

It is expected that a Quorum of the Board of Public Works, Park Board, Administration Committee, and/or Common Council may attend this meeting: (although it is not expected that any official action of any of those bodies will be taken)

**CITY OF MENASHA  
PLAN COMMISSION  
Council Chambers  
140 Main Street, Menasha**

**January 11, 2011  
3:30 PM**

**AGENDA**

*3:30 PM – Informal Public Hearing – Special Use Permit – Kennel License for Appanasha Pet Clinic at 1205 Wittmann Drive*

*3:35 PM – Informal Public Hearing – Ordinance Relating to the Paving of Driveways and Parking Lots*

A. CALL TO ORDER

B. ROLL CALL/EXCUSED ABSENCES

C. MINUTES TO APPROVE

1. [Minutes of the December 21, 2010 Plan Commission Meeting](#)

D. PUBLIC COMMENT ON ANY ITEM OF CONCERN ON THIS AGENDA

Five (5) minute time limit for each person

E. DISCUSSION

1. [Comprehensive Plan Review](#)

F. ACTION ITEMS

1. [Special Use Permit – Kennel License for Appanasha Pet Clinic at 1205 Wittmann Drive](#)
2. [Ordinance Relating to the Paving of Driveways and Parking Lots](#)
3. [US 10 Highway Corridor Study Recommendation on Preliminary Alternatives](#)

G. ADJOURNMENT

**CITY OF MENASHA**  
**Plan Commission**  
**Council Chambers, City Hall – 140 Main Street**  
**December 21, 2010**  
**DRAFT MINUTES**

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**A. CALL TO ORDER**

The meeting was called to order at 3:35p.m. by Mayor Merkes.

**B. ROLL CALL/EXCUSED ABSENCES**

PLAN COMMISSION MEMBERS PRESENT: Mayor Merkes, Commissioners Homan and Cruickshank, DPW Radtke and Ald. Zelinski (alternate for Ald. Benner)

PLAN COMMISSION MEMBERS EXCUSED: Commissioners Sturm and Schmidt

OTHERS PRESENT: CDD Keil, PP Kester, Rod Fisk, Ald. JoAnne Roush, Tim Carlson, Linda Stoll, and David Allen.

**C. MINTUES TO APPROVE**

1. **Minutes of the December 7, 2010 Plan Commission Meeting**

Motion by Comm. Homan, seconded by DPW Radtke to approve the December 7, 2010 Plan Commission meeting minutes.

The motion carried.

**D. PUBLIC COMMENT ON ANY ITEM OF CONCERN ON THIS AGENDA**

1. No one spoke.

**E. DISCUSSION**

1. **Comprehensive Plan Annual Review**

Linda Stoll requested that the comprehensive plan be amended to include a goal of identifying and creating official city neighborhoods. She cited Green Bay and other cities that have done this successfully with positive impacts to the city. It was agreed that this item would be carried over to the next Plan Commission agenda for further discussion.

2. **Student Housing Concept Plan – Midway Road/University Drive**

Tim Carlson of True North Architects presented the conceptual site plan for the proposed UW Fox Valley student housing project. The following items were discussed:

- 252 students, 69 apartments, 1 staff
- Primarily 18/19 year old
- 3 story residential tower
- 1 story common space at entrance
- Height/lot size
- Brick/stone veneer
- EIFS versus alternative materials
- Occupancy
- Fair housing/family issues
- Impact on existing rental housing market

There was general support of the concept, however there was concern regarding financing details especially if the developers were seeking city financial support. No action was taken on

this item.

## F. ACTION ITEMS

### 1. **Proposed Driveway Paving Ordinance**

PP Kester explained that the Public Works Department had conducted a citywide survey to identify unpaved driveways and/or aprons. She distributed a sample quarter section map of an older neighborhood with approximately 20% unpaved properties. The commissioners discussed the following issues:

- Economic/hardship considerations
- Extent of paving
- Administration and enforcement issues
- Aesthetics versus economics
- Barriers to home purchasing
- Maximum rear yard paving
- Inclusion of commercial properties in the requirement

Comm. Zelinski made and withdrew a motion to recommend approval to the Common Council with the condition that commercial properties be included. There was consensus that this item should return to the Plan Commission and be rescheduled for new public hearings to include commercial properties, a maximum rear yard paving requirement. No action was taken on this item.

### 2. **US 10 Highway Corridor Study Recommendation on Preliminary Alternatives**

Commissioners discussed the proposed reconstruction alternatives in the US 10 Highway Corridor study. Comm. Homan expressed support for the boulevard option versus the middle turning lane for safety and aesthetic reasons. Commissioners discussed raised center turn lanes, roundabouts, pedestrian issues, and similar projects. It was agreed that this item would be carried over to the next agenda for further discussion.

