Special Meeting Public Input for Sturgeon Island Bridge - February 28, 2019

The meeting was called to order at 6:03 PM by Chairman, Pete Steen. Others present were Supervisors, John Wesely & Dale Kirkeby, and Clerk, Scott Danelski. Absent Treasurer, Ron Mossberg.

Tom Wilson from Erickson Engineering was in attendance to give a presentation on the Sturgeon Island Bride # R0726. Tom first discussed the results of the latest bridge inspection conducted in the fall of 2018 by Pine County. Tom explained that Pine County rated each element of the bridge with the following condition code : 1 (Good), 2 (Fair), 3 (Poor), or 4 (Severe). Below are the results of the inspection regarding the major elements of the bridge.

ELEMENT # 31 - TIMBER DECK

The inspection results of the timber decking on the bridge received a rating of 2 (Fair) for 50% of the decking and the remaining 50% of the decking received a rating of 3 (Poor).

ELEMENT # 107 - STEEL OPEN GIRDER/BEAM

The inspection results of the four steel open girder beams on the bridge rated the two interior girder beams as 2 (Fair) and a rating of 4 (Severe) for the two exterior girder beams with a rating of 4 (Severe) for the paint on all four beams.

ELEMENT # 152 - STEEL FLOOR BEAM

The inspection results of the twenty-one steel floor beams on the bridge were rated as 2 (Fair) with a rating of 4 (Severe) for the paint for all beams.

ELEMENT # 216 - TIMBER ABUTMENT

The inspection results of the north & south timber abutments received a rating of 4 (Severe).

ELEMENT # 225 - STEEL PILE

The inspection results of the north & south steel piles received a rating of 2 (Fair) with a rating of 4 (Severe) for the paint.

ELEMENT # 231 - STEEL PIER CAP

The inspection results of the north & south steel pier caps received a rating of 4 (Severe) with a rating of 4 (Severe) for the paint.

ELEMENT # 822 - BITUMINOUS APPROACH ROADWAY

The inspection results of the north & south roadway approaches received a rating of 4 (Severe).

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Tom Wilson explained that the Sturgeon Island Bridge # R0726 qualifies for funding from the Minnesota DOT Road and Bridge Fund. Structure replacement projects that qualify for funding from the DOT Road & Bridge Fund cap a township’s financial responsibility at $20,000.00 for the replacement of an existing structure, ($10,000.00 towards the engineering costs and $10,000.00 towards the construction costs) provided that the new structure conforms to the DOT’s guidelines for new structures. The current guidelines for bridges built in Minnesota state that the bridge deck needs to be a minimum width of 20’ wide and also have crash barriers constructed to qualify for the road & bridge funding. The existing Sturgeon Island Bridge does not have any crash barriers in place and the bridge deck is only 13’ 6” wide. The bridge decking is currently the responsibility of the township to maintain and the canopy of the bridge is the responsibility of the Sturgeon Island Bridge Association to maintain.

PUBLIC INPUT :

A number of Windemere township Sturgeon Island residents were in attendance and discussions were had regarding the options of bridge replacement vs. repairing the bridge (saving the re-using the existing bridge canopy). The majority of those in attendance were in favor of repairing the existing structure rather than replacing the structure. Because the existing structure does not conform to the state’s guideline for bridge structures, the township will need to apply for a variance to receive DOT Road & Bridge Fund monies. One variance regarding the width of the bridge deck (less than the 20’ minimum) and one variance regarding the omission of a crash barrier. Residents also asked what would be the life-span of a new bridge vs. a repaired bridge. Tom explained that a new structure’s life-span would be approximately 70 plus years and the life-span of a repaired bridge would be approximately 20 years. Tom also stated that he has applied for variances from the state of Minnesota to construct bridges with a deck width of less than the minimum 20’, but has never requested a variance to omit a crash barrier from a structure before. The State of Minnesota reviews variance applications quarterly.

Erickson Engineering will submit a proposal for the township quoting the cost of a bridge inspection by a structural engineer with recommendations, conducting a load-rating of the existing bridge, engineering of emergency repair plans, and the variance application cost.

Motion made by Wesely, seconded by Kirkeby to adjourn the meeting at 7:16 PM. Motion passed, 3 Aye – 0 Nay.

RESPECTFULLY SUBMITTED : APPROVED :

Scott Danelski, Clerk Pete Steen, Chairman

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