

**Errata to Guidance on Developed Urban Areas and the 20% and 40% TSS Reductions  
(Sections NR 151.13(2) and NR 216.07(6), Wis. Adm. Code)**

The following are a number of clarifications or revisions to the existing guidance developed June 6, 2005.

**A. Revision under “Areas Required to be Included in the Calculations”: (Item #1)**

This item requires the municipality to exclude any area subject to the post-construction performance standard of s. NR 151.12 or 151.24, Wis. Adm. Code. The use of this reference to the code inadvertently excluded the redevelopment areas. The intent was never to exclude redevelopment areas from the existing urban area.

The sentence is revised to read as follows:

**“Areas Required to be Included in the Calculations**

A municipality must include the following areas when calculating compliance with the developed urban area standard (s. NR 151.13, Wis. Adm. Code):

1. Any developed area that was not subject to the post-construction performance standards of s. NR 151.12 or 151.24, Wis. Adm. Code for new development only, that went into effect October 1, 2004 and that drains to the MS4 owned or operated by the municipality.”

**B. Clarification to the “Optional Areas to Include in the Calculations”: (Item #2)**

If runoff from an area within Municipality A’s corporate limits goes into Municipality B’s MS4 but then comes back into Municipality A’s MS4 farther downstream, then Municipality B does not have the option of including this load in their analysis and the load from that area is Municipality A’s responsibility.

**C. Revision under “Areas Required to be Included in the Calculations”: (New Item #8)**

By statute (s. 86.32, Stats.), the WisDOT provides funding to local governments to maintain certain state and federal highway segments known as connecting highways. Permitted MS4s with connecting highways within their jurisdiction will be responsible for the TSS load from those connecting highways.

This section is revised to read:

**“Areas Required to be Included in the Calculations**

A municipality must include the following areas when calculating compliance with the developed urban area standard (s. NR 151.13, Wis. Adm. Code):

8. Any connecting highways as identified and listed in the Official Highway State Trunk Highway System Maps at:  
<http://www.dot.wisconsin.gov/localgov/highways/connecting.htm>.”

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**Errata to Process to Assess and Model Grass Swales for ss. 151.13(2) and NR 216.07(6), Wis. Adm. Code – Total Suspended Solids Reduction**

The following is a revision to the existing guidance on swales developed April 24, 2008.

**SLAMM has a drainage system type of “undeveloped roadside”. What is meant by undeveloped roadside drainage system?**

This question is answered in the paragraph directly under it as a type of concentrated flow which will receive no TSS credit. The paragraph after that has no title and the reader may inadvertently connect it with the undeveloped roadside response.

The last paragraph has been revised as follows:

**How do I model road runoff that sheet flows off the road and is dispersed with no apparent concentrated flow path?**

For roads where runoff sheet flows off to the side of the road and is dispersed into adjacent pervious areas with no concentrated flow path in the vicinity, the roadway would be considered a disconnected impervious surface. Currently SLAMM does not have the option of disconnecting a roadway, whereas rooftops and driveways can be disconnected. Therefore an alternative method is needed to give treatment credit for such a system. If there is no concentrated flow path near the roadway and the runoff is dispersed as sheet flow across healthy vegetated areas, ~~assume this flow path will provide an 80% TSS removal rate. An 80% removal rate can be manually input into SLAMM as an "other control" device. model this as a very broad, flat swale unless there is an option to model it as a vegetated filter strip.~~