

It is expected that a Quorum of the Personnel Committee, Administration Committee, and Common Council will be attending this meeting: (although it is not expected that any official action of any of those bodies will be taken)

CITY OF MENASHA
Board of Public Works
Third Floor Council Chambers
140 Main Street, Menasha
November 15, 2010
6:45 PM
or immediately following the Administration Committee

AGENDA

- A. CALL TO ORDER
- B. ROLL CALL/EXCUSED ABSENCES
- C. MINUTES TO APPROVE
 - 1. [October 18, 2010](#)
- D. ACTION ITEMS
 - 1. [Change Order: MOD #0009-00; Neenah-Menasha Fire Rescue Station 36; Miron Job #101520; ADD: \\$170.00](#)
 - 2. [Engineering Study Regarding Three-Way Stop Sign Control at the Intersection of Broad Street and Appleton Street](#)
 - 3. [O-19-10 Amending Ordinance Relating to Controlled Intersections \(Broad and Appleton Streets\) \(Held 11/1/10\)](#)
 - 4. [O-20-10 An Ordinance Relating to Refuse Collection](#)
 - 5. [Consideration of Calumet County Proposal to Transfer Jurisdiction of CTH LP \(Lake Park Road\) to Local Municipalities](#)
- E. ADJOURNMENT

"Menasha is committed to its diverse population. Our Non-English speaking population and those with disabilities are invited to contact the Menasha City Clerk at 967-3603 24-hours in advance of the meeting for the City to arrange special accommodations."

CITY OF MENASHA
Board of Public Works
Third Floor Council Chambers
140 Main Street, Menasha
November 1, 2010
MINUTES

DRAFT

A. CALL TO ORDER

Meeting called to order by Chairman Taylor at 6:45 p.m.

B. ROLL CALL/EXCUSED ABSENCES

PRESENT: Aldermen Englebert, Benner, Roush, Taylor, Wisneski, Langdon, Hendricks, Zelinski

ALSO PRESENT: Mayor Merkes, CA/HRD Captain, PC Stanke, FC Auxier, CDD Keil, DPW Radtke, C/T Stoffel, Paul Riederer (Miron), Clerk Galeazzi, and the Press.

C. MINUTES TO APPROVE

1. [October 18, 2010 Special Board of Public Works Meeting](#)
2. [October 18, 2010 Regular Board of Public Works Meeting](#)

Moved by Ald. Englebert, seconded by Ald. Wisneski to approve minutes.
Motion carried on voice vote.

D. ACTION ITEMS

1. [Change Order: MOD #0006-00; Neenah-Menasha Fire Rescue Station 36; Miron Job #101520; DEDUCT: \\$515.00](#)

Paul Riederer from Miron Construction explained they eliminated a 2" water line from a sprinkler riser hose in the apparatus bay that wasn't needed and replaced it with interior and exterior wall hydrants.

Moved by Ald. Wisneski, seconded by Ald. Roush to recommend to Common Council approval of Change order MOD #0006-00
Motion carried on voice vote.

2. [Change Order: MOD #0007-01; Neenah-Menasha Fire Rescue Station 36; Miron Job #101520; ADD: \\$2,919.00](#)

Paul Riederer, Miron Construction, explained unsuitable soil needs to be removed from the north side of the fire station by the driveway and replaced with engineered soil and geotechnical fabric.

Moved by Ald. Hendricks, seconded by Ald. Wisneski to recommend to Common Council Approval of Change Order MOD #0007-01
Motion carried on voice vote.

3 [O-19 -10 Amending Ordinance Relating to Controlled Intersections \(Broad and Appleton Streets\)](#)

Moved by Ald. Hendricks, seconded by Ald. Langdon to recommend to Common Council approval of O-19-10

Discussion ensued on the vision problem on the corner of Broad and Appleton Streets. When asked about an engineering study, DPW Radtke replied that his staff only did an engineering study for the conversion of Broad Street from a one-way to a two-way. They had not been instructed to do an engineering study for the installation of the multi-way stop signs.

Comments were made that an engineering study should be done before consideration of installing the three-way stop at the intersection of Broad and Appleton Streets.

Moved by Ald. Wisneski, seconded by Ald. Zelinski to hold ordinance O-19-10 until the completion of an engineering study.

Motion carried on voice vote.

Ald. Hendricks and Langdon removed their motion to approve O-19-10.

E. ADJOURNMENT

Moved by Ald. Langdon, seconded by Ald. Englebert to adjourn at 7:01 p.m.

Motion carried on voice vote.

Respectfully submitted by Deborah A. Galeazzi, WCMC, City Clerk.



JOB #:101520
MOD #: 0009 -00
DATED: 11/01/10

Building Excellence™

CHANGE ORDER REQUEST

TO: Mr Steve Borsecnik
Gries Architectural Group
500 N Commercial St
Neenah WI 54956

FAX: 920-722-6605
PHONE: 920-722-2445

RE: Neenah Menasha Fire
Rescue Station 36
1108 Province Terrace
Menasha WI 54952

DESCRIPTION OF MODIFICATION:

Provide Everlast 3/8" interlocking tiles in lieu of EcoSurfaces 1/8" rolled rubber flooring in exercise room.

REQUESTED BY: Owner DATE: _____

SUBCONTRACTOR

AMOUNT

Gegare Tile Inc

\$170.00

Subtotal

\$170.00

TOTAL AMOUNT OF THIS MODIFICATION:

\$170.00

CHANGE ORDER AMOUNT REQUESTED:

=====
\$170.00

Please find back up materials enclosed regarding this modification.

