



Memorandum

DATE: July 30, 2015

TO: Menasha Board of Public Works

FROM: Mark Radtke, Public Works Director *MR*

RE: Agreement with City of Appleton Regarding Midway Road and Southfield Drive Intersection Improvements

In May, 2014 I notified the Common Council that the City of Appleton had completed a safety review of Midway Road from Oneida Street to Plank Road in response to some safety concerns identified along this corridor (see attached). The review highlighted sight line concerns for both motorists and pedestrians at several intersections.

One of the identified intersections is at Midway and Southfield Drive, the southern half of which is in the City of Menasha. At this intersection there is insufficient sight distance for pedestrians crossing Midway Road, mostly due to the curve in Midway Road east of this intersection. The recommended solution to this problem is to add pedestrian refuge islands in Midway Road at both the east and west approaches to the intersection.

The proposed work includes the removal and replacement of the entire concrete pavement section from match points east and west of the proposed refuge islands. Appleton is proposing a 75%/25% local/Calumet County cost share for the recommended improvements. The City of Menasha's share would be half of the local cost share while Appleton would be responsible for the other half of the local share.

Attached is a draft of the Inter-Governmental Agreement (IGA) outlining the terms for each of the municipalities. City Attorney Captain has reviewed and revised the agreement to its current draft stage. It is our understanding Calumet County and the City of Appleton have already executed a separate agreement for the cost share of the various improvements along Midway Road. The proposed 2016-2020 CIP includes this project at the \$56,250 cost identified in the IGA. I recommend the approval of the proposed agreement.

Enclosures

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**INTER-GOVERNMENTAL AGREEMENT
FOR HIGHWAY IMPROVEMENT PROJECTS**

Description: Midway Road (CTH AP) Pedestrian Crossing Improvements

The City of Menasha, through its undersigned duly authorized officers or officials hereby request the City of Appleton to initiate and affect the highway improvements as described herein.

PROPOSED IMPROVEMENTS:

Make the following improvements to Midway Rd (CTH AP) in 2016:

- 1) Improve the pedestrian crossing at the Midway Rd / Hemlock Ln / Southfield Dr intersection, to include the installation of raised median islands and the associated geometric, signage, and pavement marking modifications

TERMS AND CONDITIONS:

1. At least 60 days prior to the proposed bid letting date, All plans and specifications for the improvements will be provided for the City of Menasha's review and approval.
2. The City of Menasha shall have a period of up to 15 days to review the bid prices prior to the City of Appleton's acceptance of the lowest responsible bidder if the total bid is greater than \$150,000. In that case, the actual contract may be let by the City of Appleton only after the 15 day review period. Following its review of the bid prices, should the City of Menasha decide not to pursue this project then the project shall not be completed and this Agreement terminates.
- 1-3. Parties obligations are contingent on Calumet County's participation of 25% of the project costs.
- 2-4. The project cost in the agreement is an estimate. The City of Menasha will be invoiced periodically based on actual costs incurred.

COST ESTIMATE AND PARTICIPATION

	Total Estimated Cost	City of Appleton	Calumet County	City of Menasha
Midway / Hemlock / Southfield Improvements	\$150,000	\$56,250 (37.5%)	\$37,500 (25%)	\$56,250 (37.5%)
TOTALS	\$150,000	\$56,250	\$37,500	\$56,250

This request is subject to the terms and conditions listed above, and is made by the undersigned under proper authority to make such request and upon acceptance by the City of Menasha shall constitute agreement between the City of Appleton and the City of Menasha.

