

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  
October 5, 2015  
5:30 PM**

**AGENDA**

- A. CALL TO ORDER
- B. ROLL CALL/EXCUSED ABSENCES
- C. MINUTES TO APPROVE
  - 1. [September 21, 2015](#)
- D. DISCUSSION / ACTION ITEMS
  - 1. [Recommendation for Racine Street Bridge Replacement Preferred Alternative](#)
  - 2. [Review of the Racine Street/Broad Street Proposed Intersection Options as Relates to the Racine Street Bridge Project \(Presentation/Discussion Only\)](#)
- 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  
September 21, 2015  
MINUTES

DRAFT

A. CALL TO ORDER

Meeting called to order by Chairman Krautkramer at 7:55 p.m.

B. ROLL CALL/EXCUSED ABSENCES

PRESENT: Aldermen Krautkramer, Langdon, Keehan, Zelinski, Spencer, Nichols, Taylor

EXCUSED: Alderman Benner

ALSO PRESENT: Mayor Merkes, PC Styka, DPW Radtke, CDD Keil, ASD Steeno,  
PHD McKenney, Clerk Galeazzi.

C. MINUTES TO APPROVE

1. [September 8, 2015](#)

Moved by Ald. Keehan seconded by Ald. Langdon to approve minutes.

Motion carried on voice vote.

D. DISCUSSION / ACTION ITEMS

1. [Development Agreement Between the City of Menasha and Van's Realty and Construction of Appleton, Inc.](#)

CDD Keil explained the request of Van's Realty and Construction to use the City's deferred assessment program to help develop land adjacent to the Lake Park Heights and Ponds Subdivisions. They are also requesting that the City not assess for the backbone sewer and water system and storm water management facilities that are located outside the development property.

Unanimous consent to allow Jerry Haen, President of Van's Realty and Construction of Appleton to address the Board.

Mr. Haen explained his request is similar to what he and other developers have received from the City with past developments.

Moved by Ald. Taylor seconded by Ald. Zelinski to recommend to Common Council to deny Development Agreement between the City of Menasha and Van's Realty and Construction of Appleton, Inc.

General discussion ensued on cost of backbone sewer and water system and storm water management facilities; promoting housing market in the City; deferred assessment program; cost of infrastructure to be installed and recovery of the cost. Staff was asked to provide information on deferred assessment program.

Ald. Zelinski stated he would like to remove his second.

Ald. Taylor stated Point of Order – second on a motion cannot be removed once discussion has occurred.

Chairman Krautkramer ruled Point of Order is germane and second cannot be removed.

Motion failed on roll call 2-5.

Ald. Taylor and Langdon voted yes.

Ald. Nichols, Krautkramer, Keehan, Zelinski, and Spencer voter no.

Moved by Ald. Zelinski seconded by Ald. Langdon to recommend to Common Council Development Agreement between the City of Menasha and Van's Realty and Construction of Appleton, Inc., with a two year deferral on special assessments rather than the five year deferral as per the municipal code, and the developer pays for the backbone sewer and water system and storm water management facilities.

General discussion ensued on changes to the development agreement; tax revenue from future development.

Motion carried on roll call 4-3.

Ald. Taylor, Keehan, Zelinski, and Spencer voted yes.

Ald. Nichols, Krautkramer, and Langdon voted no.

2. [Recommendation to Modify Lane Assignments on Washington Street North of Nicolet Boulevard](#)

DPW Radtke explained the request of the Police Department to improve movement of traffic at intersection of Washington Street and Nicolet Blvd. City staff consulted with City of Neenah since the intersection is in both jurisdictions. Because of a recent change by City of Neenah to the traffic signal detention at the intersection and the removal of parking on Commercial Street, they agree with the recommendation to allow traffic in both southbound lanes on Washington Street to go straight onto Commercial Street.

Moved by Ald. Taylor seconded by Ald. Keehan to recommend to Common Council to modify lane assignments on Washington Street North of Nicolet Boulevard.

Motion carried on roll call 7-0.

3. [Methodology of Billing Storm Water](#)

ASD Steeno explained the current methodology used to bill storm water charges. She provided an analysis showing the effects if duplexes were charged 1.0 ERU or 1.5 ERU's instead of the established 2.0 ERU's, (1.0 ERU per dwelling unit).

