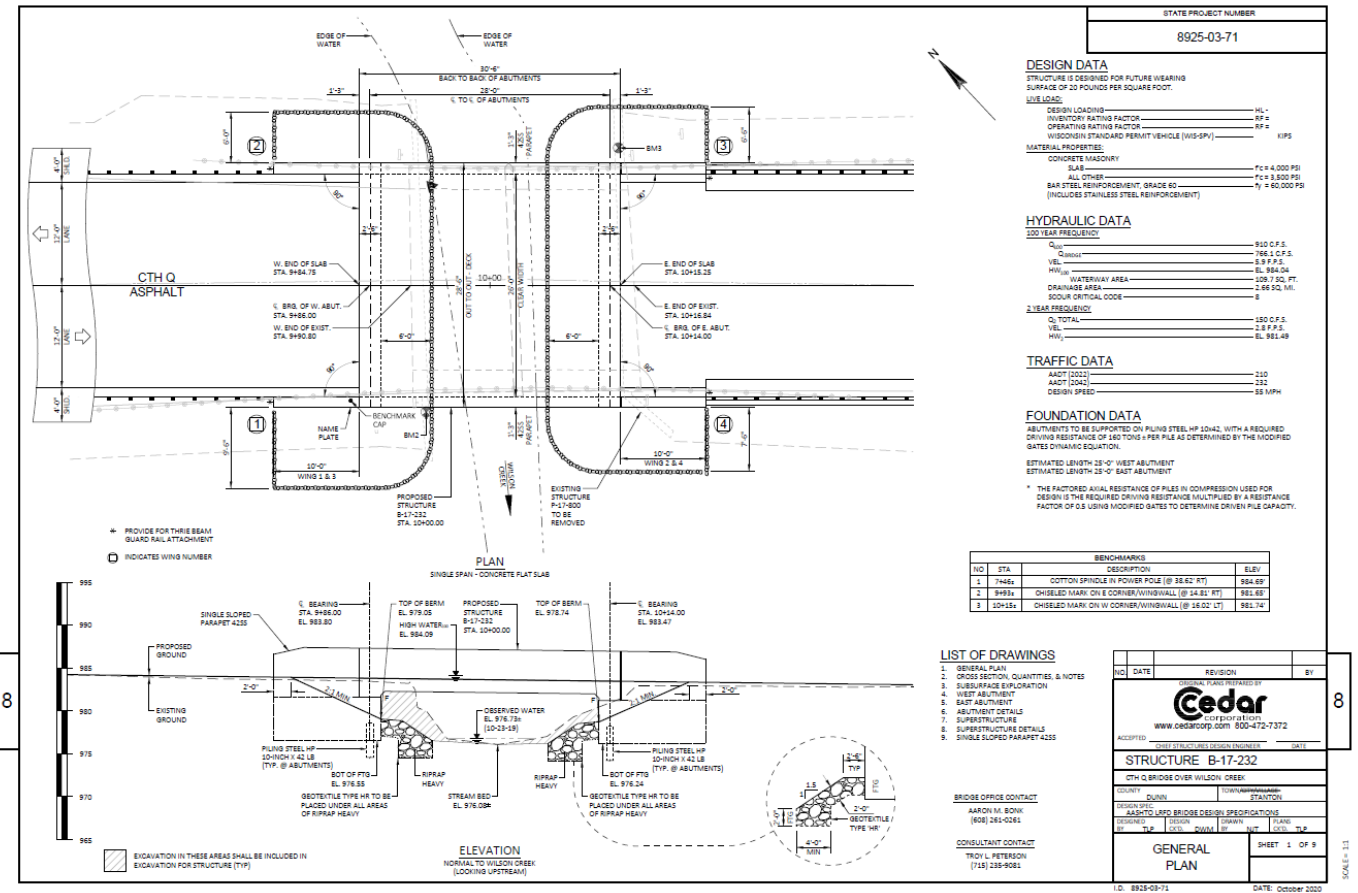
Existing guardrail with “TL-2 end treatment” as it approaches the bridge. This end treatment is largely outdated.



New guardrails will be installed as shown above with “Energy Absorbing Terminals” which slow vehicles in the event of a collision with a guardrail.

