

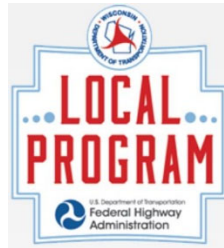
Public Information Meeting Handout

LACKEY LANE BRIDGE Over Lake Geneva Tributary Town of Linn Walworth County

Project ID: 3846-00-05



TOWN OF LINN



BAXTER & WOODMAN
Consulting Engineers

July 10, 2023

6:30pm

Linn Town Hall

W3728 Franklin Walsh Street

Zenda, WI 53195



Purpose of the meeting

The Town of Linn welcomes you to this Public Information Meeting to discuss the proposed replacement of the Lackey Lane Bridge over the unnamed tributary to Geneva Lake!

The purpose of this meeting is to:

- Introduce the project and explain the project purpose and need.
- Provide an overview of project funding, funding requirements, and schedule.
- Present options and seek input on access during construction.
- Answer questions and listen to concerns and suggestions.

After a short introduction, there will be time for questions, then the remainder of the meeting will be “open-house” format where attendees can view exhibits and ask questions of project representatives, including Town staff and their design consultant, Baxter & Woodman.



Purpose and Need

Existing bridge, built in 1930, is over 90 years old and has developed deteriorating abutments, large vertical cracking, and exposed foundations, and is considered structurally deficient. The bridge currently has a weight limit (15 tons), temporary plates, and is too narrow for two-way traffic. The bridge needs to be replaced in order to continue to provide the only sufficient and safe access to 11 residents on Lackey Lane and reduce maintenance costs on the Town.