General discussion ensued on what other municipalities charge duplexes and multifamily units for storm water fees; procedures needed to change City of Menasha's methodology to be more in line with some other municipalities; staff should consider reviewing ways to improve methodology used to bill storm water charges; what is covered by storm water fees; ERU's average amount of impervious surface in the City.

Moved by Ald. Zelinski seconded by Ald. Langdon to recommend to Common Council to change storm water charges for duplexes to .75 ERU per dwelling unit.

Motion carried on roll call 6-1. Ald. Nichols voted no.

4. [Motion to Remove from Table – Ald. Krautkramer – Resolution R-25-15 Pertaining to Equivalent Runoff Unit \(ERU\) Charges for Storm Water Utility; Introduced by Mayor Merkes \(carryover from 8/3/15 meeting\)](#)

Moved by Ald. Nichols seconded by Ald. Keehan to Remove from the Table R-25-15 Resolution Pertaining to Equivalent Runoff Unit (ERU) Charges for Storm Water Utility. (Introduced by Mayor Merkes)

Motion carried on roll call 6-1. Ald. Taylor voted no.

Mayor Merkes stated based on the change in how duplexes are charged for storm water fees Resolution R-25-15 as presented is not germane so he removes his name from the resolution.

ASD Steeno explained the importance to increase the current storm water fees to keep the storm water utility operating at a prudent level. She recommends adopting R-25-15 to increase the storm water fees in 2015 and 2016.

General discussion ensued on street reconstruction; new street sweeper; keeping storm water utility in a productive capacity to operate at a prudent level.

Moved by Ald. Zelinski seconded by Ald. Keehan to recommend to Common Council R-25-15 Resolution Pertaining to Equivalent Runoff Unit (ERU) Charges for Storm Water Utility.

Motion carried on roll call 6-1. Ald. Taylor voted no.

E. ADJOURNMENT

Moved by Ald. Taylor seconded by Ald. Langdon to adjourn at 9:26 p.m.

Motion carried on voice vote.

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



## Memorandum

DATE: October 1, 2015

TO: Board of Public Works

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

RE: Racine Street Bridge Preferred Alternative Recommendation

The Wisconsin Department of Transportation (WisDOT) continues to advance its work on the Racine Street Bridge Replacement project in preparation for submittal of the Environmental Report (ER) considering various improvement alternatives. WisDOT has requested the City's selection of a preferred alternative for the project as a component of the ER, which will be finalized later this year.

The Racine Street Bridge was constructed in 1952 and has been exhibiting both structural and functional deficiencies including roadway decking issues, worn mechanical and structural components, less than desirable roadway width for three travel lanes, inadequate bicycle and pedestrian accommodations, and limited vertical clearance for boat traffic. Annual inspections have determined the bridge is safe for travel, but more frequent major repairs have been required as the structure ages and we continue to experience the difficulties with the functionally deficient aspects of the bridge.

The ER will include an investigation of the following improvement alternatives:

- No-build alternative
- Existing bridge rehabilitation
- Bridge replacement on the existing location
- Bridge replacement on a new location

WisDOT has conducted two Public Involvement Meetings, one in October, 2014 and one in June, 2015 to present the various bridge alternatives and to receive input from the public. In addition, a stakeholders group has met several times to create a list of project issues, establish priorities and evaluate alternatives.

Major project issues identified by the public and the stakeholders group include:

- Intersection improvement at both ends of the bridge
- Minimize the impacts to nearby residential properties, including the headlight glare and noise level
- Avoid impacts to commercial property north of the bridge
- Provide improved bicycle and pedestrian passageways
- Provide additional vertical boat clearance to minimize the number of bridge openings
- Maximize the area remaining for redevelopment opportunities at the south end of the bridge
- Create an appealing gateway at the entrance to downtown
- Provide pedestrian access under the north end of the bridge
- Preserve the view at the north intersection area if possible

WisDOT has developed at least ten different alternatives ranging from a no-build alternative to a full reconstruction off the existing alignment with roundabouts at both ends of the bridge. The options included on alignment bridge rehabilitation and reconstruction and various off alignment bridge reconstruction alternatives. Several of these alternatives were eliminated from further assessment due to failure to meet the identified local objectives or engineering standards.

For the remaining bridge alternatives under consideration, City staff reviewed public comments, met with WisDOT several times to discuss alternatives, including once at a WisDOT meeting requested by residents, and evaluated the alternatives for satisfying the locally identified major project issues and objectives.

