

OPERATIONAL PLANNING MEETING / KICK-OFF MEETING AGENDA

---- NOTES

Date/time: 12/20/17; 10:00 am
Location: Town of Nekimi Town Hall
Project ID: 6435-03-00
Title: T Nekimi, Nekimi Avenue (Weyhurst Creek Bridge)
Highway: Local Street
County: Winnebago

WisDOT NER LPM: Brian Edwards
WisDOT NER LPMC: Rich Glen (JT Engineering)
Designer: Gremmer & Associates, Inc.

A. Introductions/Meeting Participants (invited) – All present below

Glen Barthels, Town Chair & Tom Pollack, Town Supervisor
Ray Palonen, Winnebago County Highway Commissioner
Rich Glen, JT Engineering
Tom Lanser & Andy Klemp, Gremmer & Associates, Inc.

B. Project Information

A. Existing:

- o Clear bridge width = 26' between curbs
- o Bridge length = 39' (overall length)

B. Traffic:

- o Current ADT = 170 vpd
- o Design ADT (2039) = 200 vpd

C. Proposed Design:

- Traveled Way = 22'
- Shoulder (gravel) = 3' desired (2' minimum)
- Bridge length = based on hydraulic sizing requirements
- Bridge clear width = 26' (match existing bridge clear width)
Town thought this was ok, but will confirm at January Town Board meeting
- Town Standards / Needs
 - o Travel Way
 - o Shoulder
 - o Pavement structure thickness
 - o Bridge width (farm traffic) Town to discuss further (and decide) at January Town Board meeting (see Action Items at end of notes)
 - o Beam guard Town to discuss further (and decide) at January Town Board meeting (see Action Items at end of notes)

Bridge will be sized based on hydraulics but likely a long flat slab bridge will be needed. Flat slab will likely have low chord lower than the existing box girders, but this loss of opening will need to be made up with a longer bridge (maybe 48'+).

- D. Real Estate: None scoped at this time. Will provide update once we are further into preliminary design. Looks like some TLE's may be necessary due to reditching. Rich to check if WisDOT is allowing construction permits now.
- E. Estimate: WisDOT currently has construction estimate programmed at \$336,500 in FIIPS. This will be updated as we progress with preliminary design. Rich confirmed capped shared limit per State Municipal Agreement.

III. Schedule

- A. Operational Planning / Kick-off Meeting: 12/20/17
- B. Public Information Involvement Meeting: February 2018 (at Town Board Meeting, 3rd Wed). Town to add to February agenda.
- C. Environmental Document (CEC): February 2018
- D. Preliminary Plan/Bridge Submittal: Late February 2018
- E. DSR: Late February 2018
- F. P.S. & E. (final plan submittal): February 1, 2019
- G. Let: May 2019 (unusual date but Rich confirmed May as current let date)
- H. Construction: 2019

IV. Other Items

- A. Need F&WS Northern Long Eared Bat (NLEB) form signed by Town. Ken signed.
- B. Public Involvement Plan (draft). Ken signed.
- C. Beam Guard at approaches. Not required if less than 400 AADT.
 - o Field entrance in NW quadrant (30' from existing bridge), SW quadrant (100' from existing bridge), and possibly a third in SE quadrant (40' from existing bridge). These will be within the beam guard limits. (discussion below)
- D. Bridge railing. Concrete parapet preferred by WisDOT, however open railing is allowed on local projects with proper justification. Open railing may be needed since profile may be flat across bridge. Town ok with open rail. Ray asked about incorporating an aluminum channel at drip edge to reduce spalling and rebar corrosion. Manitowoc County uses this on bridges. See Paul Fontechio (Brown County) for an example.
- E. CTH I intersection about 330' from CTH I. Town interested in extending approach length to the east so the road width is standard to the intersection? This likely would be a non-participating cost depending upon min length of road approach needed for the bridge replacement. Town has no interest in this.
- F. Close roadway for soil drilling. Tentatively scheduled for late January. OK with Town to close.
- G. Posted speed? Currently road is "humped" over the waterway. Design speed issue. No posted speed per Ken. "Spot improvement" classification ok with Town (i.e. no worse than existing).
- H. Striping of finished roadway? Town does not want striping.
- I. Amendment for soil sub (RVT changing to ECS Midwest).
- J. Netting of bridge. Due to late let date, the construction contract won't be signed until after the nesting season "window", therefore the contractor won't be able to net the bridge. The County offered to net the bridge for the Town. The Town agreed to have the County net the bridge.

