

Intended for

Wisconsin Department of Natural Resources

Date

December 1, 2023

Project No.

1950075954

**POST-CONSTRUCTION MONITORING REPORT
FOR JUNE 2023 ANNUAL MONITORING
BURNHAM CANAL SUPERFUND ALTERNATIVE SITE
MILWAUKEE, MILWAUKEE COUNTY, WISCONSIN
MILLER COMPRESSING COMPANY
WDNR BRRTS #: 02-41-552940
EPA ID: WIN000510222**

**POST-CONSTRUCTION MONITORING REPORT FOR JUNE 2023 ANNUAL
MONITORING
BURNHAM CANAL SUPERFUND ALTERNATIVE SITE**

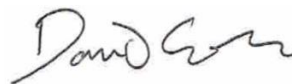
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1. SUMMARY OF CAP OPERATIONS, MAINTENANCE, AND MONITORING PLAN REQUIREMENTS

The project addresses contaminated sediment and other improvements in the Burnham Canal Superfund Alternative Site (Canal) in the City of Milwaukee, Milwaukee County, Wisconsin. Ramboll Americas Integrated Solutions, Inc.'s (Ramboll's) Wisconsin Department of Natural Resources (WDNR)-approved September 7, 2021 Revised Cap Operations, Maintenance, and Monitoring Plan (COMMP) sets forth the post-construction requirements to monitor, maintain, and properly respond to changes in the capped areas of the Burnham Canal Superfund Alternative Site (Site) that may pose a threat to human health or the environment (Ramboll, 2021a). The COMMP is applicable for the period spanning the completion of the Remedial Subaqueous Aggregate Cap (Cap) and Voluntary Betterment (Betterment) construction (June 8, 2021) to WDNR approval of Site closure under Wis. Admin. Code ch. NR 726. The COMMP addresses the three capped areas that exist at the Site, as described below:

- Paved Engineering Control Area (west of the Burnham Canal, in the historic location of the wire reclamation furnace). The condition of this area will be documented through annual visual inspection by Miller Compressing Company (Miller) or their designated representative in accordance with the existing facility-wide WDNR-approved Cap Maintenance and Hard Surfacing Plan (WDNR, 2009). If issues are noted during the annual inspections or at any other time during the year, repairs will be scheduled as soon as practical.
- Unpaved Engineering Control Area (between the Paved Engineering Control Area and the Subaqueous Engineering Control Area, including the western bank of Burnham Canal above the ordinary high-water mark). Monitoring of portions of this area that are above the Burnham Canal water level during monitoring will consist of visual inspection and focus on erosion control. If needed, the Medium Riprap along the west bank of the Canal will be scheduled for repair as soon as possible. Monitoring of portions of this area that are below the Burnham Canal water level during monitoring will be conducted in the same manner as the monitoring of the Subaqueous Engineering Control Area. Monitoring events will be performed concurrently with those of the Subaqueous Engineering Control Area.
- Subaqueous Engineering Control Area (from the 11th Street Bridge to the west terminus of the Burnham Canal). Monitoring of this area is designed to verify that the Cap remains in place by examining the Betterment. Verification of the presence of the Betterment will confirm that the Cap is in place and, thus, the Record of Decision / Explanation of Significant Differences (ROD/ESD [USEPA, 2011, 2016]) remedy remains protective of human health and the environment.
 - Poling surveys will be the primary method to demonstrate that the Betterment is intact. Poling surveys are to be conducted at least annually and also after rainfall greater than the 25-year, 24-hour storm event. Storm-related monitoring events will satisfy the annual monitoring event requirement, but if an annual event has already been performed, additional event(s) must be conducted that year if rainfall greater than the 25-year, 24-hour storm event occurs. If poling confirms the presence of Medium Riprap or Select Crushed in the west end of the Canal and the presence of Select Crushed throughout the rest of the Canal, no further action will be taken. If poling indicates the absence of this material, further evaluation or repair will be conducted.

- In addition to poling surveys, bathymetric surveys will be performed and associated isopach maps created three years from the date of the as-built Betterment survey (May 11, 2021), and every five years thereafter. Due to consolidation of the underlying sediment, a post-construction bathymetric survey surface that is lower than the Betterment as-built survey surface is not indicative of a loss of Betterment or Cap material. Bathymetric survey data collected from post-construction monitoring events will be compared to the as-built Cap surface established in Ramboll’s WDNR-approved October 5, 2021 Construction Documentation Report (Ramboll, 2021b). If the post-construction bathymetric survey surfaces are above the as-built Cap surface, no further action will be taken. If post-construction bathymetric survey surfaces are below the as-built Cap surface, additional evaluation will be completed as necessary. Additional evaluation will include post-survey poling in these areas to confirm that the riprap or Select Crushed Betterment atop the Cap remains intact. If poling does not decisively indicate that the riprap or Select Crushed Betterment atop the Cap remains intact, coring (push core and/or vibracore) may be attempted to verify the thickness of the Betterment and/or Cap. If exposed underlying Canal sediment is discovered, a Cap repair will be conducted.

