

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

**CITY OF MENASHA
SUSTAINABILITY BOARD
Common Council Chambers
140 Main Street, Menasha
Tuesday February 17, 2015**

1:00 PM

AGENDA

- A. CALL TO ORDER
- B. ROLL CALL/EXCUSED ABSENCES
- C. PUBLIC COMMENTS ON ANY MATTER OF CONCERN TO THE SUSTAINABILITY BOARD
(five (5) minute time limit for each person)
- D. MINUTES TO APPROVE
 - 1. [January 20, 2015](#)
- E. COMMUNICATIONS
- F. REPORTS
- G. ACTION ITEMS
- H. DISCUSSION
 - 1. City of Menasha Energy Usage
 - a. [Focus Incentive Streetlighting](#)
 - 2. Waste Management
 - a. [State of Wisconsin 2015-17 Budget - Recycling Grant program](#)
 - 3. [Spring Electronics Recycling Event April 25, 2105](#)
 - 4. Livable Communities
 - a. [State of Wisconsin 2015-17 Budget - Bike and Pedestrian Recommendations](#)
 - b. [Twin Trestles Project](#)
 - 5. [Sustainability Indicators](#)
 - 6. Menasha Farm Fresh Market
 - 7. River-Gen project
- I. ADJOURNMENT

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

**CITY OF MENASHA
SUSTAINABILITY BOARD
Common Council Chambers
140 Main Street, Menasha**

Tuesday, January 20, 2015

Minutes

A. CALL TO ORDER

Meeting called to order by Linda Stoll at 1:05 p.m.

B. ROLL CALL/EXCUSED ABSENCES

Present: Roger Kanitz, Linda Stoll, Kathy Thunes

Also Present: Donald Merkes

Excused: Ed Kassel,

C. PUBLIC COMMENTS ON ANY MATTER OF CONCERN TO THE SUSTAINABILITY BOARD

(five (5) minute time limit for each person)

No one spoke

D. MINUTES TO APPROVE

1. Sustainability Board minutes, 4/15/2014

Motion made by Kathy Thunes and seconded by Linda Stoll to approve the minutes of the December 16th 2014. Motion carried.

E. COMMUNICATIONS

Neighborhood planning workshop ECWRP January 30th

F. REPORTS

None

G. DISCUSSION ITEMS

1. City of Menasha Energy Usage

Application submitted for streetlighting project, waiting for reply from focus on energy/

2. Waste Management

New recycling guidelines have gone into effect including increased acceptable items. Board requested a report of January recycling compared to 2104. Are there possibilities to partner with school district for waste reduction challenges? Page for recycling items needs update on city website to reflect new guidelines

3. Spring Electronics Recycling Event date set for April 25th, 2015.

Check with utilities to ensure that St. Vincent de Paul is on flyer. We should have two people taking money to speed up process. 8 volunteers would be appropriate.

4. Livable Communities

Should sustainability indicators be implemented by Menasha?

The City Health Department has grant funding to promote healthy activities in the City this summer. They plan to partner with the Farm Fresh Market and Park and Rec.

5. Menasha Farm Fresh Market

No Report

6. River-Gen Project
No report

H. ADJOURNMENT

Motion made by Kathy Thunes and seconded by Roger Kanitz to adjourn at 2:35 p.m.
Motion carried.

Minutes submitted by DJM

Notes:

[1] Annual Dusk to Dawn hours calculated edoc#10968

[2] Mayor's assumption: use pricing for CREE XPS series 53 W and 101W to replace existing HPS from WPPI Energy Joint Purchasing catalog

[3] Estimated Labor Costs provided by Utility Engineering \$345.66/light removed and installed- will be billed on actual costs

[4] Mayor's assumption: use draft street light tariff, prepared by WPPI Energy 9/30/14

Replace ALL Overhead Lights													
Labor & Materials Costs				Proposed Monthly Fixed charges-existing Lights				Annual		Energy Savings		Rate	Saved/annual kWh
Remove/Install	24 100W	\$346	\$8,295.84	24	\$ 7.00	\$ 168	100W	\$	2,016	7,600 kWh	0.0657	\$	499
	552 150W	\$346	\$190,804.32	552	\$ 7.25	\$4,002	150W	\$	48,024	306,000 kWh	0.0657	\$	20,104
	236 250W	\$346	\$81,575.76	236	\$ 7.50	\$1,770	250W	\$	21,240	192,900 kWh	0.0657	\$	12,674
Total Labor			\$280,676							506,500 total kWh		\$	33,277 Total/yr
				Proposed Monthly Fixed changes- Proposed lights				Annual					
Material Cost	24 53W	\$ 167	\$4,008.00	24	\$ 2.65	\$ 64	53W	\$	763				
	552 53W	\$ 167	\$92,184.00	552	\$ 2.65	\$1,463	53W	\$	17,554				
	236 101W	\$ 181	\$42,716.00	236	\$ 3.35	\$ 791	101W	\$	9,487				
			\$ 138,908										
Total Labor & Materials	24 100s -->53W		\$12,303.84	Savings				\$ 104	53W	\$	1,253	TOTAL Energy & Fixed Cost Savings/yr	
	552 150W -->53W		\$282,988.32					\$2,539	53W	\$	30,470	\$	1,752.12
	236 250W -->101W		\$124,291.76					\$ 979	101W	\$	11,753	\$	50,574.60
Total cost of Labor/Materials for all lights				Total annual Fixed cost savings				\$ 43,476		\$ 24,426.33		\$ 76,753.05 Total Energy & Fix Cost savings/yr	
Simple Payback	5.466674 yrs												
FOE incentives:	Count	Incentive	total FOE										
100 W	24	20	\$ 480									\$ 419,584 Total Cost	
150 W	552	40	\$ 22,080									\$ 34,360 less FOE Incentive	
250 W	236	50	\$ 11,800									\$ 76,753 Less First yr savings	
Total FOE Incentives												\$ 308,471 Net Cost	

Don Merkes

From: League of Wisconsin Municipalities [witynski@lwm-info.ccsend.com] on behalf of League of Wisconsin Municipalities [witynski@lwm-info.org]
Sent: Wednesday, February 04, 2015 5:40 PM
To: Don Merkes
Subject: Capitol Buzz -- More on the State Budget

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League of Wisconsin Municipalities

Capitol Buzz

February 4, 2015

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County Assessment -- A Correction and More Details

I misstated which municipalities can opt out of county wide assessment in last night's Capitol Buzz. Under the Governor's budget proposal, 1st and 2nd class cities may elect to conduct their own assessments. Such cities must inform the county by September 15, 2015, if they intend to conduct assessments independently of the county. A first class city must have a population over 150,000. Second class cities have populations between 39,000 and 150,000.

Under the Governor's proposal, the county must charge each city, village and town for which the county performs the assessment a proportionate share of the cost of administering the assessment program. The amount that a county may charge a municipality under this paragraph may not exceed 95 percent of the amount the municipality paid to conduct its own assessments in **2015**, increased by the municipality's valuation factor as defined under levy limit law.

We have not yet taken a position on this provision. Please let us know what you think of the Governor's recommendation to go to county assessment.

Recycling Grant Program

The proposed budget cuts the recycling grant program by \$4 million in the first year of the biennium. The current funding level is \$19 million, with a \$1 million bonus grant for responsible units that work cooperatively. The budget proposal would reduce the funding level from \$19 million to \$15

million in the first year of the biennium. In the second year of the biennium the Governor is recommending that the funding level be restored back to \$19 million. The Governor also recommends retaining the \$1 million bonus grant for cooperating responsible units in both years of the budget. For historical perspective purposes, in 2008 the funding for this grant program was at \$32 million.