Action Items:

Town of Nekimi (to be discussed and decided at the January Town Board Meeting):

1. Additional bridge width. All costs associated with additional bridge width beyond 26' clear width (between rails) is non-participating (100% Town cost).
2. Beam guard at the approaches. Since the traffic on the road is less than 400 vpd, shielding of the bridge railing with guard rail is not required (it is a local decision). If guard rail is included in the project, the existing field entrances on both sides of the bridge would be in conflict with the proposed beam guard lengths. This would require relocating the field entrances. The total guard rail length extends approximately 125' from bridge rail. The absolute minimum length of guard rail necessary before a driveway is 65 LF, therefore if beam guard is used in the NE quadrant the field entrance at 53+50, LT would need to be removed.

Options include (see attached concept drawings):

- A. No guard rail at approaches.
- B. Guard rail at only the approach lanes (SW and NE quadrants only). Rich confirmed this has been done before.
- C. Guard rail at all quadrants. This would require relocating the existing field entrances to locations beyond the beam guard. The County is ok with the driveway at the SE quadrant moving closer to CTH I. The NW quadrant has two existing driveways for two land owners (Markel and McBair). If guard rail is used at this approach, the Town would need to investigate if a shared driveway would be acceptable (shared driveway in the same or slightly adjusted location of the western-most location (near Markel entrance).

Rich Glen:

1. Check whether construction permits would be ok if needed.

OPM/KICK-OFF MEETING

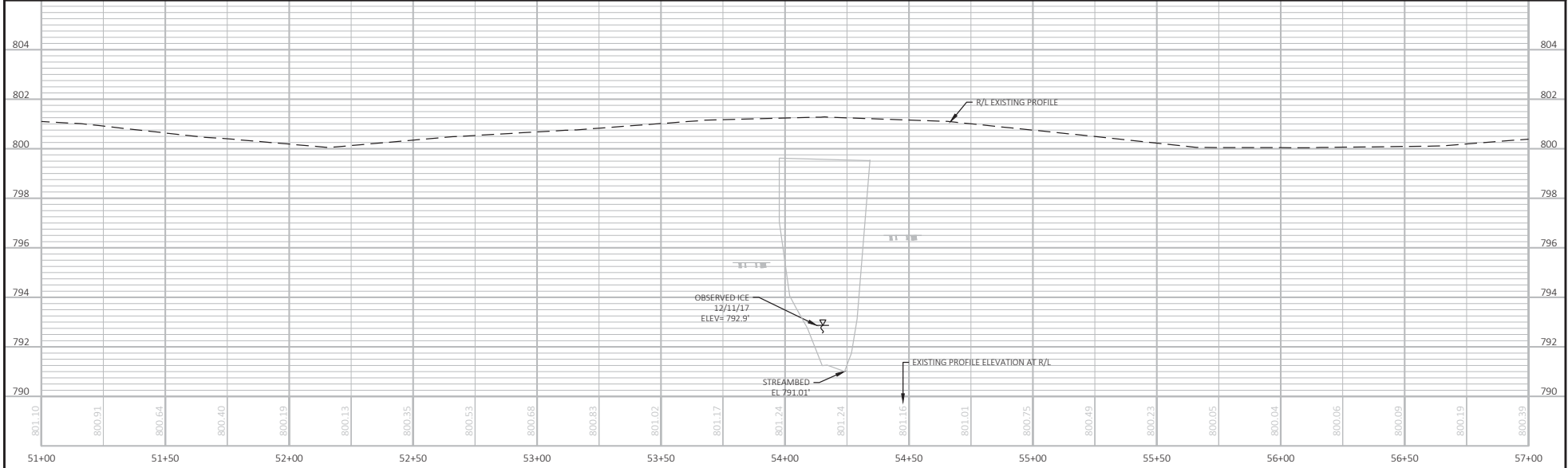
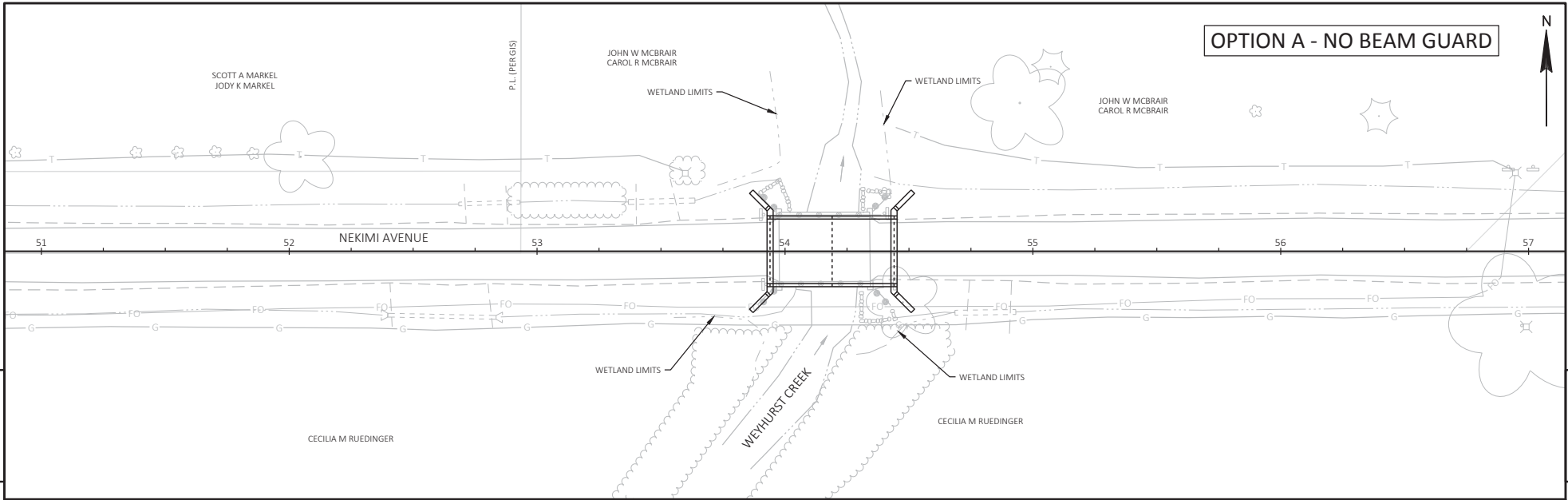
ID 6435-03-00

