

PUBLIC INVOLVEMENT MEETING-MINUTES

County CTH-R Reconstruction
Custer Street to Broadway Street
Manitowoc River Bridge and Approaches
Manitowoc County
March 2, 2017

**Minutes by: Ryan H. Trzinski (REL), Mark S. Schuster (REL), Troy Robillard (Ayres),
Marc Holsen (Manitowoc County)**

A public involvement meeting was conducted to discuss the reconstruction of County CTH R (Rapids Road) from Custer Street to Broadway Street, a length of about one mile.

The meeting consisted of an open house type forum from 5:00 p.m. to 6:30 p.m. with a short formal presentation at 5:15pm that explained the project. During the open house forum the public was able to view the displays and ask representatives from Ayres Associates, Robert E. Lee & Associates, City of Manitowoc, or the Manitowoc County Highway Department any questions.

Attached to these minutes are the sign-in sheet and the handout with space for written comments and concerns about this project. Three written comments were received by the conclusion of the meeting and they are attached.

The proposed improvement will consist of two different projects which will be constructed at the same time to minimize the disruption to the area. One project consists of reconstructing the roadway; the second project consists of replacing the bridge. The proposed roadway project will reconstruct County CTH-R from Custer Street to the bridge. It will consist of a four-lane urban cross section with bike and pedestrian accommodations in the form of a 10-foot-wide multi-use trail on the east side of the roadway.

The bridge project will consist of removing the existing bridge and replacing it with a three span concrete girder bridge. It will include the reconstruction of the approaches from the bridge to Broadway Street. This portion of the roadway will also consist of a four-lane urban section with the multi-use trail on the east side of the roadway. The Archer Street intersection with County CTH-R will be permanently closed to improve the safety in the area and to allow the construction of the multi-use trail and the bridge.

As part of the roadway project, the railroad crossing will be reconstructed and widened with the addition of new signals and possibly crossing gates. The reconstruction of the railroad crossing will take approximately two weeks, during which time no traffic will be able to cross the railroad tracks. The bridge on the north end of the project will also be closed at the same time to minimize disruption. Therefore the County is considering rerouting the local traffic onto Custer Lane during this two week time period. The County will construct a temporary connection between County CTH-R and Custer Lane. All properties between the railroad tracks and the bridge that access County CTH-R will need to use this temporary connection to get to Custer Street. Custer Lane would be used by local traffic only.

Thirty one people from the public were in attendance at the meeting. They had general questions about schedule, driveways, drainage, mailboxes, temporary connection at Custer Lane concerns, and trees that were going to be removed. Most people attending seemed in favor of the project.

Various specific questions were asked during the open forum portion of this meeting and a summary and response to the questions are as follows:

1. The property owner at 4626 Custer Lane requested that the field entrance that exists on County CTH-R to remain as part of this project. The field entrance will be reviewed to determine if a driveway permit is in place and will evaluate this access point, prior to reinstalling this driveway.
2. The property owner at 801 S. Rapids Road questioned who will be responsible for the snow removal on the Trail. The City of Manitowoc will review this item and will need to respond back on who will be responsible for winter maintenance on the trail.
3. Three property owners that all live on Custer Lane expressed concerns about the potential temporary connection of Custer Lane for use while the railroad tracks were being constructed. Concerns were expressed about potential truck traffic that would damage the road and who would pay to fix it. Marc (County) indicated that the project will have a haul road provision, that would log the road prior to this work and after to determine damage. If any damage is observed it would be fixed under the road project. Another concern expressed was Custer Lane is narrow and extensive two way traffic will create problems. Also, with this narrow roadway people that walk along the road, or a property owner in wheelchair that uses the roadway may be in danger with additional traffic on this road. They were also concerned about trucks not being able to make the turn from Custer Lane to Custer Street. The property owners are in favor of the County CTH-R roadway reconstruction but are opposed to the temporary connection at Custer Lane. They would prefer that the Railroad complete the railroad crossing improvements prior the bridge closure. The County and City will reevaluate the width and condition of Custer Lane prior to a final decision being made.
4. Property owner at 225 Mill Road expressed concerns about losing trees on his property and the TLE that is being shown on his property. REL will review the TLE to try to minimize the impacts to his property. Tree clearing that occurs in the right of way, will not be replaced. Trees on private property that are taken will be resolved during the right of way negotiations.
5. Property owner who lives on Archer Street and has her mailbox on County CTH-R would like to have the mailbox removed from County CTH-R and placed on Archer Street. As the intersection with Archer Street will be closed, this mailbox should be moved off County CTH-R and placed on Archer Street. This property owner will be working with the City and Post Office to see if this change can be made prior to construction of this project.
6. The property owner who lives at 858 S Rapids Road indicated a lot of people like to walk on the gravel shoulder on County CTH-R, and was wondering if gravel or sidewalk would be placed on the west side of the road behind the curb & gutter? The current plans are to provide lawn turf area behind the curb, but this item will be discussed by project stakeholders to determine if additional accommodations will be provided on the west side of the road from Mill Road to the private road approximately 500 feet south of Mill Road. Later when the property owner learned that they would be responsible to shovel the snow on the sidewalk, they began to think that people could just walk on the grass area behind the curb.

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7. Steve from MPU discussed a large power pole that is located NW quadrant of the intersection with Mill Road and County CTH-R. The current design appears to avoid the pole but it is very close. He requested more information on this location to verify this pole is not in conflict. REL will review and coordinate with MPU. MPU does not anticipate any lighting on the bridge, they are going to evaluate if they can light the entire bridge by installing a light in the northeast quadrant and southwest quadrant of the proposed bridge. MPU has an aerial fiber line that will be in conflict with cranes for the construction of the south pier and south abutment. Ayres will send MPU electronic files for the bridge project, so they can evaluate where to relocate this fiber line prior to construction.
8. The property owner who lives at 801 S Rapids Road expressed concerns with the current drainage along his property. Currently the ditch water travels north to the river, but it has caused erosion problems. As part of this project the ditch water will be picked up by storm sewer, which should limit the water entering this area after construction. The eroded area within the right-of-way will be restored and potential permanent erosion control measures will be placed along the fill slope embankment to prevent future erosion in this area.
9. Ryan Carpenter owns property along Mill Road, which is also adjacent to the southwest quadrant of the bridge. We discussed the need for a temporary causeway for construction of the south pier, and he said his frontage property along the Manitowoc River was soft and made up of poor soils.