

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 those bodies will be taken)

CITY OF MENASHA
Board of Public Works
Third Floor Council Chambers, 140 Main Street, Menasha
September 4, 2007

6:15 PM

AGENDA

 + [Back](#)  [Print](#)

I. CALL TO ORDER

A. -

II. ROLL CALL/EXCUSED ABSENCES

A. -

III. MINUTES TO APPROVE-MINUTES & COMMUNICATIONS TO RECEIVE

A. August 20, 2007

[Attachments](#)

IV. DISCUSSION

A. Request to Remove Street Lights in Front of 175 Main Street (Tabled) (Ald. Pack)

[Attachments](#)

B. Change Order - CD Smith Construction, Inc. Water Treatment Plant Modifications; Contract Unit No. M002-940266.02; ADD: \$8,397.00 (Change Order No. 10)

[Attachments](#)

C. Concern Regarding Drainageway at 2140 Grassy Plains Drive

[Attachments](#)

D. Update on Request to Enclose Open Drainage Area at 2160 Manitowoc Road

[Attachments](#)

E. Consideration of Sidewalk Construction Along Midway Road (Ald. Wisneski)

[Attachments](#)

V. ADJOURNMENT

A. -

Menasha is committed to its diverse population. Our Non-English speaking population or those with disabilities are invited to contact the Clerk's Office at 967-3600 at least 24-hours in advance of the meeting so special accommodations can be made.

CITY OF MENASHA
Board of Public Works
Third Floor Council Chambers, 140 Main Street, Menasha
 August 20, 2007

MINUTES DRAFT

+ Back Print

I. CALL TO ORDER

A. -

Motions

Motion Type	Motion Text	Made By	Seconded By	Motion Result
-------------	-------------	---------	-------------	---------------

Meeting called to order by Chairman Pack at 7:15 p.m

II. ROLL CALL/EXCUSED ABSENCES

A. -

Motions

Motion Type	Motion Text	Made By	Seconded By	Motion Result
-------------	-------------	---------	-------------	---------------

PRESENT: Ald. Merkes, Taylor, Wisneski, Pack, Hendricks, Eckstein, Michalkiewicz.

EXCUSED: Ald Chase.

ALSO PRESENT: Mayor Laux, CA/HRD Brandt, DPW Radtke, CDD Keil, C/T Stoffel, PRD Tungate, PHD Nett, PWS Jacobson, Lt. Sahr, Clerk Galeazzi and the Press.

III. MINUTES TO APPROVE-MINUTES & COMMUNICATIONS TO RECEIVE

A. August 6, 2007

Motions

Motion Type	Motion Text	Made By	Seconded By	Motion Result
-------------	-------------	---------	-------------	---------------

Approve	Board of Public Works Minutes, 8/6/07	Alderman Michalkiewicz	Alderman Eckstein	Passed
---------	---------------------------------------	------------------------	-------------------	--------

Motion carried on voice vote.

IV. DISCUSSION

A. Request to Remove Street Lights in Front of 175 Main Street (Held)

Motions

Motion Type	Motion Text	Made By	Seconded By	Motion Result
-------------	-------------	---------	-------------	---------------

DPW Radtke received an e-mail from Chris Donner owner of the Vault Lounge requesting this be held until the Sept. 4 meeting so he has time to do a cost study. Discussion ensued on this item has already been held once.

Move	to table	Alderman Taylor	Alderman Hendricks	Passed
------	----------	-----------------	--------------------	--------

Motion carried on roll call 6-1. Ald. Pack - no.

B. Payment - Dorner, Inc.; Nature's Way; Contract Unit No. 2006-08; \$17,185.78 (Payment No. 6)

Motions

Motion Type	Motion Text	Made By	Seconded By	Motion Result
--------------------	--------------------	----------------	--------------------	----------------------

DPW Radtke explained this payment is for storm sewer, sanitary sewer, water main installation, street & detention basin construction. The work is almost completed.