T Nekimi, Nekimi Ave
Weyhurst Creek Bridge
Local Street
Winnebago County

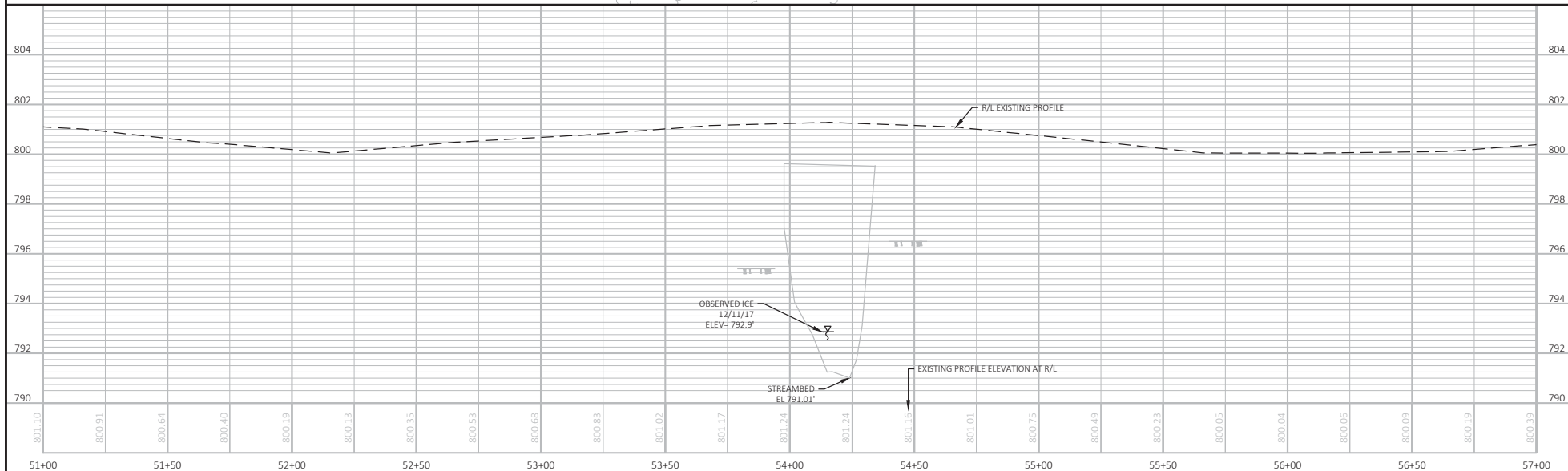
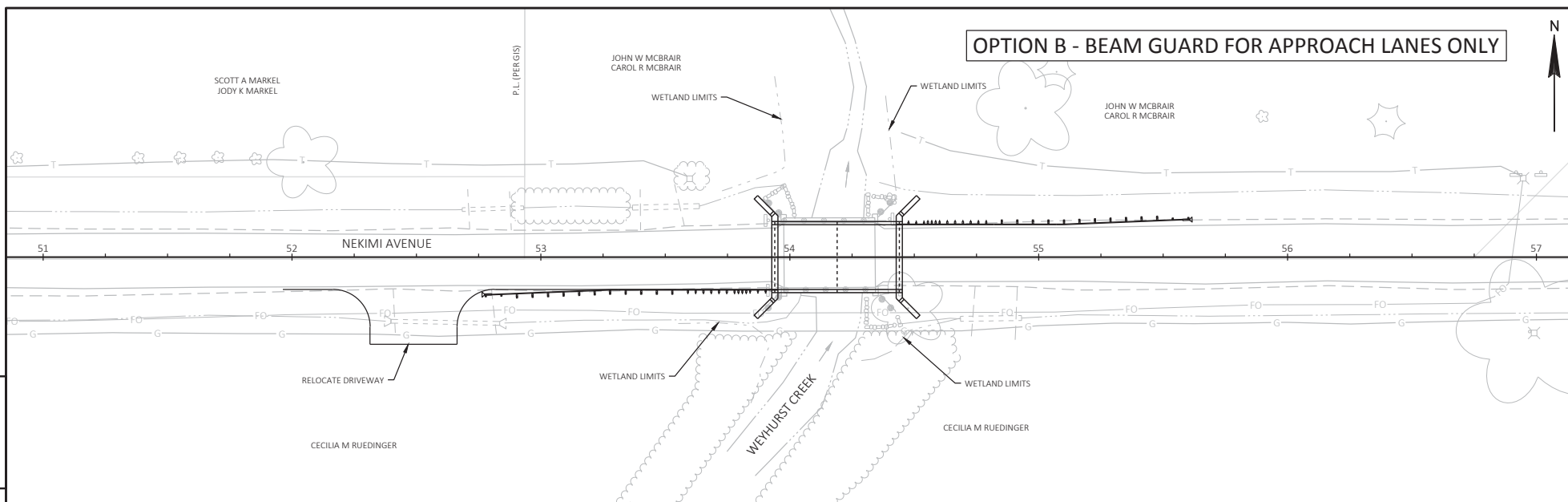
December 20, 2017; 10:00 am
Nekimi Town Hall