On that basis, our recommended preferred alternative is Alternative J, which involves a full bridge reconstruction with roundabouts at both ends on an alignment as close as possible to the existing lift bridge to allow a one year bridge closure. This alternative offers a cost effective option that satisfies a majority of the locally identified project issues.

This recommendation applies solely to the bridge and the intersections abutting the bridge at Main Street and Ahnaip Street. A decision regarding the Broad and Racine street intersection will be made in the future. Enclosed with this report are four options currently under consideration for that intersection.

WisDOT officials will be present Monday night to present the Racine Street Bridge options and answer questions.

Enclosures



UPDATED SEPTEMBER 2015

Preserve Historic Character

Commercial Property  
Avoid impacts

Open Space  
Potential Multi-Use Path

US GOVERNMENT CANAL

Connect to Riverwalk  
Potential pedestrian access under bridge

Opportunity for Public Overlook

Close Proximity to Dam  
Alternatives west of existing bridge may be difficult to construct

Better Access to Water  
Opportunity for kayak course

Redevelopment Planning Underway  
Maximize area remaining

Redevelopment Planning Underway  
Improve traffic access & maintain access to water

Improve Intersection

Headlight Glare & Noise near Condominiums  
Minimize glare and noise on northbound lanes

Important Waterfront Vantage  
Preserve view if possible

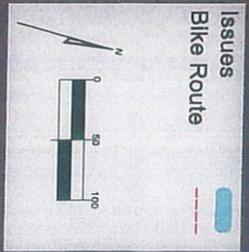
Maintain Existing Navigation Channel

Redevelopment Planning Underway  
Potential future parkland

Residential Properties  
Minimize impacts

Improve Intersection

Paper Trail  
Bike Route



ALTERNATIVES SCREENING SUMMARY

RACINE STREET MOVABLE BRIDGE



**ALTERNATIVE A**  
NO BUILD



ADVANCED TO ENVIRONMENTAL ASSESSMENT AS BASELINE FOR COMPARISON

**ALTERNATIVE B**  
BRIDGE REHABILITATION



ADVANCED TO ENVIRONMENTAL ASSESSMENT DUE TO MINIMAL ENVIRONMENTAL, REAL ESTATE, AND PROPERTY IMPACTS

**ALTERNATIVE C**  
FULL RECONSTRUCT: ON-ALIGNMENT



ELIMINATED FROM FURTHER ASSESSMENT DUE TO LACK OF IMPROVEMENT TO INTERSECTIONS, INABILITY TO MEET LOCAL OBJECTIVES, AND LONG CLOSURE TIME

**ALTERNATIVE D**  
FULL RECONSTRUCT: NORTH INTERSECTION RECONFIGURED



ELIMINATED FROM FURTHER ASSESSMENT DUE TO INABILITY TO SATISFY ENGINEERING DESIGN STANDARDS, LOCAL OBJECTIVES, AND LACK OF SOUTH INTERSECTION IMPROVEMENT

**ALTERNATIVE E**  
FULL RECONSTRUCT: BOTH INTERSECTIONS RECONFIGURED



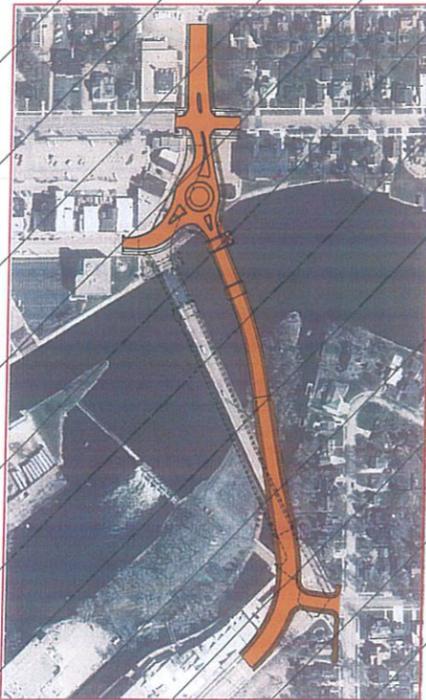
ADVANCED TO ENVIRONMENTAL ASSESSMENT DUE TO ABILITY TO MEET THE PURPOSE AND NEED

