

Greg Minikel

From: Steve Hamann <shamann@hamann.com>
Sent: Wednesday, July 09, 2014 10:35 AM
To: Greg Minikel
Subject: FW: Americollect
Attachments: AMERIC_2014_REV_DRV_2.pdf

Stephen M Hamann, President

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-----Original Message-----

From: Paul Steinbrecher [<mailto:paul@smimanitowoc.com>]
Sent: Tuesday, July 08, 2014 3:18 PM
To: Steve Hamann; 'Kenlyn Gretz'; 'Patty Check'
Cc: maloney.gene@gmail.com
Subject: Re: Americollect

To All

I looked at another option for the entrance that gives a little better traffic flow. Adds pavement to the project.
Paul

-----Original Message-----

From: Steve Hamann
Sent: Tuesday, July 08, 2014 2:25 PM
To: 'Kenlyn Gretz' ; 'Patty Check'
Cc: Gene Maloney (maloney.gene@gmail.com) ; 'Paul Steinbrecher'
Subject: FW: Americollect

Good afternoon, In our intial design we show an entrance/exit to the new parking lot unto Fessler Dr. After preliminary review by the City Engineer they are concerned that if the concrete pavement is not extended to the east past the new entrance/exit now, you will not be able to use it when paving in the future. Options #1 Extend the pavement now (see approx cost). #2 Create a temp road/drive between the new lot and the lot to the north while paving is done in the future. #3 Put a curly Q in entrance/exit approach (see drawing) and have a curb cut it enter onto the existing pavement. Your thoughts.

Stephen M Hamann, President

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From: Paul Steinbrecher [<mailto:paul@smimanitowoc.com>]
Sent: Tuesday, July 08, 2014 2:14 PM
To: Steve Hamann
Cc: Gene Maloney
Subject: Fw: Americollect

Steve

Here is a drawing that moves the drive over to the concrete. There is a hydrant at the end of the concrete that we need to go around. This layout eliminates one stall. If we eliminated a few more stalls on the west we could make the curve look nicer.

Paul

From: Greg Minikel<<mailto:gminikel@manitowoc.org>>

Sent: Tuesday, July 08, 2014 11:17 AM

To: 'Paul Steinbrecher'<<mailto:paul@smimanitowoc.com>> ; Dan Koski<<mailto:dkoski@manitowoc.org>>

Cc: Gene Maloney<<mailto:maloney.gene@gmail.com>>

Subject: RE: Americollect

Hi Paul,

I am torn on this one. The future planning part of my thinking is to pave the 50 feet plus or minus in concrete now, so that they do not have any disruption to access at a later date when it is paved. Paving the streets with concrete has been the past practice for all of the development in the I-TEC area. In the past, TIF funding was also used for the original construction of Fessler Dr. My recommendation would be to pave it with concrete as part of the new development/expansion.

Looking at a quick cost estimate to pave the 50 ft. long by 37 ft. wide concrete pavement would be about 206 SY at say \$50/SY would be a total of \$10,300. How much did you have for placing 3 inches of asphalt in the roadway?? I would estimate the asphalt to be about \$4,000 - \$5,000.

I know that our budgets are strapped, but should Americollect be requesting the City to pave this section?? However, this may not happen until next year after it is built and then we would have the access issues again.

At a minimum, the roadway and driveway approach shall be asphalt pavement.

Dan,

Any thoughts on this??

From: Paul Steinbrecher [<mailto:paul@smimanitowoc.com>]

Sent: Tuesday, July 08, 2014 10:37 AM

To: Dan Koski; Greg Minikel

Cc: Gene Maloney

Subject: Americollect

Dan and Greg

Americollect is looking at a substantial expansion and new parking lot. The new lot would access Fessler Drive east of the east end of the concrete on the gravel. Do they need to extend the concrete or place asphalt to a point on the east side of their drive?

Paul M. Steinbrecher, P.E., R.L.S.