SIGN IN SHEET

NAME	REPRESENTING	PHONE NUMBER	E-MAIL
Andy Klomp	Grunauer + Assoc	920-924-5720	d.klomp@grunauerassociates.com
Tom Lausev	V	V	t.lausev@
Ray Palonen	W. C. H. D.	(920) 232-1700	rpalonen@co.winnebago.wi.us
Rich Glen	JT	(920) 468-4771	rglen@jt-engineering.com
Glen Barthels	Nekimi	920 410-1579	lb1464gbc@gmail.com
Tom Pollack	NEKIMI	520 539 9938	tom.pollack@newholland.com



PROJECT NO: 6435-03-00	HWY: NEKIMI AVE	COUNTY: WINNEBAGO	PLAN AND PROFILE: NEKIMI AVE - OPTION A (NO BEAM GUARD)	SHEET	E
------------------------	-----------------	-------------------	---	-------	---



PROJECT NO: 6435-03-00

HWY: NEKIMI AVE

COUNTY: WINNEBAGO

PLAN AND PROFILE: NEKIMI AVE - OPTION B (BEAM GUARD FOR APPROACH LANES ONLY)

SHEET

E

FILE NAME: S:\CURRPRO\WINNEBAGO\NEKIMI AVENUE BRIDGE\CIVIL3D\64350300\SHEET\OTHER\64350300-050101-PP_BEAM ALTS.DWG
LAYOUT NAME - Sheet-01 (B)