**ALTERNATIVE F**  
FULL RECONSTRUCT: TWO ROUNDABOUTS



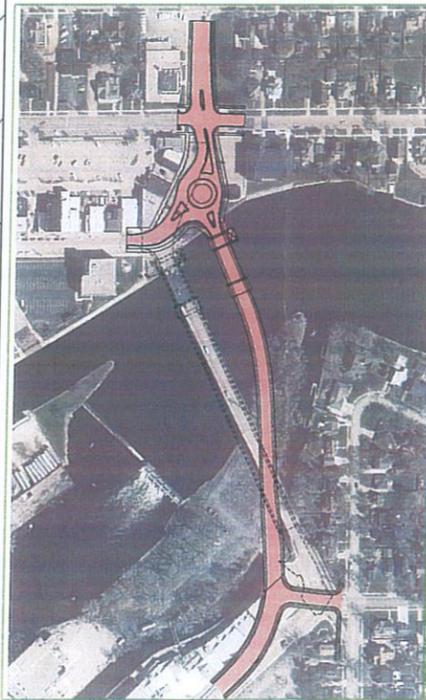
ADVANCED TO ENVIRONMENTAL ASSESSMENT DUE TO ABILITY TO MEET THE PURPOSE AND NEED WITH MINIMAL IMPACTS

**ALTERNATIVE G**  
FULL RECONSTRUCT: NORTH ROUNDABOUT WITH RECONFIGURED SOUTH INTERSECTION



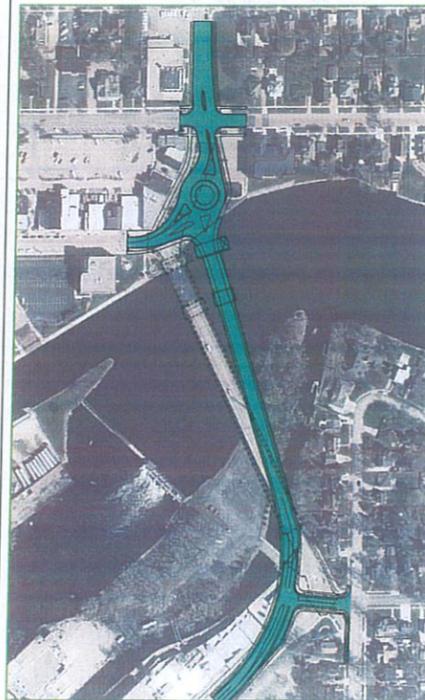
ELIMINATED FROM FURTHER ASSESSMENT AS OTHER ALTERNATIVES WILL BETTER MEET THE PURPOSE AND NEED WITH FEWER IMPACTS

**ALTERNATIVE H**  
FULL RECONSTRUCT: NORTH ROUNDABOUT WITH RECONFIGURED SOUTH INTERSECTION



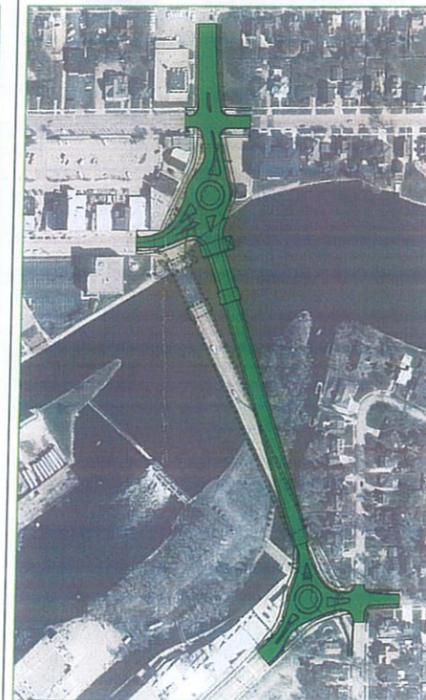
ADVANCED TO ENVIRONMENTAL ASSESSMENT DUE TO ABILITY TO MEET THE PURPOSE AND NEED WITH MINIMAL IMPACTS

**ALTERNATIVE I**  
FULL RECONSTRUCT: NORTH ROUNDABOUT WITH RECONFIGURED SOUTH INTERSECTION



ADVANCED TO ENVIRONMENTAL ASSESSMENT DUE TO ABILITY TO MEET THE PURPOSE AND NEED WITH MINIMAL IMPACTS

**ALTERNATIVE J**  
FULL RECONSTRUCT: ROUNDABOUTS AT BOTH INTERSECTIONS



ADVANCED TO ENVIRONMENTAL ASSESSMENT DUE TO ABILITY TO MEET THE PURPOSE AND NEED WITH MINIMAL IMPACTS

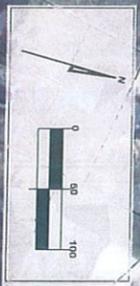


### Alternative J Notes

- Increased lane widths and shoulder lanes
- Both intersections brought up to current standards
- Improved vertical clearance for marine traffic
- Accommodations for pedestrians and bicycles
- 2-lane movable bridge/ 2-lane fixed bridge/roadway
- Full roadway closure approximately one construction season
- Real estate impacts