The COMMP requirements that are applicable to the current reporting period (February 1, 2023 to the date of this report) include:

- Annual visual inspection of the Paved Engineering Control Area
- Annual visual inspection of the portion of the Unpaved Engineering Control Area above the Burnham Canal Water Level and annual poling of the portion of the Unpaved Engineering Control Area below the Burnham Canal Water Level
- Annual poling of the Subaqueous Engineering Control Area

2. CAPPED AREA INSPECTION AND POLING RESULTS

The annual inspection and poling activities were conducted on April 25, 2023 and June 19, 2023. The Site did not receive a rainfall exceeding the 25-year, 24-hour storm event of 4.56 inches as defined by the National Oceanic and Atmospheric Administration (NOAA) Precipitation Frequency Data Server (PFDS) (NOAA, 2023). As such, storm-related inspection and poling activities were not completed during this reporting period. Results from the annual inspection and poling activities are discussed below.

2.1 Annual Paved Engineering Control Area Inspection

The annual visual inspection of the Paved Engineering Control Area was conducted by Miller on April 25, 2023. As noted on WDNR Form 4400-305 Continuing Obligations Inspection and Maintenance Log, included as **Appendix A**, the pavement of the Paved Engineering Control Area is in good condition and no repair or maintenance activities are necessary at this time. A photo of the Paved Engineering Control Area at the time of annual visual inspection is included in **Appendix A**.

2.2 Annual Unpaved Engineering Control Area Inspection and Poling

The annual visual inspection of the portion of the Unpaved Engineering Control Area above the Burnham Canal water level was conducted by Ramboll on June 19, 2023. The water elevation was 0.1 City of Milwaukee Datum (CMD) feet at the time of the inspection. As shown in the photo log included as **Appendix B**, the riprap placed along the west bank of the Burnham Canal is in good condition. No evidence of erosion was observed, and no repair or maintenance activities are necessary at this time.

The annual poling of the portion of the Unpaved Engineering Control Area below the Burnham Canal water level (0.1 CMD feet) was conducted by Ramboll on June 19, 2023. Post-construction as-built Betterment surface contours in **Figure 1** and aerial imagery in **Figure 2** were both overlaid with as-built poling locations from the June 2023 inspection event. Poling location 125 was included in the poling event to represent Approval Unit 1 and the submerged portion of the Unpaved Engineering Control Area. Poling observations and measurements are summarized in **Table 1** and indicate that riprap is present in the portion of the Unpaved Engineering Control Area below the Burnham Canal water level. Per the COMMP (Ramboll, 2021a), no further action is required as a result of the annual poling based on the confirmation of the presence of riprap.

2.3 Annual Subaqueous Engineering Control Area Poling

The annual poling of the Subaqueous Engineering Control Area was conducted by Ramboll on June 19, 2023. Post-construction as-built Betterment surface contours in **Figure 1** and aerial imagery in **Figure 2** were both overlaid with as-built poling locations from the June 2023 poling event. Poling locations 101 through 124 are in the Subaqueous Engineering Control Area and were selected based on proposed verification locations provided on Figure 3 of the COMMP (Ramboll, 2021a). As described in the previous section, poling location 125 was included in the poling event to represent Approval Unit 1 and the submerged portion of the Unpaved Engineering Control Area. Poling location 126 is in the Subaqueous Engineering Control Area and was included in the poling event to evaluate conditions near the pipe outlet of combined sewer outfall (CSO)-194 (formerly CSO-211).

Prior to the poling event, target coordinates for each poling location were loaded onto a GPS. The GPS was used to navigate to the target locations and log actual poling locations. The actual poling locations are similar to the target locations but generally offset by a few feet due to GPS accuracy limitations and challenges navigating to and remaining at the exact coordinates due to wind and water flow. However, actual poling locations include at least one location in each Approval Unit and are representative of the condition of the entire Subaqueous Engineering Control Area.

As summarized in **Table 1**, the presence of riprap or select crushed (Betterment) was confirmed at all poling locations in the Subaqueous Engineering Control Area. As such, per the COMMP (Ramboll, 2021a), no further action is required as a result of the annual poling.