### 3. **Ordinance Relating to the Keeping of Fowl (Recommended by Sustainability Board)**

Ald. Roush stated that in order for her to sponsor the ordinance, she would like the ordinance to include only chickens and that ducks and turkeys be removed. Commissioners discussed the allowable fowl along with the minimum enclosed space required for chickens.

Motion by Comm. Homan, seconded by Comm. Cruickshank to recommend approval with ducks and turkeys eliminated and the language relating to Zoning Administrator discretion deleted.

The motion carried.

## G. ADJOURNMENT

Motion by Ald. Zelinski, seconded by DPW Radtke to adjourn at 5:50 p.m.

The motion carried.

*Minutes respectfully submitted by Amy Kester, Principal Planner.*

**Community Development Department**  
**Preliminary Listing of Priorities Related to the 2010 Comprehensive Plan Review**

Issues and Opportunities

- Integrate sustainability principals into comprehensive plan policies

Population and Housing

- Work with developers to evaluate the feasibility of a mixed-use/mixed income senior housing project in central Menasha
- Prepare criteria for certain types of exterior alterations funded with housing rehab funds
- Develop a strategy for using TIF resources and other potential funding sources for maintaining/improving housing stock in older neighborhoods

Transportation

- Engage property owners along the proposed Friendship Trail extension in discussions about trail location, property acquisition – advance proposed route to DNR for appraisals/acquisition
- Engage residents along trail segments in trail planning/development

Utilities and Community Facilities

- Facilitate siting and development of Neenah Menasha Fire Rescue Station #36
- Develop materials and promote installation of passive stormwater management practices on residential properties
- Continue efforts to document energy utilization and promote conservation practices

Agricultural, Natural, and Cultural Resources

- Collaborate with the Community Garden Partnership in identifying opportunities for establishing and/or promoting community gardens
- Facilitate Landmarks Commission work plan initiatives
- Continue efforts related to planning and engineering shoreline/channel restoration at the Gilbert site

Economic Development

- Support broker efforts to market city-owned properties
- Develop and distribute materials to brokers and other parties discussing Menasha's attributes as a desirable place to live, work, visit
- Develop and use the city's website as a marketing and economic development tool
- Engage downtown merchants and property owners in discussions about the process for and benefits of creating a business improvement district
- Identify and explore opportunities for redevelopment projects

Intergovernmental Cooperation

- Continue efforts to coordinate development of a regional park in northwest Calumet County
- Continue efforts to coordinate planning for STH 47 commuter bike route
- Continue relationships with regional organizations including the Fox Cities Economic Development Partnership, Northeast Wisconsin Stormwater Consortium, East Central Regional Planning Commission and others

## Land Use

- Initiate rezoning of properties in the Province Terrace corridor north of Manitowoc Road from R-1 and R-2 to C-1
- Evaluate applicability of mixed-use zoning and/or form-based code applicable to the downtown area and redevelopment sites
- Address R-1 uses in C-2 district

# City of Menasha

## SPECIAL ZONING APPROVAL

Owner Appanasha Pet Clinic

Case or Plan No. \_\_\_\_\_

Address 1160 Appleton Rd

Fee <sup>#</sup> 350 to be paid later

Applicant (if different than Owner) —

Address \_\_\_\_\_

Zoning C-4 Business Park

Parcel Number(s) #12 / <sup>6-1647-00</sup> 1205 Wittmann Dr

PLEASE INDICATE WHICH REQUEST IS BEING MADE

Rezoning

Special Use

Flood Plain Map Amendment

Appeal or Variance

PUD Plan Approval

Description of Request: See Attached.

Owner/Agent

Murray Hurlburt (Murray Hurlburt)  
Signature

(If applicable)

Formal Hearing 1/17/11

Informal Hearing 1/11/11

Notice Mailed 1/5/11

Notice Mailed 1/5/11

Notice Mailed \_\_\_\_\_

Action Taken: \_\_\_\_\_ 20\_\_\_\_\_

APPROVED

DENIED

Conditions (if any): \_\_\_\_\_

## Appanasha Pet Clinic Special Use/Kennel License Application

1/3/2011

Appanasha Pet Clinic, a small animal veterinary clinic, has been located at 1160 Appleton Road, Menasha since 1963. Our current hours of operation are M-Th 7:30 AM-7:00 PM, F 7:30 AM-6:00 PM, Sa 8:00 AM-3:00 PM. We plan to relocate our clinic to 1205 Wittmann Drive (Lot 12 in the Midway Business Park). Blue Design Group, the architectural firm that designed the Fox Valley Humane Association, will design our new facility. We do not currently have formal site plans; design of the new facility will begin in the spring of 2011, with construction beginning in early spring of 2012.

