

2025 Annual Field Inspection Report

Pine River Flood Control System Richland Center, Wisconsin

Prepared For:
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Richland Center, WI 53581

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Section #1

Summary of Findings

Summary of Findings

On October 17, 2025, Neil Pfaff of Vierbicher, conducted a field inspection of the Pine River Flood Control System. The Flood Control System is composed of five segments which include: Allison Park Dike, Church Street Diversion, Krouskop Park Dike, Upper Main Dike, and Lower Main Dike. See Section 2.1 of this report for the overall map. Stationing along the flood control system is defined within Section 2.2 of this report.

The early warning system replacements were installed on September 23, 2022, at the Collins Drive, Allison Park, and Rockbridge Locations. This system was not tested during the inspection, however, City staff mentioned system would provide false alarms. The City should reach out to the supplier, L.W. Allen, to have the system serviced and components replaced as necessary.

The photo log from this inspection is included within Section 3. The main items that need addressing within the next 12 months are the following:

- The dual stormwater discharge pump, located at Station 59+00 of the Church Street Diversion segment, was not tested during the field inspection. Within the next 12 months the pump shall be exercised and maintained as required.
- Flap Gate and Valve located at Station 79+00 of the Krouskop Park segment shall be inspected, lubricated and manually tested (Photo 18).
- Mole hills observed at Station 9+50 of the Upper Main Dike segment on western side of concrete dike. Trap the moles or treat this area as required.
- Concrete wall spalling at Station 34+00 of the Upper Main Dike segment to be repaired with concrete epoxy patch to reduce further damage (Photos 31 and 32).
- Concrete caulking seam to be repaired at Station 47+00 of the Lower Main Dike segment (Photo 36).
- Rip rap to be added at concrete channel discharge to prevent undermining of concrete structure. Station 65+00 of the Lower Main Dike segment. (Photo 41)
- Debris, sediment and vegetation to be removed at concrete channel discharge location. Station 65+00 of the Lower Main Dike segment.

Additionally, concrete spalling exists within the concrete conveyance channel near the structures that are under Seminary Street and STH 14. Concrete epoxy patch should be used to repair the concrete to reduce further damage. These repairs noted do not require immediate response but should be completed during dry periods of the upcoming year.

The following was noted:

Allison Park Dike – 4,400 Linear Feet (From STH 80 southerly to South Fern Street) **STA 12+00 – 56+00**

All Flap Gates and Valves:

- Inspect, lubricate, manually test, and clean all flap gates, and remove adjacent brush Date: _____

Early Warning Device:

- Rockbridge and the Allison Park early warning systems test to confirm fully operational Date: _____

Station 14+00 – 28+00 Earthen Dike Repairs

- Maintain grassy area Date: _____

Station 26+50 Inlet and Valve Maintenance

- Maintain and exercise valve and keep inlet clear Date: _____

Station 27+00 Flap Gate from south on west side

- Exercise and maintain flap valve and clear vegetation..... Date: _____

Station 27+50 Gate

- Confirm gate is closed and locked..... Date: _____

Station 27+75 Communication System

- Assure communication system is working..... Date: _____

Station 39+50 Sign for Pine River Watershed

- Remove trees and shrubs at base. Roots to be left in place
and treated Date: _____

Church Street Diversion – 600 Linear Feet (From Church Street west To STH 80)

STA 55+00 – 61+00

Station 55+00 Vegetation Removal

- Remove brush area on top of levee Date: _____

Station 58+50 Discharge Valve

- Exercise valve, maintain and leave in open position Date: _____

Station 59+00 Dual Stormwater Discharge Pump

- Exercise valve and maintain Date: _____

Station 60+ 50 Gate

- Confirm gate is in good condition and lock maintained..... Date: _____

Krouskop Park Dike – 1900 Linear Feet (From STH 80 southwesterly to STH 14)

