

Public Involvement Meeting

**WIS 182
North Fork Flambeau River Bridge
WIS 13 to Saunders Avenue
Price County**

Project ID: 9240-08-00



**May 27, 2015
5 to 6 p.m.
Park Falls City Hall
400 4th Avenue South**

Purpose of the Meeting

The Wisconsin Department of Transportation (WisDOT) is proposing to improve WIS 182 between WIS 13 and Sanders Avenue. The project includes the replacement of the North Fork Flambeau River Bridge, in Park Falls, Price County.

A brief presentation is scheduled to begin at 5 p.m. The remainder of the meeting will follow an open house format.

The objective of tonight's meeting is to present information regarding the identified needs and the purpose of the proposed improvements. We are seeking your input on the proposed project as well any information regarding potential impacts.

Project information

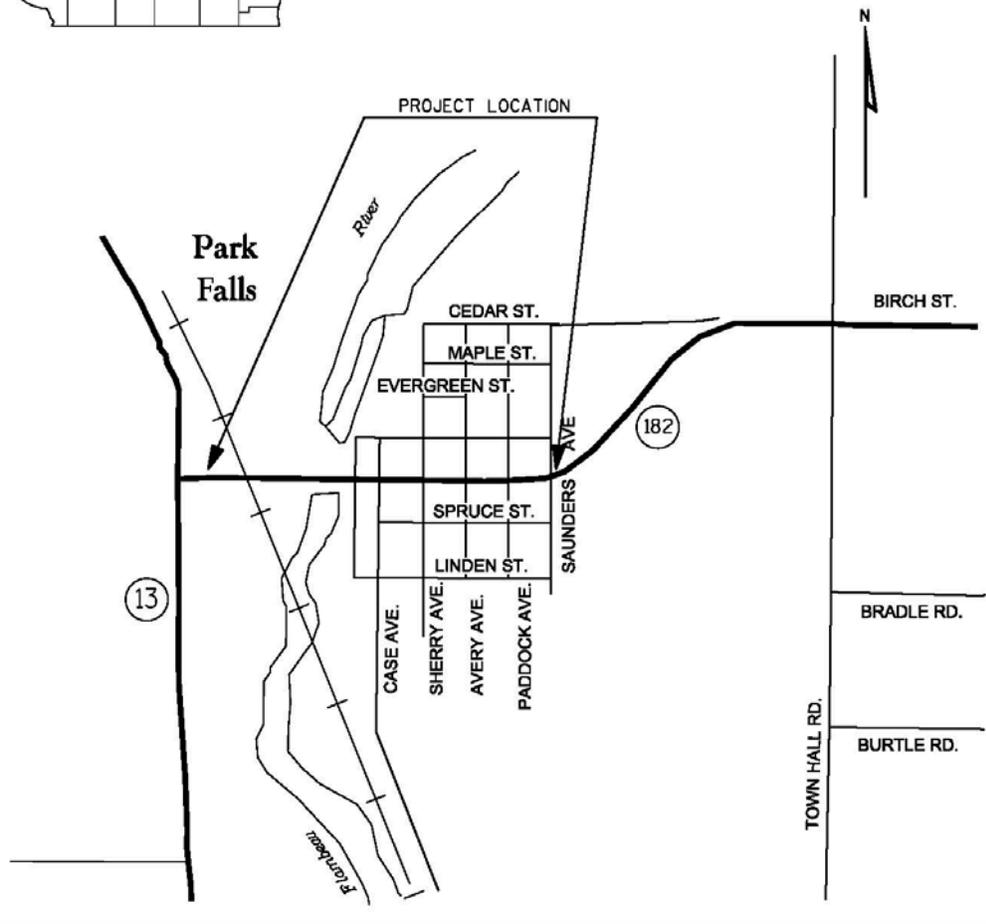
The 67-year-old bridge is nearing the end of its service life and needs to be replaced. The bridge is also too narrow and does not meet current design standards. The average daily traffic on the bridge is 5,400 vehicles; the truck percentage is 6.1 percent..

To meet current design standards, the proposed bridge will be widened from 24 feet to 36 feet, with two 12-foot lanes and two 6-foot shoulders. The new bridge will also increase the sidewalk width from 5 feet to 7 feet. It will incorporate aesthetic features such as colored and form lined surfaces, decorative railing, and decorative street lighting.

The pavement on WIS 182 between WIS 13 and Saunders Avenue requires maintenance to preserve the life of the pavement.