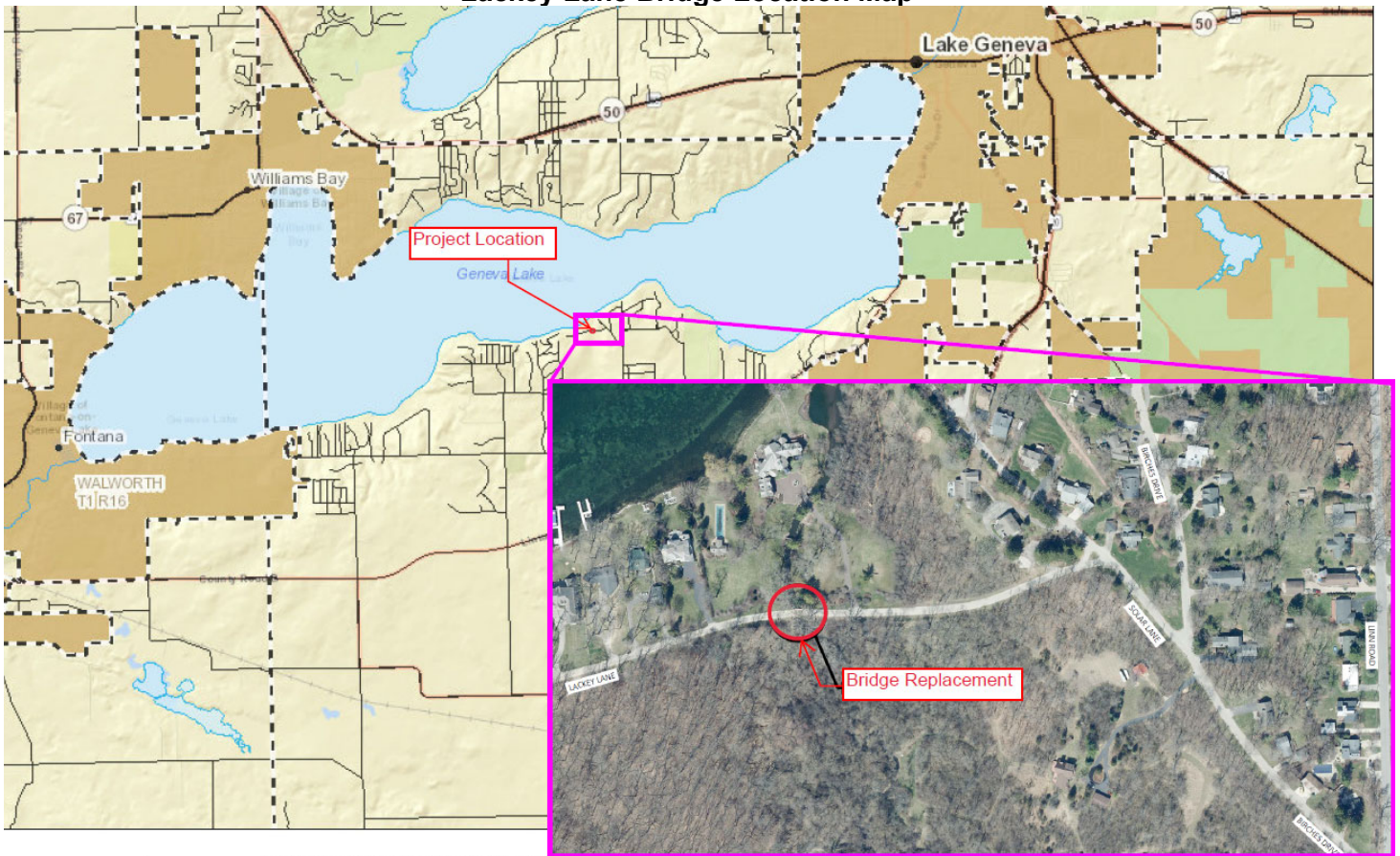
Project information

Lackey Lane is a dead-end road currently serving 11 lake homes (see location map on the next page), many of which are permanent full-time residents; therefore, a short construction duration is an important factor. Two options were considered for the replacement structure that meets purpose and need, but also expedites construction and provides opportunity for aesthetic enhancements:

1. Multi-cell precast concrete box culvert
2. Three-sided precast arch structure

A third option, a slab-span bridge, was not considered because construction of a bridge will take considerably longer.

Lackey Lane Bridge Location Map



The multi-cell precast concrete box culvert was selected as the preferred alternative because it meets purpose and need, had the shortest construction duration, met hydraulic capacity, is feasible with soil conditions, and had the lowest cost.



Example multi-cell box culverts

Funding and Funding Requirements

The estimated cost is between \$250,000 and \$350,000, but the Town was awarded Wisconsin Department of Transportation (WisDOT) **Local Bridge Program** funding in 2022, which is a federal and state funded program that provides up to 100% funding for the bridge replacement. However, the Federal/State funding portion may change depending on final cost estimates.

Using this funding requires this project follow State and Federal standards and follow National Environmental Protection Act (NEPA) and Wisconsin Environmental Protection Act (WEPA) processes in order to be eligible to use the funding.



The design standards must follow the WisDOT Facilities Development Manual (FDM) and WisDOT Bridge Manual. In this case, the roadway clear width of the new structure must be at least 24-feet, which is about 6-foot wider than the existing bridge.



FACILITIES DEVELOPMENT MANUAL

Wisconsin Department of Transportation



WisDOT Bridge Manual

The NEPA process involves coordinating with multiple agencies, screening the project for environmental concerns, identifying possible environmental impacts, and avoiding or mitigating unavoidable environmental impacts. Generally, a project of this size and scope has minimal environmental impacts, so this process is simplified, but still must complete some tasks:

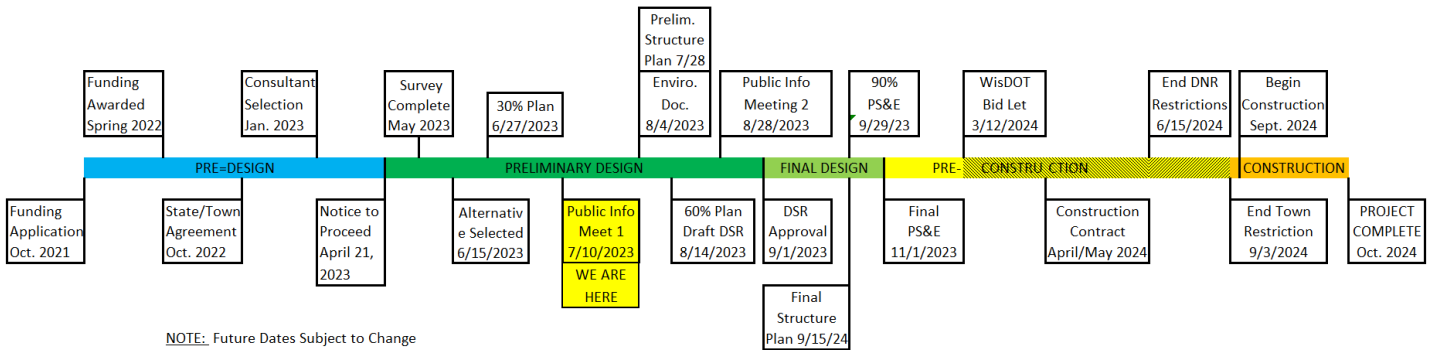
- Native American Tribal Notification
- Review presence and impacts to Federal and State threatened and endangered species
- Review presence and impacts to public parks, conservation land, and agricultural lands
- Coordinate impacts to wetlands and waterways with the WDNR and ACOE
- Screen the project for historical or archeological sites
- Floodplain impacts
- Screen the project for Hazardous Materials
- Construction noise
- Temporary and permanent erosion and sediment controls
- Aesthetics
- Community, Business, and Economic impacts
- Informing and involving the public (including today's meeting!)
- Utility Coordination

Many of these tasks have been completed, started, or are in progress and results will be summarized in the Environment Document, expected to be completed in August 2023.

