

# Public Information Meeting Handout

## BISSELL ROAD BRIDGE Over Nippersink Creek Town of Linn Walworth County

Project ID: 3846-00-03



TOWN OF LINN



**BAXTER & WOODMAN**  
Consulting Engineers

**June 3, 2024**

**6:40pm**

**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 Bissell Road Bridge over Nippersink Creek!

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

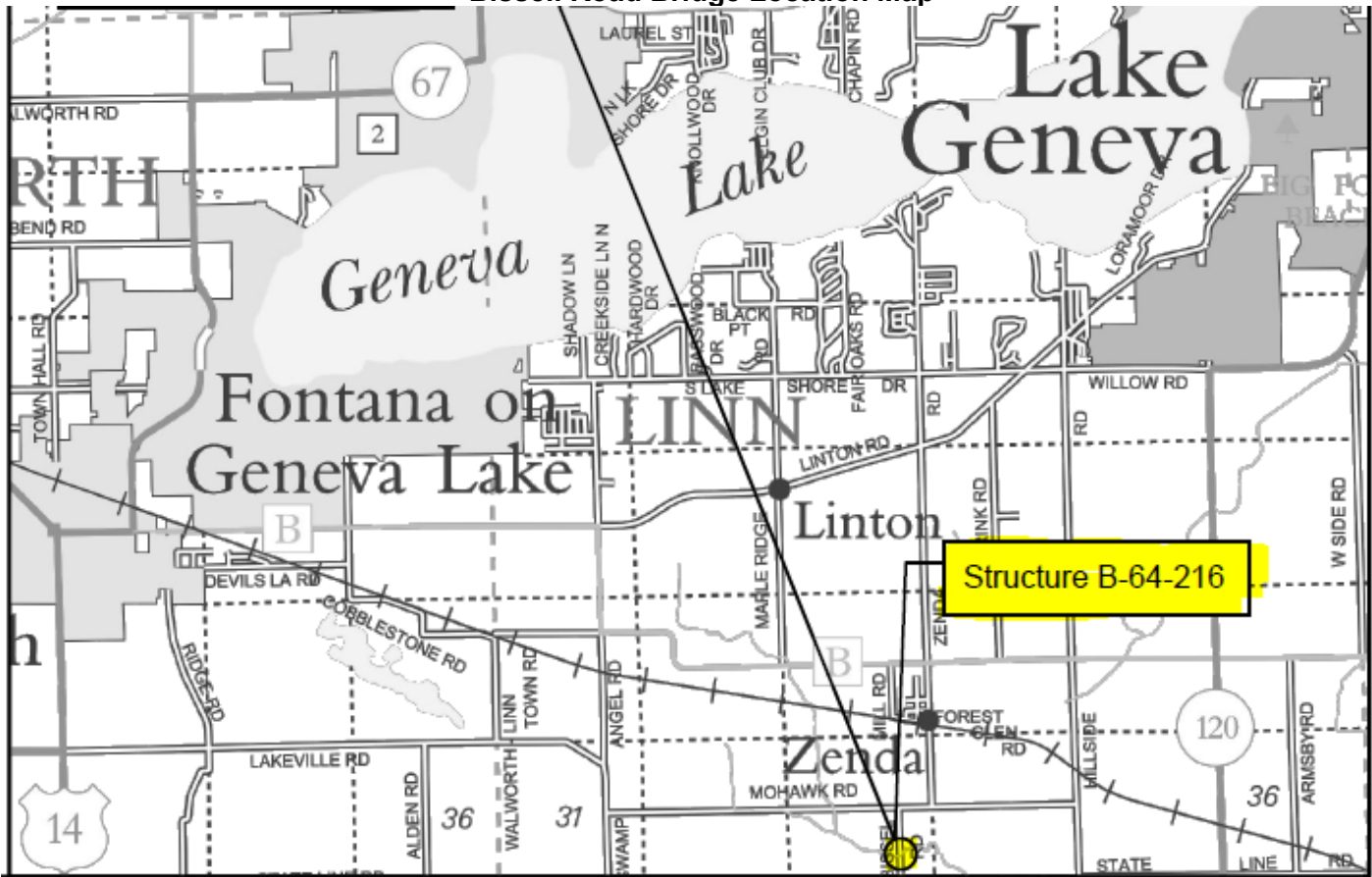
Existing bridge, built around 1920, is over 100 years old and has developed deteriorating abutments and cracking and deterioration of concrete slab, for which steel girders were retrofit less than 20 years ago but have not held up and are also showing extensive deterioration and section loss to the steel girders and brackets, and is considered structurally deficient (45/100). The bridge is too narrow for two-way traffic and the asphalt overlays have reduced the height of the barrier walls to less than half standard height, making plowing difficult. The bridge needs to be replaced in order to continue to provide a sufficient and safe access to residents and farms on Bissell Road and reduce maintenance costs on the Town.