V. ADJOURNMENT

A. =

Motions

Motion Type	Motion Text	Made By	Seconded By	Motion Result
--------------------	--------------------	----------------	--------------------	----------------------

Move	to adjourn at 7:19 p.m	Alderman Taylor	Alderman Wisneski	Passed
------	------------------------	-----------------	-------------------	--------

Motion carried on voice vote.

Deborah A. Galeazzi

Respectfully submitted by Deborah A. Galeazzi, City Clerk



Memorandum

DATE: August 2, 2007

TO: City of Menasha Board of Public Works

FROM: Mark Radtke, Director of Public Works

RE: Request to Remove Street Light in Front of 175 Main Street

Attached is a drawing indicating the locations of existing street lights in the vicinity of the Vault Lounge. The request is to remove the street light pole in front of the entrance to the restaurant. Street light design stresses the importance of lighting intersections due to the higher number of traffic and traffic/pedestrian conflict points.

If the pole in question is removed, you can see from the drawing there will be a significant gap in lighting along the south side of Main Street. There will be ambient light from the remaining street lights, but the lighting will not be uniform in this area. My recommendation is to remove the two light fixtures on a trial basis with the pole remaining intact and evaluate the light levels at that time. A final decision could be made subsequent to the trial removal of the light fixtures.

James Olsen
175 Main Street
Menasha, WI 54952

Friday, July 13, 2007

Mayor Joe Laux
City Of Menasha
140 Main Street
Menasha, WI 54952

To: Common Council
Fr: Mayor
Mark, please place
on the next public
works agenda. Thanks.

RE: Street Light in Front of 175 Main Street - Old 1st National Bank Buildings

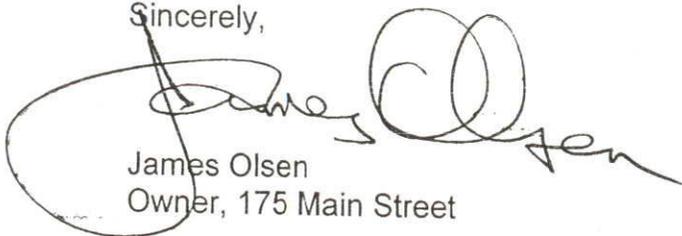
Dear Mayor Laux:

In the context of the city's review of appropriate street lights, I would ask you to consider the removal of the light in front of 175 Main Street. It appears to have been placed in uniform spacing from west to east, with a much shorter span to the next double one east at the south west corner of Main Street and Mill Street.

The light is off center of the very symmetrical and historically significant 1917 facade of the old bank. It both detracts aesthetically from this important structure, and impedes the sense of entry in to the building. In addition, there are two double lights, one on each side of the Milwaukee Street corner, just across from this one, to the north and a third double, in front of the fountain, within 40 feet or so of the corner light. This means that there are 5 double street lights within a radius of 30-40 feet, surrounding the intersection of Milwaukee Street and Main Street.

I believe that removal of one would not impede vision or safety, save the city maintenance and operations expense, and greatly improve the look and function of 175 Main Street. Please consider this request when you can with the appropriate city agencies.

Sincerely,



James Olsen
Owner, 175 Main Street

Cc: Greg Kiel
Mark Radtke

CHANGE ORDER

DATE: August 15, 2007

CHANGE ORDER NO: 10

CONTRACTOR: CD Smith Construction, Inc

CONTRACT NO.: M002-940266.02

PROJECT: Water Treatment Plant Modifications

You are directed to make the changes noted below in the subject contract unit number.