PROJECT LOCATION MAP

PROJECT NUMBER: 9240-08-00/70/71
PARK FALLS - SPRINGSTEAD
N. FORK FLAMBEAU RIVER BRIDGE
STH 182
PRICE COUNTY



PIM Project Loc Map.dgn 5/11/2015 10:40:06 AM pkriesel

Bridge reconstruction alternatives

The resurfacing operations can occur without closing the road, or the bridge, by using flagging operations. However, to replace the bridge, crews will need to close the structure and detour traffic. We worked closely with local representatives to review construction options that would minimize the impacts of the bridge replacement. The department analyzed many alternatives to manage traffic:

Construct a temporary bypass structure near the current bridge. Due to topography and other constraints (i.e., the nearby buildings) the structure would fit at this site, but would only be able to carry one lane of limited traffic (WB-65 semi or smaller vehicles) using signals. Larger truck traffic would still need to be detoured. Factors contributing to the increased cost include the shallow bedrock combined with difficulties working in the resulting constrained work area. The cost of the bridge replacement project would increase by at least another \$1.5 million and construction time would be extended significantly. Because of the increased costs and the potential for constructability issues, this option was removed from further consideration.

Construct the bridge in halves. Contractor input has shown this to be nearly impossible or very costly (increasing the overall cost of the project by 2-3 times normal cost) as the close proximity of the building to the bridge prohibits placement of construction equipment north (upstream) of the bridge for demolition and construction of that segment of the project. This option does not provide any time or monetary savings and it presents multiple challenges during construction.

Detour traffic via local streets (Grunerwald Road and Old 13 Road/Case Avenue). It is estimated that the construction cost alone, not including expenses for design, to upgrade this route to current minimum county highway standards would be approximately \$2.2 million. Due to the existing low traffic volume and rural nature of these roadways, extensive reconstruction would be required to improve the route to safely handle the anticipated truck traffic. This alternative also presents an additional safety hazard due to limited sight distance north on WIS 13 from the Grunerwald Road intersection. This option was removed from further consideration.

Detour traffic via local streets (Grunerwald Road, Old 13 Road, Divine Rapids Road and Town Hall Road). The intersection of Old 13 Road and Divine Rapids Road is separated by the intersection of Divine Rapids Road and Town Hall Road by only about 75 feet. Within these 75 feet, an active railroad crossing also crosses Divine Rapids Road. Without realigning and reconstructing these intersections and the railroad crossing, there is no safe, stopped vehicle storage between the two intersections. The estimated cost to upgrade this route to minimum county highway standards would be at least \$2.2 million. This alternative also presents an additional safety hazard due to limited sight distance north on WIS 13 from the Grunerwald Road intersection. This option was removed from further consideration.

Detour traffic via temporary structure at an alternate city location and local streets. There is not a location within the city for a feasible connection across the river via temporary structure. Land north of the bridge is commercialized with large buildings, railroad spurs, and other obstacles prohibiting existing city streets from approaching the river. Land south of the bridge is not developed adjacent to the river, and consideration of a temporary connection would mean clear-cutting of forested land, and crossing a railroad track presenting a potential traffic and safety issue. This option was discontinued from further consideration.

Preferred alternative and detour for bridge replacement

Based on all considerations (cost, safety, timeframe, and environmental impacts) we are proposing to close the bridge during construction and detour traffic via WIS 13, WIS 70, US 51 and WIS 47.

Real estate

Several small, permanent right of way acquisitions will be required to address the widening of the bridge and roadway approaches. The right of way is owned by the paper mill and the railroad.

We expect to begin real estate acquisitions in late summer 2015.

Project update/next steps

- Operational Planning Meeting (discuss preliminary aspects of the project) **March 2012**
- Meeting with Flambeau River Papers to discuss project and potential impacts **April 2012**
- Meeting with local officials/city council to discuss the proposed project **April 2012**
- Meeting with public works/city council to discuss the proposed project **May 2013**
- Meeting with local officials/city council to discuss detour options **December 2013**
- Meeting with local officials/city council to discuss detour options **February 2014**
- Meeting with local officials/city council to present project status and obtain input **April 2015**
- Public involvement meeting **May 2015**
- Final design process begins **Fall 2015**
- Design completion **September 2016**
- Construction currently scheduled to begin **May 2017**
- Completion currently scheduled **September 2017**

Public input/comments

We encourage you to spend some time reviewing the exhibits this evening. WisDOT representatives are available to answer your questions. Attached to this handout is a sheet for your written comments. Please return your comments to any of the WisDOT representatives before you leave, or mail your input to one of the addresses listed below by **June 27, 2015**. You may also email your comments.

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

For more information, please contact:

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