# Proposed Bridge

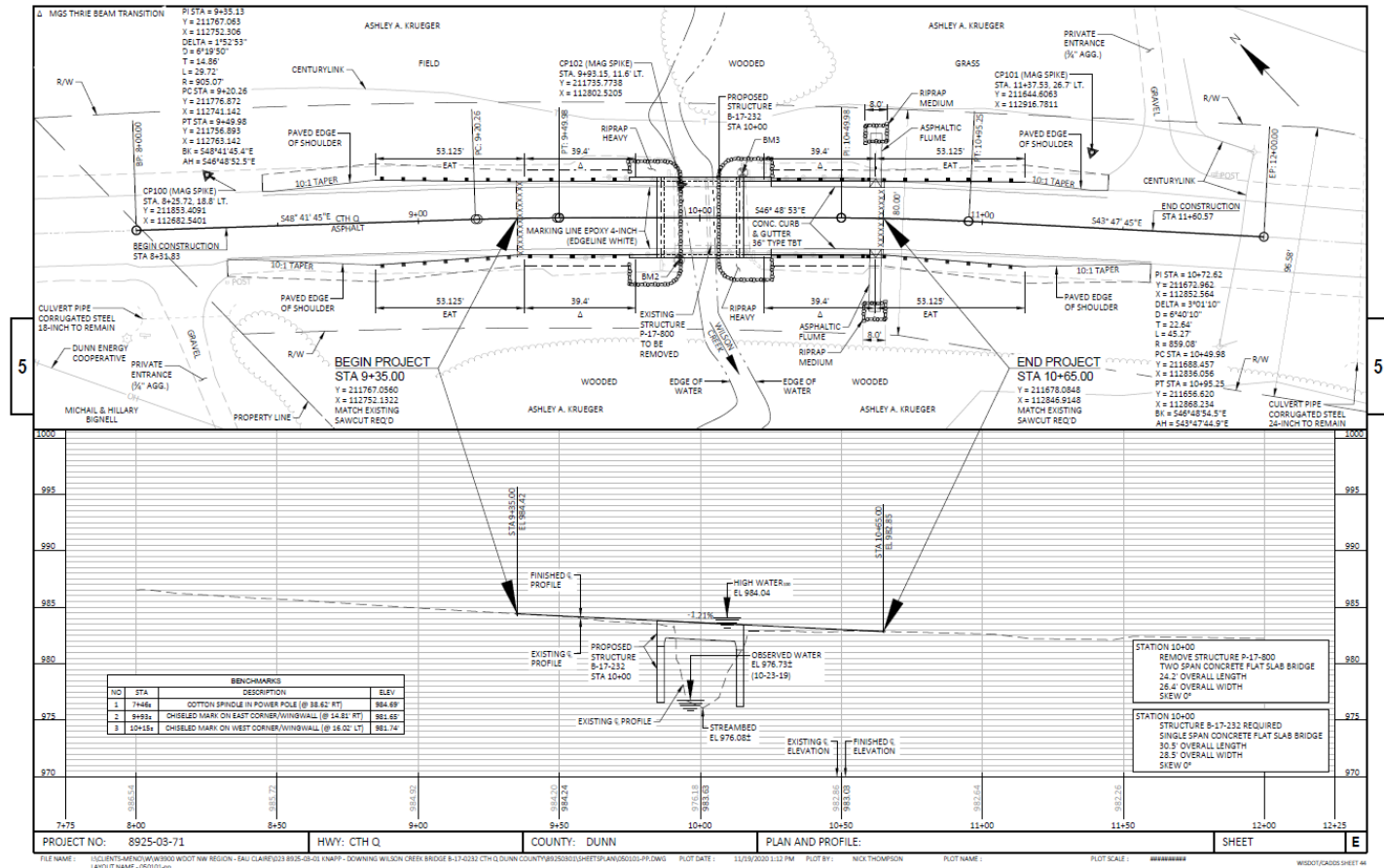
- ▶ To the right is one of many plan sheets a contractor will need in order to replace the bridge, This is the Bridge General Plan sheet
- ▶ Additional plan sheets will show the reinforcing bars and the spacing required to meet the loads anticipated
- ▶ The new bridge is a 28 ft long single span concrete flat slab bridge with a 26 ft clear width between concrete parapets.



The top drawing shows the bridge as if you were looking down on the bridge. The bottom drawing shows the bridge as if you were standing in the stream looking at the bridge. Notice there is no pier below the bridge as compared to the existing bridge.

# Proposed Approach Work

- ▶ The sheet to the right is called the Plan and Profile Sheet
  - The Plan and profile shows the limits of the project.
  - It shows how it may impact the adjacent landowners (in this case the project stays within the existing right-of-way)
  - This plan is needed for the contractor to know what they are bidding on.



The top drawing is called the plan, it shows the project as if you were looking down on the project, you see the proposed bridge, beamguard the right-of-way and the limits of the project, and how it may affect the adjoining landowners. The bottom drawing is called the profile, it shows the project as if you were in the creek looking at the bridge and the approaches, the dashed line shows the top of the road. As you can see the top of the road does not change.

# Costs

- ▶ Funding for this bridge is part of the Wisconsin Department of Transportation (WisDOT) Local Bridge Improvement Assistance Program
- ▶ WisDOT is funding 80% of the total cost of the project and Dunn County is funding the remaining 20% of the total cost.
- ▶ The total cost for this project is anticipated to cost between \$250,000 and \$500,000; the final cost will be based on final quantities for the project

# Questions?

**Comments are welcomed. If you have any concerns, or would like to request additional information, please contact any of the following individuals:**

John Sworski, P.E.  
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Dunn County Highway Commissioner  
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Comments can be sent by email to any of the above individuals or calling them if you prefer.  
Comments regarding this project may be submitted by emails or phone calls until:  
**January 4, 2021.**