

Greg Minikel

From: Greg Minikel
Sent: Tuesday, January 03, 2017 11:37 AM
To: Steve Bacalzo
Cc: Dan Koski; Sonja Birr
Subject: RE: County Highway "R" Reconstruction - Custer St. to Broadway St. - Roadway Lighting

Hi Steve,

Yes, it would help if you can get us some cost information. We are going to start the discussion with the PI Committee on January 9th.

If you can get us something before that meeting that would be great and if not that is fine.

I highly doubt that they would make any decisions that night unless it is to just stick with the wood poles.

I would not object to the wood poles for the roadway lighting, but I feel quite strongly that we will need some type of lighting for the 10 foot wide multi-use pathway on the east side of the roadway. However, this may be more similar to Subdivision lighting.

From: Steve Bacalzo
Sent: Friday, December 23, 2016 7:13 AM
To: Greg Minikel
Cc: Dan Koski; Sonja Birr
Subject: Re: County Highway "R" Reconstruction - Custer St. to Broadway St. - Roadway Lighting

Greg,
 I understand how opinions may vary, mine included. I prefer non-ornamental, wood poles because they are functional, inexpensive and easy to move or replace when necessary. Where a utility power pole exists, it may also be possible for a light to be installed, minimizing poles and infrastructure in the ROW. Ornamental, bolt-down light poles are less forgiving, expensive to install and maintain.
 I can communicate typical cost difference per fixture when I return to the office in January.
 Will that help?
 Steve

Steve Bacalzo | Distribution Operations Manager
Manitowoc Public Utilities
 (920) 686-4310 | Direct Line

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 (920) 374-1059 cell | (920) 686-4348 fax | www.mpu.org

On Dec 22, 2016, at 3:17 PM, Greg Minikel <gminikel@manitowoc.org> wrote:

Dan,

Mark Schuster from Robert E Lee (REL) stopped in the office today and asked me about the City's wishes for the roadway lighting on the CTH "R" reconstruction project that is scheduled for 2019. They need answers in the next few months so that any roadway lighting work can be coordinated with all the other utilities.

Perhaps, we should be taking this issue to the next PI Committee meeting to get the discussion started.

I have mixed opinions on what to do here. Since, this section of roadway is planned to have a jurisdictional transfer and the City will maintain this new urban roadway section, I feel that we should have the same lighting that exists by the Harbor Town Area, which is buried ornamental lighting. See attached photo.

However, the abutting property use is vastly different along this stretch of "R" and therefore maybe the wood poles for the street lights is just fine.

However, we also need to seriously consider having lighting for the 10-foot wide multi-use pathway on the east side of the road. I feel strongly that the public would want it lighted. It is very dark in this area.

Also, see the attached comments on the Operational Planning Meeting (OPM) minutes.

Steve,

What are your thoughts on this area??

I am pretty sure that the next step will be the PI Committee asking for cost estimates for the various options.

<CAM01885.jpg>

<mime-attachment>



Greg Minikel

From: Verville, Phillip <vervillep@AyresAssociates.com>
Sent: Thursday, June 02, 2016 4:23 PM
To: Greg Minikel
Subject: RE: Project ID 4310-06-00, CTH R, Manitowoc River Bridge Replacement - OPM - DES

Thanks Greg.

From: Greg Minikel [mailto:gminikel@manitowoc.org]
Sent: Thursday, June 02, 2016 4:16 PM
To: Verville, Phillip <vervillep@AyresAssociates.com>
Cc: Dan Koski <dkoski@manitowoc.org>; Marc Holsen <marcholsen@co.manitowoc.wi.us>
Subject: RE: Project ID 4310-06-00, CTH R, Manitowoc River Bridge Replacement - OPM - DES

Hi Phillip,

Just a couple of corrections.

On the bottom of page 2 Under F it says "mill race" is this a typo and is it supposed to be "Mill Road"??

I have attached a map showing the approx. proposed location of the Ice Age Trail from the City's Comprehensive Plan.