## Project information

Bissell Road is a rural country road connecting Mohawk Road in Linn to Stateline Road in Illinois serving four Town single family residents, two farmsteads, and access to four farm fields. Two options were considered for the replacement structure that meets purpose and need, but considered cost and environmental impacts:

1. Concrete Slab Bridge
2. Prestressed Concrete Deck Girder Bridge

### Bissell Road Bridge Location Map



The Concrete Slab Bridge was selected as the preferred alternative because it meets purpose and need, met hydraulic capacity, had fewer roadway impacts, and had the lowest cost.



**Example Concrete Slab Bridge  
(Selected Alternative)**



**Example Prestressed Concrete Girder Bridge**

## Funding and Funding Requirements

The estimated cost is between \$370,000 and \$470,000, 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 7.5-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:

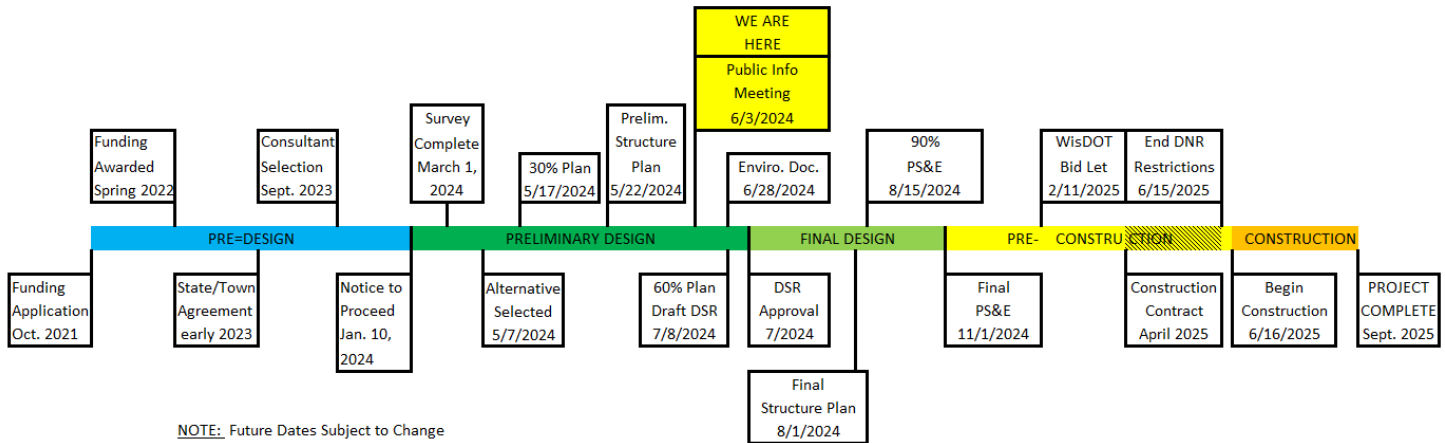
- Native American Tribal Notification
- Review presence and impacts to Federal and State threatened and endangered species
- Review presence and impacts to public parks, conservation land, and agricultural lands
- Coordinate impacts to wetlands and waterways with the WDNR and ACOE
- Screen the project for historical or archeological sites
- Review clearance from air strips and airports with FAA and WI Bureau of Aeronautics
- 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 July 2024.

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. From there, final plans will be developed, and the project will be bid by WisDOT in Spring 2025.



**Project Timeline**

In-stream work is restricted by WDNR between March 1 and June 15 for fish spawning; so, construction will not commence until late June 2025 or after. Depending on weather, construction is expected to be complete within 3 months.

## During construction

During construction, full closure of the roadway is expected to allow the contractor full use of the space around the bridge to allow for maximum efficiency and shortest construction duration. Bissell Road has low traffic volume and primarily used by local residents; therefore, a signed detour is not proposed. We expect local residents to use either Hillside Road to the east or Swamp Angel Road to the west to bypass the bridge construction.

Construction will generally occur in this order:

- Road Closure and temporary erosion controls.
- Remove the old bridge (loud daytime construction noise from concrete breakers)
- Excavate and drive piles for abutments (loud daytime construction noise from pile driving)
- Construct Abutments, Riprap, and Backfill Abutments
- Construct Deck and Barrier walls
- Construct Roadway Approaches
- Complete restoration and Re-open to traffic

Emergency access to properties south of the bridge is still to be discussed, but emergency access will either be provided by Linn Fire Department via Hillside Road at a slightly longer response time or temporarily covered by Alden-Hebron-Greenwood Fire Protection District out of Illinois.