10.1	Install 208 volt service for electric wall heater by Soda Ash Room	ADD \$666.00
10.2	Provide 120 volt wiring for CT basin sample pumps (wiring was not part of the original contract documents)	ADD \$2,550.00
10.3	Add two (2) Wireless Security Door Sensors	ADD \$244.00
10.4	Increase carrier pipe size and add additional soda ash hose	ADD \$2,896.00
10.5	Add additional silica feed line to Soda Ash Room	ADD \$1,257.00
10.6	Add two (2) florescent light fixtures in Pipe Gallery 203 to improve operator maintenance of turbidimeters	ADD \$1,645.00
10.7	Delete shadow painting on precast wall panels	DEDUCT -\$861.00

TOTAL

\$8,397.00

The Menasha Common Council approved the CD Smith contract
Change Order authorizes changes

Approved by MU Commission, August 22, 2007

Council Approval

The changes result in the following adjustments:

	CONTRACT - TOTAL	TIME
Prior to this Change Order	\$ 10,326,211.00	_____ Days
Adjustments per this Change Order	\$ 8,397.00	_____ Days
Current Contract Status	\$ 10,344,608.00	_____ Days

Directed/Authorized
City of Menasha Dept. of Public Works

Accepted

BY: _____

BY: _____

DATE: _____

DATE: _____



Memorandum

DATE: August 30, 2007

TO: Board of Public Works

FROM: Mark Radtke, Director of Public Works

RE: Concern regarding Drainageway at 2140 Grassy Plains Drive

At a previous Board meeting, the resident at 2140 Grassy Plains Drive, Mr. Michael Larsen, has requested the City to consider enclosing the open drainageway located along the west side of his property. His reason for this request is to eliminate the steep slopes which exist along this stretch, especially in the vicinity of his house.

The City has a 30 foot drainage easement along this corridor. It is open drainage from the end of a storm pipe on the north to the storm pipe crossing beneath Grassy Plains Drive, a distance of approximately 200 feet. Except for the northerly 35 feet, the entire drainageway is located on Mr. Larsen's property. The open drainageway continues flowing southerly through this subdivision and Southfield subdivision before discharging into a wetlands area south of Southfield Subdivision.

To enclose the 200 foot section of drainageway north of Grassy Plains Drive would cost approximately \$17,500 to \$25,000 depending on the type of pipe installed, with the lower estimate for corrugated metal pipe and the higher estimate for concrete pipe. Concrete pipe has approximately double the life of the metal pipe.

If the Council decides to enclose this section of drainageway, I believe there would be future requests from homeowners abutting the downstream segments of this drainageway to enclose those sections as well. The total estimated cost for the sections south of Grassy Plains Drive is \$150,000 to \$225,000, depending on pipe material. It is also important to realize that new stormwater standards require municipalities to reduce the amount of suspended solids entering waters of the state. Credit is given for stormwater conveyed in open drainageways because of the sediment filtering characteristics of an open drainageway.

Based on the above factors, I recommend the City not enclose this drainageway. We could consider lining these sections of drainageway with rip rap, which would stabilize the side slopes and reduce erosion, at a much more reasonable cost (approximately \$25,000 for the entire length). Eventually vegetation would establish itself through the rip rap material, presenting a more aesthetically pleasing corridor.

C: Mayor Laux

M:\word\BPW memo re drainage 2140 Grassy Plain 8-30-07.doc



Memorandum

DATE: August 30, 2007

TO: Board of Public Works

FROM: Mark Radtke, Director of Public Works

RE: Update on Request to Enclose Open Drainage Area at 2160 Manitowoc Road

At a previous Board of Public Works meeting this year, direction was given to the Public Works Department to install safety grates over the culvert ends in the open drainage area at 2160 Manitowoc Road. DPW crews were in the process of installing those grates when the homeowner at 2160 Manitowoc Road complained saying that was not what she had in mind for protecting children from entering that open area. She thought the entire open area would be covered with some type of grating to prevent anyone from entering the basin.

Public Works Superintendent Jacobson and I decided we could design and construct an enclosure with Public Works crews that would cover the entire opening at minimal cost. This project could be accomplished either later this fall or early next year. I believe the entire project could be constructed for approximately \$750 in material costs, and would recommend doing so to remain consistent with past Council decisions.