During the course of daily operations, an average of approximately 15 dogs and cats may be on the premises at any one time. Appanasha Pet Clinic offers boarding services for patients with special needs. Post-surgical and sick dogs will be housed routinely over night, but will be inside the facility with no access to outside runs. The indoor commercially purchased kennel cages will be approximately 4' x 8' for large dogs and somewhat smaller for cats and small dogs. We will also have a privacy fenced outdoor area to be used by dogs under staff supervision; on occasion a dog may be in the fenced outdoor area without direct supervision during daytime hours but only for very brief periods of time. The location of the fenced yard will minimize interactions with people. Puppy classes or seminars may be held on occasion with a number of dogs present both inside and outside the facility.

We request a kennel license which will provide flexibility as our business continues to grow. We understand that final approval of this license will be contingent on final site plan approval.



January 4, 2011

RE: Special Use Permit Application for 1205 Wittman Drive

Dear Property Owner:

Appanasha Pet Clinic has applied for a Special Use Permit for parcel number 6-1647-00 located at 1205 Wittman Drive. The property owner has requested the Special Use Permit in order to obtain a kennel license as part of future veterinarian services at the site. The subject site is zoned C-4 Commercial Business Park District and requires Special Use Permit for a kennel license.

The City of Menasha Plan Commission will be considering this request at an informal public hearing on Tuesday, January 11, 2011 at 3:30 p.m. or shortly thereafter in the City Hall Council Chambers at 140 Main Street, Menasha.

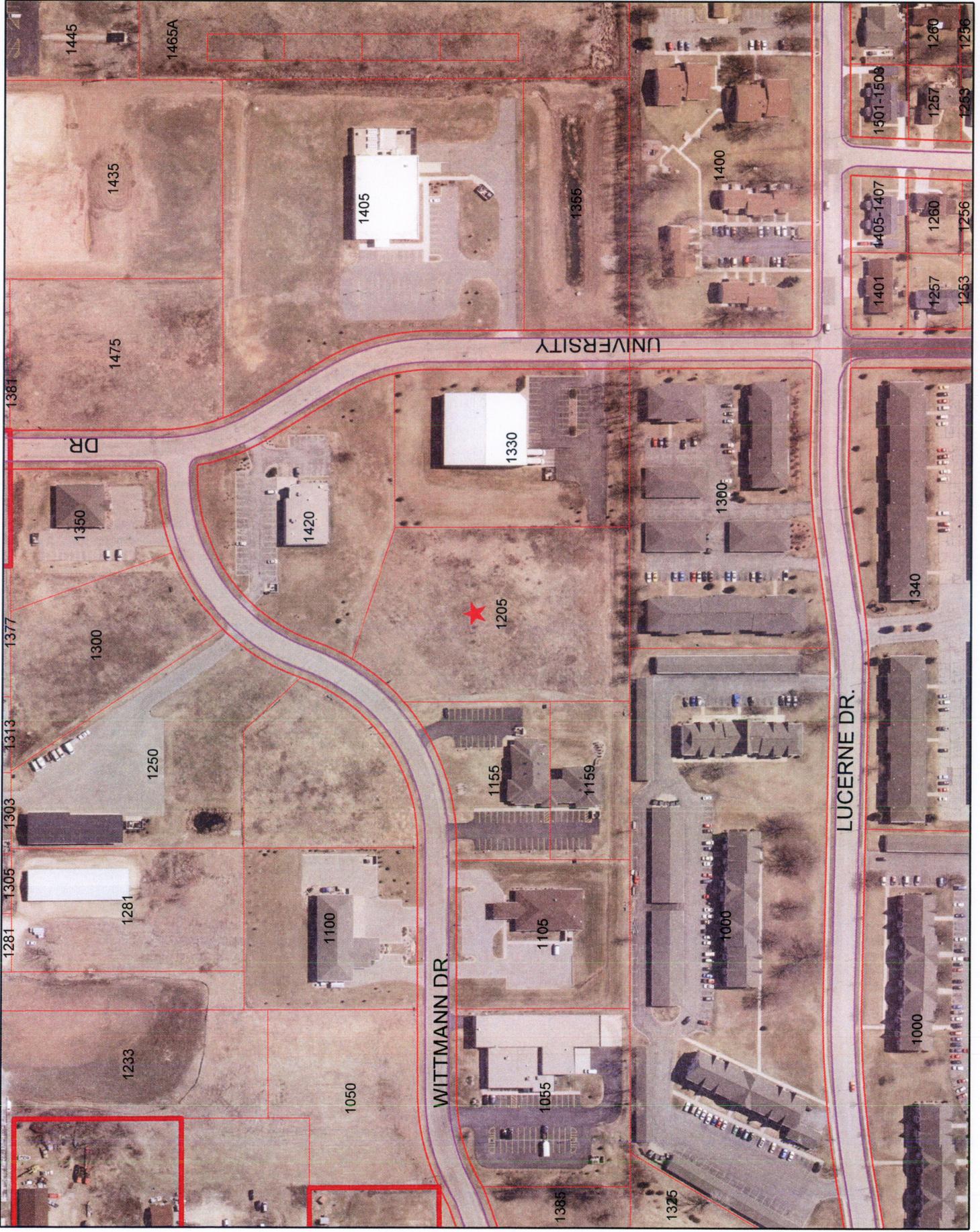
The City of Menasha Common Council will also be considering this request at a formal public hearing scheduled for Monday, January 17, 2011 at 6:00 p.m. or shortly thereafter in the City Hall Council Chambers, 140 Main Street, Menasha. A copy of the notice of the Common Council hearing on this proposal is attached along with an area map identifying the location of the property.

