

Menasha aldermen occasionally attend meetings of this body. It is possible that a quorum of Common Council, Board of Public Works, Administration Committee, Personnel Committee may be attending this meeting. (No official action of any of those bodies will be taken).

**CITY OF MENASHA  
PARKS AND RECREATION BOARD  
City Hall  
140 Main St, Menasha**

**February 9, 2015**

**6:00 PM**

**AGENDA**

**A. CALL TO ORDER**

**B. ROLL CALL/EXCUSED ABSENCES**

**C. MINUTES TO APPROVE**

1. Minutes of the January 12 and 26, 2015 Park Board Meetings

**D. PUBLIC COMMENT ON ANY MATTER RELATED TO CITY PARKS AND RECREATION**

**E. REPORT OF DEPARTMENT HEAD/STAFF/OR CONSULTANTS**

1. Department Report – PRD Tungate
2. Park, Pool and Vandalism Report – PS Maas
3. Communications – Donation of fishing lures/jigheads from a resident; Park Board duties and authorities as listed in the City ordinance

**F. DISCUSSION**

1. Review of public comments regarding the new park plan, next steps
2. Fox River Multi-Modal Bridge Crossing in Neenah and Menasha (copies available at meeting)
3. Menasha Boys and Girls Club – update on potential service collaborations

**G. ACTION ITEMS**

1. Reciprocity Agreements with Appleton and Town of Menasha and Reciprocity Statistics for 2014
2. Removal of portable toilet in Jefferson Park
3. MAC's request for curfew extension at Jefferson Park on July 4, 2015

**H. PUBLIC COMMENT ON ANY MATTER LISTED ON THE AGENDA**

Five (5) minute time limit for each person

**I. ADJOURNMENT**

**CITY OF MENASHA**  
**Parks and Recreation Board**  
**City Hall – 140 Main Street**  
**January 12, 2015**  
**DRAFT MINUTES**

**A. CALL TO ORDER**

The meeting was called to order by Chr. D Sturm at 6:00 p.m.

**B. ROLL CALL/EXCUSED ABSENCES**

MEMBERS PRESENT: Chr. Dick Sturm, Nancy Barker, Ald. Michael Keehan, Cindy Schaefer-Kemps, Lisa Hopwood, Tom Marshall,

MEMBERS EXCUSED: Sue Pawlowski

OTHERS PRESENT: PRD Tungate, PS Maas

**C. MINUTES TO APPROVE**

**1. Minutes of the January 12, 2015 Park Board Meeting**

Moved by Ald. M. Keehan, seconded by N. Barker to approve the minutes of the December 8, 2014 Park Board meeting. Motion carried.

**D. PUBLIC COMMENT ON ANY MATTER RELATED TO CITY PARKS AND RECREATION**

~None~

**E. REPORT OF DEPARTMENT HEADS/STAFF/OR CONSULTANTS**

**1. Department Report – PRD Tungate**

- A. Reciprocity Agreements with Appleton and Town of Menasha (February meeting):** PRD Tungate reported on the planning for the upcoming Winter Gala on January 31, hiring for the ice rink and working on the land swap for the Conservancy with the DNR. Reciprocity figures and agreements with Appleton and the Town of Menasha are expected to be presented next month. Staff will also be working on filling a vacancy for a Park Laborer position that was approved in the budget.

**2. Park Project and Vandalism Report – PS Maas**

- A. Ice rink condition status:** PS Maas reported some graffiti was placed on the Koslo concession stand, a vehicle struck the park sign on the corner of Broad and Ice streets, storage room at Mem Bldg received some upgrades (including new shelving and paint). Bathroom partitions are going in at Smith and Jefferson parks. Trail grooming and ice rink flooding has begun. Ice rink is now open after a warm spell prevented flooding over the holiday period.

**F. DISCUSSION**

- 1. Caboose security lighting and roof repair –** PS Maas stated that roof repairs will occur this year. Staff is still debating over whether to trench in electrical service or go with a pole and overhead line to add some non-obtrusive security lighting on the underside of the roof structure.
- 2. Gilbert site and Koslo Park update –** PRD Tungate stated that the Common Council approved the two bids for the Gilbert trail project which is expected to begin later in January or early February. An RFP was approved for a new backstop at the Koslo Park baseball diamond.

Favorable pricing allowed for an upgrade to a black vinyl backstop which may be installed in February. Staff has also been in contact with field design experts (as well as users) researching the benefits of putting in an underground irrigation system in the infield area. The consensus is that it is a very good idea to have such a system in the infield. If the current budget and fundraising will allow for irrigation to become affordable, staff is willing to pursue installing irrigation as part of next fall's planned improvements at the park.

3. **Public information meeting – New Park, January 26, 2015; 6:30pm Heckrodt Wetland Reserve Nature Center:** The Board reviewed some preliminary graphics to be presented at the special meeting being held on January 26. Landscape architect Tom Dunbar and Menasha Rotary president Aaron Zemlock have been invited to participate in the public presentation.

#### **G. ACTION ITEMS**

1. **Recommend changes to program and services fees for 2015:** Motion by Ald. Keehan, seconded by L. Hopwood to recommend the changes presented by staff for 2015. These changes include: fees for resident/non-resident for Tiny Tots, lowering the cost for a park bench and increasing grave purchase and opening fees at Resthaven cemetery. Motion carried.
2. **Recommend revision to the park facility charge policy with regards to non-profit groups so that it coincides with the current special events policy:** the Board discussed and supported the idea of revising the current park department non-profit park facility rental policy to match the existing special event fee policy. PRD Tungate stated that the financial impact of such a change would be minimal because there were not very many true non-profit groups that seek to rent a park facility in a given year. The revision would affect park rentals only and would not include softball/ baseball or other sport facility diamond rentals. As time permits, the proposal will be brought forward to the Common Council. Motion by Ald. Keehan, seconded by L. Hopwood to approve the revision. Motion carried.

#### **H. PUBLIC COMMENT ON ANY MATTER LISTED ON THE AGENDA**

Five (5) minute time limit for each person    None

#### **I. ADJOURNMENT**

Moved by N. Barker, seconded by L. Hopwood to adjourn at 7:23pm. Motion carried.

**CITY OF MENASHA**  
**Parks and Recreation Board**  
**Heckrodt Wetland Reserve Center – 1305 Plank Road**  
**January 26, 2015**  
**DRAFT MINUTES**

**A. CALL TO ORDER**

The meeting was called to order by Chr. D Sturm at 6:32pm

**B. ROLL CALL/EXCUSED ABSENCES**

MEMBERS PRESENT: Chr. Dick Sturm, Nancy Barker, Sue Pawlowski, Ald. Michael Keehan, Lisa Hopwood, Cindy Schaefer-Kemps

MEMBERS EXCUSED: Tom Marshall

OTHERS PRESENT: Mayor Merkes, PRD Tungate, PS Maas, Thomas Dunbar

MEMBERS OF THE PUBLIC: Larry Baier, Nick Heiting, Kara Witthuhn, Mike Pfahler, Paul Larivieve, Allison Golden, Bev & Henry Yunk, Andy Van Thull, Jason Weis, Tim & Dawn Poklinkoski, Tyler Doemel, James West, Sarah Olsen, Don Diener, Stacey West, Lorie & Ron Young, Amy Sonleitner, Mike Balthazor, Thom & Amy Michaels, Oscar & Judy Wolf, Michael Hopwood, Jess Wheaton, Amanda Feller, Katie DeLain, Patrick Hansen, Vicki Lenz, Rob DeLain, Matt Johnson.

*There appeared to be more members of the public at the meeting than those that signed in.*

**C. REPORT OF DEPARTMENT HEAD/STAFF/OR CONSULTANTS**

1. **Introductions and purpose of meeting – PRD Tungate:** Reminder to sign in, indicated playground layout boards and features summarized on collage board
2. **Presentation of park concept plan – Thomas Dunbar, FASLA**
3. **Summary of playground and shelter graphics – PRD Tungate:** Not tied into any particular park name, this park topic will be on Feb. 9 Park Board meeting agenda. Playground equipment is the first phase in this park development. Public should leave an email address if he/she would like to be notified of future park planning meetings.
4. **Public comment on park concept plan:** There were a number of residents at the meeting who made comments and/or submitted a comment card. The following is a summary of what was stated verbally by those in attendance, followed by a list of paraphrased written comments submitted during the meeting:
  - Concern about cost (esp. drainage), concerns with parking if field is open for sports – would like to see it as more casual play geared towards the neighborhood.
  - The shelter may draw more traffic and outsiders that cannot be accommodated.
  - Suggested to take a residential lot to provide small parking area
  - Looking for access road to Manitowoc Road, or a trail leading in from the north.
  - Is there an option to wait on installing playground?
  - Like proposed separate tot-lot and 5-12 yr old play areas
  - Like poured-in-place surface
  - Is one type of equipment more durable than the other?
  - Request bike rack
  - Make shelter maintenance free
  - Will equipment be ADA?
  - What about paving trails?

Other concerns: police patrol, lighting, geese problem by pond, accessibility, size of shelter  
*PRD Tungate and Thomas Dunbar gave a response to several concerns voiced by the public in attendance.*

#### WRITTEN COMMENTS:

##### Likes

1. Shelter, bathrooms, greenspace
2. Trails, lighting, play equipment
3. Pathways, old & younger play areas
4. Shelter w/kitchen, open play area
5. Pond, paths, playground
6. Play equipment, trails, open field
7. Trails, greenspace, contemporary play equip (x2)
8. Pathways, play area
9. Woods, walkways, play equip for separate age groups
10. Tire swing, contemporary play equip (option 2)
11. Woods, pond & open field
12. Shelter, ball field, playground
13. Everything (x2)
14. Ease of access, trails
15. Rubber surfacing on play equip (x2)
16. Monkey bars
17. Bike rack (x2)
18. Drinking fountain
19. Baseball diamond?
20. Trails already in place
21. Catalog: fly wheel, gfrc bear, omni spin, sway fun, oodle swing, geonetrax, eclips net, spider web

##### Additions/Concerns

1. Not sure about parking
2. Reduce size of shelter & field sports area
3. Install road north of park; add north walk-in access
4. No parking lot
5. Add wellness theme/activities on paths
6. Reduce shelter size (non-rentable)
7. No kitchenette in shelter
8. Add north side access
9. Small shelter for bathroom only
10. Shift entrance to the south (more room for parking)
11. Install trails/play equipment in 2015 (x2)
12. Lighting & parking
13. Consider short term parking location until N/S road is installed
14. Small parking area (lot) would be nice
15. Parking and pond depth concerns
16. Small parking lot SE side
17. Thinks rental groups will need more parking
18. Let kids vote on play equipment
19. Bathrooms yes, kitchen no
20. Tana Lane traffic (more traffic in area)
21. Shelter as phase II

5. **Public sponsorship opportunities – Menasha Rotary President Aaron Zemlock and Director Tungate:** Menasha Rotary is a service club dedicated to giving back to the community, have been involved in many area projects i.e. Trestle Trail, Friendship Trail. Rotary assists in securing funding for projects such as these and they have agreed to partner with the city on the goal of seeing this park developed.

6. **Closing comments by staff, board members and public**

#### D. ADJOURNMENT

Moved by L. Hopwood, seconded by S. Pawlowski to adjourn at 7:42pm. Motion carried.

## Brian Tungate

---

**From:** Amanda Feller [felleram@hotmail.com]  
**Sent:** Wednesday, January 28, 2015 9:01 AM  
**To:** Brian Tungate  
**Subject:** New Eastside Park

Hello Brian,

Thanks for facilitating the new park meeting on Monday night.

I didn't get a chance to fill out a comment card, but I wanted to give my thoughts.

Amanda Feller  
1016 Tana Lane  
Tel: 486-1983  
[felleram@hotmail.com](mailto:felleram@hotmail.com)

2 adults - 2 children, ages 7 & 4

Like about the park plan:

1. Love the idea of a "neighborhood" park - really excited we could get playground equipment as soon as this fall.
2. Like the idea of having the neighborhood help with setting up/building the park. It creates a real sense of ownership as well as saves labor.
3. Really excited about the walking paths - the area could really use some.

Changes about the park plan:

1. Very concerned about added traffic to Tana Lane with the addition of the park and Tana Lane as the only entrance. We have 12 houses on just Tana Lane with 19 kids under the age of 12 (most of which are actually under the age of 8) and no sidewalks to play or ride bike on. There are constantly kids playing, biking, walking in the road between each others houses so any additional car traffic would be a HUGE safety concern.
2. Parking: Tana Lane cannot accomodate on street parking due to the safety concern listed above, and the road is just not wide enough if cars are parked on one or both sides. We almost never have cars parked on the street due to all the kids playing in and around the road - everyone makes sure to keep it clear for the kids safety.
3. My suggestion would be to keep the shelter really small (not rentable) to deter any car traffic from family reunions, parties, big gathernings, etc OR make a rentable shelter Phase II, putting that in once there is more development and alternate roads leading to the park making it more accessible and not funneling traffic just down Tana Lane.
4. I would really like to see the park kept as you described it, a "neighborhood" park were people just walk and bike to. I think that there is such an abundance of kids in our neighborhood and the Villas

that are close and would use the park that we don't need to attract more people from outside neighborhoods with a large shelter.