While the poling criteria for further evaluation and/or repair is the absence of riprap or select crushed, which was not observed during the poling event, the COMMP (Ramboll, 2021a) also requires an estimation of the elevation of the top of the Betterment at the poling locations and comparison to the elevations provided in the bathymetric survey completed previously in the same or similar locations. For informational purposes only, a summary of water depth above the Betterment surface subtracted from the Burnham Canal water elevation at the time of poling (0.1 CMD feet) is provided in **Table 1** as an estimate of the Betterment surface elevation at the poling locations. The approximate as-built top of aggregate (Betterment) elevation (from surface generated from as-built Betterment bathymetric survey data) is then subtracted from the estimate of the Betterment surface elevation at the poling locations, resulting in an estimate of the post-construction elevation change.

Post-construction elevation change summary statistics are provided at the bottom of **Table 1**. The approximated average change in the Low-Profile Betterment area, Full-Thickness Betterment area, and at all poling locations is an approximate decrease of 0.2 feet (3 inches), 0.6 feet (8 inches), and 0.5 feet

(6 inches), respectively. The maximum approximate elevation increase (0.6 feet [7 inches]) was noted at poling location 123 and the maximum approximate elevation decrease (1.3 feet [16 inches]) was noted at poling location 110. Poling locations 123 and 110 are both located in the Full-Thickness Betterment area. All approximate elevation decreases are within the range of probable settlement of 1.8 feet (22 inches) in the Low-Profile Betterment area and 2.6 feet (32 inches) in the Full-Thickness Betterment area. Furthermore, due to the accuracy limitations noted above, these estimates should be used for informational purposes only for general characterization of the anticipated settlement. Additionally, note that many locations at which elevation increases are indicated are on slopes where an accuracy limitation of a few lateral feet could be the cause of apparent elevation increases or exaggerated decreases rather than an actual change in elevation. Finally, note that the location at which the maximum approximate elevation increase was observed, poling location 123, is adjacent to the eastern boundary of the Canal which is adjacent to a downstream canal filling operation conducted by the Milwaukee Metropolitan Sewerage District from April through August of 2022.

3. CONCLUSIONS AND RECOMMENDATIONS

Annual visual inspection indicated that the pavement of the Paved Engineering Control is in good condition and annual visual inspection indicated that the riprap of the Unpaved Engineering Control Area above the water surface is in good condition with no evidence of erosion. Annual poling indicated that riprap or select crushed is present in the submerged portion of the Unpaved Engineering Control Area and throughout the Subaqueous Engineering Control Area. Poling elevation estimates for informational purposes only suggest that consolidation of sediment beneath the Cap and Betterment is occurring as anticipated. Per the requirements of the COMMP (Ramboll, 2021a), no further evaluation, maintenance, or repair of any area of the Site is necessary at this time.

If the COMMP (Ramboll, 2021a) remains applicable or requirements of the COMMP (Ramboll, 2021a) are included in superseding documents, the 2023 annual post-construction monitoring activities described herein will be conducted again in a similar manner in 2024. In addition, poling of the Subaqueous Engineering Control Area, visual inspection of the Unpaved Engineering Control Area, and, if applicable, poling of the submerged portion of the Unpaved Engineering Control Area will be conducted following rainfall events greater than the 25-year, 24-hour storm event as defined by NOAA PFDS (NOAA, 2023) at the time of the event (currently greater than 4.56 inches of rainfall within 24 hours). If necessary, storm-related monitoring events conducted in 2024 will be performed in a similar manner as the 2023 annual monitoring event described herein. Storm-related monitoring events conducted in 2024 will satisfy the annual monitoring event requirement but if the 2024 annual event has already been performed, additional event(s) must be conducted if the criteria triggering a storm-related monitoring event are met.

Aggregate surface elevation comparisons to as-built aggregate surface elevations will be performed with greater accuracy than that achieved by poling methods when bathymetric surveys are performed and associated isopach maps are created three years from the date of the as-built Betterment survey (approximately May 11, 2024), and every five years thereafter.

4. REFERENCES

- National Oceanic and Atmospheric Administration. NOAA's National Weather Service, Hydrometeorological Design Studies Center, Precipitation Frequency Data Server (PFDS). NOAA's National Weather Service. https://hdsc.nws.noaa.gov/hdsc/pfds/pfds_map_cont.html?bkmrk=wi. Accessed October 24, 2023.
- Ramboll Americas Integrated Solutions, Inc. (Ramboll). September 7, 2021a. *Revised Cap Operations, Maintenance, and Monitoring Plan, Burnham Canal Superfund Alternative Site, Milwaukee, Milwaukee County, Wisconsin, WDNR BRRTS #: 02-41-552940, EPA ID: WIN 000510222.*
- Ramboll. October 5, 2021a. *Construction Documentation Report, Burnham Canal Superfund Alternative Site, Milwaukee, WI.*
- Wisconsin Department of Natural Resources. September 1, 2009. *Remedial Action / Hard Surfacing Plan, Miller Compressing Site – Bruce Street Facility, 1640 w Bruce Street, Milwaukee, WI, FID# 241213720, BRRTS# 02-41-246029.*
- United States Environmental Protection Agency (USEPA). September 2011. *Record of Decision. Burnham Canal Superfund Alternative Site, Milwaukee County, Wisconsin.*
- USEPA. February 2016. *Explanation of Significant Differences. Burnham Canal Superfund Alternative Site, Milwaukee County, Wisconsin.*