Persons interested in this matter will be given an opportunity to comment on the request; written comments will also be considered. The City of Menasha is notifying you because you own property within one hundred (100) feet of the proposed special use. If you have any questions, please contact me.

Sincerely,

Amy I. Wagner Kester, M.P.A.  
Principal Planner

C: Plan Commission  
City Clerk Galeazzi



★ 1205 Wittman Drive

1 inch = 200 feet

City of Menasha  
Public Hearing

NOTICE IS HEREBY GIVEN that public hearings will be held by the Menasha Plan Commission and Common Council on an application for a Special Use Permit for a kennel license by the Appanasha Pet Clinic. This license is being applied for in conjunction with the proposed development of a veterinary clinic on a vacant site within the Midway Business Park (Parcel Number 6-01647-00) located at 1205 Wittmann Drive. The Plan Commission hearing will be held on Tuesday, January 11, 2011 at 3:30 PM in the Council Chambers of Menasha City Hall located at 140 Main Street. The Common Council will hold its public hearing on this matter at 6:00 PM on Monday, January 17, 2011 at the same location. All persons interested in commenting on the application for a kennel license are invited to attend.

Run: January 3, 2011 and January 9, 2011

Swimtastic Swim School  
900 Tesch Ct  
Waukesha, WI 53188

Patod Management LLC  
1330 University Ave  
Menasha, WI 54952

Tarsus LLC  
12545 W Buleigh Ste 3  
Brookfield, WI 53005

London Place LLC  
1000 Lucerne Dr  
Menasha, WI 54952

Trident Real Estate LLC  
5509 Brookview  
Appleton, WI 54913

W Huffer LLP  
303 Midway Rd  
Menasha, WI 54952

**ORDINANCE O-\_\_-11**  
**AN ORDINANCE RELATING TO PAVING OF DRIVEWAYS AND PARKING LOTS**

Introduced by Aldermen Taylor and Zelinski.

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

SECTION 1: Amend Title 13, ARTICLE E, SEC.13-1-51(b)(1) and (2) of the Code of Ordinances of the City of Menasha, Wisconsin as follows:

**Title 13 - Zoning**

**ARTICLE E**

Traffic Visibility, Loading, Parking and Access

**SEC. 13-1-51 OFF-STREET PARKING.**

- (b) **DISTRICT REGULATIONS.** The following regulations shall be applied to each of the described zoning districts:
- (1) R-1, R-1A, R-2 and R-2 A Districts

...

- e. All driveways, parking areas, and driveway aprons shall be surfaced with asphalt, concrete, brick, or other durable dust-free material acceptable to the Department of Public Works. Driveways and parking areas shall be installed in compliance with the minimum standards set forth in the City of Menasha Driveway Installation Policy as approved by the Common Council. This requirement shall not apply to parking areas utilized solely for storage of recreational vehicles in compliance with Sec. 13-1-52.
1. On parcels with newly constructed one and two family residential structures, such surfacing shall be completed within nine (9) months of receiving an occupancy permit for the dwelling unit(s). Driveway aprons shall be paved within nine (9) months of installation of the permanent street.
  2. For residential properties with existing driveways, parking areas, and driveway aprons that are not surfaced with a durable dust-free material, such surfacing shall be completed prior to the sale of the property or within nine (9) months of sale of the property.
  3. For residential properties with existing shared driveways and/or driveway aprons that are not surfaced with a durable dust-free material, all property owners shall be notified via certified mail at the time of sale of the first

property that surfacing shall be required. It is recommended that such surfacing take place prior to or within nine (9) months of the sale of the first property. If the adjacent owner(s) do not agree to surfacing at that time, the requirement for surfacing will be held in abeyance until such time that the adjacent property is sold. Then the shared driveway and/or driveway apron shall be surfaced prior to or within nine (9) months of the sale of the parcel(s) adjoining the first property.