Inter-Governmental Agreement for Highway Improvement Projects
Midway Road (CTH AP) Pedestrian Crossing Improvements
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Signed on behalf of
City of Menasha

Signed on behalf of
City of Appleton

Donald Merkes
Mayor

Timothy Hanna
Mayor

Date

Deborah A. Galeazzi
City Clerk

Dawn Collins
City Clerk

Date

Anthony D. Saucerman
Finance Director

Date

Jim Walsh
City Attorney

Date



Memorandum

DATE: May 14, 2014

TO: Menasha Common Council

FROM: Mark Radtke, Public Works Director

RE: Midway Road Safety – Sight Distance Improvements

The City of Appleton Traffic Engineering Section completed a safety review of Midway Road from Oneida Street to Plank Road in 2013 in response to a City resolution identifying several safety concerns along this corridor. Attached is a copy of the original report dated December 3, 2013 and an updated report in the form of a letter to me dated April 18, 2014. The Calumet County Highway Commissioner also received a copy of the April 18th letter.

The traffic study recommends sight line improvements through the clearing of obstructions at several intersections, including the intersection with Southfield Drive in Menasha. There also is a recommendation for adding pedestrian refuge islands at several locations, including both sides of Midway Road at Southfield Drive.

Appleton is proposing a 75%/25% local/County cost share for the recommended improvements along Midway Road. Calumet County Highway Committee has recommended approval of the County's share for this work, scheduled for 2015 or 2016. The City of Menasha's share would be half of the local cost for the improvements at the Southfield Drive/Hemlock Lane intersection with Midway Road. This is estimated to be \$51,562. I will be placing this in the draft Five Year Capital Improvement Plan which will be submitted to the Common Council for its review and consideration later this year.

Enclosures

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Midway Rd (CTH AP) Safety Improvements

[Hemlock Ln to Telulah Av]

City of Appleton DPW
Traffic Section
March 4, 2015



Project Goal

- To review the safety of the Midway Road (CTH AP) corridor and identify possible improvements



Project Goal

- To review the safety of the Midway Road (CTH AP) corridor and identify possible improvements



Major Study Components

- Prevailing speed / posted limit
- Crash history (intersection/overall)
- Vehicle and pedestrian sight lines



Speed Limits

- Two types: Regulatory vs advisory
- Rational speed limits
- Major Factors to Consider:
 - 85th percentile free-flow speed
 - Best represents the reasonable/proper speed perceived by motorists
 - Limits below 85th have little impact on drivers' choice of speed
 - Lowest risk of being involved in a crash
 - Outliers cause disproportionate share of crashes
 - Speed distribution (>70% in 10 mph pace)
 - Intersection spacing
 - Accesses
 - Pedestrian activity level



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Speed Limits

- For a change in speed limit to be effective:
 - Reduce speed differential of vehicles
 - Should be reasonable so majority of drivers will comply voluntarily
 - Reflect consistent application of traffic engineering principals and guidelines



Speed Limits

- Decisions regarding potential speed limit changes:
- Should be based on objective findings of a speed study
 - Should **not** be installed to address:
 - Response to noise complaints
 - Accommodation of specialty vehicles
 - Future growth/concerns
 - Correction of spot safety or operational problems

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Speed Limits

Setting the limit:

- Should be set within 5 mph of the 85th percentile
- Close correlation between design speed & operating speed



Speed Studies

<u>Date/Location</u>	<u>85th (mph)</u>
1996 (Bob-O-Link)	38
2002 (E of Woodcrest)	40 (between curves)
2002 (Telulah)	40 (away from curves)
2012 (E of Barker)	43 (east of curves)

Crash History



5-Year Reportable Crash History 2010-2014

Total = 30 (4 injuries, 3B & 1A)

18 on snow-covered roadways (3.6/year) (~56 days/year with snow)