TABLES

Table 1. June 2023 Post-Construction Poling (Annual) Summary

Post-Construction Monitoring Report
 Miller Compressing Company
 Burnham Canal Superfund Alternative Site
 1640 W. Bruce St. Milwaukee, Wisconsin
 BRRTS#: 02-41-552940 USEPA#: WIN000510222

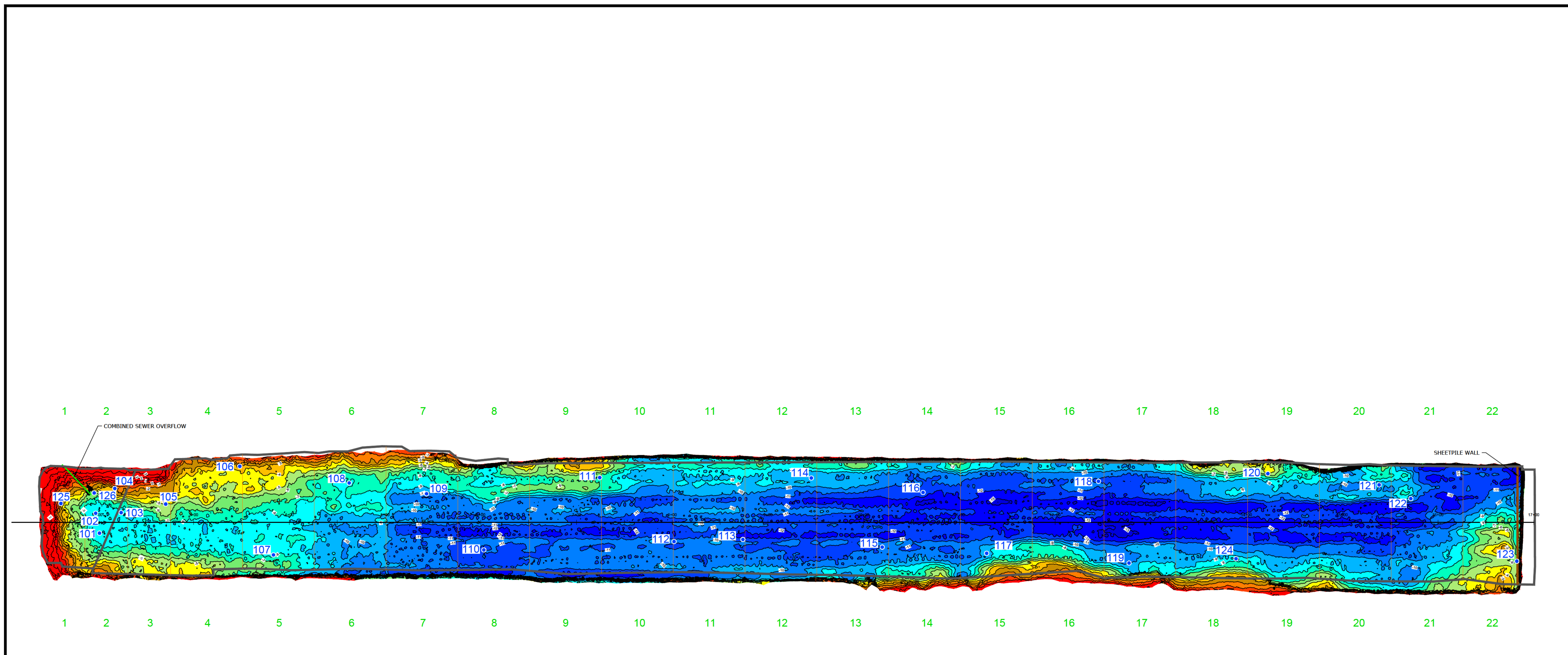
Approval Unit ID	Poling Location ID	Date	X Coordinates (Wisconsin County Coordinate System - Milwaukee County)	Y Coordinates (Wisconsin County Coordinate System - Milwaukee County)	Water Elevation ¹ (CMD ft.)	Depth to Aggregate from Water Surface (ft.)	Top of Aggregate Elevation (CMD ft.)	Approximate As-Built Top of Aggregate Elevation (CMD ft.)	Approximate Post-Construction Elevation Change (ft.)	Soft Push ² (ft.)	Hard Push ³ (ft.)	Total Push Penetration Depth (ft.)	Comments (Riprap, Select Crushed, or Other Present)
1	125	6/19/2023	600185.9360	295142.2246	0.1	2.61	-2.51	-2.53	0.02	0.00	0.00	0.00	Hard, riprap present
2	101	6/19/2023	600226.2776	295111.2502	0.1	9.04	-8.94	-8.55	-0.39	0.00	0.00	0.00	Hard, riprap present
2	102	6/19/2023	600222.2713	295132.0178	0.1	9.30	-9.20	-8.98	-0.22	0.00	0.00	0.00	Hard, riprap present
2	104	6/19/2023	600242.2485	295157.9292	0.1	3.20	-3.10	-2.48	-0.62	0.00	0.00	0.00	Hard, riprap present
2	126	6/19/2023	600220.7562	295153.2411	0.1	5.13	-5.03	-5.40	0.37	0.00	0.00	0.00	Hard, smaller riprap directly in front of CSO invert
2	103	6/19/2023	600248.8647	295132.6897	0.1	8.90	-8.80	-8.51	-0.29	0.00	0.00	0.00	Hard, riprap present
3	105	6/19/2023	600295.4352	295141.6109	0.1	5.50	-5.40	-4.79	-0.61	0.00	0.00	0.00	Hard, select crushed present
4	106	6/19/2023	600372.8220	295181.0670	0.1	2.81	-2.71	-2.76	0.05	0.00	0.10	0.10	Hard, select crushed present
5	107	6/19/2023	600408.0087	295088.5426	0.1	9.00	-8.90	-8.66	-0.24	0.00	0.10	0.10	Hard, select crushed present
6	108	6/19/2023	600487.1358	295163.6343	0.1	9.00	-8.90	-8.14	-0.76	0.00	0.00	0.00	Hard, select crushed present