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League of Wisconsin Municipalities | 122 W. Washington Ave., Suite 300 | Madison | WI | 53703

2014---RECYCLING GRANT INFORMATION

Winnebago County Landfill

	<u>Freon & Microwave Appliances</u>	<u>Cost</u>	<u>Single stream Outagamie County</u>	<u>Waste water treatment sludge</u>	<u>Residential Automated Refuse</u>	<u>Commercial & Overflow #6 & #4 Refuse</u>	<u>Electronics</u>	<u>Pounds tires</u>	<u>Propane tanks</u>	<u>Tons sweepings</u>	<u>Appliances</u>
January			116.00		342.31	98.72					
February			82.49		282.72	77.24		1,660			
March			79.92		331.32	99.33	17				
April			108.78		381.51	108.13				2.17	\$2,847.00
May			95.98		391.60	144.73		1,780			
June			113.95		417.08	95.25		2,420			
July			93.24		435.06	94.63	14				
August			90.31		401.36	80.61		1,780	18	184.80	
September			112.70		424.68	112.63					
October			87.95		410.97	110.73	21				\$2,093.00
November			88.74		335.88	74.49	12				
December			103.86		419.73	104.56					
Total			1,173.92		4,574.22	1,201.05	64	7,640	18	186.97	\$4,940.00

Sadoff Iron and Metal Company

	<u>Tons</u>	<u>\$</u>	<u>Fuel surcharge</u>	<u>Unit price</u>	<u>Scrap-from yard</u>	<u>Used plow blades</u>
January						
February						
March						
April	24.80	4,368.73				
May						
June						
July						
August	27.90	\$4,957.85				
September	8.79	\$1,544.09				
October						
November						
December	2.49	\$331.76				
Total	63.98	\$6,833.70				

OSI ENVIRONMENTAL OIL

<u>Waste oil gallons</u>	<u>Money recieved</u>	<u>Crushed Oil Filters</u>	<u>Cost</u>	<u>Absorbent</u>	<u>Cost</u>
------------------------------	---------------------------	--------------------------------	-------------	------------------	-------------

? \$1,931.25

2014--- RECYCLING GRANT INFORMATION CONTINUED

<u>KJ Waste</u>	<u>Tons of</u> <u>Cardboard</u>	<u>Haul to waste</u> <u>Management</u>	<u>Tons of</u> <u>Co-</u> <u>mingled</u>	<u>Haul to</u> <u>Winnebago</u> <u>County</u>	<u>Material from the recycling center</u>
January	8.10				
February	6.06				
March	5.97		6.33		
April	12.34		3.76		
May	10.66				
June	11.30		1.20		
July					
August					
September					
October					
November					
December					
Total	54.4		11.29		

Waste-Management---Recycle America Alliance

E-Scrap Plastic Recycling

	<u>Tons Occ via</u> <u>KJ-Waste</u>	<u>\$</u>	<u>Tons Mixed</u> <u>Paper</u>	<u>Tons News-</u> <u>Print</u>	<u>\$</u>	<u>Stop</u> <u>charge</u>	<u>Enviromen</u> <u>tal fee</u>
January							
February							
March		\$323.78					
April							
May							
June		\$243.38					
July							

August
 September
 October
 November
 December

TOTAL **\$567.16**

Tipping Fees-Per Ton

	<u>Recycling</u>	<u>Solid Waste</u>	
2004	\$23.00	\$21.20	City recieves a \$3.00 rebate on the solid waste
2005	\$23.00	\$21.20	Which makes solid Waste at \$18.20 a ton.
2006	\$20.00	\$21.20	price effective 1-1-2006 less the \$3.00 rebate making it \$18.20
2007	\$17.50	\$21.30	price effective 1-1-2007 less the \$3.00 rebate making it \$18.30
2008	\$15.00	\$23.30	price effective 1-1-2008 less the \$3.00 rebate making it \$20.30
2009	\$15.00	\$30.40	price effective 1-1-2009 less the \$3.00 rebate making it \$30.40
2010	\$15.00	\$33.40	price effective 1-1-2010 less the \$3.00 rebate making it \$30.40
2011	\$10.00	\$34.40	price effective 1-1-2011 less the \$3.00 rebate making it \$31.40
2012	\$5.00	\$35.00	price effective 1-1-2012 less the \$3.00 rebate making it \$32.00
2013	\$5.00	\$37.00	price effective 1-1-2013 less the \$3.00 rebate making it \$34.00
2014	\$5.00	\$39.00	price effective 1-1-2014 less the \$3.00 rebate making it \$36.00
2015	\$5.00	\$40.00	price effective 1-1-2015 less the \$3.00 rebate making it \$37.00
2016			

2015---RECYCLING GRANT INFORMATION

Winnebago County Landfill

	<u>Freon & Microwave Appliances</u>	<u>Cost</u>	<u>Single stream Outagamie County</u>	<u>Waste water treatment sludge</u>	<u>Residential Automated Refuse</u>	<u>Commercial & Overflow #4 Refuse</u>	<u>Electronics</u>	<u>Pounds tires</u>	<u>Propane tanks</u>	<u>Tons sweepings</u>	<u>Appliances</u>
January			98.19		350.97	75.95					
February											
March											
April											
May											
June											
July											
August											
September											
October											
November											
December											
Total			98.19		350.97	75.95					

Sadoff Iron and Metal Company

	<u>Tons</u>	<u>\$</u>	<u>Fuel surcharge</u>	<u>Unit price</u>	<u>Scrap-from yard</u>	<u>Used plow blades</u>
January						
February						
March						
April						
May						
June						
July						
August						
September						
October						
November						
December						
Total						

OSI ENVIRONMENTAL OIL

<u>Waste oil gallons</u>	<u>Money recieved</u>	<u>Crushed Oil Filters</u>	<u>Cost</u>	<u>Absorbent</u>	<u>Cost</u>
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\$150.00

2014--- RECYCLING GRANT INFORMATION CONTINUED

<u>KJ Waste</u>	<u>Tons of</u> <u>Cardboard</u>	<u>Haul to waste</u> <u>Management</u>	<u>Tons of</u> <u>Co-</u> <u>mingled</u>	<u>Haul to</u> <u>Winnebago</u> <u>County</u>	<u>Material from the recycling center</u>
January					
February					
March					
April					
May					
June					
July					
August					
September					
October					
November					
December					
Total					

Waste-Management---Recycle America Alliance

E-Scrap Plastic Recycling

	<u>Tons Occ via</u> <u>KJ-Waste</u>	\$	<u>Tons Mixed</u> <u>Paper</u>	<u>Tons News-</u> <u>Print</u>	\$	<u>Stop</u> <u>charge</u>	<u>Enviromen</u> <u>tal fee</u>
January							
February							
March							
April							
May							
June							
July							

August
September
October
November
December

TOTAL

Tipping Fees-Per Ton

	<u>Recycling</u>	<u>Solid Waste</u>	
2004	\$23.00	\$21.20	City receives a \$3.00 rebate on the solid waste
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2007	\$17.50	\$21.30	price effective 1-1-2007 less the \$3.00 rebate making it \$18.30
2008	\$15.00	\$23.30	price effective 1-1-2008 less the \$3.00 rebate making it \$20.30
2009	\$15.00	\$30.40	price effective 1-1-2009 less the \$3.00 rebate making it \$30.40
2010	\$15.00	\$33.40	price effective 1-1-2010 less the \$3.00 rebate making it \$30.40
2011	\$10.00	\$34.40	price effective 1-1-2011 less the \$3.00 rebate making it \$31.40
2012	\$5.00	\$35.00	price effective 1-1-2012 less the \$3.00 rebate making it \$32.00
2013	\$5.00	\$37.00	price effective 1-1-2013 less the \$3.00 rebate making it \$34.00
2014	\$5.00	\$39.00	price effective 1-1-2014 less the \$3.00 rebate making it \$36.00
2015	\$5.00	\$40.00	price effective 1-1-2015 less the \$3.00 rebate making it \$37.00
2016			