Amanda

**Lori Walbrun**

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**From:** Brian Tungate  
**Sent:** Tuesday, February 03, 2015 4:07 PM  
**To:** Lori Walbrun  
**Subject:** FW: New Eastside Park

Add this with the other email that will do in the Park Board packet, thanks

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

**From:** Andy and Jess Wheaton [<mailto:wheaton1029@gmail.com>]  
**Sent:** Tuesday, February 03, 2015 2:53 PM  
**To:** Brian Tungate  
**Subject:** New Eastside Park

Brian-

I was at the park meeting last week but did not get a chance to fill out a comment card and we had to leave before the actual park equipment was discussed. Thank you so much for setting up the meeting and all you have done for this park. Just like others mentioned at the meeting I am concerned over the safety on Tana Lane for the kids that currently live on the street which includes my 3 kids. I don't know if we could add some additional signs for Slow Children at Play or something along those lines. I know there isn't an easy solution for this especially with the area not being built up yet and other streets don't have access yet.

I love the idea of everyone helping build it and the walking paths in the plans. We have a active neighborhood and everyone is out walking and kids are out playing so this will be great.

Thanks,

Jess Wheaton  
1029 Tana Lane  
3 Kids - Ages 5, 3, and 3 Months  
882-9241  
[wheaton1029@gmail.com](mailto:wheaton1029@gmail.com)

amendment must meet at least one of the following criteria listed below. Additional documentation may be needed to address the public facilities, needs, and services that may be necessary to support the proposed designation. Such services may include water, sanitary sewer, storm drainage, transportation (all modes), police and fire protection, and schools.

- Respond to a substantial change in conditions beyond the property owner's control applicable to the area within which the subject property lies;
  - Better implement applicable comprehensive plan policies than the current map designation;
  - Correct an obvious mapping error;
  - Address an identified deficiency in the Comprehensive Plan.
- (ii) Approval Criteria for Amendments to Text and Other Maps. To change text, including goals, objectives and policies, or any map other than the Future Land Use Map, the amendment must meet at least one of the criteria below:
- Better implement applicable comprehensive plan policies;
  - Correct errors;
  - Replace outdated data;
  - Address an opportunity for physical, economic, social or cultural improvement of the city.
- (iii) The comprehensive plan amendment(s) shall take into consideration the comprehensive plans adopted by neighboring communities, the East Central Wisconsin Regional Planning Commission, Calumet and Winnebago Counties, and relevant regional issues.
- (iv) Comprehensive plan text amendments and amendments to other maps within the plan shall be consistent with the State of Wisconsin comprehensive planning law (§66.1001).

## **SEC. 2-4-6**

### **PARKS AND RECREATION BOARD.**

- (a) **APPOINTMENTS.** The Parks and Recreation Board shall consist of seven (7) persons appointed by the Mayor and confirmed by the Common Council. Each Board member shall hold such office for a term of three (3) years, said terms to end September 30 in the year of expiration. Six (6) of the members shall be citizen members and one (1) member shall be an Alderman annually selected at the Council's organizational meeting. All members, including the Chairperson, shall have voting privileges.
- (b) **COMPENSATION; OATHS.** Board members shall receive such compensation as shall be determined by the Council from time to time. Members shall take an official oath as prescribed by Sec. 19.01, Wis. Stats., to be filed with the City Clerk.
- (c) **OFFICERS.** The Board shall annually elect one (1) member as chairperson.
- (d) **PROCEDURE.** Four (4) members shall constitute a quorum. The Chairperson, or acting Chairperson, shall be considered in determining a quorum. Action shall be by a majority of

those present and voting. The Board shall adopt rules of procedure for governing the conduct of its meetings.

- (e) **POWERS AND DUTIES.** The Board shall have all the powers conferred by law upon parks and recreation commissions and shall be chargeable with all the duties so required such as recommend, oversee work, and oversee funds of all parks, playgrounds, and recreational activities as part of properties within the City. The Parks and Recreation Board is specifically empowered and directed:

- (1) To govern, manage, control, improve and care for all public parks located within, or partly within and partly without, the corporate limits of the City and secure the quiet, orderly and suitable use and enjoyment thereof by the people; also to adopt rules and regulations to promote these purposes.
- (2) To acquire in the name of the City for park purposes by gift, purchase, devise, bequest or condemnation, either absolutely or in trust, money, real or personal property, or any incorporeal right or privilege, provided gifts to the City of money or other property, real or personal, either absolutely or in trust, for park purposes shall be accepted only after they have been recommended by the Board to the Common Council and approved by said Common Council by resolution.
- (3) To recommend to the Council and the Planning Commission the buying, leasing, selling or transferring of lands in the name of the City for park purposes within or without the City, as well as the leasing of buildings and boat slips within the Menasha Marina.
- (4) To execute every trust imposed upon the use of property or property rights by the deed, testament or other conveyance transferring the title of such property to the City for park purpose.
- (5) To have the powers necessary and convenient for the effective and efficient management, control, supervision and operation of the City park system and recreation programs, and the Menasha Marina subject to budgetary approval by the Common Council.
- (6) To have jurisdiction of parks, swimming pool and playgrounds throughout the City and assume full responsibility for the equipping, developing and maintaining the physical facilities of the park system.
- (7) To establish such rules and regulations to promote the quiet, orderly and suitable use of the City parks, playgrounds, and the Menasha Marina as the Board shall deem necessary.
- (8) To establish rules and regulations, including user fees as deemed necessary as approved by the Council and desirable for the proper use, care and operation of parks, park facilities, recreation programs, Menasha Marina and other activities under their control, provided however that such rules and regulations do not conflict with the laws of the State of Wisconsin or this Code of Ordinances.
- (9) To have jurisdiction of the Menasha Marina and assume full responsibility for the equipping, developing and maintaining the physical facilities of the Marina.
- (10) And such other and further duties as may be necessary for the proper carrying out of the purposes of said Board.
- (11) Nothing in Sec. 2-4-6 affects the statutory or ordinance authority of the Planning Commission.

- (f) **PUBLIC RECREATION PROGRAM.** The City Parks and Recreation Board shall determine the recreational needs and shall have jurisdiction over the public recreation program of the City and shall be empowered to:

- (1) Establish park rules and program policies.

- (2) Cooperate and coordinate with public school activities.
  - (3) Cooperate with any private recreational activities.
  - (4) Approve any schedules of all recreational activities in public parks and school buildings.
- (g) **RECORD.** The Parks and Recreation Board shall keep a written record of its proceedings to include all actions taken, a copy of which shall be filed with the City Clerk.
- (h) **FINANCE.**
  - (1) Budget. The Board shall assist in preparing an annual budget for submission to the Common Council, which budget shall reflect the Board's recommendations as to maintenance or acquisition of City parks, open spaces, park and related facilities, recreation programs, Menasha Marina and equipment, summer or seasonal employees, etc. Said annual budget request shall contain estimates as to revenues to be derived from recreation programs or activities as well as estimated expenditures for operating the parks and recreation system and the Menasha Marina.
  - (2) Deposits. All revenues and income from the operation of park and recreation programs shall be deposited with the City Treasurer as general revenue of the City or to be applied to Tax Incremental Financing debt if otherwise required by law.
  - (3) Monetary Contributions. All moneys donated to the City specifically for park or recreation use shall be deposited in City accounts as a non-lapsing fund or reserve for such specific use.

#### **SEC. 2-4-7 POLICE COMMISSION; NEENAH-MENASHA JOINT FIRE COMMISSION**

- (a) **POLICE COMMISSION.** The Board of Police Commissioners shall consist of five (5) citizens who are residents of the City, three (3) of whom shall constitute a quorum. The Mayor shall annually, between the last Monday of April and the first Monday of May, appoint in writing, to be filed with the secretary of the Commission, one member for a term of five (5) years, subject to confirmation by the Common Council. No appointment shall be made which will result in more than three (3) members of the Commission belonging to the same political party. The Commission shall keep a record of its proceedings. The Board of Police Commissioners shall have the power and authority prescribed by s.62.13, Wis. Stats., and this Code of Ordinances.
- (b0) **NEENAH-MENASHA JOINT FIRE COMMISSION.**
  - (1) **ORGANIZATION AND APPOINTMENT.** The Board of the Neenah Menasha Joint Fire Commission shall consist of 6 citizens, 4 of whom shall constitute a quorum. Three members shall be appointed by the Mayor of Neenah and three shall be appointed by the Mayor of Menasha. Each Mayor shall annually, between the last Monday of April and the first Monday of May, appoint in writing to be filed with the Secretary of the Board, one member for a term of 3 years, subject to confirmation by the Common Council. Appointments to the initial joint fire commission shall provide for two members (one from each city) appointed for one year; two members (one from each city) appointed for two years; and two members (one from each city) appointed for three years. No appointment shall be made which shall result in more than 3 members of the Board belonging to the same political party. Such initial appointments shall also be subject to confirmation by the Common Council. The chair of the Commission shall be elected by the board annually at its organizational meeting in May for a one-year

# **Fox River Multi-Modal Bridge Crossings Feasibility Study**

*Neenah and Menasha Crossing Locations*

## **Neenah, WI**

Prepared for

### **City of Neenah Department of Parks and Recreation**

211 Walnut Street  
Neenah, WI 54956

**January 2015**

Prepared by

### **GRAEF**

1150 Springhurst Drive, Suite 201  
Green Bay, Wisconsin 54304-5950  
Telephone: (920) 592-9440  
FAX: (920) 592-9445

**Project No. 2014-2050.00**

**City of Neenah**

**2014-2050.00**

Prepared for: City of Neenah

Site Address: Neenah Crossing:  
Fox River – West of Commercial Street  
Near Railroad Trestle at River Street

Menasha Crossing:  
Fox River – North of Fox Street  
At Terminus of Mathews St. or Lawson St.

Prepared By: GRAEF  
1150 Springhurst Drive, Suite 201  
Green Bay, Wisconsin 54304-5950  
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Patrick Skalecki, P.E.  
Project Manager

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Jeffrey Rosner, P.E.  
Structural Project Engineer

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Kendra Hansen, P.E.  
Civil Project Engineer

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## Exhibits

- Neenah Alignment Alternative 1 – Aerial
- Neenah Alignment Alternative 2 – Aerial
- Menasha Alignment Alternative 1 – Aerial
- Menasha Alignment Alternative 2 – Aerial
- Structural Alternative Sections and Details
- Future Multi-Modal Trail Loop Exhibit
- Neenah Crossings Existing Site Photographs
- Menasha Crossings Existing Site Photographs
- Engineer's Opinion of Probable Construction Costs – Detailed Breakdown Tables

## 1. INTRODUCTION

The Cities of Neenah and Menasha continue to be leaders in providing and improving bicycle and pedestrian access around their communities. Multiple projects linking the downtowns with neighboring areas have provided valuable connections within the Cities and between them and have greatly improved multi-modal access in the area. Both Cities are looking to further expand this network by investigating the feasibility of multi-modal bridge crossings of the Fox River at its confluence with Little Lake Butte des Morts. Alternative alignments and structure types for the crossings were evaluated. This report documents the results of this investigation, and identifies alternatives and associated budgets at the respective locations.

## 2. EXISTING 2014 CONDITIONS

### 2.1. City of Neenah Crossing Sites

The land use south of the Fox River in the vicinity of the proposed trail crossing consists of downtown commercial and office properties as well as some industrial areas. An active Canadian National railroad line crosses the Fox River in this location. The Plexus Global Headquarters building lies immediately to the southeast of the rail line along the Fox River, with an existing asphalt trail located on the property near the river. This trail has a width of 8 feet with access from the Plexus parking lot east of the building. An existing 6-foot concrete walk and marked crossings allow for access to the trail. Future plans will extend this sidewalk to the existing sidewalk along Main Street. Additional multi-modal trail work has also taken place across railroad line on the south bank of Little Lake Butte des Morts, with a portion of the trail currently under construction through Park Site #1. The asphalt trail in this location is 10-feet wide and upon completion this fall will connect to an existing ¼-mile trail segment accessing a parking facility, park shelter and canoe/kayak launch at Herb and Dolly Smith Park. As part of the former paper mill operations in the project vicinity, a diversion channel draws water from the river, passing underneath the Plexus building through an underground storm channel. This channel discharges west of the existing railroad crossing. The water velocity at the discharge point is high, creating turbulent conditions in the downstream channel area.

Approximately 10 trains per day use the rail line in this area. A railroad crossing has been constructed in this area to provide trail access to the downtown. The railroad bridge in the vicinity of the crossing consists of a 17-span steel girder structure with concrete piers. It crosses the Fox River near the confluence with Little Lake Butte des Morts. The existing structure has an overall length of approximately 514 feet. The 100-year flood elevation is

742.9 at the structure per the Fox River – Neenah Channel Flood Insurance Study No. 55139CV000A. For the 100-year storm, the entire flow passes through the structure, but submerges the low chord.

The land use north of the Fox River in the project vicinity consists primarily of residential properties. Existing homes line the river, with the rear yards directly abutting the waterway. West of the existing railroad bridge on the north shore, a narrow public street, River Street, serves the adjacent residential parcel. This drive is located on right-of-way owned by the City of Neenah and extends to the water edge. Private property directly abuts the railroad right-of-way east of the existing railroad bridge.

## **2.2. City of Menasha Crossing Sites**

At the Menasha site, the land use south of the Fox River in the immediate vicinity of the proposed trail crossing consists of primarily residential homes. Shepard Park is just west of Mathewson Street and south of Fox Street. To the east of Lawson Street is the Mondri Akrosil, LLC manufacturing plant. As you continue south on Lawson Street, the area continues to be a mix of residential homes and industrial facilities. On north side of the Fox River Menasha Channel, there are a handful of homes along the river south of River Street, however the majority of the area consists of industrial facilities. The facilities include the George Whiting Paper Co., Exopack, LLC, and Menasha Warehouse, LLC. A railroad bridge is approximately 300 feet upstream of Lawson Street and 600 feet upstream of Mathewson Street. On the north shoreline, a railroad spur line runs along River Street parallel to the river bank approximately 100 feet off the shoreline.