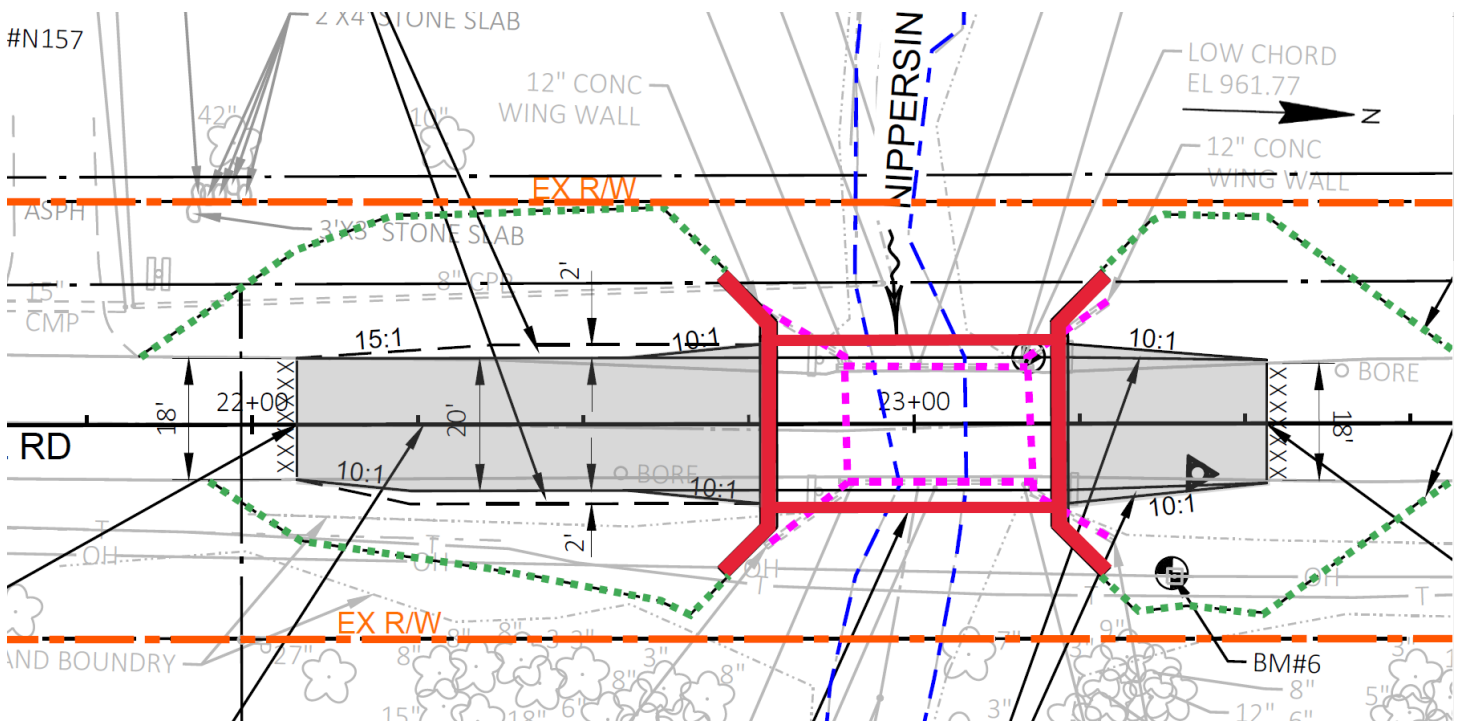
## Real estate

All work is expected to be completed within the existing right-of-way (R/W) 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.

## Proposed Plan

The proposed concrete slab span bridge (red) will be 44-foot span (about 13' longer than existing (dashed pink) and a clear roadway width of 24-foot wide. The span length is needed to provide the necessary hydraulic capacity for the creek and the span is offset more to the south to eliminate the unnatural kink in the creek (blue) at the existing bridge.



**Plan of Proposed Bridge Improvements**

The roadway will be repaved (gray) to match the new bridge and roadway side slopes will be filled and graded to meet current standards (green dash) within the existing right-of-way (orange). Guardrail is currently not proposed, but need for guardrail will be determined later in design.

## 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 June 21, 2024, or leave them in the comment box tonight. You can also e-mail your comments to the contacts listed below.

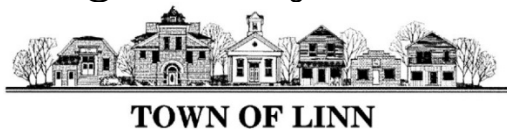
Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

For more information, please contact:

Jim Hurley, Administrator  
Town of Linn  
PO Box 130  
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Zenda, WI 53195  
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OR

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Consulting Engineers  
256 South Pine Street  
Burlington, WI 53105  
(815) 444-3207  
dhemmerich@baxterwoodman.com









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Town of Linn  
P.O. Box 130  
Zenda, WI 53195  
  
Attn: Jim Hurley

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