Overflow Recycling Stops 2014

[illegible]

Average for A

Average for B

Based on 7,000 stops

7-7-14	Starting	8-4-14	Starting	9-8-14	Starting	10-6-14	Starting	11-3-14	Starting	12-8-14
<u>Cycle B</u>	<u>Cycle-A</u>	<u>Cycle-B</u>	<u>Cycle-A</u>	<u>Cycle-B</u>	<u>Cycle-A</u>	<u>Cycle-B</u>	<u>Cycle-A</u>	<u>Cycle-B</u>	<u>Cycle-A</u>	<u>Cycle-B</u>
36	38	58	13	14	40	25	42	20	49	37
44	42	37	20	16	32	20	43	24	62	22
42	40	34	17	21	20	20	22	43	53	48
67	47	43	13	27	33	15	38	39	58	38
<u>38</u>	<u>52</u>	<u>23</u>	<u>41</u>	<u>24</u>	<u>68</u>	<u>15</u>	<u>59</u>	<u>18</u>	<u>68</u>	<u>52</u>
227	219	195	104	102	193	95	204	144	290	197

Overflow Recycling Stops 2015

[illegible]

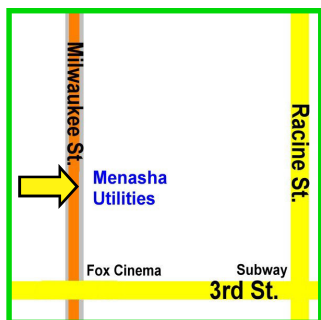
ting Starting Starting Starting Starting Starting

Cycle B Cycle-A Cycle-B Cycle-A Cycle-B Cycle-A Cycle-B Cycle-A Cycle-B Cycle-A Cycle-B

Electronics Recycling Event

April 25th 2015 : Two Events

Menasha Utilities
321 Milwaukee Street
Menasha, WI 54952

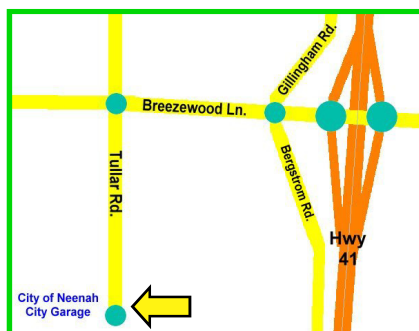


Town of Menasha
Municipal Center
Vehicle Storage Bldg.
2000 Municipal Dr.
Neenah, WI 54956

Events are from
8:00 am to Noon

These two locations
will also feature
collection by
St. Vincent De Paul
For your usable and
unusable clothing.

May 9th 2015 : One Event



City of Neenah
City Garage
1495 Tullar Rd.
Neenah, WI 54956

Event is from
8:00 am to Noon

Hosted By
Sustainability Committees of:

City of Neenah
Town of Menasha
City of Menasha



All three events are indoors, in garages (protected from elements).
Help will be available to unload vehicles.

All residents of the fox valley are welcome at all events. Call (920)
955-3760 for additional information about events

Electronics Recycling Event!

Saturday April 25th
Town of Menasha
Menasha Utilities

Saturday May 9th
City of Neenah

8:00 am to Noon

Electronics we will recycle for Free

CPU's - Printers - Speakers - Scanners - Fax Machines
Vacuum Cleaners - Phones - Laptops - Record Players - Tape Players
CD Players - I-pods - VCR's - DVD Players - Beta Tape Players
Electrical Saws - Drills - Calculator - UPS's - Paper Shredders
Coffee Machines - Heaters - Portable Game systems

Most Household Electronics

Electronics with recycling charges

Monitors:	\$20 to \$40 Each
Televisions (Call for quote):	\$20 to \$60 Each
Mini Fridges / Small AC Units:	\$20 Each
(We will not accept Large Freezers / Refrigerators at events)	
Dehumidifiers:	\$20 Each
Stoves/Washer/Dryers/Dishwasher	\$25 Each
Microwaves:	\$15 Each
Hard Drive Destruction:	\$10 Each
Large Copy Machines:	\$10 Each

Please call
(920) 955-3760
If you have
questions



Battery Recycling: All Household Batteries

**** Limit 1 Gallon of Batteries per Household ****



Lamp Recycling: All Fluorescent Lamps

**** Lamp Recycling charges vary per location ****



Focus on energy - Refrigerator Rebate - Call (800)-762-7077

Focus on Energy currently offers a \$40 cash-back reward to residential customers wishing to have their old inefficient refrigerator / freezers picked up from their residence. Please call Focus on Energy at 855-398-5226 or find them online at focusonenergy.com/appliance more information about this program.

Don Merkes

From: League of Wisconsin Municipalities [witynski@lwm-info.ccsend.com] on behalf of League of Wisconsin Municipalities [witynski@lwm-info.org]
Sent: Tuesday, February 03, 2015 11:56 PM
To: Don Merkes
Subject: Capitol Buzz -- The State Budget

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League of Wisconsin Municipalities

Capitol Buzz

February 3, 2015

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Governor's Budget Proposal Preserves Status Quo for Shared Revenue, Expenditure Restraint, and other Municipal Programs

Governor Walker's budget proposal, which was introduced earlier this evening as [AB 21](#) and [SB 21](#), maintains current funding levels for shared revenue, expenditure restraint, and the payment for municipal services programs. Given the state's tight fiscal condition, municipalities came out well with no cuts being recommended to major programs.

Other key municipal items in the Governor's budget include:

Levy Limits. The Governor recommends no changes to property tax levy limits. (One of our top goals this session is to obtain some flexibility for municipalities under levy limits. We are working with several GOP Assembly members to allow municipalities to carry forward any unused levy capacity from one year to the next.)

Property Tax Assessment. In the biggest surprise, the Governor recommends changing the property tax assessment process from a municipality-based system to a county-based system. These changes would begin in 2016 and be completed by the 2017 property assessment year. Under this system, counties and municipalities over 30,000 in population that opt out of county assessment, would be required to annually assess each property at 100 percent of fair market value. Counties may form multi-county assessment regions at their discretion. Boards of review, except for larger municipalities that have opted out of the countywide system, would be

consolidated at the county or regional level. The counties would charge cities, villages and towns for the cost of county wide assessment. The maximum annual amount a municipality could be charged is 95% of what a municipality previously paid for assessment services in a base year. DOR would maintain oversight of the property assessment system, including licensing and standards for assessors. The Governor also recommends various reforms to assessor standards, including requiring uniform training and continuing education for assessors.

Transportation

- The Governor recommends funding the 4 percent increase for general transportation aids approved in the 2013-15 budget.
- The Governor recommends fully funding the 4 percent increase for transit aids approved in the 2013-15 budget. The increases in each year include: (a) \$1,851,700 SEG for Tier A-1, (b) \$486,600 SEG for Tier A-2, (c) \$706,300 SEG for Tier B, and (d) \$149,700 SEG for Tier C.
- The Governor recommends repealing the requirement that the department must construct bicycle and pedestrian facilities on new highway construction.
- The Governor recommends prohibiting the department from funding community sensitive design on state highway projects. However, this prohibition would not prevent local governments from funding community sensitive design costs if they choose to do so.

Economic Development

- The Governor recommends providing the new Forward Wisconsin Development Authority, which he proposes creating by combining WEDC and WHEDA, with \$55 million in fiscal year 2016-17 to fund reforms to economic development lending programs by directing the authority to create a regional revolving loan fund program. The program would span multicounty regions across the state with loan allocations made to each region on the basis of the region's population. The authority will partner with regional economic development organizations for the administration of the program. The structure, strategy and

administrative guidelines of the loan funds must be approved by the authority, and the regional organizations must report to the authority.