- f. A Driveway Permit from the Department of Community Development and a Grade Request from the Department of Public Works shall be obtained prior to installation of any driveway, driveway extension, or parking area. Permit applications shall include a site plan drawn to scale showing the location and dimensions of the driveway in relation to all property lines, structures, service walks, sidewalks, and street rights of way along with specifications showing proposed materials and cross sectional dimensions.
  - g. An Excavation Permit from the Department of Public Works shall be required prior to installation of any driveway apron per Sec. 6-2-3.
- (2) R-3, R-4, C-1, C-2, C-3, C-4, I-1, I-2, and GU Districts
- a. *General Parking Standards*
    - 1. All driveways, parking areas, and driveway aprons shall be surfaced with asphalt, concrete, brick, or other durable dust-free material acceptable to the Department of Public Works in compliance with the minimum standards set forth in this Section.
      - (a) For new driveways, parking areas, and driveway aprons, such surfacing shall be completed within nine (9) months of site plan or parking lot plan approval or in accordance with the timeline established in the Site Improvement Agreement on file with the Community Development Department. Driveway aprons shall be paved within nine (9) months of installation of the permanent street. If a site plan review is not required, a parking lot plan shall be submitted and approved in accordance with Sec. 13-1-51(b)(2)b prior to surfacing.
      - (b) For properties with existing driveways, parking areas, and driveway aprons that are not surfaced with a durable dust-free material, such surfacing shall be completed prior to the sale of the property or within nine (9) months of sale of the property or, when applicable, in accordance with the timeline established in the Site Improvement Agreement on file with the Community Development Department. For properties without an approved site plan and/or Site Improvement Agreement, a parking lot plan shall

be submitted in accordance with Sec. 13-1-51(b)(2)b prior to surfacing. Areas to be surfaced shall comply with all applicable zoning requirements.

...

- b. *Parking Approval for changes to existing developed sites.* For existing parking lots and driveways, any change in parking configuration, flow of traffic, parking lot size, or reestablishment of parking on a non-conforming lot, shall require prior approval and a Parking Lot Permit. Parking lot plans shall be designed in conformance with the design standards in 13-1-51. Parking lots and driveways to be resurfaced shall be brought into compliance with all applicable zoning requirements. The procedure to obtain parking lot approval for existing developed sites shall be:

...

- 4. If the Zoning Administrator and/or designee determines that an existing non-conforming parking lot and/or driveway cannot be brought into compliance with applicable requirements due to physical constraints of the site, the parking lot plan may be reviewed through application for a Special Use Permit pursuant to Sec. 13-1-11; however, such resurfacing may not increase the degree of nonconformity of the property.

## City of Menasha Driveway Installation Policy

1. This Driveway Installation Policy has been adopted by the Common Council as a supplement to Section 13-1-51(b)(1) of the Municipal Code and applies to R-1, R-1A, R-2, and R-2A zoning districts. It is intended to assist with interpretation and application of the section but may not cover all situations encountered.
2. A Driveway Permit and Zoning Permit from the Building Inspection Office and a Grade Request from the Department of Public Works shall be obtained prior to installation of any driveway, driveway extension, or parking area. Permit applications shall include a site plan drawn to scale showing the location and dimensions of the driveway or parking area in relation to all property lines, structures, service walks, sidewalks, and street rights of way along with specifications showing the proposed materials and cross sectional dimensions.
3. The following standards shall apply:
  - a. All driveways, driveway extensions, parking areas, and driveway aprons shall be surfaced ("paved") with a durable dust-free material acceptable to the Department of Public Works. Alternative materials shall be approved prior to installation by the Director of Public Works as part of the Driveway Permit application. This paving requirement shall not apply to parking areas utilized solely for storage of recreational vehicles in compliance with Sec. 13-1-52.
  - b. Approved paving materials include concrete, asphalt, brick, and similar durable, dust free materials acceptable to the Department of Public Works. Durable, dust free pervious paving materials specifically designed to reduce stormwater runoff are encouraged and may be utilized upon approval by the Director of Public Works.
  - c. The minimum width of any paved driveway or parking area shall be nine (9) feet. If a property does not have a garage, carport, or rear yard parking area, the property owner shall be required to have a minimum area of 320 square feet of paved area per dwelling unit. The minimum paved area shall be adjacent to the driveway apron.
  - d. The following minimum installation standards shall apply:
    - Concrete shall be finished to a minimum thickness of 4" and installed on a minimum 4" base of ¾" crushed aggregate;
    - Asphalt shall be finished to a minimum thickness of 2 ½" and installed on a minimum 6" base of ¾" crushed aggregate;
    - Paving bricks shall be no less than 2 ¼" thick and installed on a minimum 4" base of approved granular material.