STA 62+00 – 80+00

Station 62+40 Flap Gate Maintenance

- Maintain and exercise flap valve Date: _____

Station 62+40 Valve Maintenance

- Exercise and maintain the valve Date: _____

Station 68+00 Tree Removal

- Remove tree at base and treat roots Date: _____

Station 70+25 Tree and shrub Removal

- Remove tree and shrubs at base and treat roots Date: _____

Station 79+00 Flap Valve Maintenance

- Exercise, clear and maintain flap valve Date: _____

Upper Main Dike – 3100 Linear Feet (From STH 14 south to Seminary Street)
STA 9+00 – 40+00

Station 9+50 Concrete Dike Grass Area

- Trap moles or treat area as required..... Date: _____

Station 19+85 Gate

- Confirm gate is locked and in good condition. Date: _____

Station 20+60 to 20+90 Cracked Concrete Floor Slab

- Repair concrete spalled floor during dry weather period of 2026. Date: _____

Station 30+20 to 30+50 Channel Wall Rust

- Monitor rusting beginning at channel walls near bottom Date: _____

Station 33+20 Floodwall Caulk Joints

- Remove and replace caulk and backer joints..... Date: _____

Station 34+00 Concrete Wall Spalling

- To be repaired with concrete epoxy patch Date: _____

Station 38+60 Concrete Wall Caulk

- Remove and replace concrete wall caulk and backer. Date: _____

Station 39+20 Floor Caulk Joints

- Remove and replace caulk and backer joints..... Date: _____

Station 9+00 – 40+00 Vegetation Removal

- Remove trees and brush at toe of levee Date: _____

Lower Main Dike – 2700 Linear Feet (From Seminary Street to S. to the STH 80 & USH 14 Intersection)
STA 40+00 – 69+00

Station 40+00 Spall Concrete Floor Slab

- Repair concrete spalled floor during dry weather period of 2026 Date: _____

Station 40+16 Box Culvert

- Monitor crack in box culvert Date: _____

Station 40+40 Spalled Concrete Within Box Culvert

- Repair concrete spalled floor within east and west box culvert during dry weather period of 2026 Date: _____

Station 47+00 Concrete Seam

- Seam to be re-caulked Date: _____

Station 49+30 to 49+60 Deep Crack in Channel Floor

- Repair deep crack within channel floor during dry weather period of 2026..... Date: _____

Station 49+90 Spalled Concrete Channel Floor

- Repair spalled concrete spalled floor during dry weather period of 2026. Date: _____

Station 52+48 Spalled Concrete Channel Floor

- Repair spalled concrete spalled floor during dry weather period of 2026. Date: _____

Station 52+48 Rusting of Channel Wall Reinforcement

- Remove loose concrete, clean rebar and then epoxy fill the hole(s) during dry weather period of 2026 Date: _____

Station 52+90 to 53+00 Channel Wall Repair

- Remove loose concrete, clean rebar and then epoxy the hole and repair spall concrete during dry weather period in 2026. Date: _____

Station 56+00 – 58+00 Spalling and Rust of Concrete Floor

- Remove loose concrete, clean rebar and then epoxy and repair spall concrete during dry weather period in 2026. Date: _____

Station 57+00 to 58+00 Crack in Channel Concrete Floor

- Seal concrete crack during dry weather period of 2026 and monitor Date: _____

Station 58+20 Floor Crack in Channel

- Seal concrete crack during dry weather period of 2026 and Monitor Date: _____

Station 59+70 Concrete Caulk Joint

- Remove and replace caulk and backer during dry weather period of 2026. Date: _____

Station 60+00 to 64+80 Caulk on Decktop

- Recaulk damaged or failing caulked joint on the east and west roof concrete bearing channel wall during dry weather period of 2026. Date: _____

Station 60+00 to 64+25 Spall Concrete Floor Slab

- Repair concrete spalled floor during dry weather period of 2026 Date: _____

Station 65+00 to 69+00 Vegetation Removal

- Remove vegetation and soil buildup within the channel during dry weather period of 2026. Date: _____