C: Mayor Laux

M:\word\BPW memo re drainage 2160 man rd 8-30-07.doc



Memorandum

DATE: August 30, 2007

TO: Menasha Common Council

FROM: Mark Radtke, Director of Public Works *MR*

RE: Midway Road Sidewalk Issue

Ald. Wisneski requested information regarding the percentage of assessable walk along Midway Road west of STH 47. Due to previous concrete walk assessments, and the City's policy of not double assessing corner lots (assess only the long side dimension), the proposed limits of sidewalk/trail along Midway Road would be **77% assessable**.

The Council packet also contains information from the Wisconsin Concrete Pavement Association (WCPA) regarding an analysis between concrete and asphalt walk construction for this segment of Midway Road. There are several issues in their report which need to be addressed.

The WCPA analysis includes a cost estimate of \$85/ton for asphalt and \$12/ton for crushed aggregate base course (gravel), which are both accurate estimates except for the fact we would be doing the asphalt work with our own Public Works crews which results in a much lower out of pocket cost for the City. The actual cost to the City for asphalt is estimated at \$37/ton and \$6/ton for gravel. The total estimated cost to the City for an 8 foot wide asphalt trail would be \$28,400. This compares to the estimated cost of \$59,400 for a five foot wide concrete walk. The WCPA analysis indicated an estimated cost of \$57,735 for the concrete walk, but we would require 3 inches of base course rather than the 2 inches proposed in their report, which results in the higher estimate.

I can not dispute that concrete has a longer life than asphalt, but one must take into consideration the fact that most of these sections of walk/trail will not carry any heavy vehicular traffic, which is one of the main factors used when performing life cycle cost analysis. Therefore, maintenance costs and projected life are less predictable and depend more on soil and weather conditions.

In the final analysis, one needs to consider initial cost, function, safety issues, and durability.

Cost: 5 foot concrete walk - \$59,400

8 foot asphalt trail - \$28,400

Function: 5 foot concrete walk – recommend pedestrian use only

8 foot asphalt trail – pedestrian/bicycle use

Safety Issues: concrete walk – terrace buffer of 3 feet

asphalt trail – no terrace buffer

Durability: concrete walk – approximately 2 - 3 times the life of asphalt walk, depends on load characteristics, weather, soils, etc.

Both the concrete walk and the asphalt trail could be assessed against property owners if the Council chooses to do so, keeping in mind the entire project is 77% assessable per the current assessment policy.

C: Mayor Laux

Subj: **RE: Menasha concerns**
Date: 7/9/2007 12:42:54 P.M. Central Daylight Time
From: cschwenn@ekgmail.com
To: SueWiz@aol.com

Sue,

Thank you for your interest in concrete. We are very happy that you considering concrete for this project. I am working with our technical person who should be contacting you shortly with helpful information.

Please let me know if you have any questions.

Thanks,

Cherish Schwenn

Promotion Director

Wisconsin Ready Mixed Concrete Association

From: SueWiz@aol.com [mailto:SueWiz@aol.com]
Sent: Monday, July 09, 2007 9:48 AM
To: cschwenn@wrmca.com
Subject: Menasha concerns

Hello -
I am an alderman with the 3rd District of the City of Menasha. Currently there is a reconstruction of County Highways that go through the City and adjoining jurisdictions. One of OUR projects is installing a walkway. Two years ago, knowing this reconstruction was coming up, we installed a temporary blacktop trail for the necessary safety of pedestrians. Now with this reconstruction, we are putting in a permanent sidewalk.

Recommendations from staff have been to install an 8ft. asphalt walk, while elderly residents in the area want to see a concrete sidewalk, due to the heaving and buckling that the temporary asphalt presented. There were questions of longevity and maintenance issues raised also.

I need some facts and figures to bolster my contention that we'd be better off with concrete sidewalks. We have a 5 ft. sidewalk on an adjacent roadway, why go to an asphalt one here?

The footage we are considering is approximately 4,350 ft. on both sides of the street.