- Similar durable, dust-free materials approved by the Department of Public Works shall be installed in a manner that is consistent with professional installation standards.
- e. The following restrictions apply to the front yard area:
- In no case shall a driveway or parking area be widened to extend in front of the dwelling for parking or driving purposes.
  - Paved pedestrian walkways in the front yard that are immediately adjacent to a driveway and lead to an entry or service door may be approved by the Zoning Administrator and/or designee at the time of permit application. Such walkways may not be utilized for parking or driving purposes.
  - Pavers and similar decorative surfaces installed in the front yard as landscaping or aesthetic amenities shall not be used for parking or driving purposes.
4. Any other areas beyond the minimum requirements that are used for parking or driving purposes must either be paved according to the standards above or converted to a grass/lawn surface by completely removing any gravel or non-conforming driveway surface and installing a minimum of 2" of topsoil prior to seeding.
5. If a driveway is to be completely removed, the driveway apron shall also be completely removed and the area restored to grass/lawn area as stated above and the full curb section reinstalled. Replacing the curb requires an Excavation Permit and must be performed in accordance with City specifications.
6. Repairs to existing hard surfaced driveways shall be made with materials of the same type as the existing hard surface unless the entire driveway is being replaced.
7. Extent of Surfacing Requirements:
- a. All driveway aprons shall be paved in accordance with City specifications.
  - b. When a garage is present, the entire length of driveway from the street right of way to the face of the garage must be paved.
  - c. When a carport is present, the entire length of the driveway from the street right of way along with the base of the carport must be paved.
  - d. When no garage or carport is present, any portion of the driveway or parking area that falls within the front and/or side yards of the property and any portion leading to and including a rear parking area must be paved.
  - e. On properties with existing unique physical or structural characteristics that are not addressed herein, the Zoning Administrator and/or designee shall make the final determination regarding the extent of required surfacing.



# US 10 Corridor Study

November 2010

## Contact information:

**WisDOT NE Region**  
944 Vanderperren Way  
Green Bay, WI 54304  
Phone: (920) 492-5643  
Fax: (920) 492-5640

**Tammy A. Rabe, P.E.**  
Planning Project Manager  
Phone: (920) 492-5661  
Email:  
Tammy.Rabe@dot.wi.gov

**Kim A. Rudat, APR**  
Communications Manager  
Phone: (920) 492-5743  
Email:  
Kim.Rudat@dot.wi.gov

## Mission Statement:

*To provide leadership in the development and operation of a safe and efficient transportation system.*

## Contents:

- US 10 study updates
- Potential corridor improvements
- Potential intersection improvements
- Public information meeting invitation

## Schedule:

- Fall 2010 - Public meeting #2
- Winter 2010/2011 - Alternatives development & analysis
- Spring/Summer 2011 - Public meeting #3
- Winter 2011/2012 - Selection of preferred alternative

## US 10 update

### *Preliminary design is underway*

The Wisconsin Department of Transportation (WisDOT) is conducting a long-range planning study to address the corridor needs through the year 2035 for US 10 from Midway Road to the US 10/WIS 114 split. Preliminary alternatives have been developed for the corridor and will be on display at the public information meeting. No construction has been scheduled.

In June, the project team met with a stakeholders group consisting of local officials and business owners located in the project area. At that meeting, the group developed a vision for the future of the highway and brainstormed potential preliminary alternatives. The stakeholders identified intersection improvements, access management and congestion relief as their top priorities. Based on this input and input from the first public information meeting, preliminary alternatives for the US 10 corridor were developed.

The next step for the US 10 corridor study is to complete the field investigations to determine design constraints. Investigations for archaeological and historical resources, wetlands, threatened and endangered species and hazardous materials are underway. This winter, WisDOT will use the results of these investigations along with citizen input to refine the alternatives.

## What happened to the WIS 114 study?

US 10 and WIS 114 are important transportation facilities working in tandem to serve a busy and growing Fox Valley area. It was WisDOT's intention to study these facilities together; however, due to the unique needs of each corridor, the studies were separated. The US 10 corridor study will focus on improving the safety and mobility of the existing corridor from Midway Road to the US 10/WIS 114 interchange. The WIS 114 corridor study will explore increasing roadway capacity from US 10 to the WIS 114/WIS 55 split south of Sherwood.

If you would like to continue receiving information regarding the WIS 114 corridor study, please contact Tammy Rabe, the WisDOT project manager, at Tammy.Rabe@dot.wi.gov. Include your full name and mailing address in your request.