7	109	6/19/2023	600567.9327	295152.4201	0.1	11.26	-11.16	-10.24	-0.92	0.00	0.00	0.00	Hard, select crushed present
8	110	6/19/2023	600627.7591	295093.7239	0.1	12.54	-12.44	-11.13	-1.31	0.00	0.00	0.00	Hard, select crushed present
9	111	6/19/2023	600748.8372	295169.2779	0.1	7.80	-7.70	-7.19	-0.51	0.00	0.10	0.10	Hard, select crushed present
10	112	6/19/2023	600826.4773	295102.4800	0.1	12.07	-11.97	-10.75	-1.22	0.00	0.00	0.00	Hard, select crushed present
11	113	6/19/2023	600898.4169	295104.6628	0.1	12.39	-12.29	-11.39	-0.90	0.00	0.00	0.00	Hard, select crushed present
12	114	6/19/2023	600969.8959	295168.8301	0.1	10.19	-10.09	-9.67	-0.42	0.00	0.10	0.10	Hard, select crushed present
13	115	6/19/2023	601043.9583	295096.6568	0.1	11.51	-11.41	-10.73	-0.68	0.00	0.10	0.10	Hard, select crushed present
14	116	6/19/2023	601086.6053	295153.7469	0.1	12.85	-12.75	-11.76	-0.99	0.00	0.00	0.00	Hard, select crushed present
15	117	6/19/2023	601153.0464	295090.2110	0.1	10.42	-10.32	-9.37	-0.95	0.00	0.00	0.00	Hard, select crushed present
16	118	6/19/2023	601269.8256	295165.4009	0.1	12.01	-11.91	-10.89	-1.02	0.00	0.00	0.00	Hard, select crushed present
17	119	6/19/2023	601301.7982	295080.0060	0.1	10.32	-10.22	-9.84	-0.38	0.00	0.00	0.00	Hard, select crushed present
18	124	6/19/2023	601413.5537	295084.5686	0.1	8.79	-8.69	-8.50	-0.19	0.00	0.10	0.10	Hard, select crushed present
19	120	6/19/2023	601446.8100	295173.4087	0.1	5.82	-5.72	-5.11	-0.61	0.00	0.10	0.10	Hard, select crushed present
20	121	6/19/2023	601563.0551	295161.6984	0.1	10.17	-10.07	-9.93	-0.14	0.00	0.10	0.10	Hard, select crushed present
21	122	6/19/2023	601596.1563	295147.3078	0.1	10.23	-10.13	-9.66	-0.47	0.00	0.10	0.10	Hard, select crushed present
22	123	6/19/2023	601706.9168	295081.9724	0.1	5.97	-5.87	-6.46	0.59	0.20	0.10	0.30	Sand at surface, select crushed at bottom of soft push. Aggregate placement beneath and east of the 11th St. Bridge completed by others occurred from April through August of 2022.