Contractor is (not) to proceed with the work as noted above. The contract with the Owner is adjusted as follows:

Approved Cost _____ Schedule Impact _____

Miron Representative Paul Riederer (P.A.R.) Date 11/01/10
Paul A. Riederer

Owner Representative _____ Date _____

THIS PRICE IS VALID FOR 15 DAYS FROM THE DATE SHOWN



Building Excellence™

CHANGE ORDER REQUEST
Mr Steve Borsechnik
Page# 2

JOB #:101520
MOD #: 0009 -00
DATED: 11/01/10

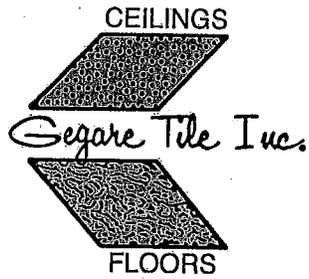
Copy: File/jak
Jobsite
Dan Schultz
Al Auxier

MIRON CONSTRUCTION CO., INC.
Building Excellence

Corporate Office
P.O. Box 509 Neenah, WI 54957-0509
1471 McMahan Drive Neenah, WI 54956

Phone: 920/969-7000
Fax: 920/969-7399

www.miron-construction.com



1337 Russet Ct. • Green Bay, WI 54313 • 920/434-3106 • 920/434-1824 fax • www.gegaretile.com

Date Submitted: October 22, 2010

Name of Job: Neenah Menasha Fire Rescue Station #36

Location: Menasha, WI

Furnish and Install according to Plans and Specifications the following:

Furnish and install Everlast 3/8" interlocking tiles in lieu of EcoSurfaces 1/8" rubber roll flooring.

Add: \$ 170.00

Colors available for both Everlast products at this price level are black with 10% gray or blue.

Gegare Tile Inc.

This proposal is Subject to acceptance within 30 days.

By: Teresa Gegare



November 11, 2010

Board of Public Works
City of Menasha
Menasha, WI 54952

RE: Traffic Study Report – Broad Street and Appleton Street

Members of the Board:

The Board of Public Works directed that a traffic study be made for determining the need for a change in traffic control signage at the intersection of Broad Street and Appleton Street.

Attached to this letter is a copy of the Engineering Department's Traffic Study. The Traffic Study provides information relating to traffic volume and speed, accident history and Manual on Uniform Traffic Control Devices (MUTCD) warrants for installation of regulatory signs.

In reviewing the information and from observations at the intersection, a warrant has been met to change the existing two-way stop regulatory signs to a three-way stop application at the intersection. Even though this warrant has been satisfied, it does not point to a safety issue at the intersection. In fact, the number and type of accidents at the intersection do not warrant any change to be made. There have not been requests made previously for a traffic regulatory change because of safety. It is our recommendation that a change be made to the existing traffic regulatory devices only if the intent is to address the existing sight distance issues. Otherwise, the existing two-way stop regulatory signs should remain.

Sincerely,

Tim J. Montour
Engineering Supervisor

Attachments

C: Street file

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Traffic Study – Broad Street and Appleton Street

Reason for Study

Due to sight distance and safety concerns brought forth as part of the Traffic Study involving the possible conversion of the one-way section of Broad Street to two-way traffic, a request was made to study the feasibility of a three-way stop sign to be placed at the intersection of Broad Street and Appleton Street.

Physical Conditions

Broad Street is 37' back of curb to back of curb considered to be a local street. The 500 and 600 block of Broad Street is one-way traffic to the east. The street has a bituminous concrete surface with concrete curb and gutter. There are five foot wide concrete sidewalks on both sides of the street. The road right of way width is 77' to 80'+/- and the area is single and multi-family residential with an auto repair business and two restaurant/taverns located at the intersection of Broad and Appleton Streets. Parking is allowed on both sides of Broad Street with angle parking in front of 540 and 546 Broad Street.

Appleton Street is 33' back of curb to back of curb south of Broad Street and 41' back of curb to back of curb north of Broad Street and is considered to be a local street. The road right of way width is 65'+/- on both sides of Broad Street. There are five foot wide concrete sidewalks located on both sides of the street. The two restaurants/taverns are located on the northwest and northeast corners of the intersection respectively. There is angle parking on the east and west side of the street north of the intersection in the direct vicinity of the businesses. North of the businesses on Appleton there is parallel parking on both sides of the street. On Appleton Street south of Broad Street there is parallel parking in the basically residential area.

Currently, there is a two way stop on Appleton Street northbound and southbound.

Criteria Used from MUTCD

Section 2B.05 STOP Sign Applications

Guidance:

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law; (Not applicable – existing two-way stop)*
- B. Street entering a through highway or street; (Warrant not satisfied)*
- C. Unsignalized intersection in a signalized area; and/or (Not applicable)*
- D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign. (Warrant satisfied – see Guidance and attached drawing)*

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).

Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

A STOP sign should not be installed on the major street unless justified by a traffic engineering study.

Support:

The following are considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

- A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds;
- C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and
- D. Stopping the direction that has the best sight distance to conflicting traffic.

The use of the STOP sign at highway-railroad grade crossings is described in Section 8B.08. The use of the STOP sign at highway-light rail transit grade crossings is described in Section 10C.04.

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.05 also apply to multi-way stop applications.

Guidance:

03 The decision to install multi-way stop control should be based on an engineering study.

04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

(Not applicable)

*B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. **(Warrant not satisfied – see attached accident reports)***

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

*3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2. **(Warrant not satisfied – see attached information)***

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

05 Other criteria that may be considered in an engineering study include:

*A. The need to control left-turn conflicts; **(Warrant not satisfied)***

*B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; **(Warrant not satisfied)***

*C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and **(Warrant satisfied – see attached drawing)***

*D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection. **(Warrant satisfied – see attached drawing)***

Traffic Count

Traffic counts were taken on Appleton Street (Broad Street to First Street) from Monday, November 8, 2010 to Thursday, November 11, 2010. There was an average of 515 vehicles per day for traffic in both directions. The traffic count for Broad Street was performed by the Police Department radar trailer (see attached). The breakdown of the speed is included in the attached report. The average number of vehicles per day travelling eastbound on Broad Street was 2491.

Accident History

There have been twelve (12) accidents (see attached) at the intersection of Broad Street and Appleton Street since 1994. There were no right angle accidents at the intersection. Four (4) of the more recent accidents involved a vehicle making a left turn out of the right lane.

Observations

The amount of vehicular traffic from the south side of Broad Street northbound on Appleton Street is minimal, but to try and cross Broad Street from the south can be difficult when traffic is heavy and there are numerous vehicles parked on Broad Street to the west of Appleton Street. A left turn movement to proceed eastbound on Broad Street from the north can be difficult when vehicles are parked in the angle parking area of Broad Street. To further complicate the sight triangle issue, eastbound cars can be pretty much anywhere in the street due to the one-way movement. Drivers need to be aware of eastbound traffic within all areas of the street not just the typical travel lane. The accident history and the fact that there have been no "right angle" type accidents, lead me to believe that people are aware of the sight problems at certain times of the day and night and enter the intersection with more cautious maneuvers than at a typical intersection.