There is no trail system in the immediate vicinity of the crossing site(s). The Friendship Trail/Trestle Trail Bridge is less than 1000 feet west, depending on the crossing location selected. The south landings at both crossing sites are located in public right-of-way. At the north landings, the areas are privately owned and are unimproved at the targeted landing locations along the bank.

The railroad bridge upstream of the targeted crossing locations consists of a 13-span steel girder structure with concrete pile cap on multiple pile bents. The existing structure has an overall length of approximately 300 feet. The 100-year flood elevation is 742.7 at the structure per the Fox River – Menasha Channel Flood Insurance Study No. 55139CV000A. For the 100-year storm, the entire flow passes through the structure, and does not submerge the low chord.

### 3. TRAIL ALIGNMENT ALTERNATIVES

Two potential locations for the multi-modal crossing of the Fox River were evaluated at both the Neenah and Menasha crossing sites. The alternatives were evaluated with respect to environmental impacts, right-of-way needs, permitting, and cost. Following is a summary of the alternatives:

#### 3.1. City of Neenah Crossing Sites

##### 3.1.1. Alternative #1 – West of Existing Railroad Bridge

Alternative #1 is located west of existing railroad bridge. The structure is approximately 130-feet downstream of the existing railroad bridge at the south landing and 30-feet downstream of the existing railroad at the north landing. In this location, the south end of the new structure would be located on the Park Site #1 property and the north end would be located at the termination of River Street in public right-of-way. The approximate overall length of the structure would be 740 feet. Bridge construction in this location would provide an easy connection with the existing trail on Park Site #1, and would allow trail users to cross the Fox River without first crossing the adjacent railroad tracks. This will allow for less restricted movement along the corridor and also provides significant safety benefits by reducing the number of at-grade railroad crossings along the route. The north termination of the bridge will be located at the existing River Street, on public right-of-way. The existing right-of-way width for River St. is 60-feet and It is anticipated that adequate public right-of-way width is available to make the connection to the public street. The south structure landing would be directly downstream of the discharge for the underground channel that passes beneath the Plexus Global Headquarters building. Abutment and pier design would need to withstand the higher velocities and scour potential of the discharge water.

##### 3.1.2. Alternative #2 – East of Existing Railroad Bridge

Alternative #2 is located east of the existing railroad bridge approximately 120-feet upstream at the south landing and 30-feet upstream at the north landing. In this location, the south end of the new structure would be located north of the Plexus office building on a City owned parcel; and the north end would be located on an existing residential parcel. The approximate overall length of the structure would be 460 feet. A crossing at this location would have a more direct connection to the downtown district prior to crossing the river. However, trail users coming from the

parking lot located at Park Site #1 or approaching from western portions of the trail system in Park Site #1, through Arrowhead Park, and along Lake Street would be required to cross the active railroad line. A connection would be needed between Park Site #1 and the bridge location for this alternative.

At the railroad crossing on the Park Site #1 side of the tracks, a fenced switchback, meeting ADA guidelines for maximum slopes (5% max.), exists as required by Canadian National Railway and meeting their design parameters. This design forces users to look both directions down the track prior to crossing the track itself. It also is of a width that requires bicyclists to dismount, by design, to force a controlled and aware crossing of the active rail line. On the Gateway Plaza Park side of the tracks, an ADA compliant switchback also exists.

Once the railroad tracks are crossed, one of two possible connections to the bridge will need to be completed. One option requires users to navigate through Gateway Plaza Park and portions of the Plexus campus. A sidewalk connection would need to be completed within a public pedestrian access easement from the W. Wisconsin Avenue sidewalk through the Plexus parcel. A second option would be to construct a boardwalk from Gateway Plaza Park, along and parallel to the railroad behind the Plexus office building, to the City owned parcel behind Plexus. For either connection, clear directional signs would need to be added along the route to guide users from the Park Site #1 trail and parking area to the bridge.

In addition, the north landing of the bridge for this alternative will be located on a private residential parcel. This parcel will need to be purchased to construct the bridge and trail approach. This location avoids the underground channel discharge, reducing concerns of scour potential for the south abutment and piers.

### 3.2. City of Menasha Crossing Sites

#### 3.2.1. Alternative #1 – Bridge Construction at Lawson Street

Alternative #1 is located at the north end of Lawson Street where it terminates at the Fox River Menasha Channel. The south end of the bridge would be within the Lawson St. right-of-way. The north end of the structure would be located on a vacant parcel owned by Chicago Northwestern Transportation Co. The approximate overall length of the structure would be 356 feet. The structure would run roughly parallel and adjacent to an existing power line slated to be upgraded in the coming

months. Minor approach work would be needed to connect the bridge to Lawson Street. On the north approach, a railroad track runs along River Street. The approach work is more substantial here and would either need to cross the railroad tracks to access River Street; or turn immediately west and run parallel to the railroad tracks and continue west toward the Friendship Trail. This pathway connection to the Friendship Trail would require some property acquisition either via easement or fee taking. A railroad track crossing would still be necessary at a selected location to the west of the bridge.

#### 3.2.2. Alternative #2 – Bridge Construction at Mathewson Street

Alternative #2 is located at the north end of Mathewson Street where it terminates at the Fox River Menasha Channel. The south end of the bridge would be within the Mathewson St. right-of-way. The north end of the structure would be located on a privately vacant parcel. The approximate overall length of the structure would be 640 feet. Minor approach work would be needed to connect the bridge to Mathewson Street on the south end. On the north end, more substantial approach work would be needed with grading, fill, paving and a railroad crossing all necessary to connect to the Friendship Trail. Property acquisition needs should be minor, if any.

### 4. STRUCTURE ALTERNATIVES

Three structure types were evaluated for the project sites to determine the most appropriate application for the sites to accommodate desired trail components and maintain hydraulic conditions of the Fox River. The difference structure types are applicable to both the Neenah and Menasha crossing sites since the Fox River Neenah and Menasha Channels both exhibit similar characteristics. Following is a summary of the alternatives investigated:

#### 4.1. Superstructure Alternatives

##### 4.1.1. Steel Girder Bridge (Boardwalk A)

This alternative consists of a multi-span steel girder bridge with a composite wood deck. The typical span would be 50'-0". The girders would be approximately 24" deep supporting approximately 12" of depth for timber framing and decking. The superstructure could either be supported on a pile bent or a concrete pier on spread footing foundation. The railing for this option is cable railing similar to the Herb & Dolly Smith Park Boardwalk Bridge. Other railing options can be considered in final design.

#### 4.1.2. Prefabricated Steel Truss Bridge (Boardwalk B)

This alternative consists of a multi-span prefabricated steel trusses with either wood or composite wood decking. The typical span would be 100'-0". The overall depth of truss would be approximately 6'-6". The superstructure could either be supported on a pile bent or a concrete pier on spread footing foundation. The railing for the steel trusses is the typical angle rails for prefabricated bridges. Other railings can be installed for additional cost.

#### 4.1.3. Concrete Girder Bridge (Boardwalk C)

This alternative consists of a multi-span concrete girder bridge with a concrete deck. The typical span would be 100'-0". The girders would be WisDOT 45W precast girders supporting an 8" thick concrete deck. The superstructure could either be supported on a pile bent or a concrete pier on spread footing foundation. The railing used on this structure is a steel framed cable railing. Other railing options can be considered in final design.

### 4.2. Pier Alternatives

#### 4.2.1. Pile Bent

This alternative consists of a multi-pile pile bent with concrete pile cap. The pile bent would be a feasible substructure in soils that would allow driven piles. Piles are able to be driven from a barge or causeway in the water without needing to provide a cofferdam at the piers.

#### 4.2.2. Concrete Pier With Spread Footing

This alternative consists of a concrete pier with spread footing foundation. This option would be a feasible substructure for the foundation to be supported on bedrock. A cofferdam would need to be constructed for construction.

**The current soil conditions at the crossing locations are not identified at this time and require further study and investigation, including borings. Per our review of nearby structures, the river bed material and depth to bedrock is variable. The foundations of the nearby bridges on STH 114 are primarily spread footings supported on bedrock. A recommendation of substructure can be identified upon further field analysis of the river bed.**

#### **4.3. Superstructure Decking Alternatives**

##### **4.3.1. Composite Wood Decking**

This alternative consists of Trex or similar wood and plastic decking supported by timber members. The decking is non-structural for wheel loads, therefore, the timber framing below is designed to carry the wheel loads. The decking is decay resistant and provides a surface that typically has a higher coefficient of friction when wet. This decking has been used on other nearby boardwalks – Trestle Trail and Herb and Dolly Smith Park Boardwalk Bridge. This decking will be used for the cost estimate of Boardwalk A. This would be an increased cost for Boardwalk B.

##### **4.3.2. IPE Hardwood**

This alternative consists of a tropical hardwood decking. The decking is structural and resistant to decay. The decking can carry wheel loads between structural members and would thus minimize structural members. This decking is typically used on prefabricated steel truss bridges and will be used for the cost estimate for Boardwalk B.

##### **4.3.3. Concrete**

This alternative consists of a typical concrete deck for bridges. Concrete decking would be low maintenance and durable with an extended service life. However, a concrete deck could create additional construction challenges over the water. Concrete is the only decking option for Boardwalk C.

#### **5. SPECIAL CONSIDERATIONS**

Several characteristics unique to the project areas impact the feasibility of the work. Following is a discussion of the project in relation to these considerations:

##### **5.1. Environmental Conditions**

###### **5.1.1. City of Neenah Crossing Sites**

Both Park Site #1 and the Plexus Global Headquarters parcel are identified as closed remediation sites for soil and groundwater contamination and are listed on the Wisconsin DNR's remediation and redevelopment inventory. Both sites are capped with either pavement material, old building foundations or a 2-foot thick landfill grade clay cap. Disturbance to the cap will require permitting through the WDNR. Soil excavated from the site must be analyzed and characterized, and likely disposed of at a licensed landfill. Replacement of the cap will be required upon completion of the

work. The Kimberly Clark X-Mill site is listed as an open remediation site for groundwater contamination of VOC's. In addition, soil within the river bed may contain contaminated material. Disturbance of this material and excavation of the soil may require special handling and treatment.

Mapping provided by the Wisconsin DNR shows the presence of wetland indicator soils (UoA – Udorthents) along both the north and south banks of the Fox River west of the existing railroad tracks. Investigation into the presence of wetlands may be necessary to ensure no impacts to wetlands would result from this alternative. Based on a site observation of the area, wetlands are likely not present at the connection location.

#### 5.1.2. City of Menasha Crossing Sites

At the Menasha crossing sites, there are no listed properties on the Wisconsin DNR's remediation and redevelopment inventory where the structures or landings are located. Adjacent parcels are listed, however, so care must be taken during the work. In addition, soil within the river bed may contain contaminated material. Disturbance of this material and excavation of the soil may require special handling and treatment.

Mapping provided by the Wisconsin DNR shows the presence of wetland indicator soils (UoA – Udorthents) along both the north and south banks of the Fox River west of the existing railroad tracks. Investigation into the presence of wetlands may be necessary to ensure no impacts to wetlands would result from this alternative. Based on a site observation of the area, wetlands are likely not present at the connection location.

#### 5.2. Permitting

The permitting requirements are similar for both the Neenah and Menasha crossing sites. WDNR permitting needs for this project include a Water Resources Application for Project Permits (WRAPP). The WRAPP will address the Waterway Individual Permit for structure construction, as well as grading on the bank of a navigable waterway. The U.S. Army Corp of Engineers permit will also be part of the WRAPP for work within the waters of the U.S. A hydrologic and hydraulic model analysis and report of the crossing will be required for the WRAPP. The hydraulic model will utilize the existing Flood Insurance Study model for this segment of the river and add the new structure to verify that there is no increase to the

Regulatory Flood Elevation and that the required freeboard is maintained during the 100-year flood event. In addition, a Development at Historic Fill Site or Licensed Landfill Exemption will likely be needed for work taking place on the south side of the river at the Neenah location.

The Individual Permit process can be quite lengthy and involved and includes a Public Notice, likely Public Hearing, and Public Comment period. Upon completion of the Public Comment period, WDNR has up to 50 days to complete their final review and make a decision. The quickest turnaround is 135 days (4.5 months) and in this case, we anticipate it to be a longer timeframe, closer to 6 months or more. This is in part due to the anticipated need for a causeway for construction. Causeways are further discussed in Section 5.5 Construction Feasibility.

### **5.3. Property Acquisition**

#### **5.3.1. City of Neenah Crossing Sites**

##### **5.3.1.1. Alternative #1 – West of Existing Railroad Bridge**

The southerly landing for this bridge location is on Park Site #1 owned and maintained by the City of Neenah. The northerly landing for this bridge location is at the southern terminus of the River Street right-of-way where it intersects the Neenah Channel of the Fox River. Property acquisition is not expected to be necessary at either structure landing. Temporary Limited Easement (TLE) and/or Construction Easements may be necessary at the northerly landing.

##### **5.3.1.2. Alternative #2 – East of Existing Railroad Bridge**

Alignment Alternative #2 will require acquisition of Parcel 80301220000 located at the north landing. Property records and tax information were consulted to determine the cost for this acquisition, however, a full appraisal is recommended. Total Assessed Value (2011) for the parcel per the Winnebago County Geographic Information System is \$78,700.