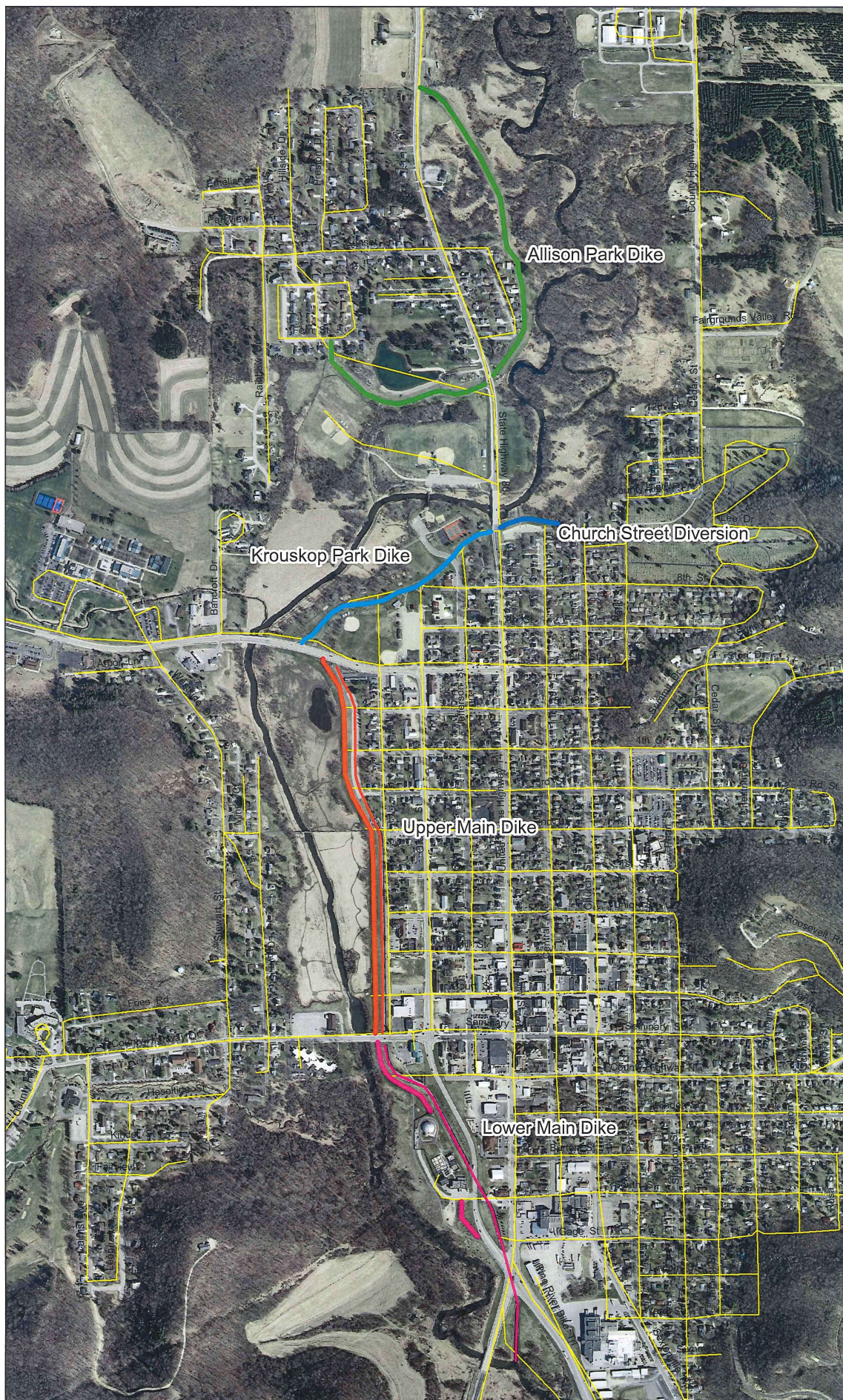
Station 65+00 Rip Rap

- Add rip rap at end of concrete channel discharge location to prevent undermining of concrete structure. Date: _____