Recommendations

Accident history does not warrant any change in the existing traffic regulatory devices. In fact, changing the existing regulatory signs from a two-way stop to three-way stop may cause confusion from the existing configuration and lead to more right angle crashes. Previously, the driver entering the intersection used extreme caution and managed entering the intersection with minimal accidents. Now a vehicle may enter the intersection off of Appleton Street making the assumption that an eastbound vehicle on Broad Street will stop. If that eastbound vehicle is used to the two-way stop, there may be more risk of a right angle accident. If accident history is the factor to determine the change, then a change to the existing traffic regulatory devices should not be made. It is not warranted and it does not appear to be a major concern of the motoring public, as there has not been a request made previously. Speed does not appear to be an issue and traffic regulatory devices should not be used for speed control. Also pointed out is the fact that stop signs should be installed in such a manner to minimize the number of vehicles that have to stop. As the Traffic Study points out, the restricted view and conflicting traffic warrants for a Multiway Stop Application from the MUTCD have been satisfied at this intersection. Restricted view should be considered due to the configuration of the street and businesses with the existing street parking for the businesses. To accommodate the recommended sight triangles needed for the two-way stop sign applications (see attached), you would need to eliminate the existing angle parking on the north side of Broad Street in front of 540 and 546 Broad as well as one (1) parallel parking stall directly west of the angle parking (see attached). On the south side of Broad Street west of Appleton Street you would need to eliminate approximately eight (8) parallel parking stalls (see attached). There are also two large terrace trees on the south side of Broad Street that are within the sight triangle. To eliminate that amount of parking in the area of the three businesses would have an adverse affect on how they do business. If the intent is to eliminate the existing sight distance problems with the intersection, it would be in the best interest of the City to change the existing intersection from a two-way stop intersection to a three-way stop intersection (see attached "Case E – Intersections with All-Way Stop Control"). This Department would recommend a new stop sign to be placed on both the northwest and southwest corner of the intersection for the eastbound traffic. In addition to the two new stop signs, we recommend to place two "Stop Ahead" signs on the existing utility poles approximately 130 feet west of the intersection for the eastbound traffic. We recommend that each of these four new signs have an orange traffic flag affixed to them to draw attention to the new configuration.

Tim Montour

From: Matthew Albrecht
Sent: Wednesday, November 10, 2010 7:19 PM
To: Tim Montour
Subject: RE: Broad Street Radar Trailer Info

Tim,

Here are the results from the most recent survey.

The survey occurred from 11-07-2010 @ 9:55pm to 11-10-2010 @ 5:00pm.

Total Vehicles: 6977
Average Speed: 23.01 MPH
50% of the vehicles were traveling 23 MPH or slower
85% of the vehicles were traveling 27 MPH or slower

1 vehicle was traveling 42 MPH
1 vehicle was traveling 39 MPH
1 vehicle was traveling 38 MPH
6 vehicles were traveling 35 MPH

The remaining vehicles were traveling 34MPH or slower.

If you need any more data or information please let me know.

Thanks,

Matthew Albrecht
Patrol Officer
City of Menasha Police Department
430 First Street
Menasha, WI 54952
Phone: 920-967-3500
Voicemail: 920-967-3573
Fax: 920-967-5145

From: Tim Montour
Sent: Monday, November 08, 2010 2:23 PM
To: Matthew Albrecht
Cc: Mark Radtke
Subject: RE: Broad Street Radar Trailer Info

Good afternoon

I will rely on your expertise. You are correct; we are looking for the most accurate numbers for the 500 block. Thanks for your help.

Tim

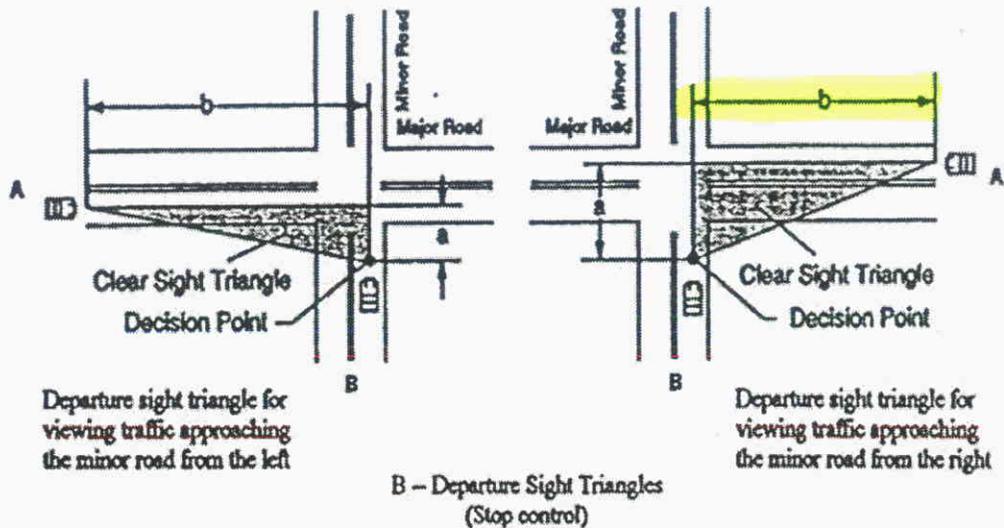
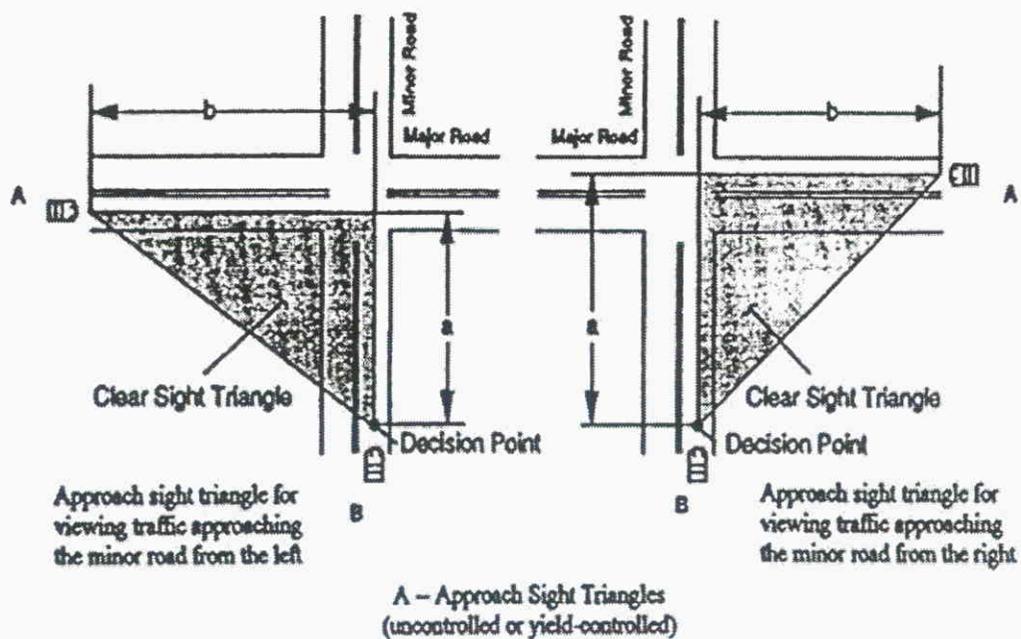