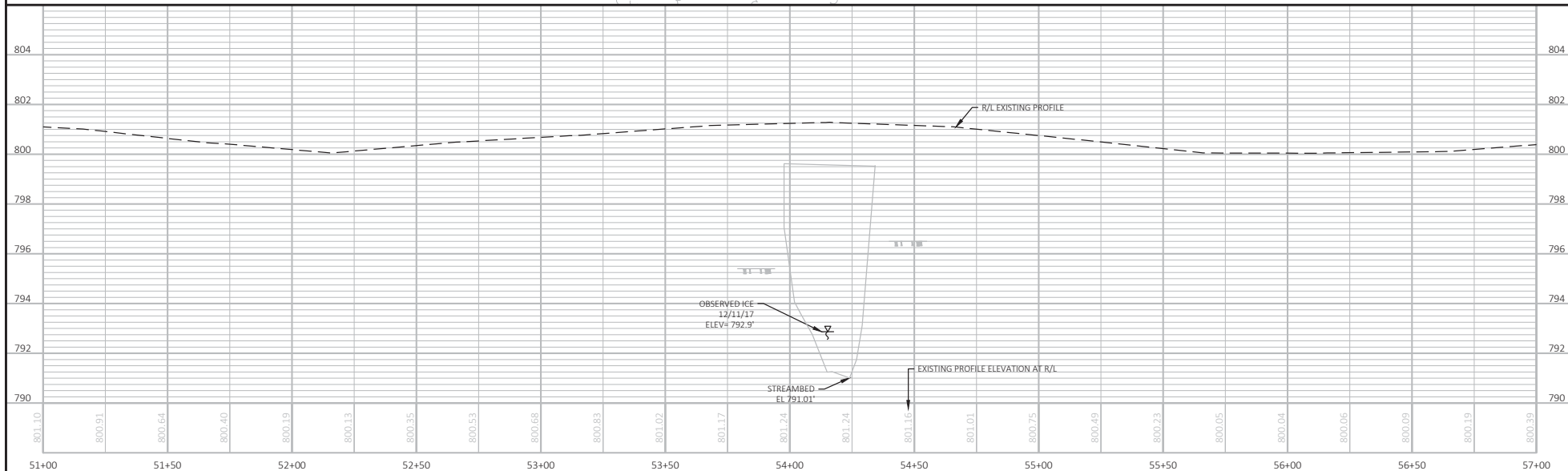
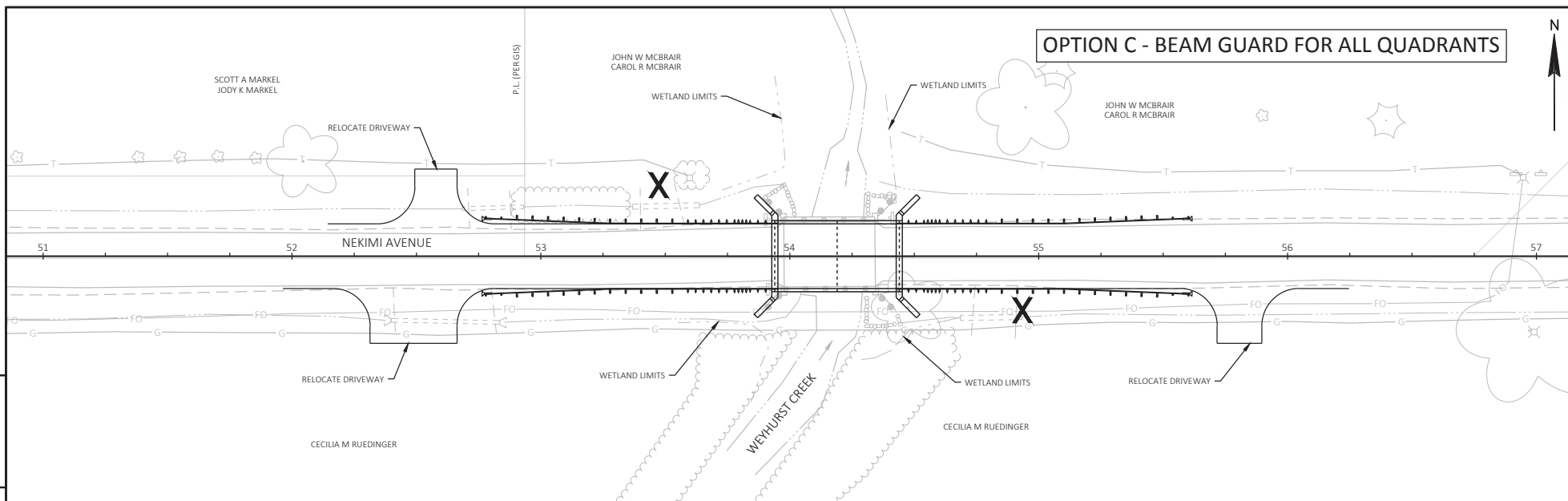
PLOT DATE: 1/5/2018 11:54 AM

PLOT BY: AARON SARAUER

PLOT NAME:

PLOT SCALE: 1 IN=40 FT

WISDOT/CADDIS SHEET 44



PROJECT NO: 6435-03-00	HWY: NEKIMI AVE	COUNTY: WINNEBAGO	PLAN AND PROFILE: NEKIMI AVE - OPTION C (BEAM GUARD FOR ALL QUADRANTS)	SHEET	E
------------------------	-----------------	-------------------	--	-------	---