Section #2

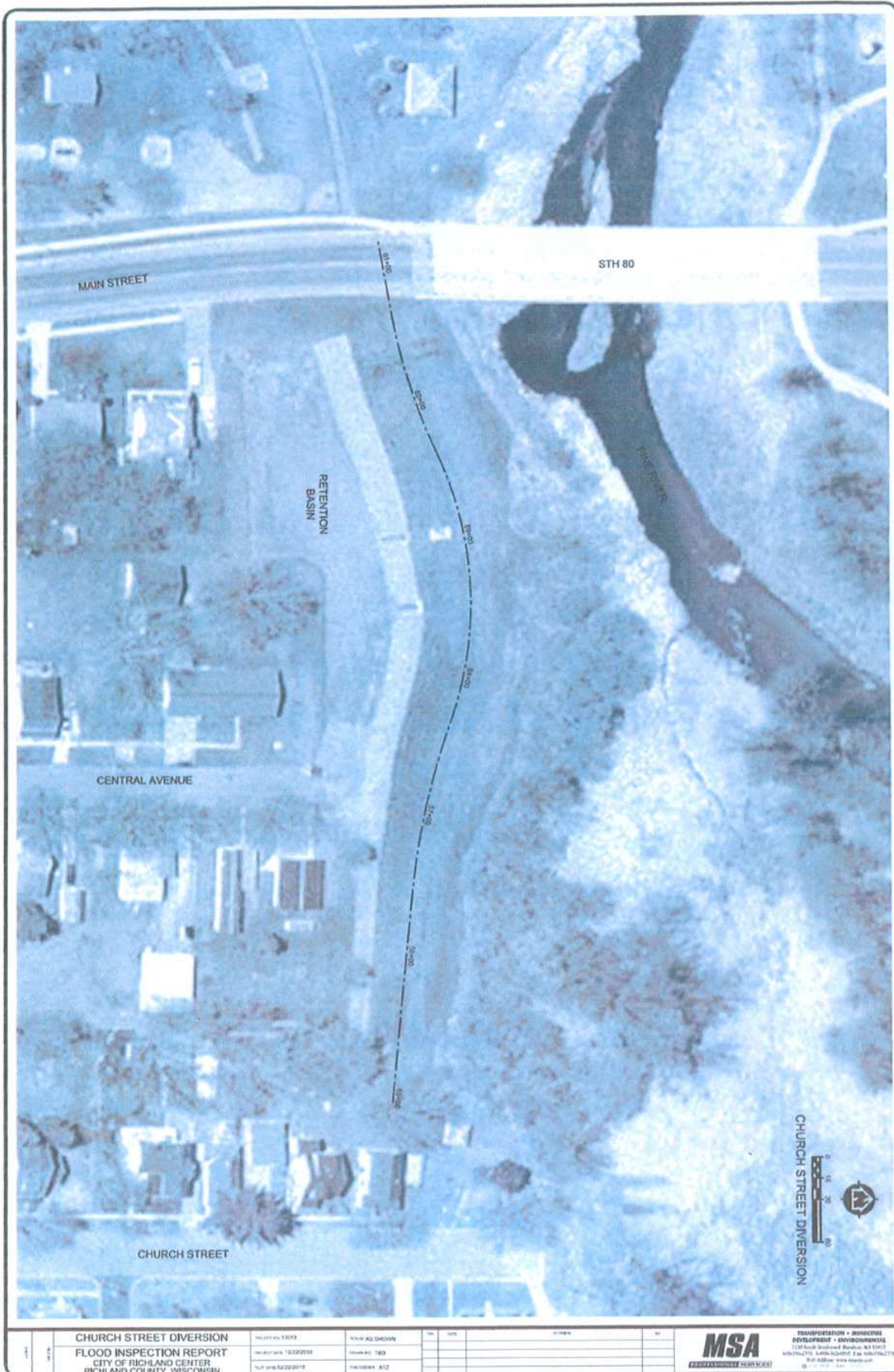
Maps

2.1 Pine River Flood Control System Overview Map



2.2 Pine River Flood Control System Stationing & Alignment Map





Map 2 of 5





13013 Upper Main Dike.dgn 12/22/2010 3:18:58 PM Monover

Map Prepared By MSA PROFESSIONAL SERVICES

Map 4 of 5



20041 Lower Main Dike.dwg Apr 12 2004 11:11 AM PLS

Map prepared by MSA PROFESSIONAL SERVICES

Map 5 of 5

Section #3
Inspection Photo Log



Photograph: 1 | Photo Allison Park dike locked gate, viewing Southeast at dike.