Exhibit 9-50. Intersection Sight Triangles

Metric				US Customary			
Design speed (km/h)	Stopping sight distance (m)	Intersection sight distance for passenger cars		Design speed (mph)	Stopping sight distance (ft)	Intersection sight distance for passenger cars	
		Calculated (m)	Design (m)			Calculated (ft)	Design (ft)
20	20	41.7	45	15	80	165.4	170
30	35	62.6	65	20	115	220.5	225
40	50	83.4	85	25	155	275.6	280
50	65	104.3	105	30	200	330.8	335
60	85	125.1	130	35	250	385.9	390
70	105	146.0	150	40	305	441.0	445
80	130	166.8	170	45	360	496.1	500
90	160	187.7	190	50	425	551.3	555
100	185	208.5	210	55	495	606.4	610
110	220	229.4	230	60	570	661.5	665
120	250	250.2	255	65	645	716.6	720
130	285	271.1	275	70	730	771.8	775
				75	820	826.9	830
				80	910	882.0	885

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap must be adjusted and required sight distance recalculated.

Exhibit 9-55. Design Intersection Sight Distance—Case B1—Left Turn from Stop

Sight distance design for left turns at divided-highway intersections should consider multiple design vehicles and median width. If the design vehicle used to determine sight distance for a divided-highway intersection is larger than a passenger car, then sight distance for left turns will need to be checked for that selected design vehicle and for smaller design vehicles as well. If the divided-highway median is wide enough to store the design vehicle with a clearance to the through lanes of approximately 1 m [3 ft] at both ends of the vehicle, no separate analysis for the departure sight triangle for left turns is needed on the minor-road approach for the near roadway to the left. In most cases, the departure sight triangle for right turns (Case B2) will provide sufficient sight distance for a passenger car to cross the near roadway to reach the median. Possible exceptions are addressed in the discussion of Case B3.

If the design vehicle can be stored in the median with adequate clearance to the through lanes, a departure sight triangle to the right for left turns should be provided for that design vehicle turning left from the median roadway. Where the median is not wide enough to store the design vehicle, a departure sight triangle should be provided for that design vehicle to turn left from the minor-road approach.

The median width should be considered in determining the number of lanes to be crossed. The median width should be converted to equivalent lanes. For example, a 7.2-m [24-ft] median should be considered as two additional lanes to be crossed in applying the multilane highway adjustment for time gaps in Exhibit 9-54. Furthermore, a departure sight triangle for left turns

However, if the traffic signal is to be placed on two-way flashing operation (i.e., flashing yellow on the major-road approaches and flashing red on the minor-road approaches) under off-peak or nighttime conditions, then the appropriate departure sight triangles for Case B, both to the left and to the right, should be provided for the minor-road approaches. In addition, if right turns on a red signal are to be permitted from any approach, then the appropriate departure sight triangle to the left for Case B2 should be provided to accommodate right turns from that approach.

Case E—Intersections with All-Way Stop Control

At intersections with all-way stop control, the first stopped vehicle on one approach should be visible to the drivers of the first stopped vehicles on each of the other approaches. There are no other sight distance criteria applicable to intersections with all-way stop control and, indeed, all-way stop control may be the best option at a limited number of intersections where sight distance for other control types cannot be attained.

Case F—Left Turns from the Major Road

All locations along a major highway from which vehicles are permitted to turn left across opposing traffic, including intersections and driveways, should have sufficient sight distance to accommodate the left-turn maneuver. Left-turning drivers need sufficient sight distance to decide when it is safe to turn left across the lane(s) used by opposing traffic. Sight distance design should be based on a left turn by a stopped vehicle, since a vehicle that turns left without stopping would need less sight distance. The sight distance along the major road to accommodate left turns is the distance traversed at the design speed of the major-road in the travel time for the design vehicle given in Exhibit 9-66.

Design vehicle	Time gap (t_g) (seconds) at design speed of major road
Passenger car	5.5
Single-unit truck	6.5
Combination truck	7.5

Adjustment for multilane highways:

For left-turning vehicles that cross more than one opposing lane, add 0.5 seconds for passenger cars and 0.7 seconds for trucks for each additional lane to be crossed.

Exhibit 9-66. Time Gap for Case F—Left Turns from the Major Road

The table also contains appropriate adjustment factors for the number of major-road lanes to be crossed by the turning vehicle. The unadjusted time gap in Exhibit 9-66 for passenger cars was used to develop the sight distances in Exhibit 9-67 and illustrated in Exhibit 9-68.