1 car vs deer

1 driver fell asleep

8 intersection related

2 at Telulah prior to signal installation

Crash History

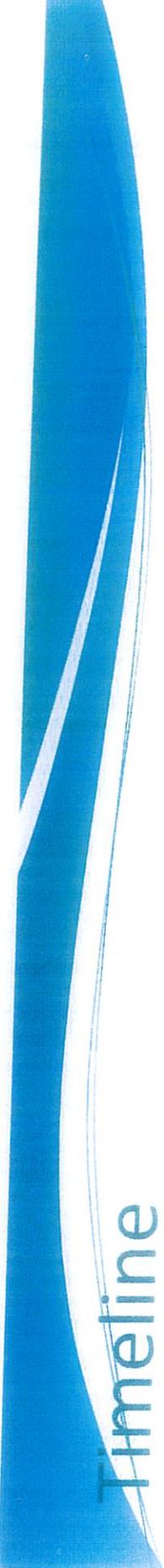


5-Year Reportable Crash History 2010-2014

Midway Rd (Providence Ter to Telulah Av): 178*

Statewide Crash Rate (Urban County Trunk): 317*

*Crashes per 100 million vehicle miles traveled



Timeline

1. 1/7/14 Appleton's Municipal Services Committee reviews plan
2. 5/5/14 Calumet County Highway Commission unanimously approves project concept
3. Late 2014: Calumet County, City of Appleton & City of Menasha included project funding in their respective 2016 CIP budgets
4. Early 2015 Calumet County & City of Appleton to consider approval of project revisions
5. Construction planned for 2016