- The Governor recommends limiting annual awards under the **historic rehabilitation tax credit** to \$10 million. The Governor also recommends that credits be awarded on a competitive basis with several criteria, including job creation potential, to determine which applicants receive the credit. The Governor further recommends requiring that credits be repaid in proportion to any shortfall in job creation relative to the amounts claimed in the credit application if actual job creation is deficient within the first five years after receiving the credit. These changes begin with the 2016 tax year. The Governor also recommends repealing the related credit for non-historic buildings built prior to 1936.
- The Governor provides \$6 million of new funding from the Universal Service Fund cash balance to the Broadband Expansion Grant Program. Also increases flexibility for the Public Service Commission in using current funds over the biennium and redirects unused funds from other Universal Service Fund appropriations to the broadband expansion grant program.

Natural Resources

- The Governor recommends placing a moratorium on using the Stewardship Fund to make land acquisition purchases until the level of debt service is no greater than \$1 for every \$8 in overall land acquisition costs incurred since the program's inception. For the immediate future, the program will continue to fund property development, including repair and maintenance of roads and boat access sites.
- The Governor recommends modifying the urban forestry grant program to provide only catastrophic storm grants and expanding eligibility to include urban projects related to removing, saving and replacing trees damaged by insect infestation.

Insurance

The Governor recommends closing the local government property insurance fund to new policies

and not renewing existing policies. The fund was created to ensure local governments had access to affordable property insurance. That situation no longer exists since a wide array of affordable property insurance products are available in the insurance market today. The Office of Insurance Commissioner will continue to operate the fund until all existing policyholders have terminated coverage.

What's not in the Governor's budget proposal?

Though at one time the following items were rumored to be included in the Governor's budget, none of them were:

- Room tax law changes sought by the lodging industry.
- Repeal of the police and fire protection fee, which is included on all phone bills and provides \$54 million annually to the state to help fund the shared revenue program.
- Repeal of the personal property tax on businesses.

More Details to come. We will report on more details concerning items affecting municipalities as they become available.

More information. View the budget in brief and individual agency budgets, [here](#).

View the budget bill, AB 21, [here](#).

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League of Wisconsin Municipalities | 122 W. Washington Ave., Suite 300 | Madison | WI | 53703

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 Mathewson St. or Lawson St.

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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 discussion 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 site, 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						
	Boardwalk A		Boardwalk B		Boardwalk C	
Pier Types	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						
	Boardwalk A		Boardwalk B		Boardwalk C	
Pier Types	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.

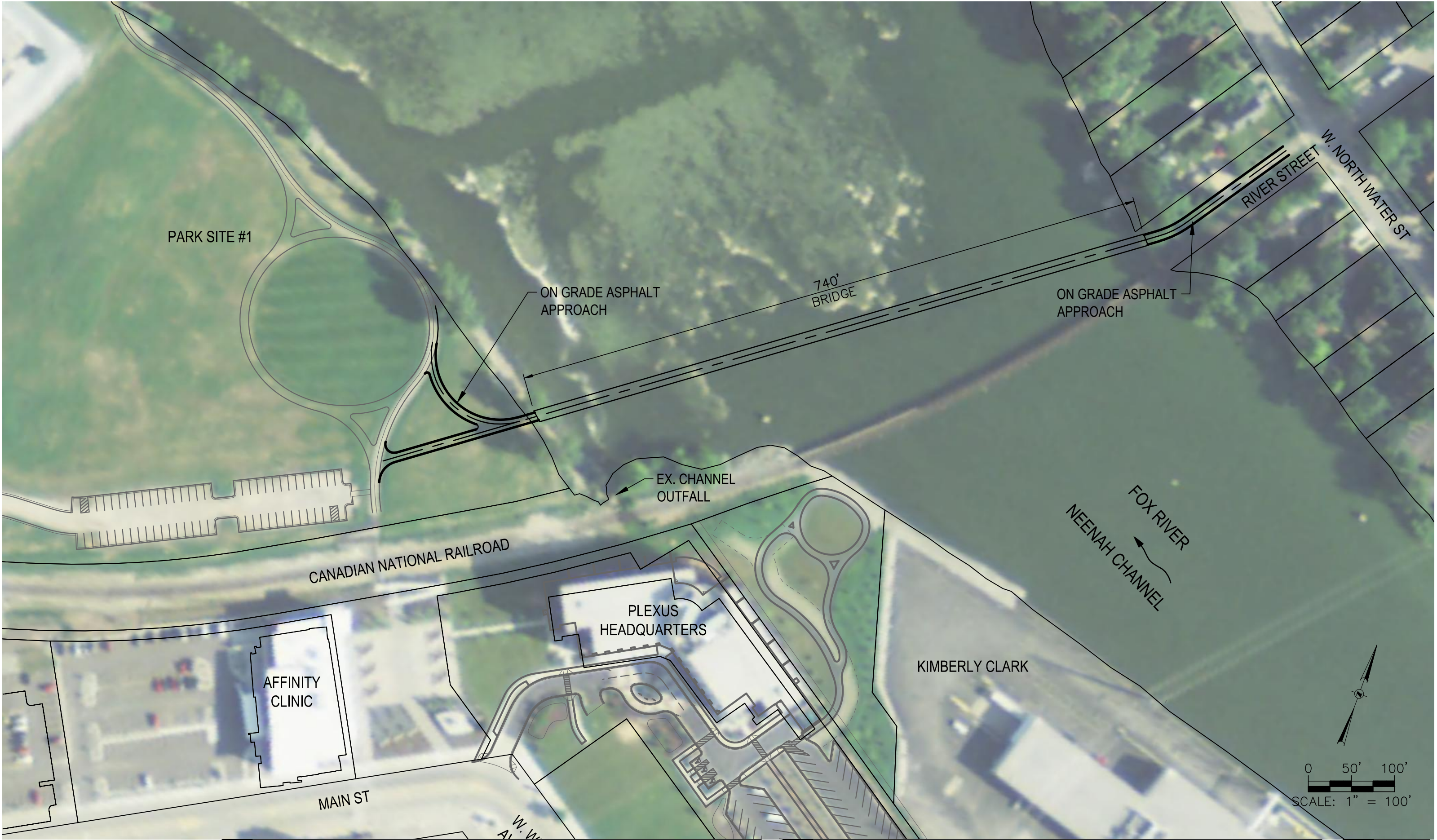
7. SUMMARY

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.