ACCIDENT SUMMARY SHEET

ROUTE: *Broad St.* **LOCATION:** *at Appleton St.*
MUNICIPALITY: *Menasha* **COUNTY:** *Winnebago*
TIME PERIOD COVERED: - **REFERENCE MARKERS / NODES:** -
REMARKS: *All Accidents* **DATE:** *11/2/2010*

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	1	7.7%	North	4	16.7%	Northeast	2	8.3%
10 AM - 4 PM	8	61.5%	South	2	8.3%	Northwest	1	4.2%
4 PM - 7 PM	1	7.7%	East	14	58.3%	Southeast	0	0.0%
7 PM - 12 AM	2	15.4%	West	1	4.2%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%				Unspecified	0	0.0%
Unspecified	1	7.7%	Total	24				
Total	13							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	4	30.8%	Rear End	1	7.7%	Pedestrian	0	0.0%
Cloudy	5	38.5%	Overtake	2	15.4%	Bicycle	0	0.0%
Rain	1	7.7%	Right Angle	0	0.0%	Parked Vehicle	1	7.7%
Snow	0	0.0%	Left Turn	4	30.8%	Backing	1	7.7%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	3	23.1%	Head On	0	0.0%	Other	2	15.4%
			Sideswipe	1	7.7%	Unspecified	1	7.7%
Total	13		Total	13				

SURFACE	# ACC	%
Dry	8	61.5%
Wet	1	7.7%
Mud/Slush	1	7.7%
Snow/Ice	0	0.0%
Unspecified	3	23.1%
Total	13	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	0	0.0%
Property Damage	10	76.9%
Non-Reportable	2	15.4%
Total	13	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	2	16.7%
Spring (Mar-May)	3	25.0%
Summer (Jun-Aug)	4	33.3%
Fall (Sep-Nov)	3	25.0%
Total	12	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	13	100.0%
Commercial Vehicles	0	0.0%
Total	13	

DAY OF WEEK	# ACC	%
Sunday	2	15.4%
Monday	1	7.7%
Tuesday	1	7.7%
Wednesday	0	0.0%
Thursday	3	23.1%
Friday	5	38.5%
Saturday	1	7.7%
Total	13	

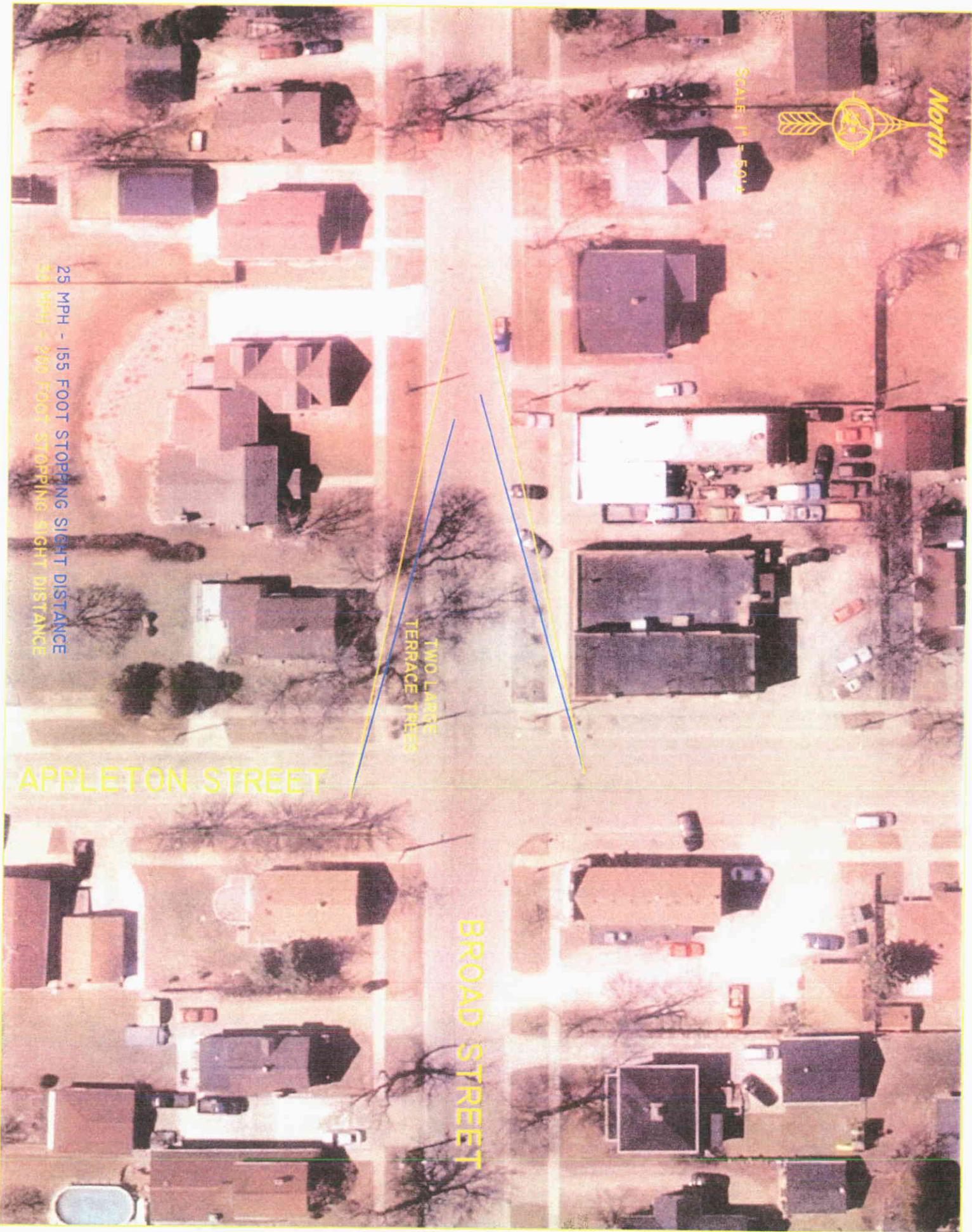
LIGHT CONDITION	# ACC	%
Daylight	6	46.2%
Dawn/Dusk	0	0.0%
Night	1	7.7%
Unspecified	6	46.2%
Total	13	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:	
	0
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
Total Accidents	0