Can you help me? Thank you

Sue Wisneski
www.suewisneski.com

See what's free at AOL.com.

Monday, July 09, 2007 AOL: SueWiz

-Copy-

Mark Radtke

From: Heath J. Schopf [hschopf@wisconcrete.org]
Sent: Tuesday, July 31, 2007 1:41 PM
To: Sue Wisneski Home E-mail
Cc: steve@trierweilerco.com; larry@trierweilerco.com; mikelalonde@lalondecontractors.com; marklalonde@lalondecontractors.com; tomp@powerweb.net; mike@zignego.com; jeffreyj@parisconstruction.com; kevinpatrow@yahoo.com; mmaples@vintonwis.com; Kevin W. McMullen; cschwenn@ekgmail.com
Subject: Menasha Sidewalk

Sue,

Thank you for giving the Wisconsin Concrete Pavement Association (WCPA) the opportunity to comment on the proposed improvements regarding sidewalk in the City of Menasha. The WCPA is a non-profit association, recognized as the statewide representative for the concrete pavement industry, dedicated to promoting the use of concrete pavement as the best pavement value.

I have performed a site visit and observed your concerns regarding the temporary asphalt sidewalk. Most cities prefer concrete sidewalks due to beneficial features such as better visibility, increased traction, competitive initial cost, reduced maintenance costs, lower life cycle costs, durability, longevity, aesthetics and a cooler pavement choice. The following is a brief list of why concrete:

Why Concrete ?? (A brief summary)

Safety

Visibility – Increased visibility and reduced lighting demand since concrete reflects light.

Traction – Concrete pavements and sidewalks provide superior traction. They are built with added surface texture and never rut, eliminating water accumulation and reducing standing water and slip fall risks.

Lower Cost, Higher Value

Initial Cost – Because concrete is so strong, concrete pavement requires less construction material, which reduces costs. Concrete can cost up to 15% more to construct, but lasts about 100% longer.

Long-Term Value – Longer life expectancies and minimal maintenance make concrete pavements and sidewalks the best value in the long-term.

Durability – Concrete Pavements and sidewalks often outlive their estimated design life of 40-50 years.

Ease of Repair – Concrete's durability reduces the need for maintenance and repairs. When work is necessary, the scope is typically smaller than asphalt repairs such as one or two panels vs. the entire length.

Environmentally Friendly

Local Resources - Concrete makes use of local materials, not resources from far-flung parts of the world.

Heat Island Affect – Since concrete reflects sunlight unlike asphalt which absorbs sunlight the temperature of concrete can be 30 to 40 degrees cooler than asphalt on a summer day. This not only affects the temperature of the inner city but can also be harmful to the human skin.

Aesthetics

Repairs - Concrete repairs are less noticeable.

Fit and Finish - Concrete is perceived to be cleaner looking with more defined edges.

Maintenance - Concrete sidewalks can be edge more efficiently without causing damage to the sidewalk.

Cleaner by Design – Concrete will not track on shoes into houses and businesses like asphalt may.

For additional information on Why Concrete visit www.pavements4life.com which focuses on the benefits of concrete pavements but can also be directly applied towards concrete sidewalks.

The soils in the area of the project seem to be silty clays and are highly frost susceptible. After reviewing the site I think you could estimate a traditional 4-inch thick, 5-foot wide concrete sidewalk to be around \$2.30/SF to \$3.00/SF since majority of the work can be performed using a slip formed method of construction. This cost does