Photograph: 2 | Allison Park – general dike photo, viewing in Northerly direction.



Photograph: 3 | Allison Park dike photo, viewing in southwest direction.



Photograph: 4 | Inlet and Valve at approximately Station 26+50.



Photograph: 5 | Allison Park dike photo, viewing in the southerly direction.



Photograph: 6 | Flood gate in good working condition.



Photograph: 7 | Control panel in good condition.



Photograph: 8 | Allison Park dike photo, viewing in the southerly direction.



Photograph: 9 | Allison Park dike photo, viewing northeasterly toward Pine River.



Photograph: 10 | Allison Park dike photo, viewing easterly toward Pine River.



Photograph: 11

Photo taken approximately at Station 32+00 showing proximity of Pine River to dike.



Photograph: 12

Allison Park dike photo, viewing southerly toward Pine River.



Photograph: 13 | Allison Park dike photo, viewing in the southerly direction.



Photograph: 14 | Allison Park dike photo, viewing in the southeasterly direction



Photograph: 15

Allison Park dike photo, viewing in the southeasterly direction toward Pine River.



Photograph: 16

Allison Park dike photo, viewing in the southeasterly direction toward Pine River.



Photograph: 17

Photo of STH 80 viewing northwest.



Photograph: 18

Photo of STH 80 viewing southwest.



Photograph: 19 Taken from STH 80 viewing sign to the northeast. Trees and shrubs to be removed at base. Roots to be left in place and treated.



Photograph: 20 Photo taken from Eldon Store Dr, viewing in the southwest direction.



Photograph: 21 | Photo taken from Eldon Store Dr, viewing in the southwest direction.



Photograph: 22 | Photo taken along Eldon Store Dr, viewing in the southwest direction.



Photograph: 23 Church Street Diversion photo, viewing easterly toward Church Street



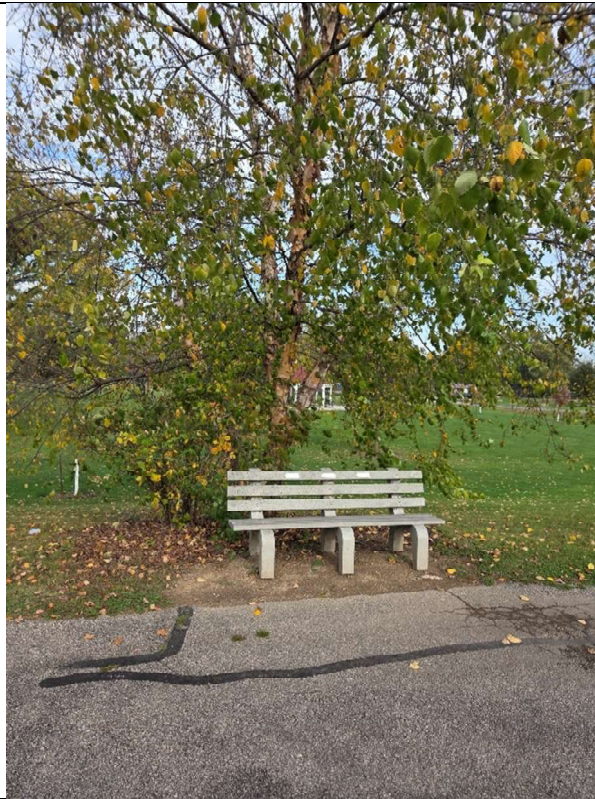
Photograph: 24 Church Street Diversion photo, viewing in the westerly direction. Vegetation to be removed.



Photograph: 25 Retention basin located south of dike between STH 80 and Church Street. Debris to be removed.



