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INFORMATIONAL MEETING
CTH D – ANDERSON ISLAND BRIDGE PROJECT
LAKE NAMAKAGON TOWN HALL
MAY 10TH, 2006 – 7:00 PM

Present: D. Brevak, Highway Commissioner; James Beeksma, Chairman Highway Committee; Marco Bichanich, Highway Committee; Harold Maki, Highway Committee; John Blahnik, Highway Committee; Keith Larson, Patrol Superintendent Highway Department; Susan Butterfield, Office Supervisor/Confidential Secretary Highway Department; Mark Abeles-Allison, Bayfield County Administrator; David Pantzlaff, Project Manager, Ayers Assoc.; Dan Sydow, Project Engineer, Ayers Assoc.; John Shine and Roland Hamburg, Corps of Engineers; Lake Namakagon residents.

7:05 PM Meeting called to order by Art Schultz, Town of Namakagon Board Supervisor, D. Brevak was introduced at this time. Brevak welcomed residents and introduced D. Pantzlaff from Ayers to present plans and options for the bridge project. (Informational packet and comment sheets available for public).

Pantzlaff gave an explanation of the project as well as a brief history of the location. Explained the funding available: 1) Sec 154 Federal Funding 75/25 (75% paid by Federal funds, 25% paid by local (county) funds), covers the environmental aspects of the project only. 2) Federal Earmark Funding from Representative Dave Obey. Discretionary funding, 80/20, applies to all aspects of the project.

Project considerations:

1. Environmental issues.
2. Schedule – current letting, through WisDOT, March 13, 2007.
3. Traffic – road and boat traffic closed.
4. Roadway alignment.
5. Structure type – one span or two span bridge.
6. Cost is approximately \$460,000.00 – County share approx. \$117,000.00
7. Property – purchase of.
8. Construction – approximate start date May 1, 2006, will take approximately 2 ½ -3 months to complete.

Dan Sydow, Ayers, was introduced at this time.

1. Existing culvert pipe is about 8' in diameter.
2. In the 1950's the culvert replaced an old timber bridge.
3. Lake classified by DNR as Outstanding Resource Water. Additional measures to be taken to minimize impact on the lake and wetlands around the lake.
4. Elevation of the road would be increased 2 ½ feet at culvert site, navigational clearance would become approx. 6 feet (similar to the bridge to the north), length of project would be 600 feet, speed limit 25 mph, match existing curves.
5. Easements would have to be acquired (four properties involved).
6. CTH D would be closed to thru traffic. Discussion regarding possible detour.
7. Guardrails would be necessary from driveway at south side to grassy area to the north.

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Options for construction:

1. Single span – 48’ long concrete slab, 30’ clear width with steel railings, 20’ wide navigational channel with 4’ minimum water depth.
2. Two span – 74’ long, concrete slab, solid shaft pile-encased pier, 30’ clear width steel railings, and two 20’ wide navigational channels with 4’ minimum water depth. The navigational channels would be on each side of the bridge pier.

Difference in cost: 1-span \$385,000.00 (lesser clearance, one 20’ navigational channel)
2-span \$460,000.00

Soil borings will begin within the next month. Ayers work is almost completed, and then project is turned over to WisDOT.

Questions/Concerns:

Q: Why opening up to boat traffic?

A: This area is designated recreational.

Q: Do not feel the traffic count (470 vehicles per day) is accurate. Where did this number come from and by whom?

A: The DOT did this count; do not have the data available to fully answer the question, but certain it was during the busy summer season.

C: Project will make roadway larger.

Q: Is the crash count of -0- accurate?

A: No, there have been accidents at this site, did not have the informational available at the time of printing the handout.

Q: What was the reason to replace this culvert with a bridge? Did the area residents ask for this improvement?

A: (By Brevak) A county wide culvert study was done and this culvert was found to be deteriorating and is in a state of disrepair. There are rocks in the culvert. This is a manmade causeway and does not meet the current day specifications set by the State of WI. Can not meet the minimum design criteria to repair therefore total reconstruction must be done to replace the problem culvert. The Dept of Natural Resources and the Army Corps of Engineers state this culvert must be replaced and brought up to standards. The money became available through Earmarked Funds that could not be used on another project. This culvert should not have been put in; the old bridge should have been replaced with a bridge. The only other option was to do a thin resurfacing of asphalt that would last approximately 15 years, and the existing, failing culvert, would have remained. By rebuilding, the area will be in good shape for many years.

Q: What about emergency response?

A: (Art Schultz) The Town of Namakagon, at one of the monthly meetings, has already addressed this issue. Because of updated services this should not be an issue. Two ambulances are available at Cable; perhaps one could be stored at the Pioneer Fire Station. Also, trucks could be relocated to this station. Bayfield County Highway Dept notifies the local emergency services as well as Bayfield County Sheriff's Dept and BC Emergency Government.

Q: The Lake doesn't have boat traffic now between lakes, why do we need it now?

A: Actually small boats do go between the lakes. This would open it up to all traffic. Again, this area is designated recreational.

Q: Closing the road will be a hardship on the area businesses, why can't the project be built leaving one lane open during construction using stop lights to control traffic?

A: The project could be done this way but will take up to 5 months to complete and will also add additional cost to the Local share (County) from approximately \$120,000.00 to \$300,000.00. Closing one lane at a time is like having two separate projects. The entire summer would be under construction with all the additional traffic trying to maneuver through the site.

Q: The start of construction, does it have to be May 1 or can it be in August? The earlier the better or even better after August 1, after the Fire House 50 Bike Race. Beginning in May will cut into the busiest time for the area businesses.

A: If the weather allows the start date could be earlier. Starting in August could create a problem; if we have an early fall the weather would stall/stop completion of the project.

8:05 D. Pantzlaff thanked everyone for the good questions and comments. Explained the Bayfield County Highway Board Members would be meeting (meetings held second Wednesday of each month) to consider all concerns and make final decisions in regards to this project. After the meeting Brevak, Pantzlaff, and Sydow would be happy to address any other questions or concerns.

Susan M. Butterfield, Recording Secretary
Bayfield County Highway Department

Attachment

Copy: Robert Rasmussen, Chairman Town of Namakagon
Tom Gemuenden