not include the removal costs of the existing temporary asphalt walk or the grading associated with preparing the foundation since this cost will be incurred for both the asphalt and concrete alternatives. I do not want to speak for the asphalt industry but for the sake of comparing costs I am assuming an asphalt cost of around \$80/ton to \$105/ton. You had stated the asphalt alternative would be approximately 8-feet wide due to equipment constraints which raises some safety concerns unless the city wants the walk to be a multi-use trail and not just a pedestrian sidewalk. Paving the sidewalk to a width of 8-feet may cause some confusion for motorists and bicyclists which could become a safety concern. I am assuming a minimum thickness for the asphalt of 2.5-Inches. This assumption is based on current asphalt industry practices and does not reflect the pavement or sidewalk performance characteristics. From an engineering standpoint concrete is twice as strong as asphalt and the concrete industry recommends a minimum thickness of 4-inches. The reason for this minimum thickness requirement has to do with a concept known as thin shell design if you go thinner than 4-inches. When you place a rigid thin section of pavement over a flexible base the pavement is more likely to experience uncontrolled cracking. A 2.5-inch asphalt section is not based on an equal design alternative from an engineering standpoint since a 4-inch concrete section will have at least three times the structural capacity of a 2.5 inch asphalt section.

Concrete sidewalk does not require crushed aggregate base course (CABC) underneath it however I would recommend a minimum of 2-inches as a working platform unless the city specifies otherwise. Asphalt paths do require CABC underneath to give the flexible pavement type additional support from the base layer. I would recommend 6-inches of CABC for the asphalt alternative unless the city specifies otherwise.

Given the above information the following is a brief initial cost estimate for both alternatives with the assumption that the work would be performed by respective industry contractors:

Concrete Sidewalk, 4-inch:

5 ft X 4350 ft = 21750 SF @ \$2.50/SF = **\$54,375**

Recommended 2-inches CABC (unless city specifies otherwise): Approximately 280 Ton @ \$12.00/ton = **\$3,360**

Total = \$57,735

Asphalt Path, 2.5-inch.

8 ft X 4350 ft / 9 SF/SY = 3867 SY

3867 SY X 2.5 inches X 115 lb/SY-in / 2000 lb/ton = 556 ton @ \$85/ton = **\$47,260**

Recommended 6-inches of crushed aggregate base course (unless city specifies otherwise): Approximately 1,300 ton @ \$12.00/ton = **\$15,600**

Total = \$62,860

With the above initial cost information you can see that the concrete alternative has a lower initial cost even though the concrete section is not an equivalent design since it has at least three times the structural capacity. Knowing that concrete has a longer life and lower maintenance costs than an asphalt alternative a Life Cycle Cost Analysis (LCCA) would show an even larger cost benefit for the concrete alternative.

If you need any additional information or have any questions regarding the information please feel free to contact me.

Sincerely,

Heath J. Schopf, P.E.

Director of Construction Engineering

Wisconsin Concrete Pavement Association

2423 American Lane, Suite 2

Madison, WI 53704

Office (608)240-1020

Fax (608)240-1019

Mobile (608)209-0424

Email hschopf@wisconcrete.org

Carol A. Schmidt

From: Mark Radtke
Sent: Tuesday, August 14, 2007 12:23 PM
To: 'SueWiz@aol.com'
Cc: Carol A. Schmidt; Jeffrey S. Brandt; Debbie Galeazzi
Subject: RE: Matter for the PW agenda next meeting

Hi Sue,

I checked with Jeff about how to remove this item from the table. Because it was tabled in the Common Council meeting, it needs to be removed from the table at that meeting. The Council could then refer it back to the Board of Public Works at that time. It will be listed on the Council agenda under Held Over Business.

Mark

Mark Radtke
Director of Public Works
City of Menasha
(920) 967-3611

-----Original Message-----

From: SueWiz@aol.com [mailto:SueWiz@aol.com]
Sent: Friday, August 10, 2007 11:37 AM
To: Carol A. Schmidt
Cc: Mark Radtke
Subject: Matter for the PW agenda next meeting

Carol - I would like to remove an item from the table for the next DPW meeting. The sidewalks on Midway Road.

Can you see that it is included on the agenda?

Also, I am forwarding an email/some info I received from Wisconsin Concrete that I would like included. I couldn't figure out how to attach it so I have to email it separately. Mark is also working on some data that he said he would have in time for the meeting.

Thank you.

Sue

Get a sneak peek of the all-new AOL.com.