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: TO:	0 MONTHS	ROUTE NUMBER/STREET NAME: <i>Broad St.</i> LOCATION at <i>Appleton St.</i> MUNICIPALITY: <i>Menasha</i> COUNTY: <i>Winnebago</i> REFERENCE MARKERS / NODES:	CASE No. FILE: <i>broad_appleton</i> BY: <i>cr</i> DATE: <i>11/2/2010</i>
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No.	DATE	TIME	# VEHICLES	SEVERITY	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
9												
1	6/24/1994	14:00		PDO			1	2		LTRN		
2	8/4/1996	22:25		PDO			1	1		OTH		
3	12/12/1996	11:46		PDO			5	2		OTH		
4	1/30/1998	17:02		PDO			1	2		LTRN		
5	5/16/1999	15:13		PDO			1	2		OVTK		
6	10/18/2002	12:10	2	N/R	1	1			3	Park	unit 2 was angle parked, unit 1 backed into left side of unit 2	
7	7/15/2003	15:31	1	N/R	1	1			4	Rend	unit 2 slowed rapidly for traffic, unit 1 rear ended unit 2	
8	4/25/2005	21:10	2	PDO	4	1	2	3	3	Back	unit 1 backing out of driveway, struck legally parked unit 2	
10	5/14/2009	7:20	2	PDO	1	1	1	2	18	Ltrn	veh 1 turned left from right lane in front of veh 2	
12	9/11/2009	14:42	2	PDO	1	1	1	1	18	Ltrn	veh 1 made left turn from right lane, struck veh 2 in left lane	
11	9/11/2009	14:42	2	PDO	1	1	1	1	18	Ovtk	unit 1 turn left nb from right lane into unit 2 eb-one way st	
13	8/5/2010	15:31	2	PDO	1	1	1	1	7 4 40	Side	veh 1 made left turn from right lane, struck veh 2 in left lane	



ORDINANCE O-19-10

AN ORDINANCE RELATING TO CONTROLLED INTERSECTIONS
(Broad and Appleton Street)

Introduced by Alderman Taylor

The Common Council of the City of Menasha does hereby ordain as follows:

SECTION 1: Amend Title 10, Article B, SECS.10-1-15(c) and (d) of the Code of Ordinances of the City of Menasha, Wisconsin as follows:

Title 10 – Motor Vehicles and Traffic

Article B

Controlled Intersections; Street Traffic Regulations

SEC. 10-1-15 CONTROLLED INTERSECTIONS DESIGNATED.

(c) TWO-WAY STOPS AUTHORIZED.

...
~~(4) Appleton Street at Broad Street.~~

(d) THREE-WAY STOPS AUTHORIZED.

...
(5) Broad Street and Appleton Street (north, south, west).

SECTION 2: This amending Ordinance shall take effect upon passage and publication as provided by law.

Passed and approved this day of , 2010.

ATTEST:

Donald Merkes, Mayor

Deborah A. Galeazzi, City Clerk

ORDINANCE O – 20 – 10

AN ORDINANCE RELATING TO REFUSE COLLECTION

Introduced by Mayor Merkes

The Common Council of the City of Menasha does ordain as follows:

SECTION 1: Amend Title 8, Chapter 3 of the Code of Ordinances of the City of Menasha, Wisconsin to include Section 8-3-10 as follows:

TITLE 8 – HEALTH AND SANITATION

CHAPTER 3

Refuse Disposal and Collection

SEC. 8-3-10 REFUSE AND RECYCLING COLLECTION FEE.

An annual refuse and recycling collection fee shall be established by the Director of Public Works and approved by the Common Council for each additional residential dwelling unit in excess of one for each property parcel. All fees shall be collected in a manner determined by the Comptroller and approved by the Common Council. Section 3-1-13 shall apply to any unpaid fees. This fee shall not apply to multi-family residential development.

SECTION 2: This ordinance shall become effective upon its passage and publication as provided by law.

Passed and approved this _____ day of December, 2010.

Donald J. Merkes, Mayor

ATTEST:

Deborah A. Galeazzi, City Clerk



Memorandum

DATE: November 11, 2010

TO: Board of Public Works

FROM: Mayor Merkes
Mark Radtke, Director of Public Works
Greg Keil, Community Development Director

RE: Consideration of Calumet County Proposal to Transfer Jurisdiction of
CTH LP (Lake Park Road) to Local Municipalities

Calumet County, the Town of Harrison and the City of Menasha have been in discussion this past year regarding the possible transfer of county trunk highway status from CTH LP (Lake Park Road) to the proposed Eisenhower Drive in the Town of Harrison and City of Appleton. Last week we met with Calumet County, Harrison and Appleton to further discuss the impacts to each community in completing that transfer. Calumet County requested the City of Menasha formally take action on the proposal to transfer county trunk highway status from CTH LP to Eisenhower Drive.

CTH LP currently extends along Lake Park Road from USH 10 north to CTH AP (Midway Road). The west half of CTH LP south of Manitowoc Road is located in the City of Menasha. The remaining portions are located in the Town of Harrison. The Town of Harrison has received notice of funding within the STP–Urban Program for the construction of Eisenhower Drive from USH 10 to CTH AP. The Town has started engineering for this project and is hopeful of having Calumet County participate in the local cost share for the completion of this project, which is estimated to cost \$2.6 million.

The likelihood of Calumet County's participation depends on the designation of Eisenhower Drive as a county highway. Because CTH LP is located less than one mile west of the proposed Eisenhower Drive corridor, Calumet County does not want to take jurisdiction of Eisenhower Drive without transferring the jurisdiction of Lake Park Road to the Town of Harrison and the City of Menasha. If Lake Park Road were to be transferred to the locals, we would be responsible for all maintenance on our portion of that highway, although there would be potential benefits to assuming local jurisdiction. Those benefits would be a minor increase in the amount of State General Transportation Aids and the control over access points onto Lake Park Road. In addition to the maintenance costs, another possible detriment to the City is the loss of

the county highway designation on Lake Park Road which may negatively influence developers as they apply their selection criteria to potential development sites.

The Town of Harrison and Calumet County have approached the City with a proposal to make the transfer of CTH LP from Lake Park Road to Eisenhower Drive. City staff agrees that another major north-south transportation corridor between CTH LP and CTH N would be beneficial to the region. If there are terms of the jurisdictional transfer that benefit the City of Menasha, we would not necessarily be opposed to the transfer. Attached to this memo is a map indicating forecast traffic volumes for Year 2035 with and without Eisenhower Drive.