Photograph: 26 Viewing gate valve and grate at retention basin. Debris to be removed.



Photograph: 27

Photo taken viewing northerly between N Jefferson St and STH 14. Tree to be removed at base and roots treated.



Photograph: 28

Photo taken viewing southerly between N Jefferson St and STH 14. Tree and shrubs to be removed at base and roots treated.



Photograph: 29 | Photo of dike Northeast of STH 14 viewing Southwest.



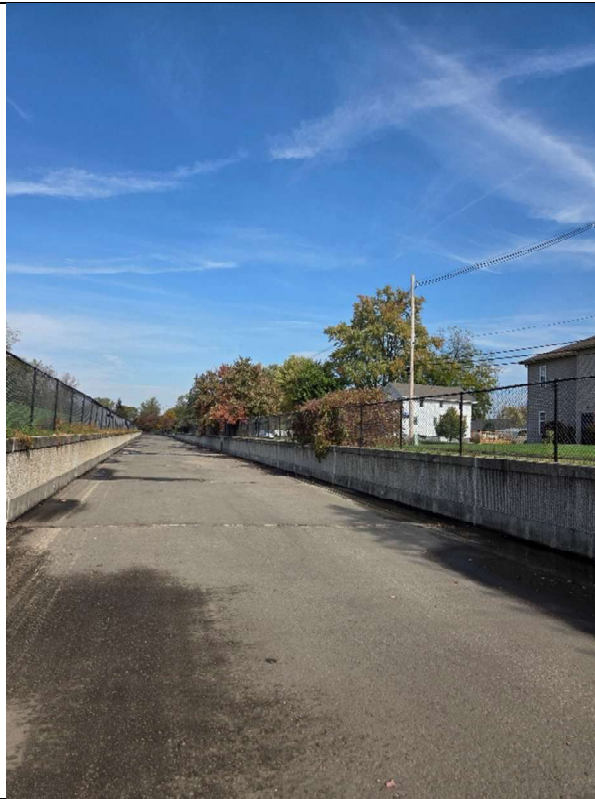
Photograph: 30 | Upper main dike photo south of STH 14, viewing southerly.



Photograph: 31 Upper main dike photo, viewing southerly toward existing bridge. Trees and brush to be removed at toe of levee.



Photograph: 32 Photo taken of concrete dike viewing southerly to the west of N Congress Street.



Photograph: 33

Photo taken of concrete channel near intersection of W Union Street.



Photograph: 34

Photo of crack and spalling along concrete channel.



Photograph: 35 | Photo of spalled concrete within channel concrete floor.



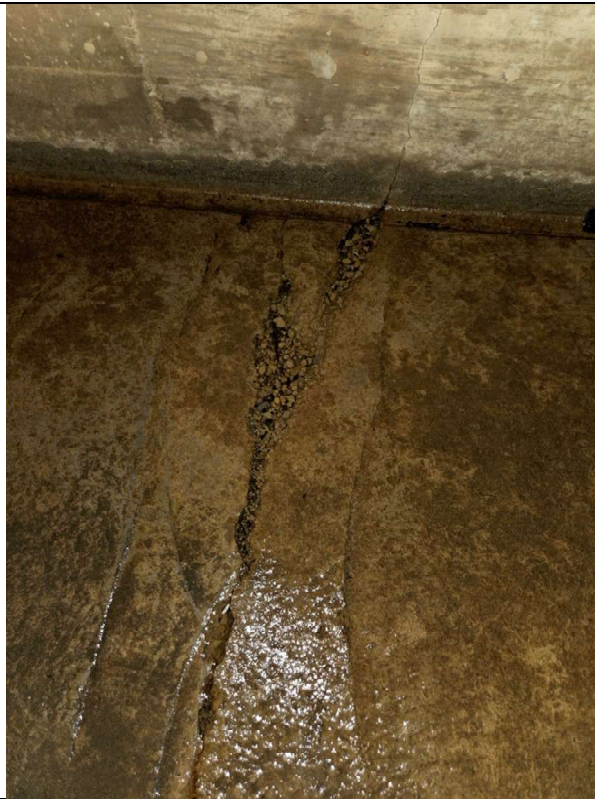
Photograph: 36 | Photo taken from north of W Seminary Street.