(O: ABB 6/19/2023, C: KJS 7/12/2023)

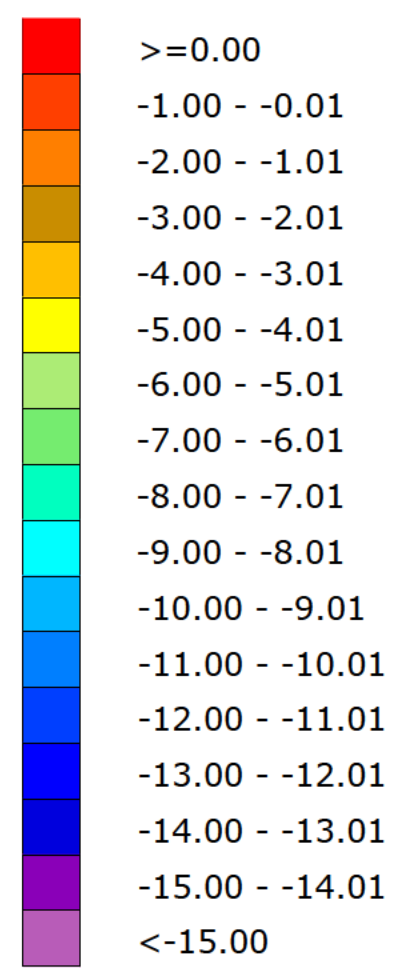
Notes:
 1. Water elevation is approximated using the onsite staff gauge and recorded prior to poling data collection.
 2. Soft push poling is performed with nominal strength supplied by the sampler's extended arms only.
 3. Hard push poling is performed with nominal strength and body weight supplied by the sampler's arms and torso.
 CMD = City of Milwaukee Datum
 ft. = feet

Avg Low-Profile Change (ft.)	-0.2
Avg Full-Thickness Change (ft.)	-0.6
Avg Change (ft.)	-0.5
Max Change (ft.)	0.6
Min Change (ft.)	-1.3

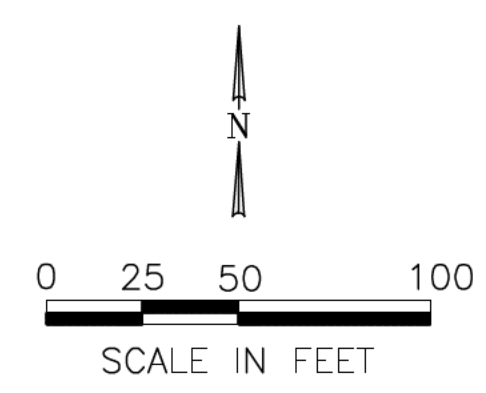
FIGURES



AS-BUILT BETTERMENT
SURFACE ELEVATION (CMD)



CANAL BOTTOM MAJOR CONTOUR
 APPROVAL UNIT
 COMBINED SEWER OVERFLOW
 POST-CONSTRUCTION MONITORING POLING LOCATIONS (JUNE, 2023)



- NOTES:
- Contours shown within the canal are based on Cap surface elevation in City of Milwaukee (vertical) Datum (CMD).
 - The vertical datum (CMD) is equal to the National Geodetic Vertical Datum of 1929 (NGVD 1929) elevation minus 580.603.

 WDNR BRRTS #: 02-41-552940 EPA ID: WIN000510222	PROJECT NO. 1950075954	AS-BUILT BETTERMENT SURFACE CONTOURS AND POST-CONSTRUCTION MONITORING POLING LOCATIONS
	DRAWN BY: CNH/MSB	BURNHAM CANAL POST-CONSTRUCTION MONITORING REPORT BURNHAM CANAL SUPERFUND ALTERNATIVE SITE MILLER COMPRESSING COMPANY MILWAUKEE, WI
	CHECKED BY: MDW	
	APPROVED BY: MDW	
		FIGURE 1

All files 2023, 2.5 hrs. 8/10/23 10:00 AM. DRAWN BY: MWD
 WDNR BRRTS #: 02-41-552940. EPA ID: WIN000510222. DATE: 8/10/23 10:00 AM. DRAWN BY: MWD



- ◆ POST-CONSTRUCTION MONITORING POLING LOCATION
- LOCATION WITH LOWER ELEVATION POST-CONSTRUCTION
- LOCATION WITH HIGHER ELEVATION POST-CONSTRUCTION
- APPROXIMATE CAP AND BETTERMENT CONSTRUCTION EXTENT
- APPROVAL UNIT BOUNDARY
- APPROXIMATE UNPAVED ENGINEERING CONTROL AREA BOUNDARY
- APPROXIMATE PAVED ENGINEERING CONTROL AREA
- APPROXIMATE FULL-THICKNESS BETTERMENT
- APPROXIMATE LOW-PROFILE BETTERMENT - SELECT CRUSHED
- APPROXIMATE LOW-PROFILE BETTERMENT - MEDIUM RIPRAP