As previously stated, we have been meeting with the involved entities to discuss possible options. Calumet County has made several proposals to Harrison and Menasha at these meetings regarding the reconstruction or resurfacing of CTH LP. There has been discussion of a complete reconstruction to a 3-lane urban facility at costs estimated from \$2.8 million (asphalt pavement) to \$3.5 million (concrete pavement) with an equal three-way cost share agreement, and a rural reconstruction project (asphalt pavement) at an estimated cost of \$522,000, totally funded by Calumet County. Transfer of jurisdiction would occur upon completion of the work.

City staff did not see this transfer as being in the City's best interest because of long term cost implications to the City. Therefore, we countered the County's proposal with one that both the City and the Town felt worthy of consideration:

1. Resurface CTH LP as a rural 2-lane facility when the County deems appropriate (County funded)
2. County participation in the construction of Eisenhower Drive (as scheduled) with the Town of Harrison (STP/local/County funds)
3. Delay the jurisdictional transfer of CTH LP from Lake Park Road to Eisenhower Drive for 10-15 years, at which time Lake Park Road would be reconstructed to an urban section with the Town and City contributing 25% each and the County funding 50% of the total local share (unknown State/Federal participation). Lake Park Road would be a shared Town/City road following the reconstruction.
4. The City would ask for 1-2 additional access drives along Lake Park Road during the interim period, as the need might arise.

Calumet County did not agree with that proposal and offered another in response which essentially stipulated the County would pulverize and pave, in 2011 and 2012, CTH LP from USH 10 to Midway Road at no cost to the City or Town. The estimated cost is \$551,000. Upon completion of this work, jurisdiction of this segment would be transferred to the City and Town.

Calumet County, Harrison, Appleton, Menasha and East Central Regional Planning Commission staff met last week to discuss this and other possible proposals. We indicated this most recent County proposal, in our opinion, would not be favorable to the

City due to long term cost commitments and loss of county trunk highway status. We did realize the overall regional significance of constructing Eisenhower Drive so we offered two other options for consideration. The first is to detach our portion of Lake Park Road to the Town of Harrison (with certain access rights for the abutting City properties). They would then have control of the entire Lake Park Road right of way. The Town has rejected that offer at this point. We also suggested that Lake Park Road and Eisenhower Drive both be county trunk highways but Calumet County objects to that because the spacing between two county highways would be less than their prescribed standards.

The City is currently being challenged in maintaining its existing infrastructure due to financial restraints and obligations. The long term cost implications of accepting jurisdiction of Lake Park Road are significantly unfavorable to the City. Additionally, a portion of this corridor involves an important commercial development opportunity for the City. The loss of county trunk designation for Lake Park Road could have a damaging impact to that initiative as well. Therefore, it is our recommendation that the City reject the most recently proposed draft agreement from Calumet County regarding the jurisdictional transfer of CTH LP.

Enclosures

Mark Radtke

From: Jay Shambeau [Shambeau.Jay@co.calumet.wi.us]
Sent: Friday, October 01, 2010 6:36 PM
To: Travis Parish; Mark Radtke; Greg M. Keil; Paula Vandehey
Cc: Mike Ottery; 'Walt Raith'
Subject: Draft Intergovernmental/Jurisdictional Agreements
Attachments: Eisenhower IGA 9-30-10 draft 6 .doc; Jurisdictional Transfer CTH LP draft 4 - 01OCT2010.doc

All,

Please see the attached intergovernmental agreement proposed with the City of Appleton and the Town of Harrison.

Also, please see the attached jurisdictional transfer agreement with the Town of Harrison and the City of Menasha.

These proposed agreements are consistent with our previous discussions and the *Calumet County Urban Trunk Highway Improvement Projects Local Cost Sharing Policy*. Please review and let me know if there is a need for us to meet in person to further discuss. I would be glad to schedule a meeting in the near future.

Thank you in advance,

Jay

Jay Shambeau

Calumet County Administrator
206 Court Street
Chilton WI 53014
Phone: 920-849-1448
Fax: 920-849-1475
shambeau.jay@co.calumet.wi.us
<http://www.co.calumet.wi.us>

Calumet County, WI
Tel: (920) 849-2361 Appleton: (920) 989-2700
www.co.calumet.wi.us

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**JURISDICTIONAL TRANSFER AGREEMENT
BETWEEN
CALUMET COUNTY, WISCONSIN
AND
THE TOWN OF HARRISON
AND
THE CITY OF MENASHA**

WHEREAS, this Agreement, made and entered into by and between Calumet County, (the "County"), the City of Menasha (the "City") and the Town of Harrison (the "Town"), provides for the transfer of the jurisdictional responsibility for a portion of County Trunk Highway LP (CTH LP) from US Highway 10/State Highway 114 to Midway Road.

WHEREAS, Section 83.025(1)(a) Wis. Stats. allows a county to make deletions from a county trunk system with the approval of the Wisconsin Department of Transportation and the majority of the governing bodies of any city, village or town affected by the deletion from a county trunk system; and,

WHEREAS, the parties desire to delete a portion of CTH LP within the City and Town, and as more specifically described below from the county trunk highway system and transfer it to the City and Town system;

NOW THEREFORE, the parties hereto do mutually agree to transfer the jurisdictional responsibility for the highway described below under the conditions described below.

ROUTE DESCRIPTION:

[insert route description here]

RESPONSIBILITIES:

1. The County shall:

- a. Pulverize and pave, in 2011 and 2012, CTH LP from STH 10 to Midway Road at no cost to the City or Town. The estimated cost to pulverize and pave is \$551,000.00.
- b. Remove all CTH LP route markers from the section of CTH LP described above on _____, but will leave all other traffic control devices such as speed limit signs and no parking signs in place for use or disposal by the City and Town.
- c. Transfer jurisdiction of the existing segment of CTH LP as described above on _____ following the completion of the construction described in paragraph a. above and the opening to traffic after construction is completed.

2. The City shall:

- a. Accept jurisdiction of the west side of CTH LP, from the right-of-way to the center of the travelled portion of the highway, from Manitowoc Road to US Highway 10/State Highway 114 (a distance of approximately 0.97 miles) from the County. Jurisdictional transfer includes but is not limited to, by reason of enumeration, drainage structures, lighting, signing, traffic signals, roadway maintenance, and access control.
- b. The jurisdictional transfer shall be at no cost to the City and City shall receive transportation aids commencing January 1, 2013.