#### **5.3.2. City of Menasha Crossing Sites**

##### **5.3.2.1. Alternative #1 – Bridge Construction at Lawson Street**

The southerly landing for this bridge location is at the northern terminus of the Lawson Street right-of-way where it intersects the Menasha Channel of the

Fox River. Property acquisition is not expected to be necessary at southerly landing. The northerly landing for this bridge location is on a privately parcel owned by Chicago Northwestern Transportation Co. At the northerly landing, a portion of property will need to be acquired from Parcel 730087500 for the structure and approaches including connection to the River Street right-of-way. A full appraisal is recommended. In addition, if a pathway connection to the Friendship Trail is desired, additional property acquisition will be necessary west of the structure.

#### **5.3.2.2. Alternative #2 – Bridge Construction at Mathewson Street**

The southerly landing for this bridge location is at the northern terminus of the Mathewson Street right-of-way where it intersects the Menasha Channel of the Fox River. Property acquisition is not expected to be necessary at southerly landing. The northerly landing for this bridge location is on a privately parcel owned by Chicago Northwestern Transportation Co. At the northerly landing, a portion of property will need to be acquired from Parcel 730088800 for the structure and approaches including connection to the River Street right-of-way. A full appraisal is recommended. In addition, if a pathway connection to the Friendship Trail is desired, a minor amount of additional property acquisition will be necessary northwest of the structure landing.

### **5.4. Construction Site Access**

#### **5.4.1. City of Neenah Crossing Sites**

Site access during construction varies significantly based on alternative. For Alignment Alternative #1, access to the site for construction will be gained through Park Site #1 on the south end of the new structure and from the River Street at the north end of the new structure. A large staging area will be available for use within Park Site #1. Limited staging area will be available on the north end of the structure, since access to the residential driveways must be maintained.

For Alignment Alternative #2, access for construction would be gained through the acquired parcel on the north end of the new structure. Staging area on this parcel will be available for contractor use. Limited access to the site will be available from the south end of the new structure, due to the proximity of the Plexus office building and the Kimberly-Clark Mill.

#### 5.4.2. City of Menasha Crossing Sites

For Alignment Alternative #1, access to the site for construction will be gained through the Lawson Street right-of-way on the south end of the new structure and from River Street via Parcel 730087500 at the north end of the new structure. A staging area will likely be available for use within Parcel 730087500. Limited staging area will be available on the south end of the structure, since access to the residential driveways and public roadway must be maintained.

For Alignment Alternative #2, access for construction would be gained through the acquired parcel on the north end of the new structure. This area is very narrow with the adjacent railroad clear area and nearby residential buildings and private drive. We anticipate limited staging area on this parcel for contractor use. Limited staging area will be available on the south end of the structure, since access to the residential driveways and public roadway must be maintained.

### 5.5. Construction Feasibility

The construction feasibility of each option of the structure crossings at both the Neenah and Menasha sites creates some additional challenges. Construction will take place in/over water which requires different construction access methods. All structures options will require construction from a causeway or from barges.

#### 5.5.1. Causeway Construction Access

A causeway would be created by filling the river in with material to create a road from which the boardwalk can be constructed. Once constructed, the causeway would need to be removed. A causeway involves a significant permitting process and could add significant cost to the project. This would be applicable at both the Neenah and Menasha crossings.

#### 5.5.2. Barge Construction Access

The water depth will determine whether or not construction can be done from a barge. Typically a minimum water depth of 3 ft to 4 ft is needed to utilize a barge. This would make the permit process a bit easier and may be more feasible for construction of the boardwalk. The normal depth of the water for both the Neenah Channel and Menasha Channels in the vicinity of the respective crossing sites, based on the Fox River FIS, is approximately 4-feet. This normal water depth can

decrease significantly during the dry weather months when construction is likely to take place.

## **5.6. Railroad Coordination**

### **5.6.1. City of Neenah Crossing Sites**

Both alignment alternatives are located near an active Canadian National Railway railroad line. Railroad approvals and flagging is required when work takes place within the safety zone of the railway, typically 25-feet from the center of track. Although construction work will likely be occurring outside of this zone, coordination with the railroad may be necessary, particularly on the south end of the new structure. Particular care will need to be taken if piles will be driven near the railroad line.

### **5.6.2. City of Menasha Crossing Sites**

Both alignment alternatives are located near a privately owned spur railroad line on their north landings. While this spur line does not experience significant use, the normal railroad approvals and flagging would be required when work takes place within the safety zone of the railway, typically 25-feet from the center of track. For these sites, it is anticipated that construction work will likely be occurring within this zone. Coordination and permitting with the railroad will be necessary.

## **6. DISCUSSION OF COSTS**

The investigated alternatives were compared with respect to anticipated construction costs. The trail approach work at each location in both Neenah and Menasha is anticipated to be minor and very similar between the alternatives. The approach work is limited to the immediate vicinity of the structures and only that which is necessary to reach existing grade or connect to immediately adjacent roadways. Completion of the trail loop to connect the Neenah and Menasha crossings to link up with the Friendship Trail are not included in this cost information.

### **6.1. Structure Alternatives**

Boardwalk A: \$800 LF  
Boardwalk B: \$1,200 LF  
Boardwalk C: \$1,200 LF

Pile Bent: \$15,000 EA  
Concrete Pier: \$40,000 EA  
Abutments: \$50,000 PER STRUCTURE

## 6.2. Approach Path Alternatives

### 6.2.1. City of Neenah Crossing Sites

#### 6.2.1.1. Alignment Alternative #1:

South Approach	\$30,000
North Approach	\$10,000
Lighting	\$100,000

#### 6.2.1.2. Alignment Alternative #2:

South Approach	\$10,000
North Approach	\$20,000
Lighting	\$60,000
Property Acquisition	\$100,000

### 6.2.2. City of Menasha Crossing Sites

#### 6.2.2.1. Alignment Alternative #1:

South Approach	\$10,000
North Approach	\$50,000
Lighting	\$50,000
Property Acquisition	\$40,000

#### 6.2.2.2. Alignment Alternative #2:

South Approach	\$10,000
North Approach	\$20,000
Lighting	\$90,000
Property Acquisition	\$40,000

## 6.3. Construction Mobilization/Methodology Costs

### 6.3.1. Causeway Construction Access

Cost Range: \$300,000 to \$400,000 estimated

Note that this is a highly variable cost and each contractor may have a different approach to the construction methodology and sequencing of work.

### 6.3.2. Barge Construction Access

Cost Range: \$50,000 per day; \$200,000 to \$300,000 total estimated

We estimate 4 – 6 months of use necessary and the time needed is dependent on the type of superstructure used for the boardwalk, construction approach by the contractor, and construction sequencing.

#### 6.4. Engineer's Opinion of Probable Construction Cost Summary

Multiple superstructure and pier alternatives are possible for each of these locations. The alternatives are dependent on budget considerations, aesthetics, and the findings of soil investigations/borings to be completed in a future phase. For the purposes of comparison and budgeting, we have identified three typical superstructure assemblies; including decking, railings. The below tables provide a summary of the Engineer's Opinion of Probable Construction Costs for several combinations, including limited approach work. The Property Acquisition costs noted are highly variable and dependent on formal appraisal offers to property owners, and ultimately the negotiated ~~and~~ accepted price; thus the values presented for that item in this report should be used ~~with~~ caution.

Below is a summary of the total Engineer's ~~Opinion~~ of Probable Construction Costs for each location. For a more detailed breakdown, refer to the Exhibits.

NEENAH SITES – COST SUMMARY TOTALS						
Pier Types	Boardwalk A		Boardwalk B		Boardwalk C	
	Pile Bents	Concrete Pier w/ Spread Footing	Pile Bents	Concrete Pier w/ Spread Footing	Pile Bents	Concrete Pier w/ Spread Footing
Alternative #1	\$992,000	\$1,062,000	\$1,288,000	\$1,358,000	\$1,288,000	\$1,358,000
Alternative #2	\$728,000	\$768,000	\$912,000	\$952,000	\$912,000	\$952,000

MENASHA SITES – COST SUMMARY TOTALS						
Pier Types	Boardwalk A		Boardwalk B		Boardwalk C	
	Pile Bents	Concrete Pier w/ Spread Footing	Pile Bents	Concrete Pier w/ Spread Footing	Pile Bents	Concrete Pier w/ Spread Footing
Alternative #1	\$574,800	\$604,800	\$717,200	\$747,200	\$717,200	\$747,200
Alternative #2	\$902,000	\$962,000	\$1,158,000	\$1,218,000	\$1,158,000	\$1,218,000

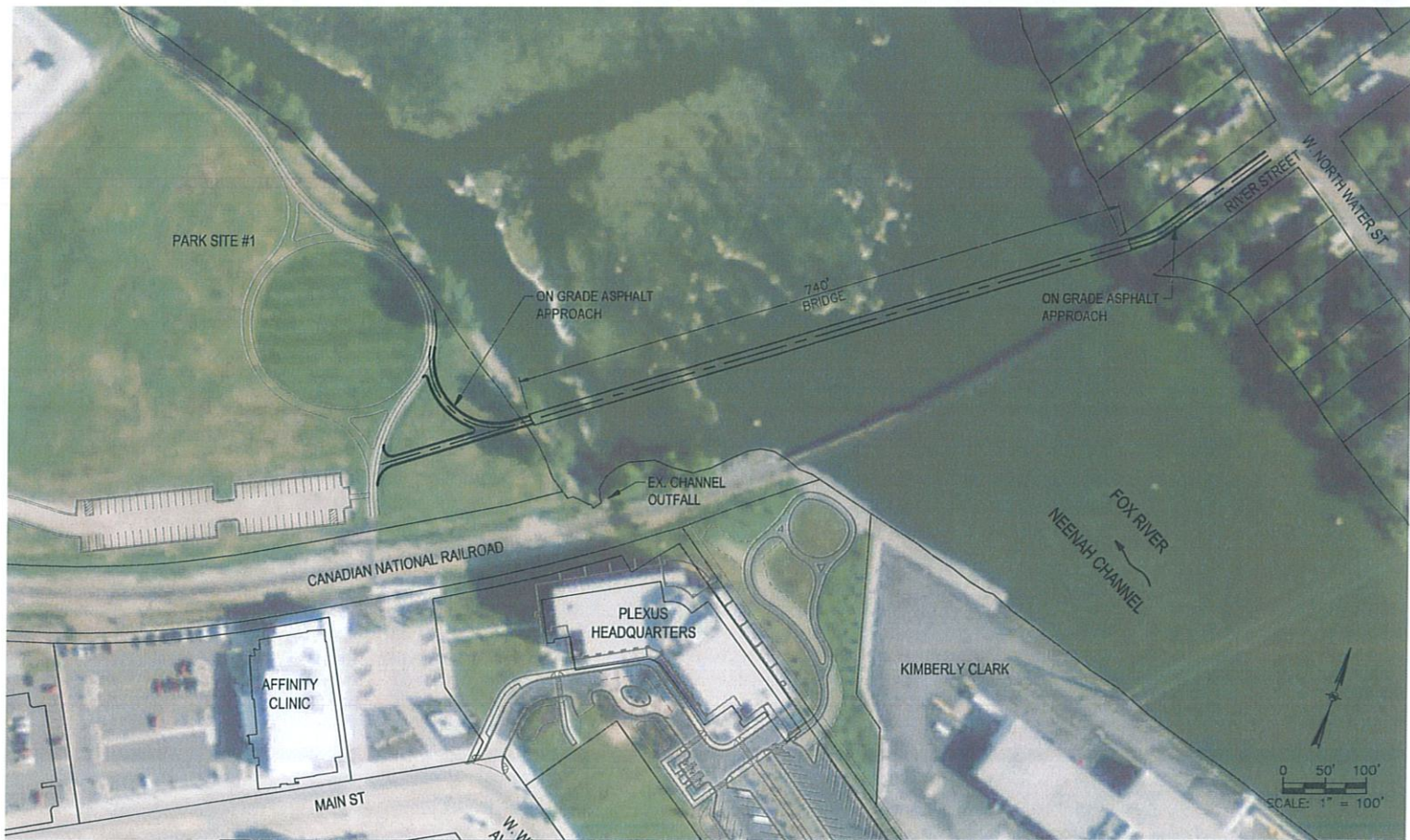
Construction Mobilization/Methodology costs are not included in the above totals and can range from \$200,000 to \$400,000. See Sections 5.5 and 6.3 for further explanation.

## 7. SUMMARY

A multi-modal crossing of the Fox River in downtown Neenah and downtown Menasha will provide a valuable amenity to both communities and the surrounding residents. Several alignment and structure alternatives for each crossing were evaluated based on constructability, cost, and ability to meet current needs. Each option presents its own set of challenges some of which include railroad considerations, property impacts and acquisitions, permitting, and construction access and

methodology. Some of these items will become clearer as additional due diligence work is undertaken such as property appraisals and geotechnical investigations. The structure types also vary in both appearance and cost. All of these factors need to be weighed by the respective City officials and community members. The goal of this study is to provide additional information needed to make an educated decision regarding the path forward.