## Public Meeting Scheduled for December 1, 2010

You are invited to attend the second public information meeting regarding the US 10 corridor study. The meeting will be held in an open-house format with a short presentation. Exhibits displaying preliminary project alternatives will be available for review.

When: December 1, 2010  
5 p.m. to 7 p.m.  
Presentation at 5:15 p.m.

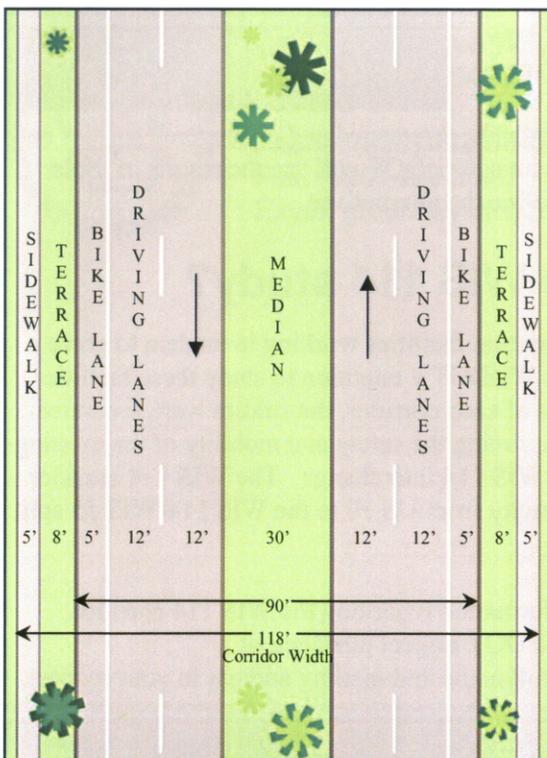
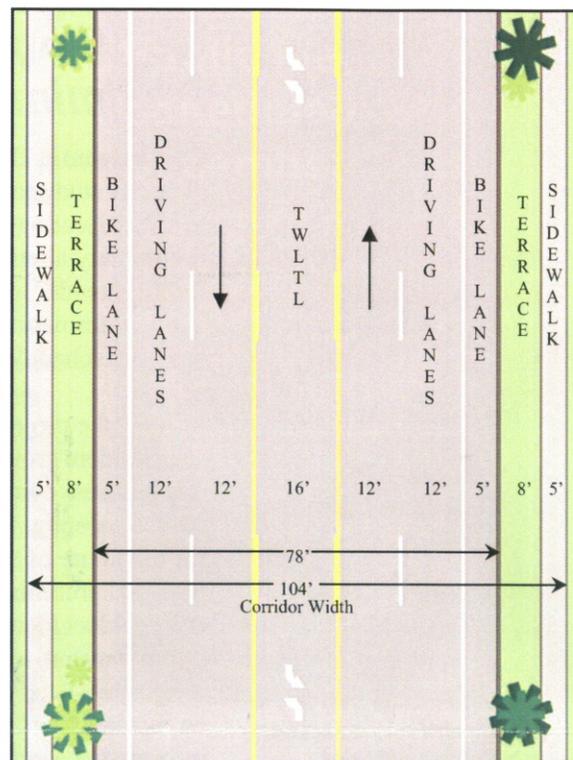
Where: Maplewood Middle School  
Community Room  
1600 Midway Road  
Menasha, Wisconsin

# US 10 Corridor Study

## Potential improvements to Oneida Street

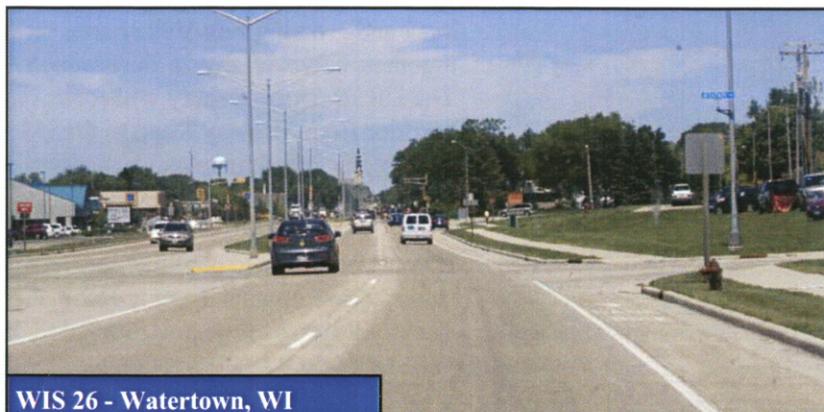
### Alternative 1: Two-way Left Turn Lane (TWLTL)

- Width of travel lanes and TWLTL increased to accommodate large trucks and increase mobility.
- Pedestrian and bicycle facilities are included.
- TWLTL provides full access to most businesses and residential properties.
- TWLTL roadways are associated with higher crash rates than roadways with a raised median because of an increased number of conflict points.