On page 3, under G the present typical section. Is this referring to the area from the bridge to Broadway St.?? If so, then it is correct. South of the bridge is a rural section. Maybe it should state from where to where it is an urban cross section.

On page 4, under H, the 6th paragraph or bullet point, there is a typo. In the 2nd sentence it should be changed from "alos" to "also".

On page 5, under Part IV Questions, the 2nd to last paragraph, it should read Sanitary Sewer and not Storm sewer. The City's map for future extensions shows a 21 inch sanitary sewer to be extended to the west along W. Meadow Lane and crossing Rapids Rd.

The last paragraph talks about lighting for the bridge. The City and County should also discuss the roadway lighting for the street reconstruction project with the MPU and possible lighting for the multi-use path. The multi-use path should probably be lighted for safety.

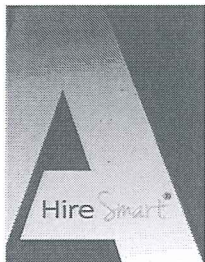
From: Verville, Phillip [mailto:vervillep@AyresAssociates.com]
Sent: Wednesday, June 01, 2016 10:03 AM
To: Robillard, Troy; Glen, Rich; Schaeve, Matthew D - DNR; Marc Holsen; John M Kropp; Dan Koski; Greg Minikel; Mark S. Schuster; McMahon, Chris; Pantzlaff, Dave; jeremyhildebrand@co.manitowoc.wi.us; NE Local Program
Subject: RE: Project ID 4310-06-00, CTH R, Manitowoc River Bridge Replacement - OPM - DES

Attached are the meeting minutes for your review and comment.

In addition, attached is the signup sheet from the meeting.

Any comments or corrections please send to myself.

Thanks,
Phil



Phillip J. Verville III, PE

Transportation Engineer

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-----Original Appointment-----

From: Robillard, Troy

Sent: Wednesday, March 09, 2016 4:49 PM

To: Robillard, Troy; Glen, Rich; Schaeve, Matthew D - DNR; 'marcholsen@co.manitowoc.wi.us'; John M Kropp; Dan Koski; Greg Minikel; Verville, Phillip; Mark S. Schuster; McMahon, Chris; Pantzlaff, Dave

Subject: Project ID 4310-06-00, CTH R, Manitowoc River Bridge Replacement - OPM

When: Wednesday, May 11, 2016 1:00 PM-3:00 PM (UTC-06:00) Central Time (US & Canada).

Where: Manitowoc County Highway Department, 3500 State Highway 310

OPERATIONAL PLANNING MEETING AGENDA
May 11, 2016

Project ID 4310-06-00/71
T Manitowoc Rapids, CTH R
Manitowoc River Bridge & Approaches
Manitowoc County

I. Introduction:

- A. Ayres Associates: Troy Robillard, Phil Verville III and Chris McMahon.
- B. 3 Party Contract with Ayres Associates, WisDOT, and Manitowoc County

II. Reason for OPM

- A. Present options and recommendations to the key stakeholders and determine the selected alternative to complete preliminary plans (a working meeting).
- B. Address the following issues:
 - Profile grade line
 - Sidewalk
 - Utilities
 - Structure length, width, and type
 - Structure railing/parapet type
 - Environmental issues
 - Flood History
 - Wetlands
 - Schedule

III. Project Description

- A. Background
 - Federal Bridge Replacement Program (SR=13.6 out of 100)
 - Funding
 - 80% Federal funding
 - 20% Local (Manitowoc County)Current funding in the SMA agreement for this project is \$3,073,000 (construction only)
 - Adjacent County project
- B. Schedule
 - PS& E Submittal: May 1, 2018
 - Construction Let: November 13, 2018
 - Anticipated Construction: Summer 2019
County would like to see construction moved to 2018 if possible, but construction funding for FY 2018 is not available. The County said that this structure may require posting limitations, if construction is not until 2019.
 - PIM anticipated in Fall 2016
- C. Traffic
 - Construction year: ADT: 12,100
 - Design year: ADT: 14,000

D. Utilities:

- Large utility poles on north side replaced a few years ago
Comcast has all their facilities overhead on the west side of Rapids Road. They are attached to the WPS Poles. They also have Fiber Optic lines attached to the poles. Everything they have is overhead.
- Underground gas crosses under existing bridge in river
WPS will be contacted for potential gas facility conflicts
- Watermain and sanitary sewer facilities along Archer Street and North Rapids Frontage Road
MPU will be contacted for any watermain relocations. The City of Manitowoc gave Ayres existing maps for sanitary and storm sewer.
- Others?