## NEENAH ALIGNMENT ALTERNATIVES



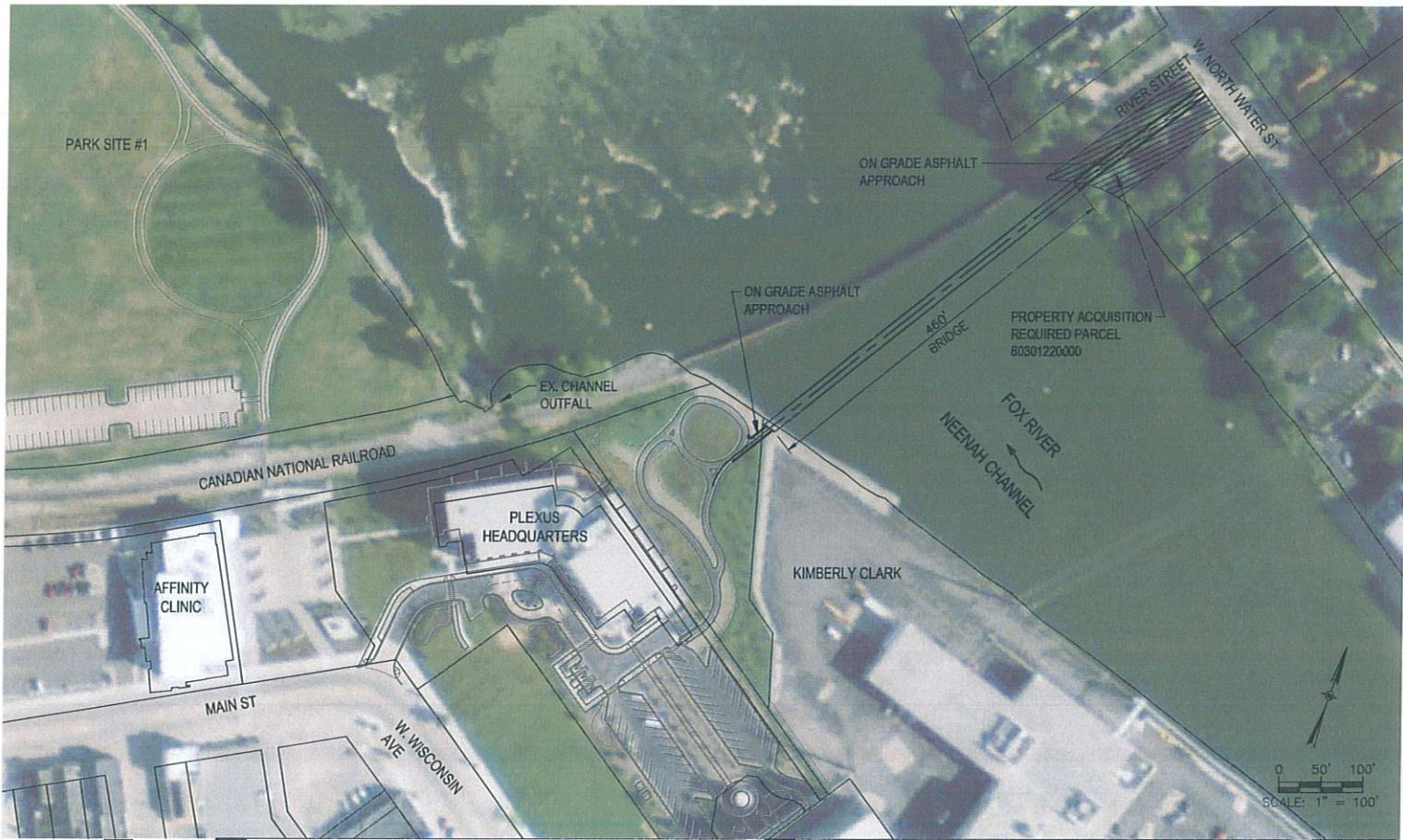
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ADD. CB. RFI #  
NEENAH

**ALT1**



**GRAEF**

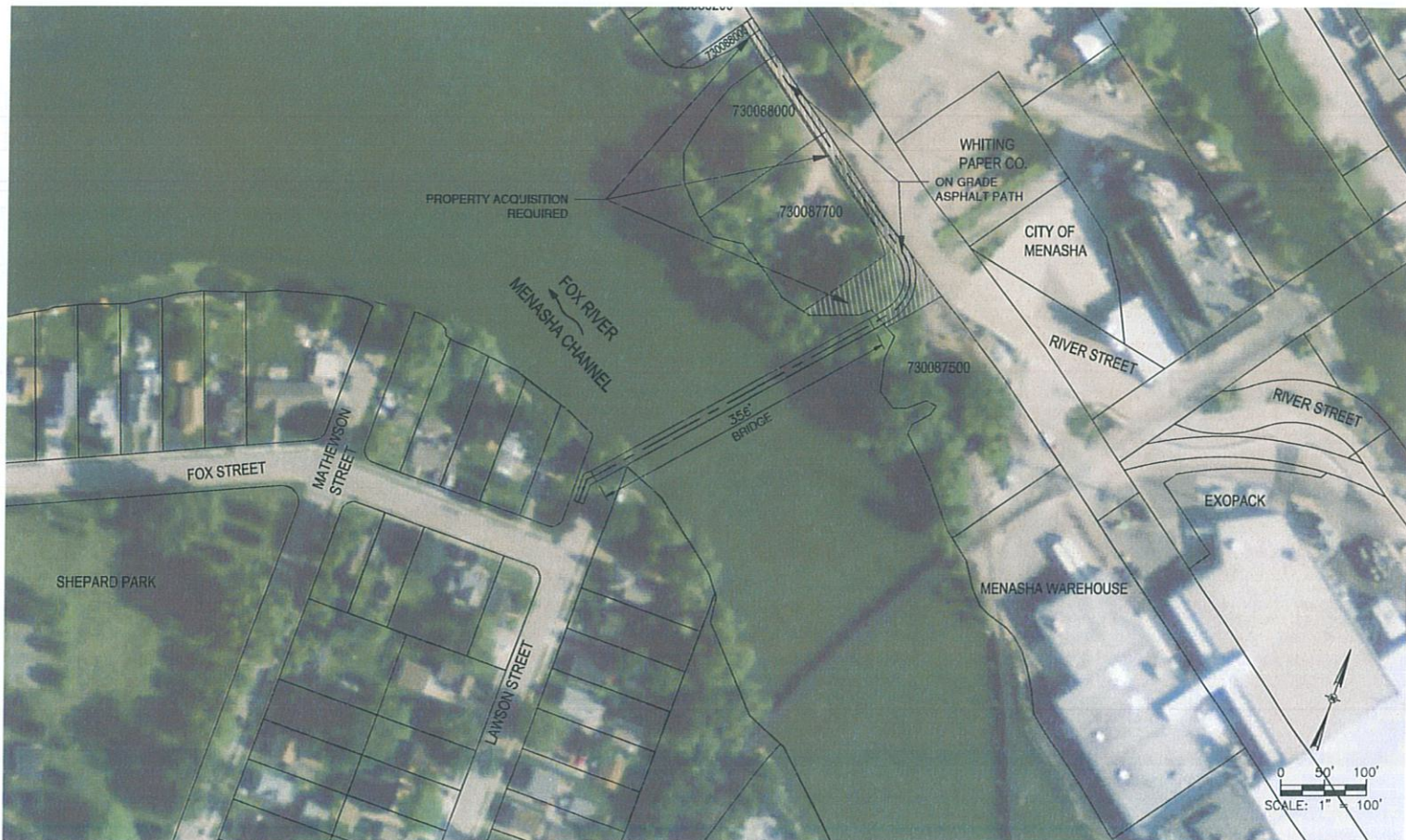
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ADD. CB, RFI #  
NEENAH

**ALT2**

## MENASHA ALIGNMENT ALTERNATIVES



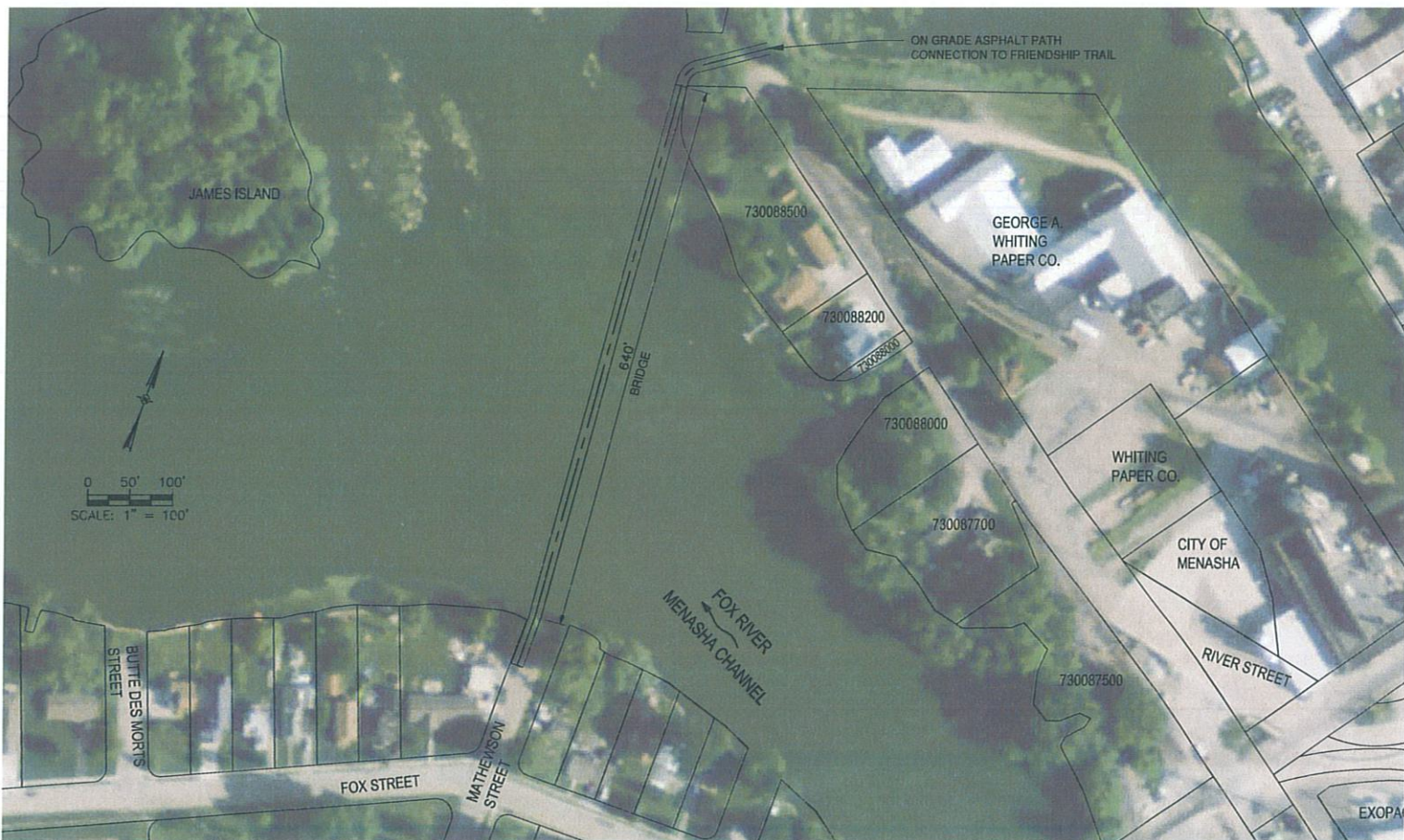
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ADD. CB, RFI #  
MENASHA

**ALT1**



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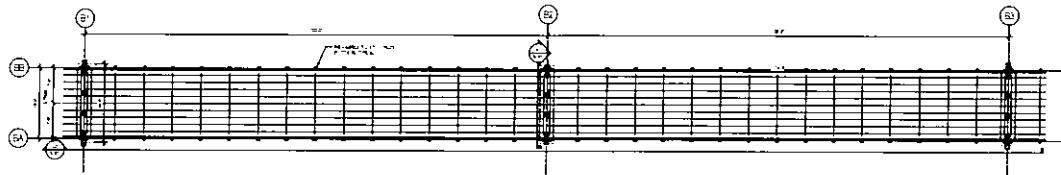
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SHEET TITLE: MENASHA ALTERNATIVE 2

ADD. CB, RFI #  
MENASHA

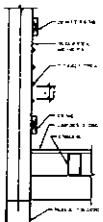
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## STRUCTURAL ALTERNATIVE SECTIONS AND DETAILS

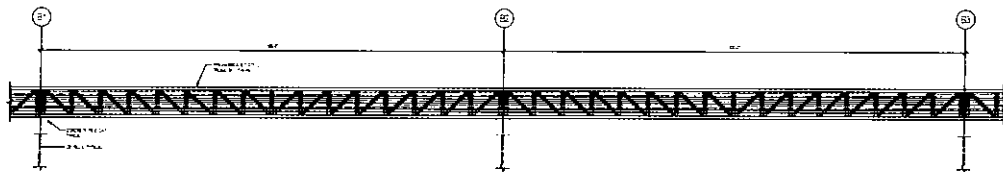




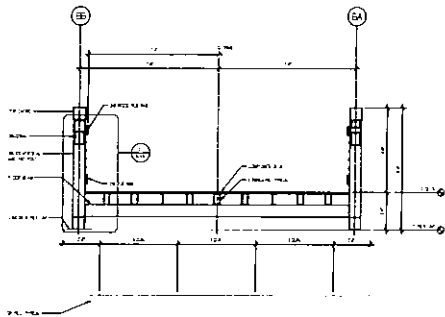
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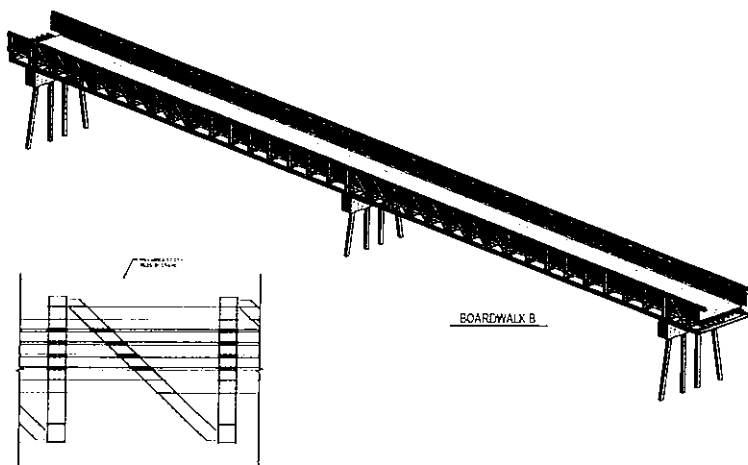
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**C2 ELEVATION**  
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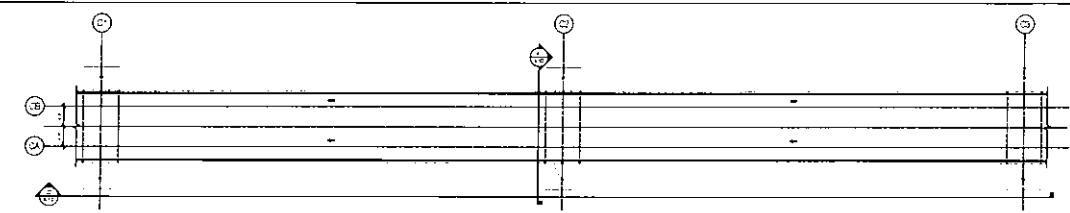