3. The Town shall:

- a. Accept jurisdiction of CTH LP from CTH AP to Manitowoc Road (a distance of approximately 0.47 miles) from the County. Jurisdictional transfer includes but is not limited to, by reason of enumeration, drainage structures, lighting, signing, traffic signals, roadway maintenance, and access control.
- b. Accept jurisdiction of the east side of CTH LP, from the right-of-way to the center of the travelled portion of the highway, from Manitowoc Road to US Highway 10/State Highway 114 (a distance of approximately 0.97 miles) from the County. Jurisdictional transfer includes but is not limited to, by reason of enumeration, drainage structures, lighting, signing, traffic signals, roadway maintenance, and access control.
- c. The jurisdictional transfer shall be at no cost to the Town and the Town shall receive transportation aids commencing January 1, 2013.

4. All parties acknowledge that the consent and approval of the Wisconsin Department of Transportation (WisDOT) is required for this jurisdictional transfer and agree to work together to obtain the consent and approval of WisDOT.

SIGNATURE PAGE FOLLOWS

APPROVAL

This Agreement is approved and enacted by:

CALUMET COUNTY:

Jay Shambeau
County Administrator

Date

CITY OF MENASHA:

Donald Merkes
Mayor

Date

Deborah Galeazzi
City Clerk

Approved as to form
Pamela Captain, City Attorney

TOWN OF HARRISON:

Joe Sprangers
Town Chair

Date

Penny M. Weir
Town Clerk

Approved as to form
_____, Town Attorney

Mark Radtke

From: Mark Radtke
Sent: Tuesday, August 24, 2010 7:51 PM
To: 'Jay Shambeau'
Cc: 'Walt Raith'; Don Merkes; Greg M. Keil; 'Joe Sprangers'; 'Mark Mommaerts'; Mike Ottery
Subject: RE: July 15th meeting -- CTH LP

Jay,

The City and the Town have discussed various options for future actions involving CTH LP and Eisenhower Drive. We propose the following:

1. Resurface LP as a rural 2-lane facility when the County deems appropriate (County funded)
2. Participate in the construction of Eisenhower Drive (as scheduled) with the Town of Harrison (STP/local/County funds)
3. Delay the jurisdictional transfer of LP from Lake Park to Eisenhower for 10-15 years, at which time Lake Park Road would be reconstructed to an urban section with the Town and City contributing 25% each and the County funding 50% of the total local share (unknown State/Federal participation). Lake Park Road would be a shared Town/City road following the reconstruction.
4. The City would ask for 1-2 additional access drives along Lake Park Road during the interim period, as the need might arise.

Of course, an inter-municipal agreement or MOA would need to be executed among the three governments prior to this occurrence. Please contact me if you have any questions or if you think a meeting would be of any value for you/us.

Thanks, Mark

Mark Radtke
Director of Public Works
City of Menasha
Tel. (920) 967-3610
Fax (920) 967-5272
mrادتke@ci.menasha.wi.us

From: Jay Shambeau [mailto:Shambeau.Jay@co.calumet.wi.us]
Sent: Wednesday, August 11, 2010 11:56 AM
To: Jay Shambeau; 'Walt Raith'; Mike Ottery; Don Merkes; Greg M. Keil; 'Mark Mommaerts'; Mark Radtke; 'Joe Sprangers'
Subject: RE: July 15th meeting -- CTH LP

All,

Any progress on this topic to date? It has been four weeks since I sent out the attached email. Please reply with an update of any forward movement that has occurred regarding the future of CTH LP.

Thanks in advance,

Jay

Jay Shambeau
Calumet County Administrator

From: Jay Shambeau
Sent: Thursday, July 15, 2010 4:42 PM
To: Walt Raith; Mike Ottery; Don Merkes; Greg Keil ; Mark Mommaerts; Mark Radtke; Joe Sprangers
Subject: July 15th meeting -- CTH LP

All,

Just a quick email to summarize the discussion and next steps regarding the possibility of a jurisdictional transfer of CTH LP from Calumet County to the Town of Harrison and the City of Menasha.

- It appears that the City of Menasha is unwilling or unable at this time to partner with any road improvement or transfer scenario that will incur cost. The City of Menasha indicated that there would be little benefit to their organization if this road was transferred.
- The City of Menasha would consider detachment, but the Town of Harrison has little interest in this proposal.
- Next steps: The City of Menasha will further explore their options with the Menasha City Council and then contact both the Town of Harrison and Calumet County. Walt Raith offered to attend a Council meeting if requested.

Thank you all for your attendance and consideration that is being brought forward to solve this regional transportation proposal.

Jay

Jay Shambeau
Calumet County Administrator
206 Court Street
Chilton WI 53014
Phone: 920-849-1448
Fax: 920-849-1475
shambeau.jay@co.calumet.wi.us
<http://www.co.calumet.wi.us>

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Mark Radtke

From: Jay Shambeau [Shambeau.Jay@co.calumet.wi.us]
Sent: Tuesday, June 29, 2010 1:48 PM
To: Don Merkes; Greg M. Keil; Mark Radtke; Joe Sprangers; Mark Mommaerts
Cc: Mike Ottery; Walt Raith
Subject: CTH LP Estimates

All,

Mike provided the following road construction estimates for your consideration prior to our next meeting on July 15th.

CTH LP (US 10/STH 114 to CTH AP)

- Three-lane "Twiddle in the Middle" *concrete* pavement road construction consistent with the segment in Appleton. This estimate includes a concrete roundabout with lighting at the Manitowoc Road intersection: **\$3,517,000.00**
- Three-lane "Twiddle in the Middle" *asphalt* binder course road construction consistent with segment in Appleton. This estimate includes a concrete roundabout with lighting at the Manitowoc Road intersection: **\$2,806,000.00**
- Reconstruction of existing rural road asphalt construction with no sidewalk, no recreation trail and no roundabout: **\$522,000.00**

Consistent with our previous conversations Calumet County would require a three-way cost share agreement for either of the top two bullets. Calumet County would solely fund the third bullet.

I hope this assists in your deliberation and preparation for the 15th. Please contact me if you need additional information or have further questions.

Thanks,

Jay Shambeau

Calumet County Administrator
206 Court Street
Chilton WI 53014
Phone: 920-849-1448
Fax: 920-849-1475
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