E. Right of Way:

- The existing right-of-way width varies from 97 feet to 220 feet.
- New right of way maybe needed dependent on alternatives.
Robert E. Lee will be conducting title searches for properties south of the bridge and will pass on copies to Ayres. They can also get the title searches for the bridge area.

F. Environmental Issues:

- Wetland delineation completed by Robert E Lee.
Report to be forwarded to WDNR.
- Hazmat Report – Unimart Contamination
- Possible environmental concerns could include:
 - Migratory birds
 - Northern Long Eared Bat
NHI review revealed no known bats in the area when they looked at the site in January.
 - Fish restrictions
March 1st to June 30th. The area is a spawning area for small mouth bass and pike.
 - Wetland impacts
Alternatives drawn up need to show wetland impacts for each and submitted to WDNR for review.

The DNR notice a hit for a state threatened endangered species in the Manitowoc River, the eclipse mussel. Matt is going to see if he can schedule the DNR to do a mussel survey in the segment of the Manitowoc River prior to construction. If the WDNR cannot do the mussel survey, WDOT might have to contract to have it done.

Small boats use the river; therefore, navigational signs will be required during construction. The signing will probably consist of buoys to guide boat traffic through the area.

In northeast quadrant of the Broadway Street/CTH R intersection, is the Ice Age National Scenic Trail. The Trail is managed by a partnership among the National Park Service (NPS), the Wisconsin Department of Natural Resources and the Ice Age Trail Alliance. Due to funding used to construct the trail, the trail is considered Section 6f lands. Any impact would need to be coordinated with the WDNR and possible the NPS if the impacts are adverse.

The mill race to the south of the bridge will remain open.

Request for initial project review letter from WDNR needs to detail what is needed for the federally funded bridge project and the adjacent county roadway project. A separate letter for both projects are needed. One environmental document covering the entire corridor will be prepared.

G. Roadway Geometry:

- Typical Section;

Present:

An asphalt pavement urban cross section with sidewalk on both sides widening from two lanes to four lanes

Proposed:

4 – 12 foot lanes, 30-inch curb & gutter, 10 foot multi-use trail on east side

Prefer a 5-foot minimum terrace between the multi-use trail and the face of the curb.

Proposed pavement structure: Will confirm pavement structure once soil borings are obtained. City or County preferred typical section?

After soil borings are complete, Ayres will put together a recommend asphalt and concrete pavement section, based on the soils information. The City and County will then discuss estimated costs for the different pavement sections, and which one will be recommended for the bridge and roadway projects.

The City of Manitowoc prefers 8" to 9" of doweled concrete pavement.

- Horizontal alignment

- 40 MPH design speed, 35 MPH posted speed.

- Factors to consider:

- Impacts to North Rapids Frontage Road and utility impacts. The closure of Archer Street was discussed based on of safety concerns. Guardrail will be needed to protect the blunt end of the barrier on the bridge that separates the roadway from the multi-use trail. The guardrail would inhibit the intersection sight distance for vehicles turning onto CTH R. The City of Manitowoc is open to discussions about closing off Archer Street. An additional PIM needs to be held at the Manitowoc County Highway Department to gather input from adjacent property owners and emergency services before the City will recommend how to proceed. Ayres to include in the PIM letter about the proposed option of closing of Archer Street.

The additional PIM needs to be scheduled early to get this decision made so that the plans can move forward.

- Bridge is currently along a horizontal curve
A matrix was presented listing the positive and negatives for different alignments. See attached.