JUNE 2023 POST-CONSTRUCTION MONITORING

FIGURE 2

POST-CONSTRUCTION MONITORING REPORT 2023
 BURNHAM CANAL SUPERFUND ALTERNATIVE SITE
 MILLER COMPRESSING COMPANY
 WDNR BRRTS #:02-41-552940
 EPA ID: WIN000510222

RAMBOLL US CORPORATION
 A RAMBOLL COMPANY



**APPENDIX A
WDNR FORM 4400-305 CONTINUING OBLIGATIONS
INSPECTION AND MAINTENANCE LOG**

Directions: In accordance with s. NR 727.05 (1) (b) 3., Wis. Adm. Code, use of this form for documenting the inspections and maintenance of certain continuing obligations is required. Personal information collected will be used for administrative purposes and may be provided to requesters to the extent required by Wisconsin's Public Records law [ss. 19.31-19.39, Wis. Stats.]. When using this form, identify the condition that is being inspected. See the closure approval letter for this site for requirements regarding the submittal of this form to the Department of Natural Resources. A copy of this inspection log is required to be maintained either on the property, or at a location specified in the closure approval letter. Do NOT delete previous inspection results. This form was developed to provide a continuous history of site inspection results. The Department of Natural Resources project manager is identified in the closure letter. The project manager may also be identified from the database, BRRTS on the Web, at <http://dnr.wi.gov/botw/SetUpBasicSearchForm.do>, by searching for the site using the BRRTS ID number, and then looking in the "Who" section.

Activity (Site) Name MILLER COMPRESSING (BURNHAM CANAL) (ALT SF)	BRRTS No. 02-41-552940
--	----------------------------------

Inspections are required to be conducted (see closure approval letter):

annually
 semi-annually
 other – specify _____

When submittal of this form is required, submit the form electronically to the DNR project manager. An electronic version of this filled out form, or a scanned version may be sent to the following email address (see closure approval letter):

Inspection Date	Inspector Name	Item	Describe the condition of the item that is being inspected	Recommendations for repair or maintenance	Previous recommendations implemented?	Photographs taken and attached?
04/25/2023	Chris Berray	<input type="checkbox"/> monitoring well <input type="checkbox"/> cover/barrier for soil <input type="checkbox"/> sediment cap <input checked="" type="checkbox"/> other: Paved engineering control area	Condition of asphalt is in good condition	At this time no repair or maintenance activities need to be addressed	<input type="radio"/> Y <input checked="" type="radio"/> N	<input checked="" type="radio"/> Y <input type="radio"/> N
		<input type="checkbox"/> monitoring well <input type="checkbox"/> cover/barrier for soil <input type="checkbox"/> sediment cap <input type="checkbox"/> other:			<input type="radio"/> Y <input type="radio"/> N	<input type="radio"/> Y <input type="radio"/> N
		<input type="checkbox"/> monitoring well <input type="checkbox"/> cover/barrier for soil <input type="checkbox"/> sediment cap <input type="checkbox"/> other:			<input type="radio"/> Y <input type="radio"/> N	<input type="radio"/> Y <input type="radio"/> N
		<input type="checkbox"/> monitoring well <input type="checkbox"/> cover/barrier for soil <input type="checkbox"/> sediment cap <input type="checkbox"/> other:			<input type="radio"/> Y <input type="radio"/> N	<input type="radio"/> Y <input type="radio"/> N
		<input type="checkbox"/> monitoring well <input type="checkbox"/> cover/barrier for soil <input type="checkbox"/> sediment cap <input type="checkbox"/> other:			<input type="radio"/> Y <input type="radio"/> N	<input type="radio"/> Y <input type="radio"/> N

Inspection Date	Inspector Name	Item	Describe the condition of the item that is being inspected	Recommendations for repair or maintenance	Previous recommendations implemented?	Photographs taken and attached?
		<input type="checkbox"/> monitoring well <input type="checkbox"/> cover/barrier for soil <input type="checkbox"/> sediment cap <input type="checkbox"/> other:			<input type="radio"/> Y <input type="radio"/> N	<input type="radio"/> Y <input type="radio"/> N

{Click to Add/Edit Image} Date added: 04/25/2023



Title: Paved engineering control area

{Click to Add/Edit Image} Date added:

Title:

**APPENDIX B
PHOTO LOG**

Client: Miller Compressing Company	Project: Burnham Canal Post-Construction Monitoring	
Site Name: Burnham Canal SAS	Site Location: Milwaukee, Wisconsin	
Photograph ID: 1	Date: 6/19/2023	Comments: View of medium riprap along northeastern portion of Unpaved Engineering Control Area, looking northeast.