**LEGEND**

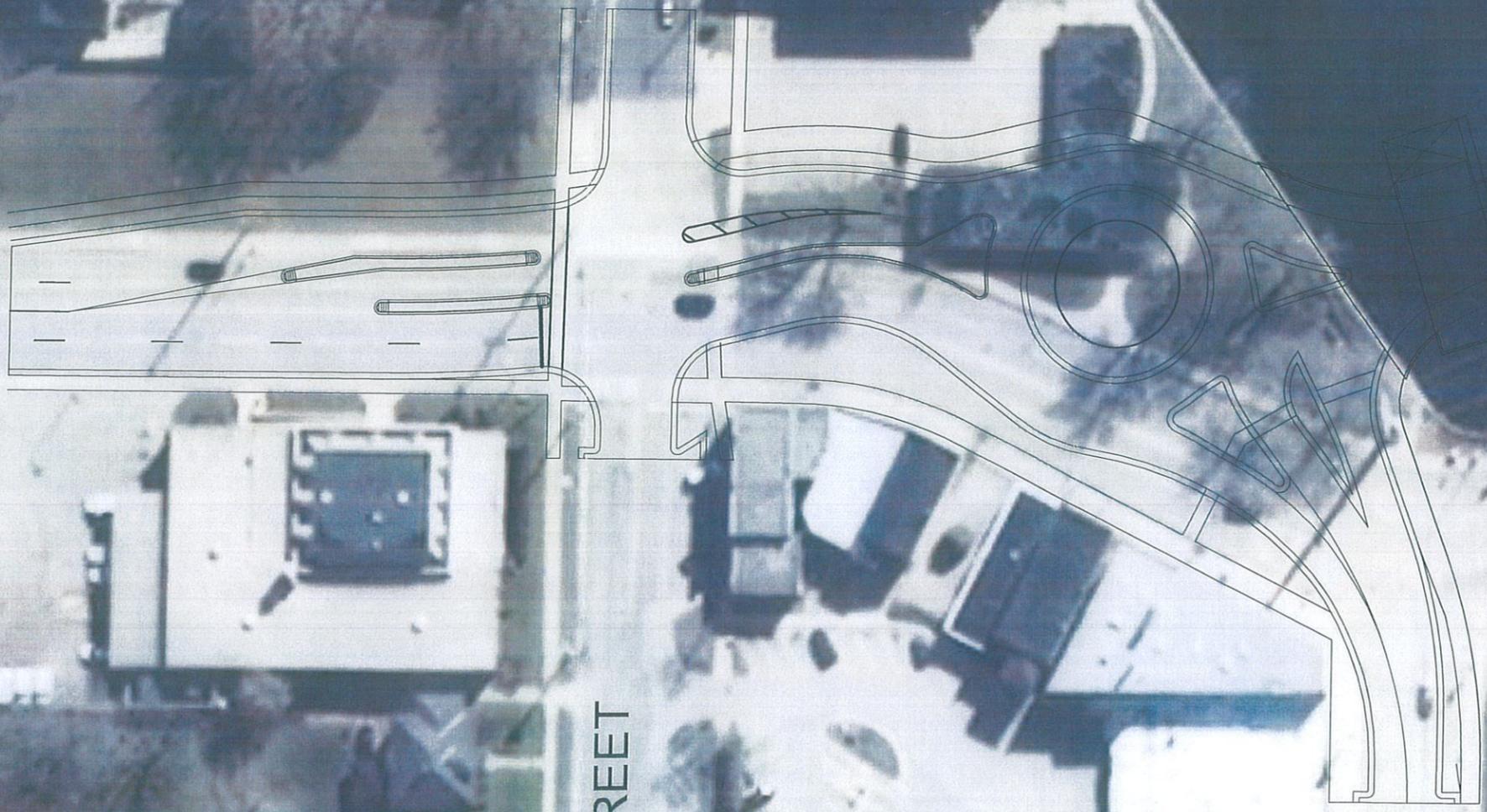
- Structure
- Roadway
- Real Estate Impact