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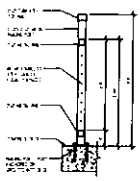


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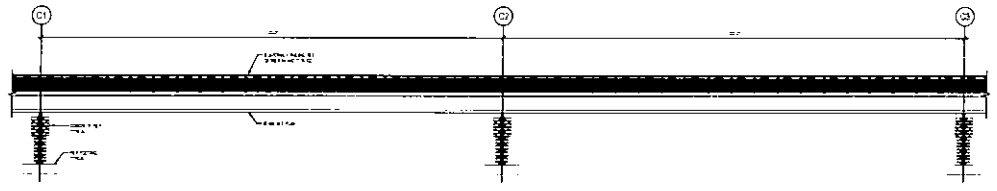
BOARDWALK B



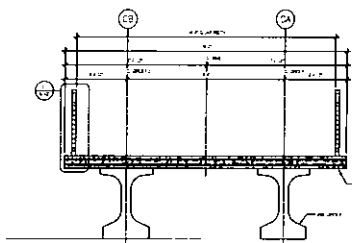
D2 PLAN  
 10/1/2010



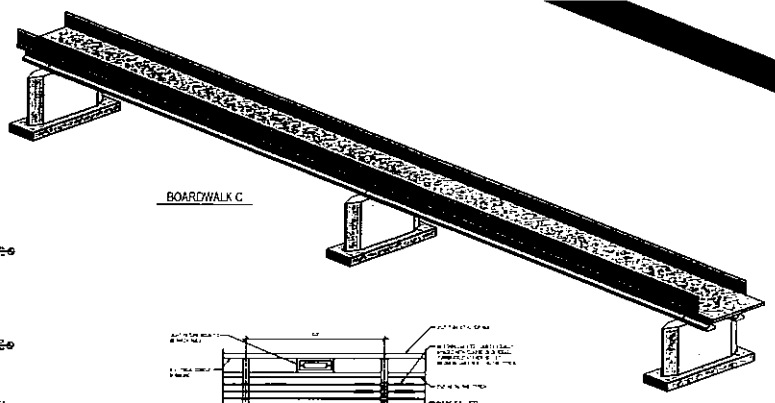
C1 RAILING DETAIL  
 10/1/2010



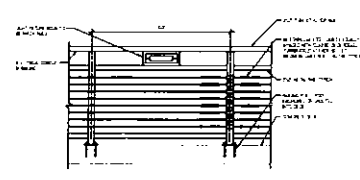
C2 ELEVATION  
 10/1/2010



A1 SECTION  
 10/1/2010



BOARDWALK C



A4 TYPICAL RAILING ELEVATION  
 10/1/2010

## FUTURE MULTI-MODAL TRAIL LOOP EXHIBIT

- Completed Trail Segment
- Future Trail Segment



## NEENAH CROSSINGS EXISTING SITE PHOTOGRAPHS

## Neenah Crossing – Existing Site Photos

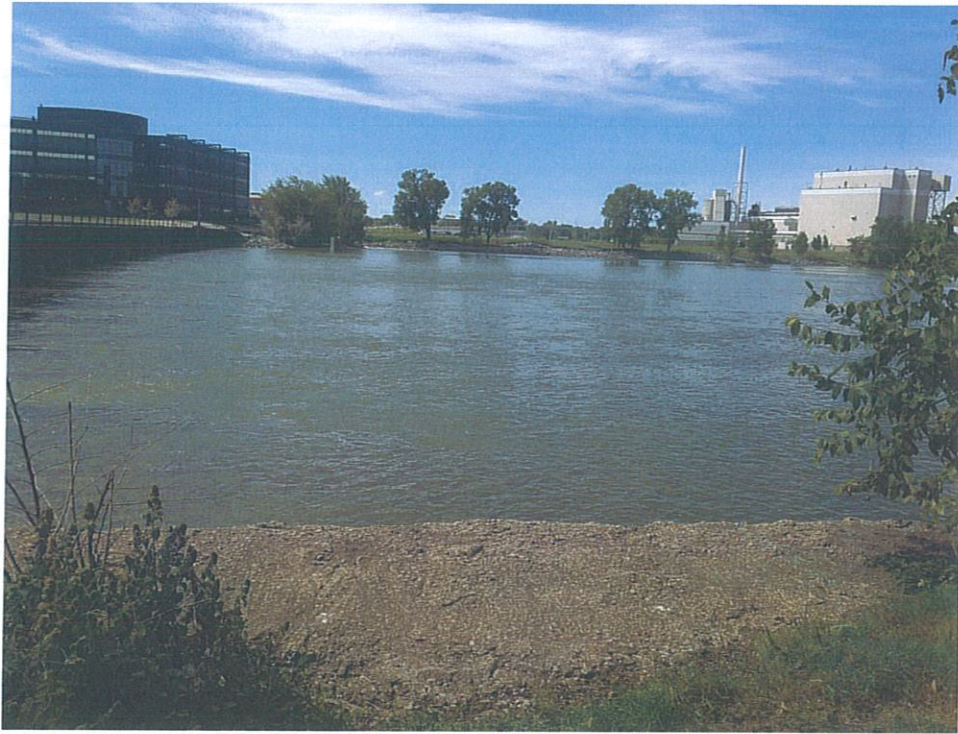


Alternative #1 – Crossing



Alternative #1 – South Landing

## Neenah Crossing – Existing Site Photos

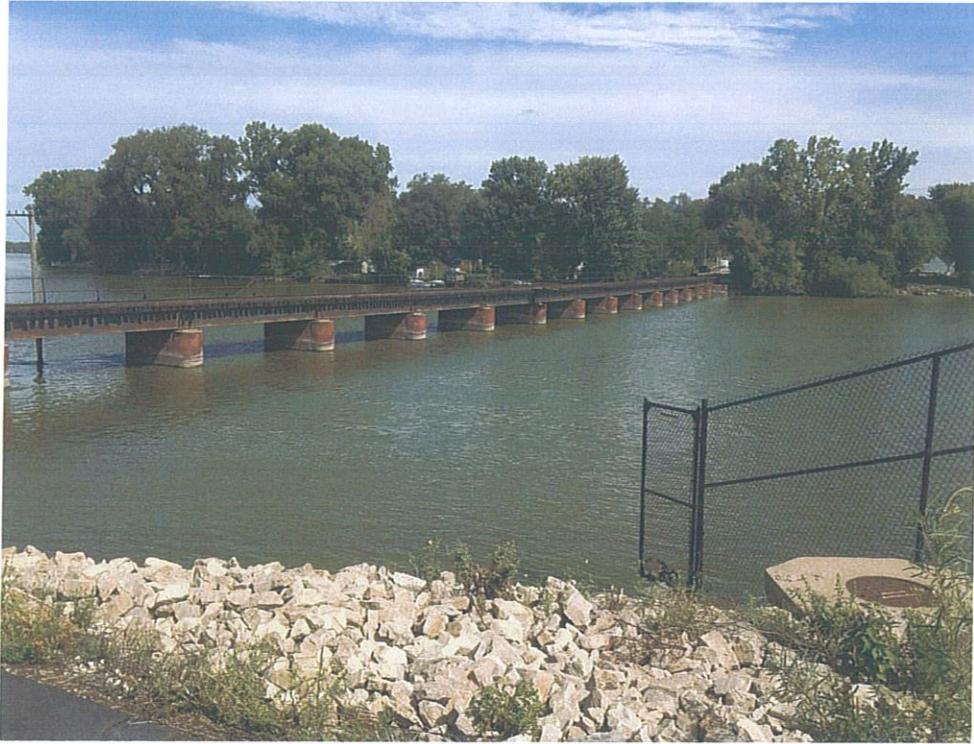


Alternative #1 – North Landing

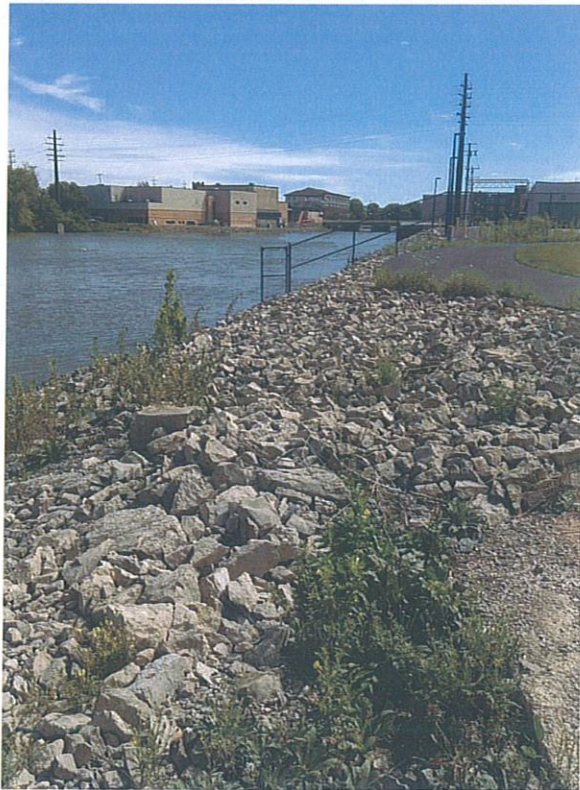


Alternative #1 – North Approach

## Neenah Crossing – Existing Site Photos



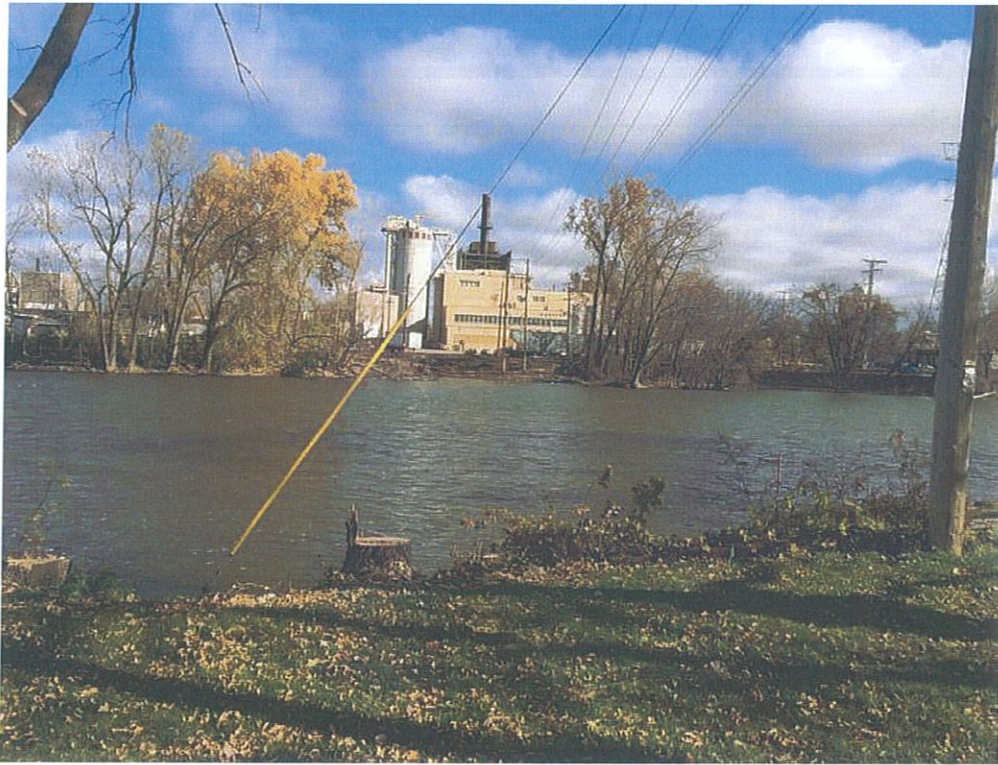
Alternative #2 – Crossing



Alternative #2 – South Landing

## **MENASHA CROSSINGS EXISTING SITE PHOTOGRAPHS**

## Menasha Crossing – Existing Site Photos



Alternative #1 – Crossing



Alternative #1 – South Approach

Menasha Crossing – Existing Site Photos



Alternative #1 – North Approach



Alternative #1 – North Landing

## Menasha Crossing – Existing Site Photos

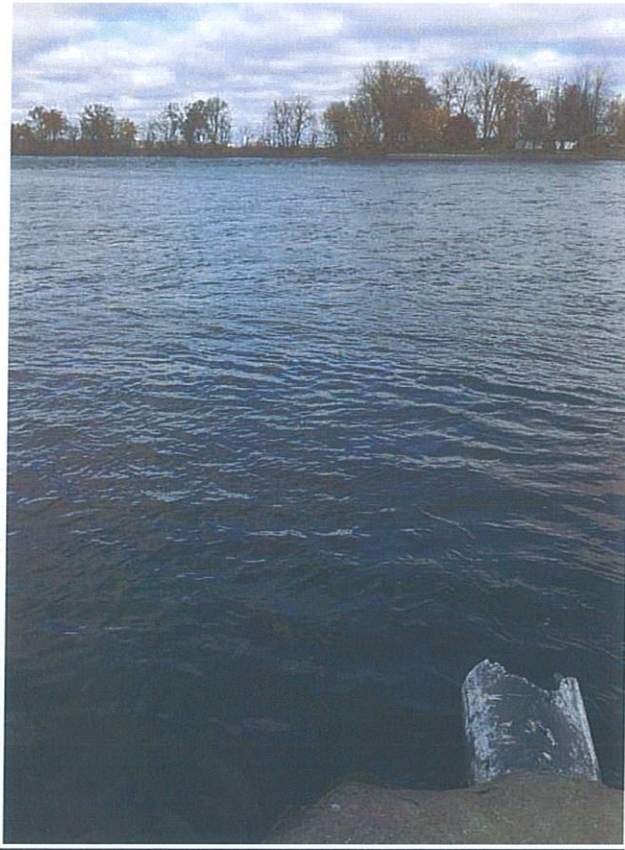


Alternative #1 – On Grade Path Route to Friendship Trail



Alternative #2 – South Approach

## Menasha Crossing – Existing Site Photos



Alternative #2 – Crossing



Alternative #2 – Crossing

**ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST  
DETAILED BREAKDOWN TABLES**

Fox River Multi-Modal Bridge Crossings Feasibility Study  
Neenah and Menasha Crossing Locations  
Engineer's Opinion of Probable Construction Costs  
1/6/2015

**NEENAH SITES**

	Alternative #1					
	Boardwalk A		Boardwalk B		Boardwalk C	
	Pile Bents	Concrete Pier w/ Spread Footings	Pile Bents	Concrete Pier w/ Spread Footings	Pile Bents	Concrete Pier w/ Spread Footings
Length (ft)	740	740	740	740	740	740
Boardwalk A	\$ 592,000.00					
Boardwalk A		\$ 592,000.00				
Boardwalk B			\$ 888,000.00			
Boardwalk B				\$ 888,000.00		
Boardwalk C					\$ 888,000.00	
Boardwalk C						\$ 888,000.00
Pile Bents (14)	\$ 210,000.00		\$ 210,000.00		\$ 210,000.00	
Concrete Pier (7)		\$ 280,000.00		\$ 280,000.00		\$ 280,000.00
Abutments	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
Approach Work	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00
Lighting	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
Property Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 992,000.00</b>	<b>\$ 1,062,000.00</b>	<b>\$ 1,288,000.00</b>	<b>\$ 1,358,000.00</b>	<b>\$ 1,288,000.00</b>	<b>\$ 1,358,000.00</b>

	Alternative #2					
	Boardwalk A		Boardwalk B		Boardwalk C	
	Pile Bents	Concrete Pier w/ Spread Footings	Pile Bents	Concrete Pier w/ Spread Footings	Pile Bents	Concrete Pier w/ Spread Footings
Length (ft)	460	460	460	460	460	460
Boardwalk A	\$ 368,000.00					
Boardwalk A		\$ 368,000.00				
Boardwalk B			\$ 552,000.00			
Boardwalk B				\$ 552,000.00		
Boardwalk C					\$ 552,000.00	
Boardwalk C						\$ 552,000.00
Pile Bents (8)	\$ 120,000.00		\$ 120,000.00		\$ 120,000.00	
Concrete Pier (4)		\$ 160,000.00		\$ 160,000.00		\$ 160,000.00
Abutments	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
Approach Work	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00
Lighting	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00
Property Acquisition	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
<b>TOTAL</b>	<b>\$ 728,000.00</b>	<b>\$ 768,000.00</b>	<b>\$ 912,000.00</b>	<b>\$ 952,000.00</b>	<b>\$ 912,000.00</b>	<b>\$ 952,000.00</b>

Notes:

Boardwalk A = \$800/LF

Boardwalk B = \$1,200/LF

Boardwalk C = \$1,200/LF

Pile Bent = \$15,000/ EA

Concrete Pier = \$40,000/EA

Property Acquisition is a rough estimate only and is not reflective of an appraisal or formal accepted offer.

Construction Mobilization/Methodology costs for causeway construction or barge use is NOT included in the above costs and can range from \$200,000 to \$400,000.

Fox River Multi-Modal Bridge Crossings Feasibility Study  
Neenah and Menasha Crossing Locations  
Engineer's Opinion of Probable Construction Costs  
1/6/2015

**MENASHA SITES**

	Alternative #1					
	Boardwalk A		Boardwalk B		Boardwalk C	
	Pile Bents	Concrete Pier w/ Spread Footings	Pile Bents	Concrete Pier w/ Spread Footings	Pile Bents	Concrete Pier w/ Spread Footings
Length (ft)	356	356	356	356	356	356
Boardwalk A	\$ 284,800.00					
Boardwalk A		\$ 284,800.00				
Boardwalk B			\$ 427,200.00			
Boardwalk B				\$ 427,200.00		
Boardwalk C					\$ 427,200.00	
Boardwalk C						\$ 427,200.00
Pile Bents (6)	\$ 90,000.00		\$ 90,000.00		\$ 90,000.00	
Concrete Pier (3)		\$ 120,000.00		\$ 120,000.00		\$ 120,000.00
Abutments	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
Approach Work	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00
Lighting	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
Property Acquisition	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00
<b>TOTAL</b>	<b>\$ 574,800.00</b>	<b>\$ 604,800.00</b>	<b>\$ 717,200.00</b>	<b>\$ 747,200.00</b>	<b>\$ 717,200.00</b>	<b>\$ 747,200.00</b>

	Alternative #2					
	Boardwalk A		Boardwalk B		Boardwalk C	
	Pile Bents	Concrete Pier w/ Spread Footings	Pile Bents	Concrete Pier w/ Spread Footings	Pile Bents	Concrete Pier w/ Spread Footings
Length (ft)	640	640	640	640	640	640
Boardwalk A	\$ 512,000.00					
Boardwalk A		\$ 512,000.00				
Boardwalk B			\$ 768,000.00			
Boardwalk B				\$ 768,000.00		