At the completion of preliminary design, a design study report (DSR), which is a narrative of how the design was developed, is prepared and approved. Upon approval of the DSR, final design is completed to prepare documents for construction bidding.

Project Timeline

We are currently in the middle of the preliminary design phase; this meeting is one step on the project timeline. Following this meeting the project will advance to complete the Environmental Document, 60% Plans, and the DSR. We will schedule a second public meeting, targeting residents and emergency services, in late August 2023 to discuss access during construction. From there, final plans will be developed and the project will be bid by WisDOT in Spring 2024.



Project Timeline

In-stream work is restricted by WDNR between March 1 and June 15 and the Town does not want to disrupt summertime use of the lake homes off Lackey Lane; so construction will not commence until after Labor Day in September 2024. Depending on weather, construction is expected to be complete by October 2024.

Access during construction

Lackey Lane is a dead end road, therefore no alternative access exists and the bridge replacement must factor in access for full-time residents and emergency services.

During construction, full closures may be needed for short durations, especially when removing the old bridge. Full closures could be daytime-only so that residents can have access at the end of the work day or full closures could be multiple days. If multi-day closures are necessary, temporary access could be provided. Many access scenarios are being considered and we seek your input to determine the preferred options. These include:

- Staging bridge replacement to allow access across a portion of the old bridge
- Install temporary parking and provide temporary pedestrian access via either a temporary pedestrian bridge or the Lake Path.
- Incrementally remove bridge by removing the bridge deck and installing new box sections and provide end-of-day access via temporary steel plates. Similar approach for removing abutments.
- Provide temporary access to the side (requires temporary property rights)

Note that staging the bridge replacement and setting up and removing temporary access each day extends construction time and increases construction cost. If allowed to fully close access,

bridge removal, installing box culverts, and backfilling the culvert to accept traffic could take as little as 7-10 days.

From start to finish, we anticipate construction to take 30 to 45 days.