DRAFT

NEENAH ALIGNMENT ALTERNATIVES

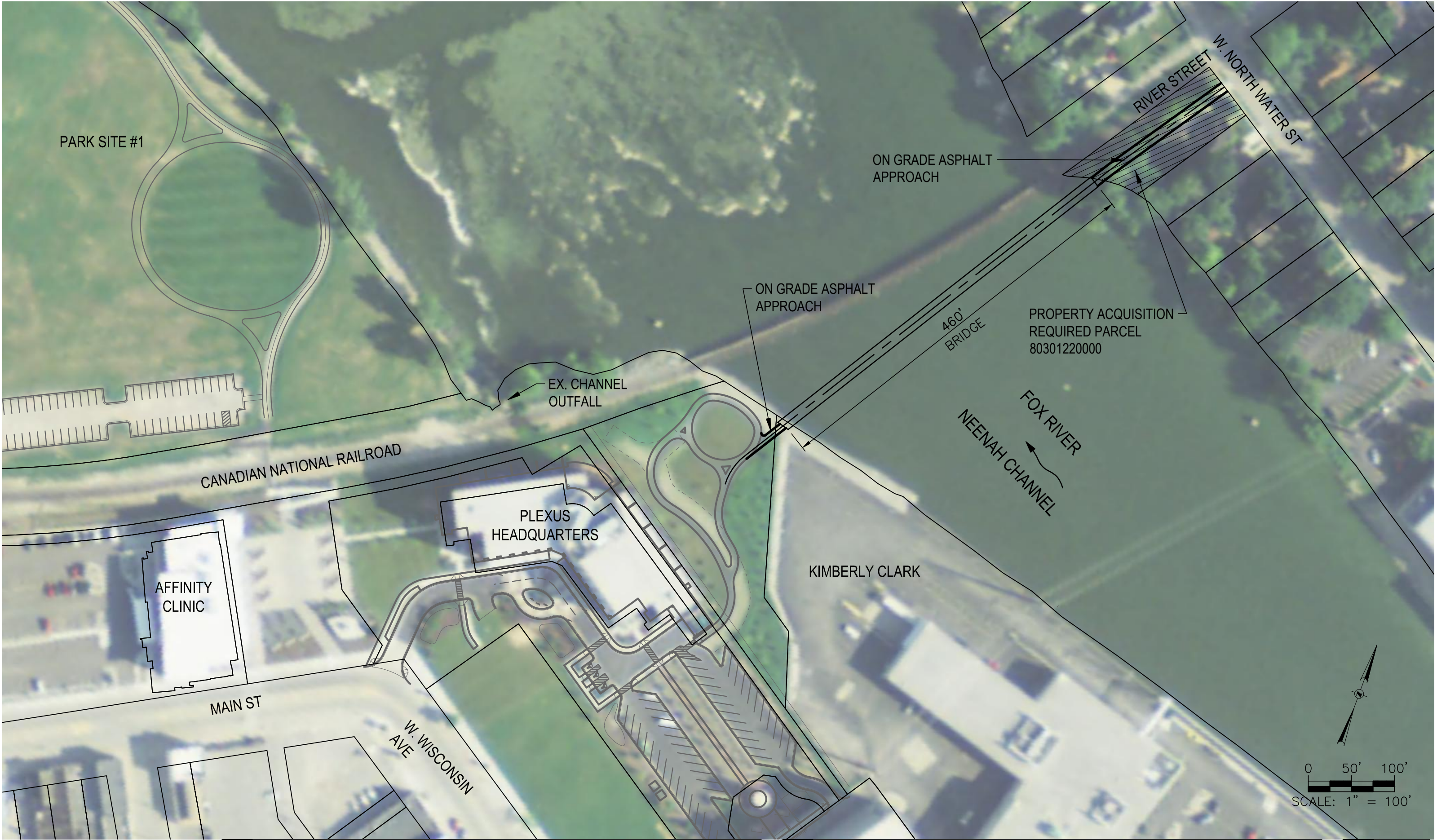


PROJECT NUMBER: 2014-2050.00
DATE: 12-12-2014
SCALE: 1"=100'
REFERENCE SHEET: N/A

PROJECT TITLE: FOX RIVER MULTI-MODAL BRIDGE CROSSING FEASIBILITY STUDY
SHEET TITLE: NEENAH ALTERNATIVE 1

ADD, CB, RFI #
NEENAH

ALT1



PROJECT NUMBER: 2014-2050.00
DATE: 12-12-2014
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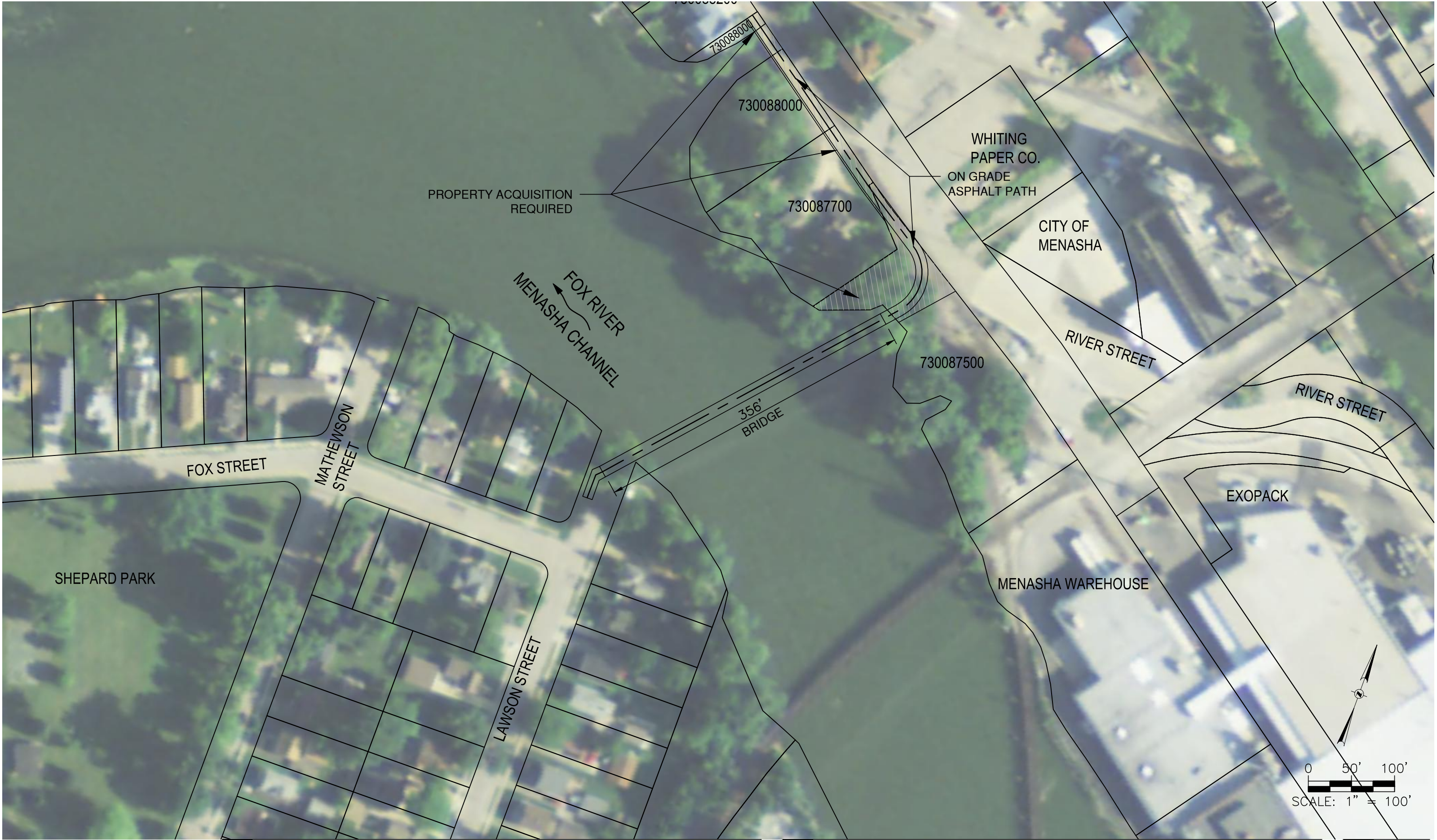
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SHEET TITLE: NEENAH ALTERNATIVE 2

ADD, CB, RFI #
NEENAH

ALT2

MENASHA ALIGNMENT ALTERNATIVES



PROJECT NUMBER: 2014-2050.00
 DATE: 12-12-2014
 SCALE: 1"=100'
 REFERENCE SHEET: N/A

PROJECT TITLE: FOX RIVER MULTI-MODAL BRIDGE CROSSING FEASIBILITY STUDY

SHEET TITLE: MENASHA ALTERNATIVE 1

ADD, CB, RFI #
 MENASHA

ALT1



PROJECT NUMBER: 2014-2050.00
DATE: 12-12-2014
SCALE: 1"=100'
REFERENCE SHEET: N/A

PROJECT TITLE: FOX RIVER MULTI-MODAL BRIDGE CROSSING FEASIBILITY STUDY

SHEET TITLE: MENASHA ALTERNATIVE 2

ADD, CB, RFI #
MENASHA

ALT2

STRUCTURAL ALTERNATIVE SECTIONS AND DETAILS

PROJECT TITLE:

**FOX RIVER
PEDESTRIAN BRIDGE
CROSSING STUDY**

NEENAH, WISCONSIN

PROJECT STATUS:

**NOT FOR
CONSTRUCTION**

REVISIONS:

NUMBER	DATE	DESCRIPTION

SHEET INFORMATION:

PROJECT NUMBER:	20142050.00
DATE:	10/15/2014
DRAWN BY:	AMZ
CHECKED BY:	JSR
APPROVED BY:	JSR
SCALE:	AS NOTED

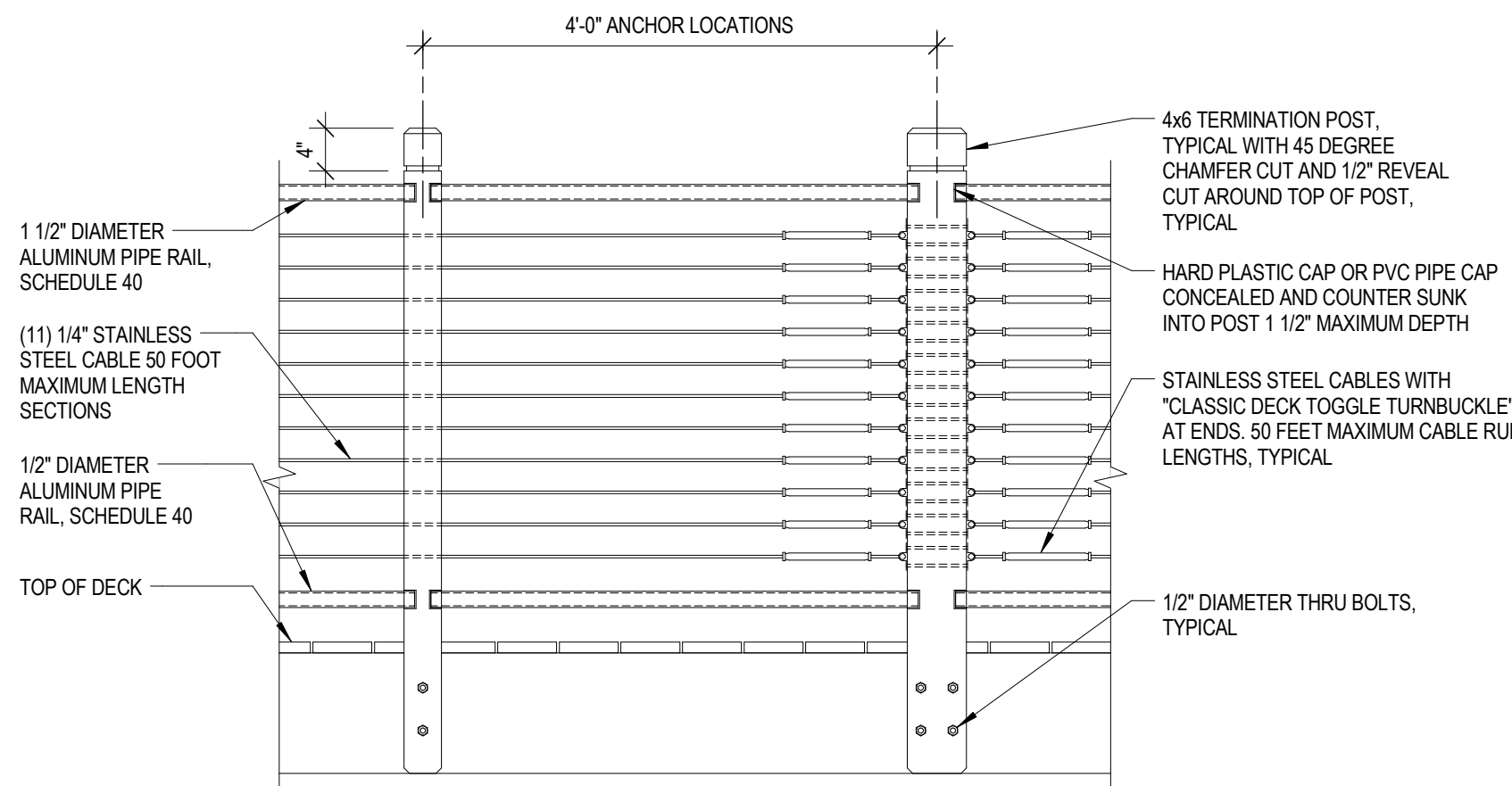
SHEET TITLE:

BOARDWALK A

SHEET NUMBER:

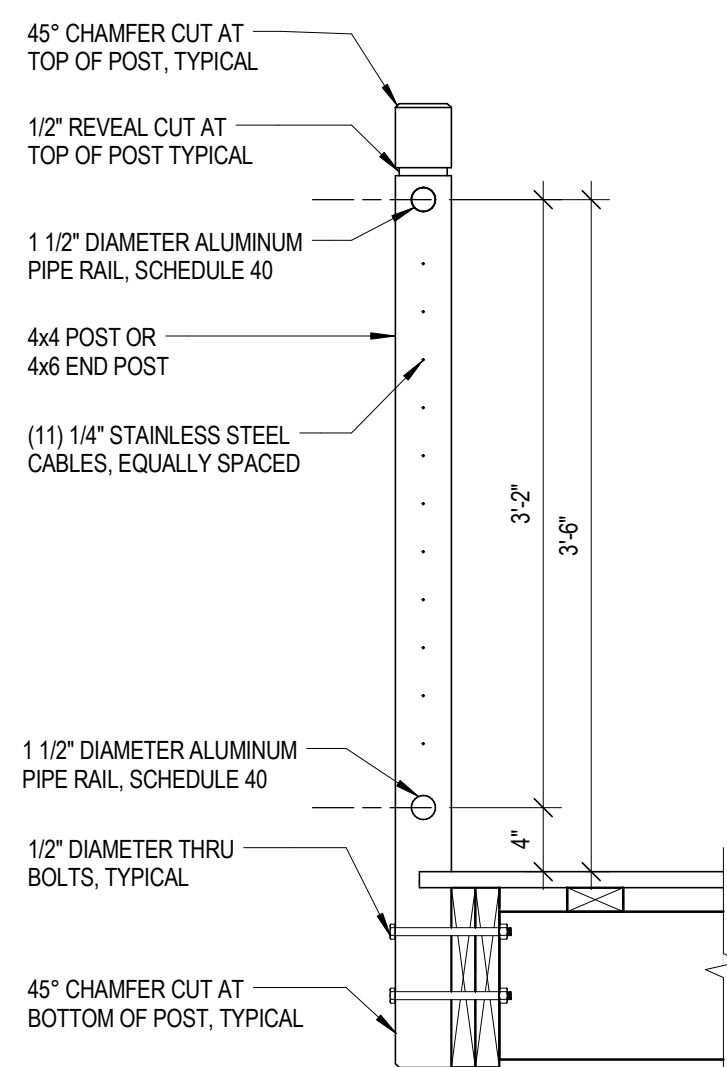
S-100

© 2014 GRAEF



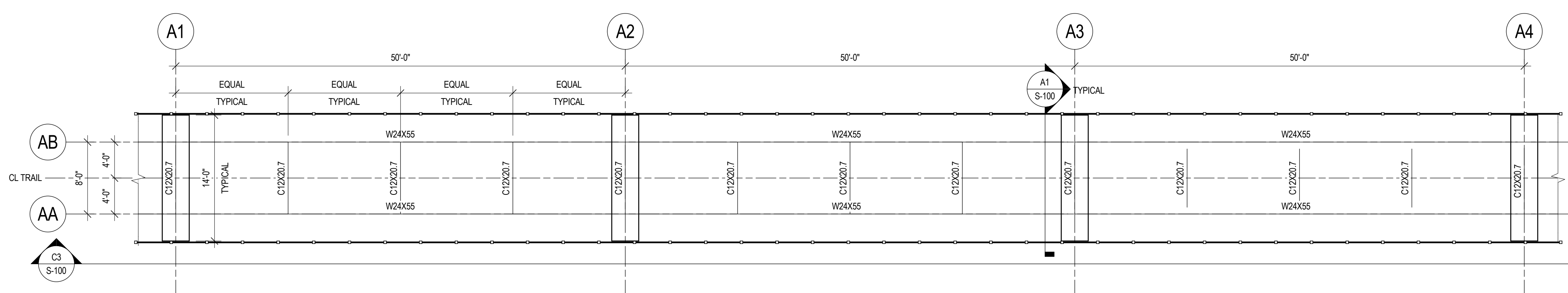
D1 TYPICAL RAILING ELEVATION

3/4" = 1'-0"



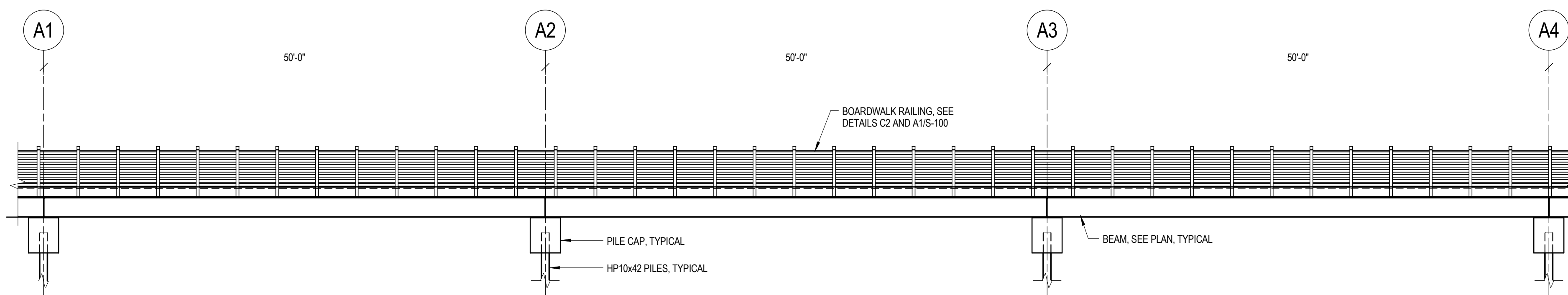
C2 RAILING DETAIL

1" = 1'-0"



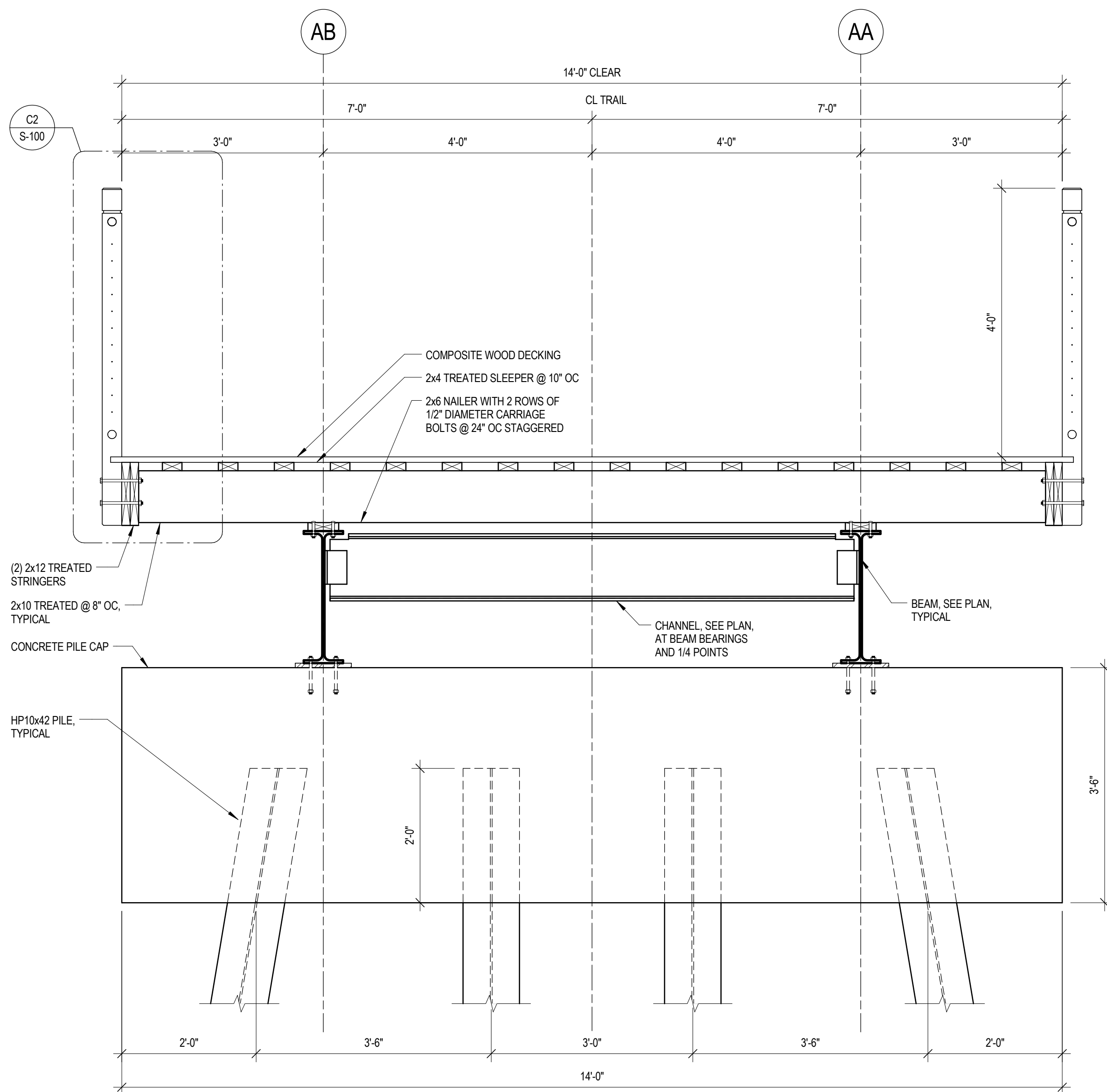
D3 PLAN

1/8" = 1'-0"