Photograph ID: 2

Date: 6/19/2023

Comments: View of medium riprap within Unpaved Engineering Control Area, looking northwest.



Photograph ID: 3

Date: 6/19/2023

Comments: View of medium riprap within Unpaved Engineering Control Area, looking southwest.



Photograph ID: 4

Date: 6/19/2023

Comments: View of medium riprap within Unpaved Engineering Control Area, looking north.



Photograph ID: 5

Date: 6/19/2023

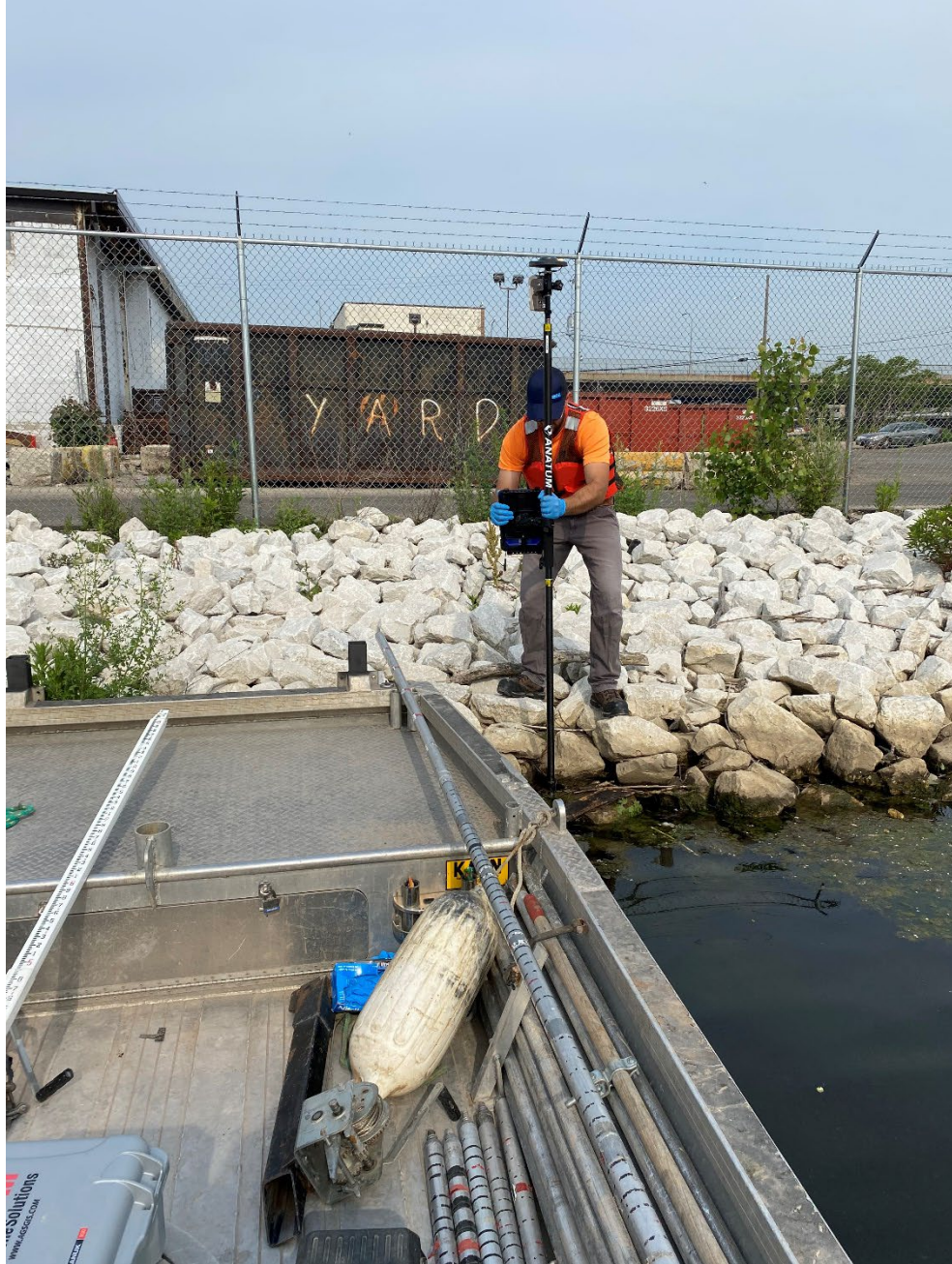
Comments: View of Burnham Canal from within Unpaved Engineering Control Area looking east.



Photograph ID: 6

Date: 6/19/2023

Comments: Inspection of Unpaved Engineering Control Area and GPS data collection operations, looking west.



Photograph ID: 7

Date: 6/19/2023

Comments: Inspection of subaqueous Betterment surface and GPS data collection operations, looking southeast.