1ST STREET

BROAD STREET

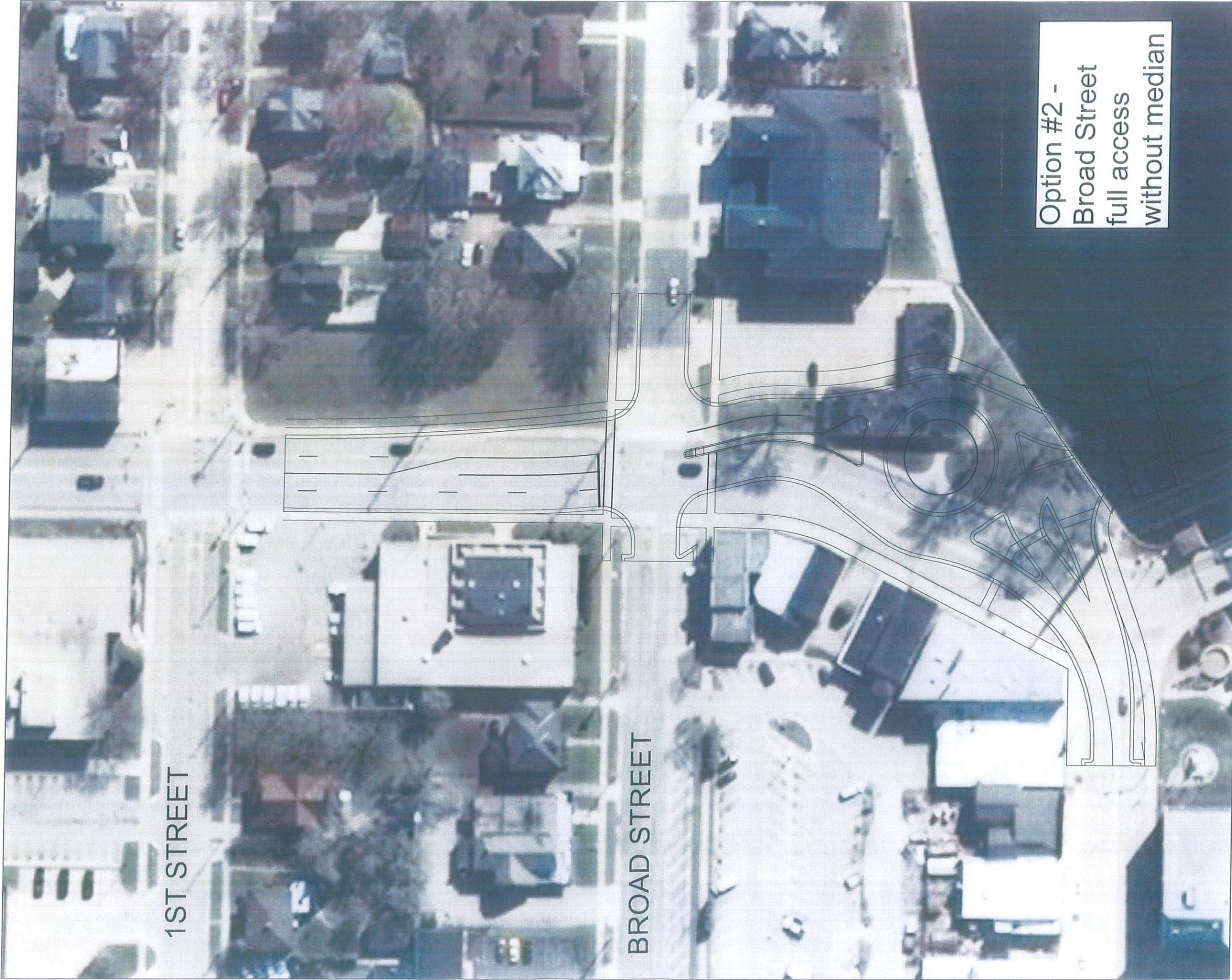
Option #1 -  
Broad Street  
full access  
with median



1ST STREET

BROAD STREET

Option #2 -  
Broad Street  
full access  
without median



1ST STREET

BROAD STREET

Option #3 -  
Broad Street  
right-in/right-out &  
SB Racine left-in





1ST STREET

BROAD STREET

Option #4 -  
Broad Street right-in/  
right-out with full  
median