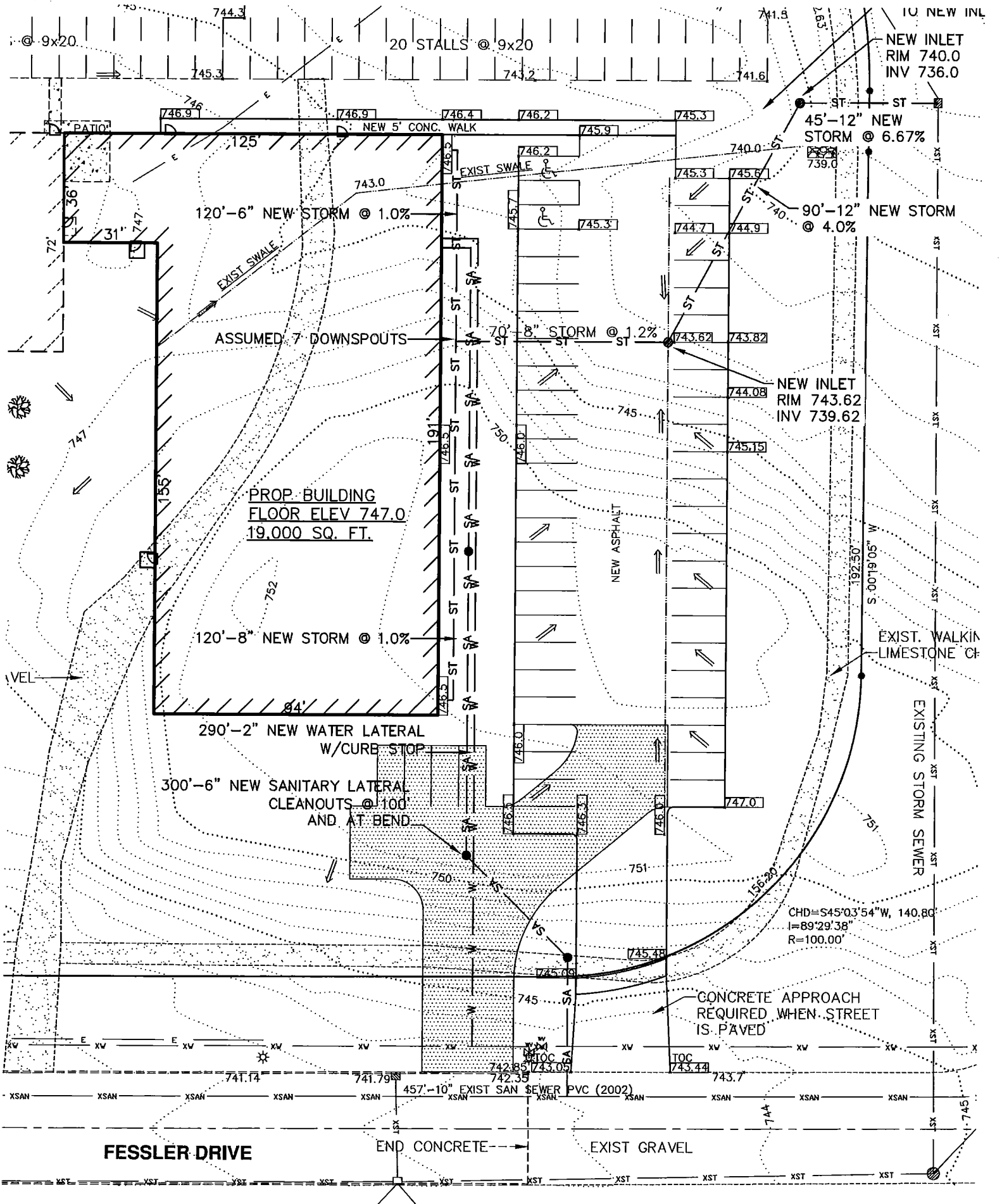
SMI

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20 STALLS @ 9x20

NEW INLET
RIM 740.0
INV 736.0

45'-12" NEW
STORM @ 6.67%

90'-12" NEW STORM
@ 4.0%

NEW INLET
RIM 743.62
INV 739.62

PROP. BUILDING
FLOOR ELEV 747.0
19,000 SQ. FT.

EXIST. WALKIN
LIMESTONE CH

EXISTING STORM SEWER

120'-8" NEW STORM @ 1.0%

290'-2" NEW WATER LATERAL
W/CURB STOP

300'-6" NEW SANITARY LATERAL
CLEANOUTS @ 100'
AND AT BEND

CHD=S45°03'54"W, 140.80'
I=89°29'38"
R=100.00'

CONCRETE APPROACH
REQUIRED WHEN STREET
IS PAVED

FESSLER DRIVE

END CONCRETE

EXIST GRAVEL

457'-10" EXIST SAN SEWER PVC (2002)

TOC
743.44