Photograph: 37 | Spalled concrete within channel concrete floor.



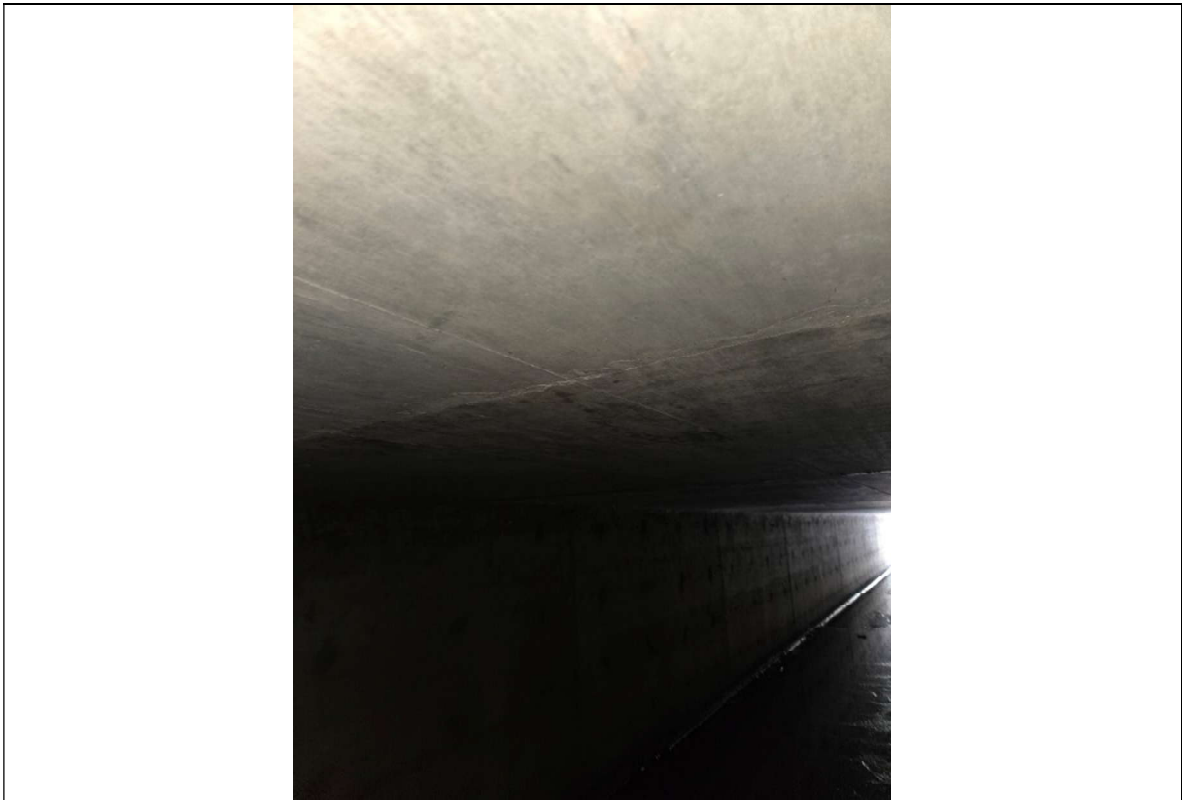
Photograph: 38 | Spalled concrete within channel concrete floor.



Photograph: 39 Spalled concrete within channel concrete floor.



Photograph: 40 Photo of cracks in concrete channel.



Photograph: 41 | Photo of concrete channel.



Photograph: 42 | Photo of crack in concrete channel.



Photograph: 43 Photo of crack in concrete channel.



Photograph: 44 Photo taken south the intersection of STH 14 and STH 80. Sediment and vegetation to be removed.



Photograph: 45

Photo taken south of the intersection of STH 14 and STH 80. Rip rap and fabric to be added to stop erosion.