Boardwalk C					\$ 768,000.00	
Boardwalk C						\$ 768,000.00
Pile Bents (12)	\$ 180,000.00		\$ 180,000.00		\$ 180,000.00	
Concrete Pier (6)		\$ 240,000.00		\$ 240,000.00		\$ 240,000.00
Abutments	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
Approach Work	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00
Lighting	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00
Property Acquisition	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00
<b>TOTAL</b>	<b>\$ 902,000.00</b>	<b>\$ 962,000.00</b>	<b>\$ 1,158,000.00</b>	<b>\$ 1,218,000.00</b>	<b>\$ 1,158,000.00</b>	<b>\$ 1,218,000.00</b>

Notes:

Boardwalk A = \$800/LF

Boardwalk B = \$1,200/LF

Boardwalk C = \$1,200/LF

Pile Bent = \$15,000/ EA

Concrete Pier = \$40,000/EA

Property Acquisition is a rough estimate only and is not reflective of an appraisal or formal accepted offer.

Construction Mobilization/Methodology costs for causeway construction or barge use is NOT included in the above costs and can range from \$200,000 to \$400,000.

# AGREEMENT FOR RECIPROCITY BETWEEN THE CITY AND TOWN OF MENASHA PARK & RECREATION DEPARTMENTS 2015-2016

The Park & Recreation Departments of the City of Menasha, WI and the Town of Menasha, WI, hereby agree to grant resident status, in regard to fees, to the citizens of the other community for the sole purpose of participating in each municipality's park and recreation services, for the term of this agreement listed below.

- 1) The scope of this agreement is limited to the granting of the privileges of residency in regard to fees only.
- 2) Each municipality retains complete control of the policies, operation, administration, and funding of the facilities and services it provides. This includes, but is not limited to, policies that allow registration priorities to municipal residents.
- 3) The City of Menasha reserves the right to charge a non-resident fee for seasonal boat launch passes, swimming lessons and pool passes.
- 4) The Town of Menasha reserves the right to charge a non-resident fee for seasonal boat launch passes and disc golf passes.
- 5) Each municipality will verify proof of residency of participants from the other community and supply residency information for participant verification.
- 6) This agreement shall be in effect from January 1, 2015 through December 31, 2016. The agreement may be extended for another term by mutual agreement of both municipalities, or terminated, without penalty, by either municipality, with thirty days written notice to the other community.

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Chairman, Town of Menasha Park Commission

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Mayor, City of Menasha

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Director of Parks & Recreation, Town of Menasha

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City Clerk, City of Menasha

**AGREEMENT FOR RECIPROCITY BETWEEN  
APPLETON AND MENASHA  
FOR PARKS AND RECREATION SERVICES  
2015-2016**

The Parks and Recreation Departments of the City of Appleton, WI and the City of Menasha, WI, hereby agree to grant resident status, in regard to fees, to the citizens of the other community for the sole purpose of participating in each city's park and recreation services, for the term of this agreement listed below.

- 1) The scope of this agreement is limited to the granting of the privileges of residency in regards to fees only.
- 2) Each city retains complete control of policies, operation, administration and funding of the facilities and services it provides.
- 3) The home community will supply the reciprocating community with residency information for participant verification at the reciprocating community.
- 4) This agreement shall be in effect from January 1, 2015 through December 31, 2016. The agreement may be extended for another term by mutual agreement of both cities, or terminated, without penalty, by either city, with thirty days written notice of the other city.

Date: \_\_\_\_\_

\_\_\_\_\_  
**Mayor of Appleton**

\_\_\_\_\_  
**Mayor of Menasha**

\_\_\_\_\_  
**Appleton City Clerk**

\_\_\_\_\_  
**Menasha City Clerk**

\_\_\_\_\_  
**Appleton City Attorney**

\_\_\_\_\_  
**Menasha City Attorney**

FEE RECIPROCITY USAGE 2014  
Town of Menasha Participants in Menasha  
1/1/-12/31/2014

Program	Number of Participants and/or Number Sold	Resident Fee	Non-Resident Fee	Fee Difference	Revenue Difference
Archery	5	\$ 20.00	\$ 27.00	\$ 7.00	\$ 35.00
Baseball	7	\$ 15.00	\$ 22.00	\$ 7.00	\$ 49.00
Feel 'n Fit	7	\$ 28.00	\$ 40.00	\$ 12.00	\$ 84.00
Gametime	3	\$ 7.00	\$ 15.00	\$ 8.00	\$ 24.00
Jr. Golf	2	\$ 15.00	\$ 22.00	\$ 7.00	\$ 14.00
Kick Ball	3	\$ 10.00	\$ 18.00	\$ 8.00	\$ 24.00
Playground Plus	3	\$ 15.00	\$ 22.00	\$ 7.00	\$ 21.00
Slimnastics	1	\$ 28.00	\$ 40.00	\$ 12.00	\$ 12.00
Tiny Tots	8	\$ 75.00	\$ 130.00	\$ 55.00	\$ 440.00
Tot Lot	6	\$ 15.00	\$ 22.00	\$ 7.00	\$ 42.00
Youth Tennis	4	\$ 15.00	\$ 22.00	\$ 7.00	\$ 28.00
Clovis Shelter	1	\$ 20.00	\$ 40.00	\$ 20.00	\$ 20.00
Jefferson Pavilion & Kitchen	3	\$ 85.00	\$ 135.00	\$ 50.00	\$ 150.00
Jefferson West Shelter	3	\$ 35.00	\$ 55.00	\$ 20.00	\$ 60.00
Smith Weddings	2	\$ 200.00	\$ 300.00	\$ 100.00	\$ 200.00
Smith Pavilion	1	\$ 50.00	\$ 75.00	\$ 25.00	\$ 25.00
User Fee 1-20	1	\$ 5.00	\$ 11.00	\$ 6.00	\$ 6.00
User Fee 21-75	4	\$ 25.00	\$ 38.00	\$ 13.00	\$ 52.00
User Fee 76-150	2	\$ 44.00	\$ 63.00	\$ 19.00	\$ 38.00
User Fee 151-300	1	\$ 83.00	\$ 107.00	\$ 24.00	\$ 24.00

Total Program Numbers and Revenue Difference	49	\$	773.00
Total Pavilion Rentals and Revenue Difference	10	\$	575.00
<b>Grand Total</b>	<b>59</b>	<b>\$</b>	<b>1,348.00</b>

FEE RECIPROCITY USAGE 2014  
City of Appleton Participants in Menasha  
1/1/-12/31/2014