- Superelevation extends north of the project limits MC, County and City agreed that CTH R should be normal crown for the 35 mph speed, and the north project limits should extend to the south side of the Broadway Street intersection. Ayres to prepare an approach justification report, to be approved by WisDOT for this additional approach length. Ayres will need to gather additional topographic survey along CTH R, between Archer Street and Broadway Street.
- Proposed Vertical Profile
 - Proposed profile lowered on south side to minimize fill material needed, wetland impacts, and right of way impacts.

H. Structure:

- Existing: 390-foot long four span steel deck girder curved bridge, with a clear roadway width of 30 feet. The bridge is skewed 50 degrees. The bridge was built in 1956 and overlaid with concrete in 1981. It has a sufficiency rating of 13.6.
- The site is located in a detailed Flood Insurance Study (FIS) area. The 100-year design discharge flow is 14,000 cfs and a Drainage Area of 548 square miles. The bridge has a waterway area of 2,566 SF and a velocity of 5.46 fps during the 100-year storm event.
- The navigational clearance of the bridge is 11.95-feet. The clearance over the 100-year storm event is 3.15-feet.
- It is anticipated that a 3-span prestressed concrete girder curved bridge will be used at this site.

A 72W-Inch girder would allow a bridge length up to 450-feet and would work on the proposed profile. However, it would lower the navigational clearance to approximately 11-feet, which should be acceptable at this site.

A 54W-Inch girder would allow a bridge length up to 396-feet. The profile could also be lowered more, which would help the intersection to the north. However, this bridge would also lower the navigational clearance to approximately 11-feet, which should be acceptable at this site.

- Will try to get the shortest and shallowest bridge to work at the site.
- A causeway will likely be needed to construct the new structure.
- A cofferdam will be required for the north pier.

IV. Questions

- Contact for soil borings
- Highway Commissioner Marc Holsen, (920) 683 4353
- History of flooding at this site
After the dam was taken out in the 1980s there has not been any flooding problems.
- Preferred typical section
Four 12-foot lanes, 30-inch curb & gutter, 5 to 10-foot terrace, 10-foot multiuse trail.

- Preferred alignment/impacts/project limits
Options showing more detailed cost and impacts to be provided to County after the PIM about the possibility of closing off Archer Street.
- Archer Street access maintained or closed.
- Where to end multi-use trail and transition back to sidewalk.
End trail at south east quadrant of the Broadway Street intersection
- Limits of sidewalk location on west side and cross walk location to get from west side to multi-use trail on east side
Concurrence on the sidewalk realignment that is proposed on the west side.

The City of Manitowoc might want some storm sewer crossings put in on CTH R during construction.

City will look into lighting for the bridge and approaches. Conduit will be put in the bridge for possible future lighting if lighting is not included in the project.

OPERATIONAL PLANNING MEETING

May 11, 2016

T Manitowoc Rapids, CTHR

Manitowoc River Bridge & Approaches

Manitowoc County

<u>Name</u>	<u>Company Name and Address</u>	<u>Telephone Number</u>
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Phil Verville III	Ayres Associates Inc 3376 Packerland Drive, De Pere WI 54115	(920) 498-1200
Chris McMahon	Ayres Associates Inc 3433 Oakwood Hills Parkway, Eau Claire, WI 54702	(715) 834-3161
MARK SCHUSTER	REC	(920) 544-4498
RICH GREN	1250 Centennial Centre Boulevard, Wobesa, WI 54155	(920) 606-6280
CHRIS KEOP	JT ENGINEERING 1077 CENTENNIAL CENTER BLVD HOBART WI 54155 512 CHASELAND AVE MANITOWOC, WI	920-323-6512
Greg Minikel	City of Manitowoc 900 Quay St. Manitowoc, WI 54220	686-6910
Jeremy Hildebrand	Manitowoc County Highway	973-6518

OPERATIONAL PLANNING MEETING

May 11, 2016

T Manitowoc Rapids, CTH R

Manitowoc River Bridge & Approaches

Manitowoc County

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