### Alternative 2: Raised Median

- Raised center median helps control access on Oneida Street.
- Pedestrian and bicycle facilities are included.
- Raised median roadways are associated with lower crash rates than roadways with a TWLTL.
- Raised center median can accommodate trees and shrubs to promote an aesthetically pleasing corridor.
- Raised median will safely serve higher traffic volumes than the TWLTL alternative.



# US 10 Corridor Study

## What about improvements to US 10 east of Oneida Street? *We want to hear your ideas!*

East of Oneida Street, US 10 has two distinct typical sections. On the west end between Oneida Street and Fire Lane 2, the typical section is a rural two-way left turn lane (TWLTL) which gives businesses access to US 10. Similar to the urban portion of US 10, the potential improvements in this area include an enhanced TWLTL and a raised median. This study will look to improve traffic operations by consolidating access points and exploring frontage and backage roads. The project team looks forward to hearing your improvement ideas at the public meeting.



East of Fire Lane 3, the highway is rural with a grass median. Access is limited to side streets. No changes to the typical section are anticipated in this area. Intersection improvements at Lake Park Road and Eisenhower Drive are being studied and will be on display at the public meeting. This winter, alternatives will be developed for the US 10/WIS 114 interchange.

## Signals and roundabouts being considered

Safe and efficient intersections are important to the future of US 10. No one likes waiting in traffic, but without improvements, excessive backups and long delays will occur. The project team has developed preliminary designs of both signalized and roundabout intersections at the following locations: Manitowoc Road, WIS 114/Plank Road, Lake Park Road and Eisenhower Drive. The remaining intersections in the corridor will be stop controlled from the side road.

To ease congestion, all signalized intersection designs will include dedicated right and left turn lanes and all roundabout designs will include multiple through lanes as well as right turn bypass lanes at select locations. Exhibits displaying these alternatives will be available for viewing at the public information meeting.

Each intersection alternative will be evaluated on the following criteria:

- Traffic operations
- Additional right-of-way needed
- Cost
- Pedestrian and bicycle accessibility
- Public input
- Safety
- Relocations
- Environmental concerns
- Feasibility

The evaluation will also look at overall traffic operations for the corridor as a whole. A preferred intersection alternative for each location will be chosen prior to the public information meeting in the spring/summer of 2011.

# US 10 Corridor Study

## Preliminary alternatives for US 10 corridor proposed *We need your input!*

WisDOT is conducting a study of US 10 from Midway Road to the US 10/WIS 114 interchange in Calumet County. We have developed preliminary alternatives for the corridor and we want to share them with you.

Please join us on **Wednesday evening, December 1<sup>st</sup>** so we can discuss the preliminary alternatives for the US 10 corridor study with you and get your input. The meeting will be held from **5 p.m. to 7 p.m.**, at **Maplewood Middle School - Community Room, 1600 Midway Road, Menasha.**



A short presentation is scheduled at **5:15 p.m.** There will be exhibits and project team members available to discuss the project. Since the meeting is an open house, please stop in when it would be convenient for you during the times listed.

Help us determine the future of this important roadway.

## Public Meeting Scheduled for December 1, 2010

You are invited to attend a public information meeting regarding the US 10 corridor study. The meeting will be held in an open-house format with a short presentation. Exhibits displaying preliminary alternatives will be available.

When: December 1, 2010  
5 p.m. to 7 p.m.  
Presentation at 5:15 p.m.

Where: Maplewood Middle School  
Community Room  
1600 Midway Road  
Menasha, Wisconsin

### Wisconsin Department of Transportation



944 Vanderperren Way  
Green Bay, WI 54304

Phone: (920) 492-5643  
Fax: (920) 492-5640  
Email: [greenbay.dtd@dot.wi.gov](mailto:greenbay.dtd@dot.wi.gov)



Mr. Greg Keil  
Director of Community Development  
City of Menasha  
140 Main St.  
Menasha, WI 54952





# US 10 Corridor Study

Preliminary Alternatives

Name \_\_\_\_\_

Representing \_\_\_\_\_

## North-South Corridor (Midway Road to WIS 114/Plank Road)

Alternative 1: Two-way left turn lane (TWLTL)

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Alternative 2: Raised median

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## East-West Corridor (Oneida Street to US 10/WIS 114 split)

Alternative 1: Two-way left turn lane (TWLTL)

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Alternative 2: Raised median

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Rural area

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# US 10 Corridor Study

## Preliminary Alternatives

### Intersections

Manitowoc Road

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WIS 114/Plank Road

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Lake Park Road

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Eisenhower Drive

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US 10/WIS 114 Interchange

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