Program	Number of Participants and/or Number Sold	Resident Fee	Non-Resident Fee	Fee Difference	Revenue Difference
Archery	3	\$ 20.00	\$ 27.00	\$ 7.00	\$ 21.00
Feel 'n Fit	2	\$ 28.00	\$ 40.00	\$ 12.00	\$ 24.00
Gametime	1	\$ 7.00	\$ 15.00	\$ 8.00	\$ 8.00
Home Alone/Babysitter Course	3	\$ 33.00	\$ 40.00	\$ 7.00	\$ 21.00
Playground Plus	2	\$ 15.00	\$ 22.00	\$ 7.00	\$ 14.00
Swimming Lessons	19	\$ 23.00	\$ 34.00	\$ 11.00	\$ 209.00
Tiny Tots	1	\$ 75.00	\$ 130.00	\$ 55.00	\$ 55.00
Tot Lot	1	\$ 15.00	\$ 22.00	\$ 7.00	\$ 7.00
Youth Tennis	9	\$ 15.00	\$ 22.00	\$ 7.00	\$ 63.00
Boat Launch - Senior (Age 55+)	89	\$ 15.00	\$ 34.00	\$ 19.00	\$ 1,691.00
Boat Launch	51	\$ 20.00	\$ 38.00	\$ 18.00	\$ 918.00
Boat Launch - Second Parking Permit	1	\$ 10.00	\$ 12.00	\$ 2.00	\$ 2.00
Single Boat Slip	4	\$ 105.00	\$ 115.00	\$ 10.00	\$ 40.00
Hart Shelter	1	\$ 30.00	\$ 50.00	\$ 20.00	\$ 20.00
Jefferson Pavilion	2	\$ 55.00	\$ 85.00	\$ 30.00	\$ 60.00
Jefferson Pavilion & Kitchen	5	\$ 85.00	\$ 135.00	\$ 50.00	\$ 250.00
Jefferson West Shelter	1	\$ 35.00	\$ 55.00	\$ 20.00	\$ 20.00
Smith Weddings	4	\$ 200.00	\$ 300.00	\$ 100.00	\$ 400.00
User Fee 1-20	3	\$ 5.00	\$ 11.00	\$ 6.00	\$ 18.00
User Fee 21-75	3	\$ 25.00	\$ 38.00	\$ 13.00	\$ 39.00
User Fee 76-150	2	\$ 44.00	\$ 63.00	\$ 19.00	\$ 38.00
User Fee 151-300	1	\$ 83.00	\$ 107.00	\$ 24.00	\$ 24.00
					\$ -
Pool Pass - Youth/Senior	4	\$ 35.00	\$ 55.00	\$ 20.00	\$ 80.00
Pool Pass - Family of 2	2	\$ 65.00	\$ 90.00	\$ 25.00	\$ 50.00
Pool Pass - Family of 4	1	\$ 100.00	\$ 125.00	\$ 25.00	\$ 25.00
Pool Pass - Family of 5	1	\$ 110.00	\$ 135.00	\$ 25.00	\$ 25.00

Total Program Numbers and Revenue Difference	41	\$ 422.00
Total Boat Launch and Revenue Difference	141	\$ 2,611.00
Total Boat Slips and Revenue Difference	4	\$ 40.00
Total Pavilion Rentals and Revenue Difference	13	\$ 869.00
Total Pool Passes and Revenue Difference	8	\$ 180.00
Grand Total	207	\$ 4,122.00

2014 City of Menasha Participants in Town Programs				
Class	# Menasha Participants	Res Fee	Non-Res Fee	Revenue Diff
Afternoon Adventures	4	\$ 51.00	\$ 64.00	\$ 52.00
Bkfst/Santa	21	\$ 4.00	\$ 4.00	\$ -
Book Cooks	1	\$ 21.00	\$ 26.00	\$ 5.00
Bricks	11	\$ 53.00	\$ 66.00	\$ 143.00
Camp Fairytale	2	\$ 15.00	\$ 19.00	\$ 8.00
Camp Superhero	3	\$ 15.00	\$ 19.00	\$ 12.00
Cookie Decorating	3	\$ 15.00	\$ 19.00	\$ 12.00
Dance	33	\$ 42.00	\$ 52.00	\$ 330.00
Digital Photography	3	\$ 23.00	\$ 29.00	\$ 18.00
Discovery Camp	1	\$ 43.00	\$ 54.00	\$ 11.00
Easter Egg Hunt	6	\$ 4.00	\$ 4.00	\$ -
Gingerbread House	1	\$ 7.00	\$ 9.00	\$ 2.00
Home Alone	17	\$ 33.00	\$ 41.00	\$ 136.00
Ice Cream Social	1	\$ 4.00	\$ 5.00	\$ 1.00
Jr Mini Golf	1	\$ 40.00	\$ 50.00	\$ 10.00
Karate	1	\$ 45.00	\$ 56.00	\$ 11.00
Kiddie Camp	5	\$ 43.00	\$ 54.00	\$ 55.00
Kidstage	10	\$ 80.00	\$ 100.00	\$ 200.00
Little Dribblers	7	\$ 29.00	\$ 36.00	\$ 49.00
Menasha Spring Break	6	\$ 6.00	\$ 7.00	\$ 6.00
Messy Fest	10	\$ 5.00	\$ 5.00	\$ -
Mini Monets	12	\$ 18.00	\$ 22.00	\$ 48.00
Mother's Day	2	\$ 8.00	\$ 10.00	\$ 4.00
Nature Classes	1	\$ 5.00	\$ 6.00	\$ 1.00
New Zoo	1	\$ 30.00	\$ 30.00	\$ -
Painting Picassos	6	\$ 20.00	\$ 25.00	\$ 30.00
Princess Tea Party	3	\$ 10.00	\$ 10.00	\$ -
Pumpkin Palozza	21	\$ 5.00	\$ 5.00	\$ -
Safety School	2	\$ 18.00	\$ 22.00	\$ 8.00
Soccer	13	\$ 16.00	\$ 20.00	\$ 52.00
Summer Games	8	\$ 18.00	\$ 22.00	\$ 32.00
Tennis	12	\$ 27.50	\$ 34.50	\$ 84.00
Trick or Treat	53	\$ 4.00	\$ 4.00	\$ -
Tumbling	7	\$ 19.00	\$ 24.00	\$ 35.00
X-Mas Cookie Fun	6	\$ 10.00	\$ 13.00	\$ 18.00
Zumba	17	\$ 24.00	\$ 30.00	\$ 102.00
Zumba 2 day	4	\$ 42.00	\$ 52.00	\$ 40.00
2014 Winter no specfic class data available	79			
Program Revenue Difference				\$ 1,515.00
Pavilion Rentals	41	\$ 2,110.00	\$ 2,655.00	\$ 545.00
CC Rentals	100	\$ 4,955.00	\$ 6,583.00	\$ 1,628.00
Total Revenue Difference				\$ 3,688.00

2014  
Parks and Recreation Community  
Reciprocity Participation  
Appleton/Menasha

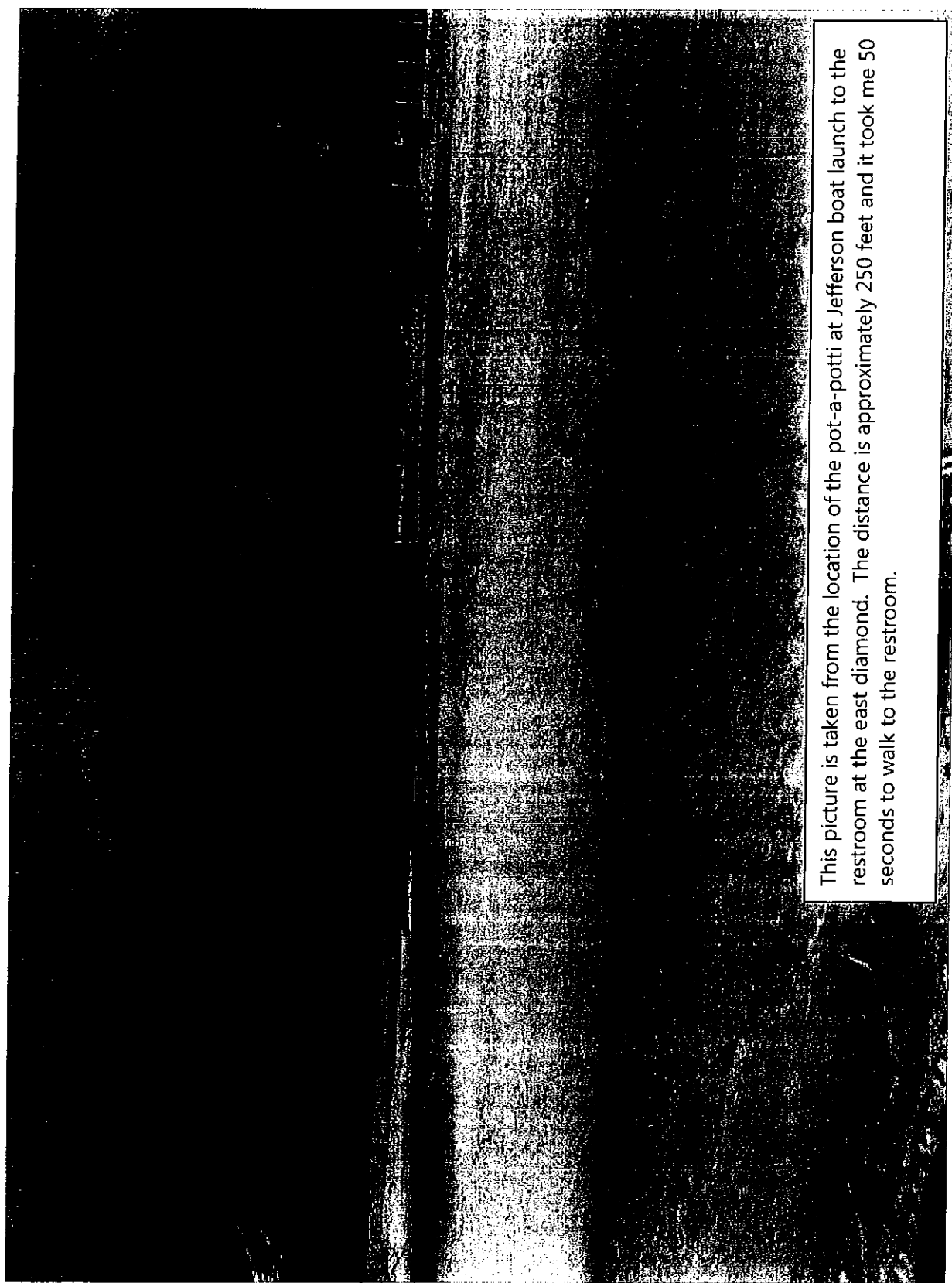
**Menasha Participants in Appleton**

Program	2014 Participants	Revenue Waived
Adult: Dance/Fitness	11	\$ 385.00
Youth: Friday Fun	2	\$ 10.00
Youth: Tennis/Preschool/Dance/Camps	16	\$ 400.00
Adult: Rec Rowing (no nonres fee as of 2014)	2	\$ -
Adult: Luncheons	2	\$ -
Dog Day	3	\$ -
Bike Rodeo	2	\$ -
Bus trips	2	\$ -
Appleton Fun Run	6	\$ -
Youth: Karate/KidStage/Bricks 4 Kidz	8	\$ -
Youth: Swim lessons	38	\$ 950.00
Youth: Sports	32	\$ 800.00
Swim passes - youth	1	\$ 40.00
Swim passes - family of 3	1	\$ 70.00
Swim passes - family of 4	4	\$ 320.00
Swim passes - family of 5	1	\$ 90.00
Swim passes - family of 6	1	\$ 95.00
Park pavilion rentals	9	\$ 535.00
<b>TOTAL</b>	<b>141</b>	<b>\$ 3,695.00</b>

**Appleton Participants in Menasha**

Program	2014 Participants	Revenue Waived
Boat Launch Permits		
Boat Slip Rentals - single		
Boat Slip Rentals - double		
Boat Launch Permits - senior		
Fieldtrips		
Youth Flag Football		
Gymnastics		
Pavilion Rentals		
Pool Passes		
Feel 'n Fit		
Tiny Tots		
Youth Kickball		
Youth Baseball		
Youth Swimming Lessons		
Youth Tennis Small Group		
Youth Tennis Lessons		
<b>TOTAL</b>		<b>\$ -</b>





This picture is taken from the location of the pot-a-potti at Jefferson boat launch to the restroom at the east diamond. The distance is approximately 250 feet and it took me 50 seconds to walk to the restroom.



January 3, 2015  
Brian Tungate  
Menasha Park Board

Dear Brian

As the Menasha Athletic Association is an organizer of the Menasha Communityfest Celebration at Jefferson Park on July 4, 2015, we are respectfully requesting that the Park Board extend the closing time for the beer and band to 11:00pm and clearing the park by 11:30pm.

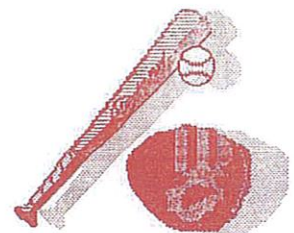
We noticed at the Celebration in 2014 that, after the fireworks were cancelled, the band played until 10:30. More park goers stayed around to hear them before leaving. We believe that this partially alleviated the crush of people leaving the park all at the same time.

We think by allowing the band to play after the fireworks until 11:00pm the same thing would happen this year. More people would stay at the park listening to the band. This should increase crowd control after the fireworks and also lessen some of the traffic jams on streets around Jefferson Park.

Thanks for your consideration.

A handwritten signature in black ink that reads 'Gary Coopman'.

Gary Coopman  
Treasurer  
Menasha Athletic Association



*Menasha Athletic Association • P.O. Box 342 • Menasha, Wi. 54952*