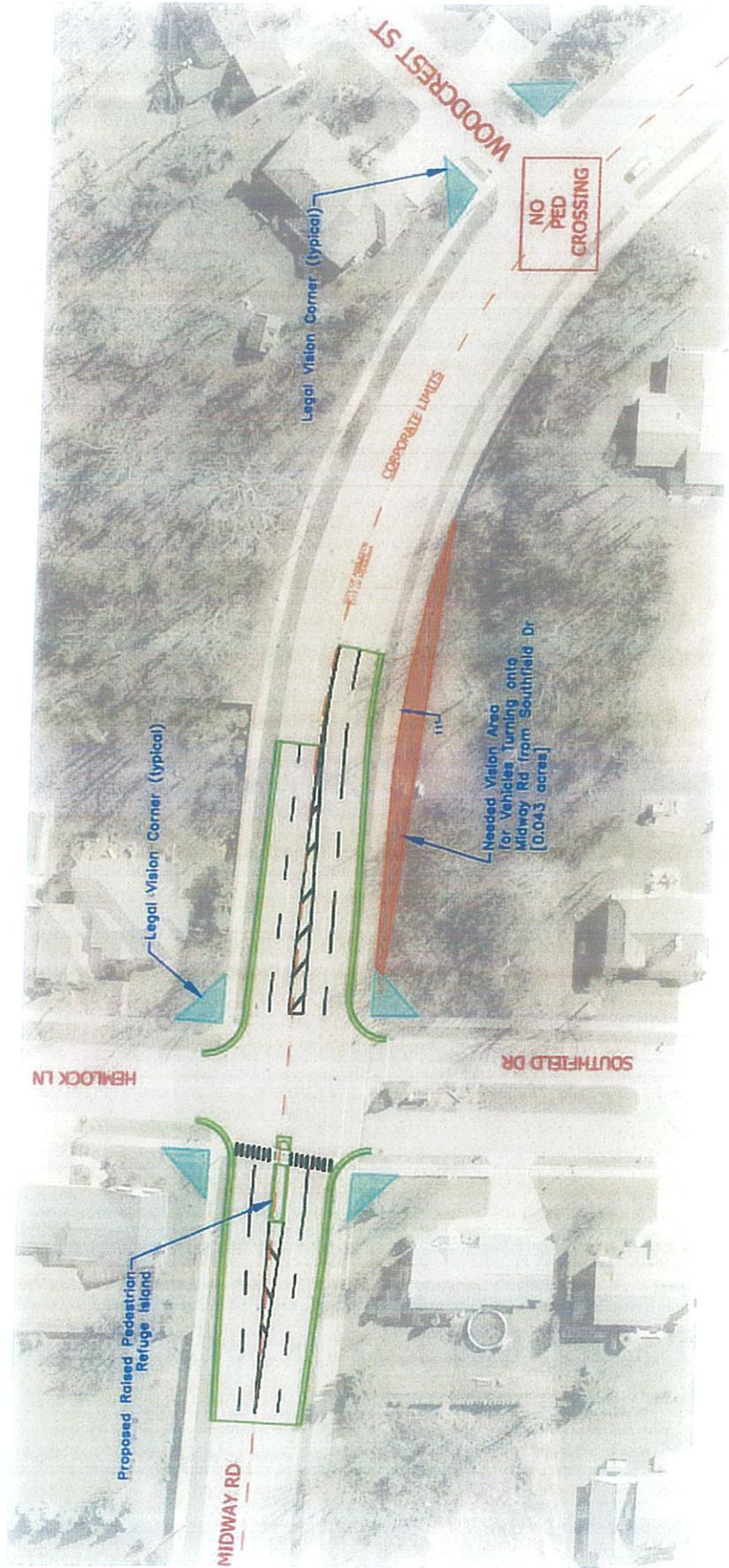
Big Picture



*Speed limit and configuration under the jurisdiction of Calumet County

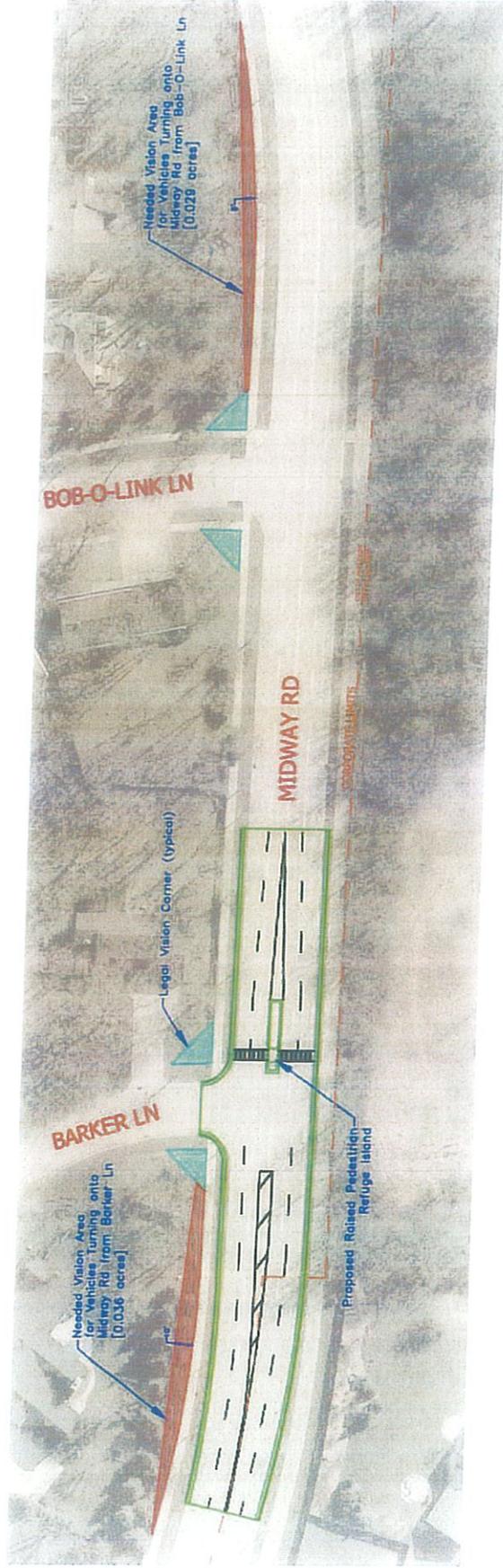
Original Plan

Hemlock/Woodcrest Area



Original Plan

Barker/Bob-O-Link Area



Revised Plan



Whip-Poor-Will Crossing



Hemlock Crossing / Kernan Crossing