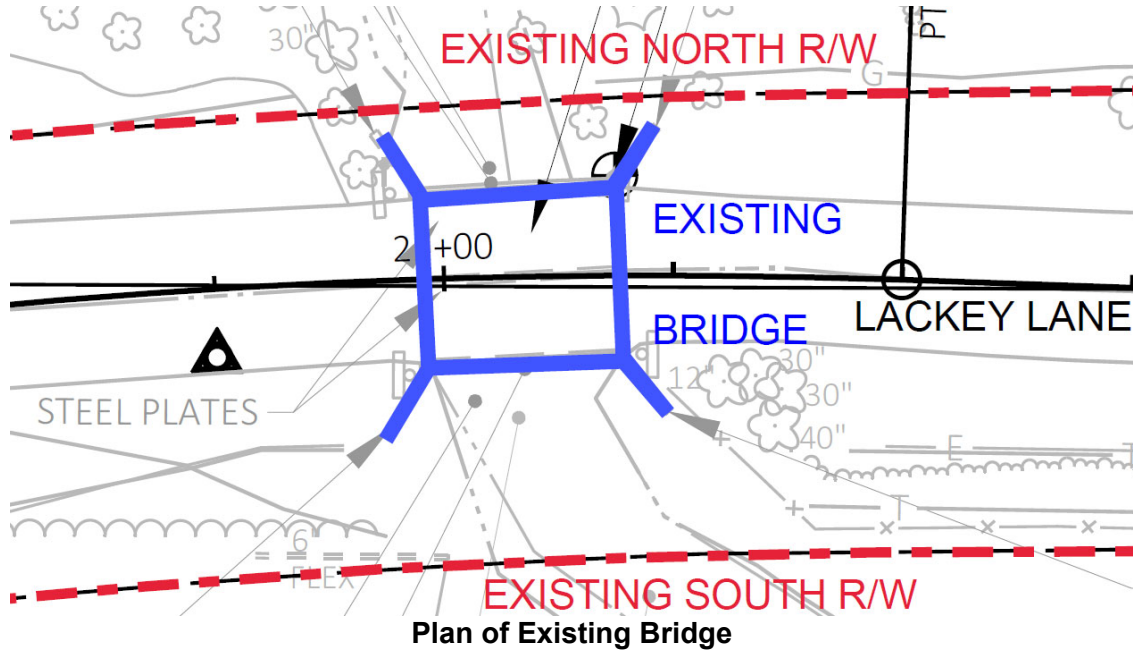
Real estate

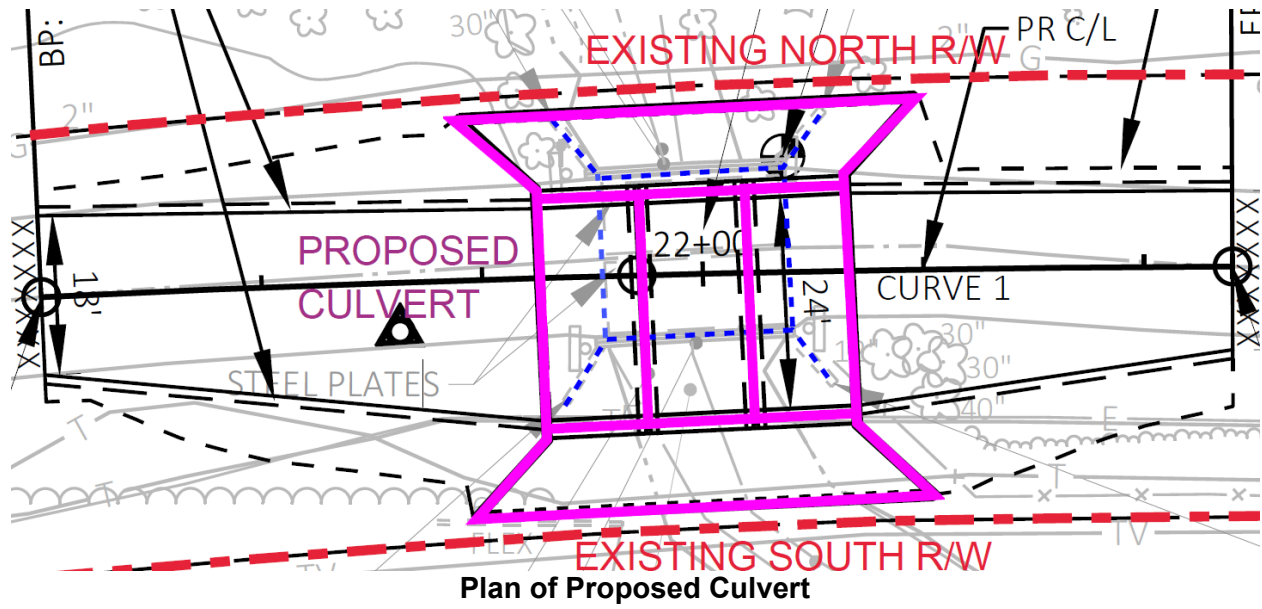
All work is expected to be completed within the existing right-of-way and no permanent real estate acquisitions will be required for this project.

Temporary limited easements (TLEs) may be needed for access or grading purposes during construction, but a more advanced design will determine a need for these. TLEs expire upon construction completion.

How it will look

Field survey revealed that the existing bridge is oriented towards the north side of the 50-foot right of way. The proposed culvert, with the 24-foot clear roadway width required plus wingwalls will be just inside the existing right-of-way and centered in the right-of-way, so the majority of the widening will be on the south side of the road.





To save cost, the headwall and wingwalls will be precast to match the box culvert sections used, so little can be done to improve aesthetics with those features, but the extended headwall above the culvert and parapet wall above the road level will be cast-in-place concrete, allowing for aesthetic features to be added, such as decorative formliner to improve the appearance of both the parapet walls visible from the road, but also add some decorative elements that face homes.

The images on the following page reveal a before and after view of the bridge/culvert



Existing Bridge Facing Geneva Lake



Proposed Culvert Facing Geneva Lake (conceptual)

Public input/comments

We encourage you to talk to the project representatives and ask them questions. Attached to this handout is a sheet for your written comments and input regarding the proposed project. Please mail any written comments about the project before July 24, 2023 or leave them in the comment box tonight. You can also e-mail your comments to the contacts listed below.

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:

Jim Hurley, Administrator
Town of Linn
PO Box 130
W3728 Franklin Walsh Street
Zenda, WI 53195
(262) 275-6300, ext. 12
admin@townoflinn.wi.gov

OR

David Hemmerich, PE, Project Manager
Baxter & Woodman, Inc.
Consulting Engineers
256 South Pine Street
Burlington, WI 53105
(815) 444-3207
dhemmerich@baxterwoodman.com



TOWN OF LINN



Fold here

[Stamp]

Town of Linn
P.O. Box 130
Zenda, WI 53195

Attn: Jim Hurley

Fold here to mail