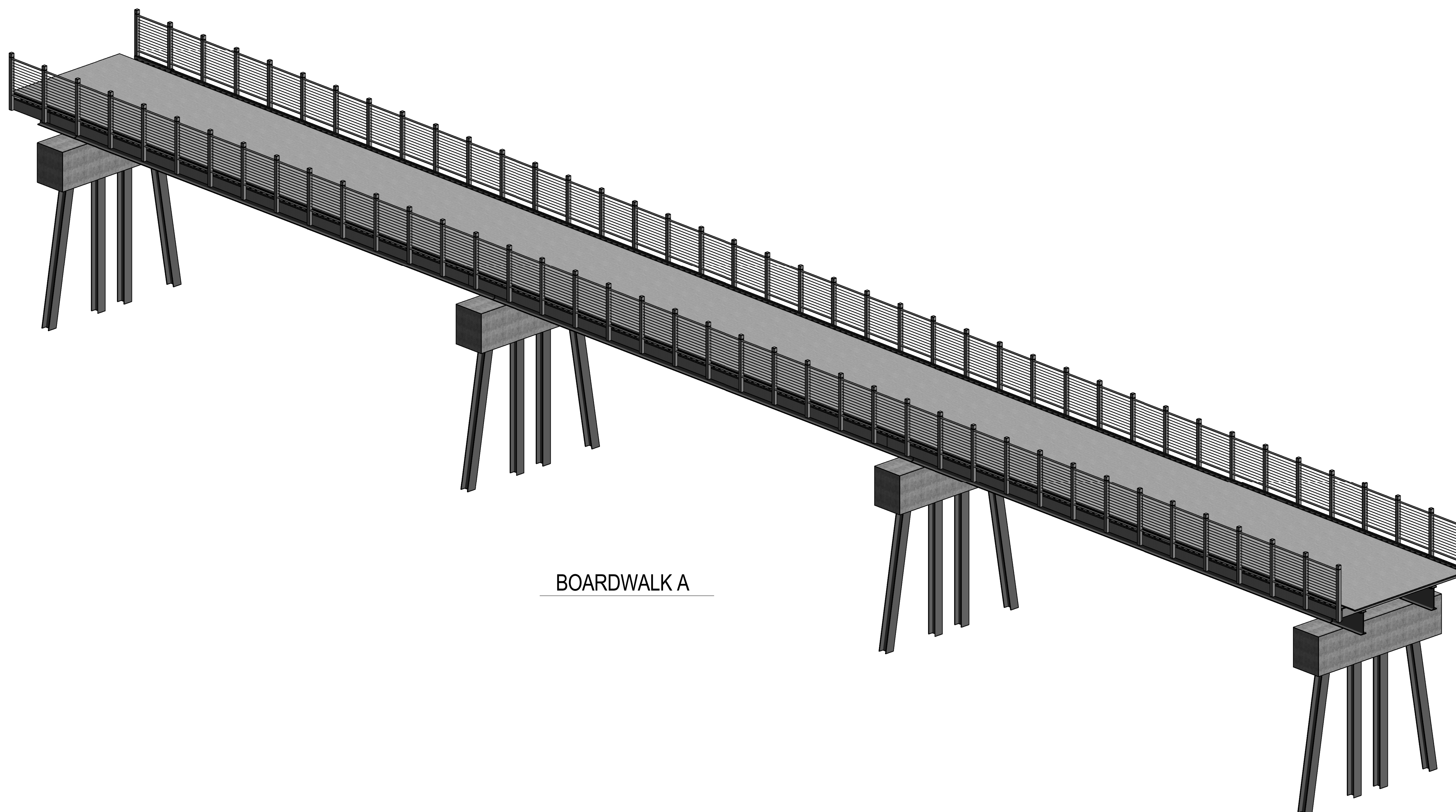
C3 ELEVATION

1/8" = 1'-0"

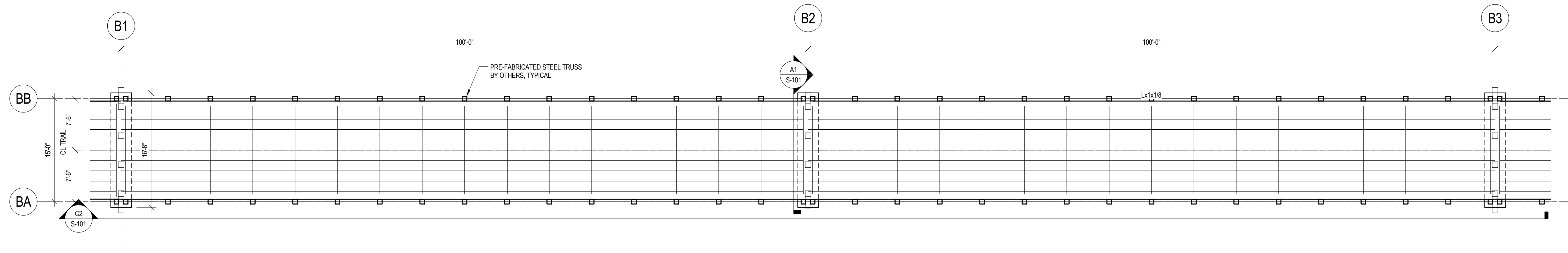


A1 SECTION

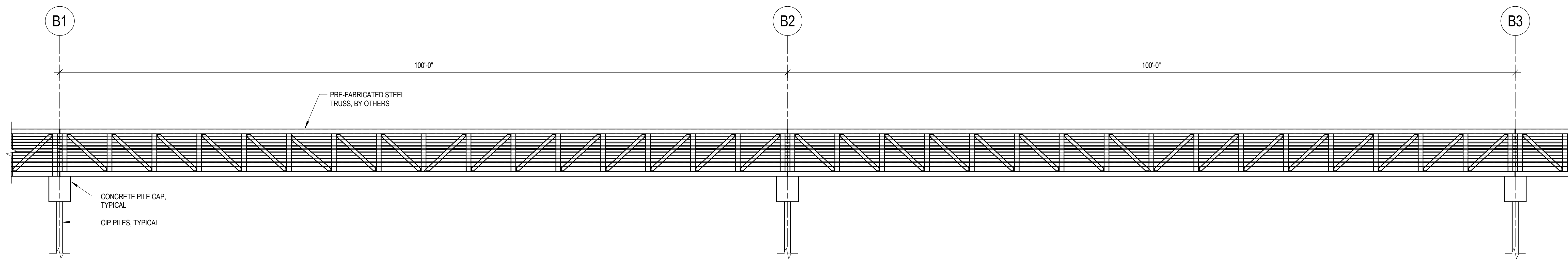
3/4" = 1'-0"



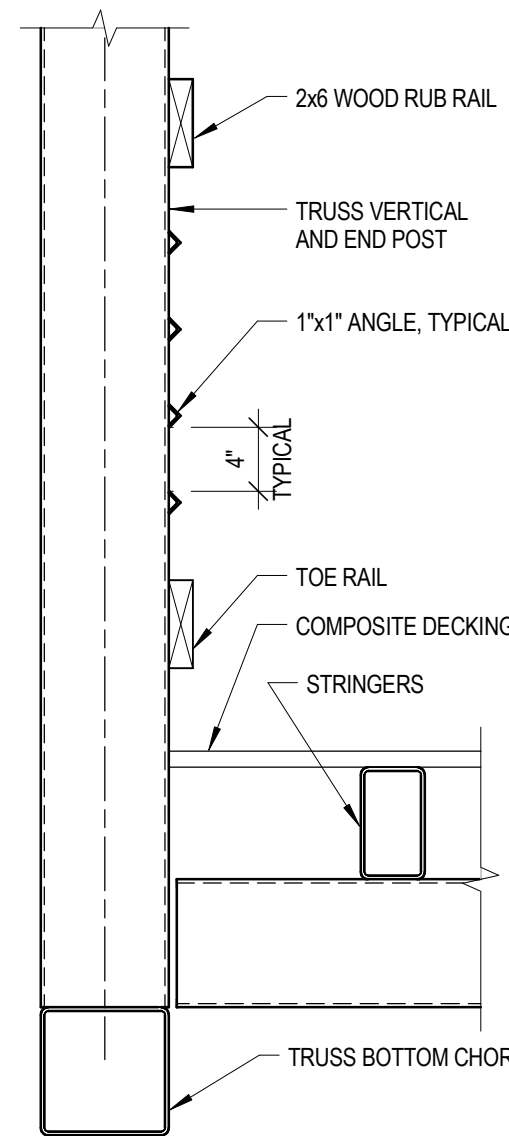
BOARDWALK A



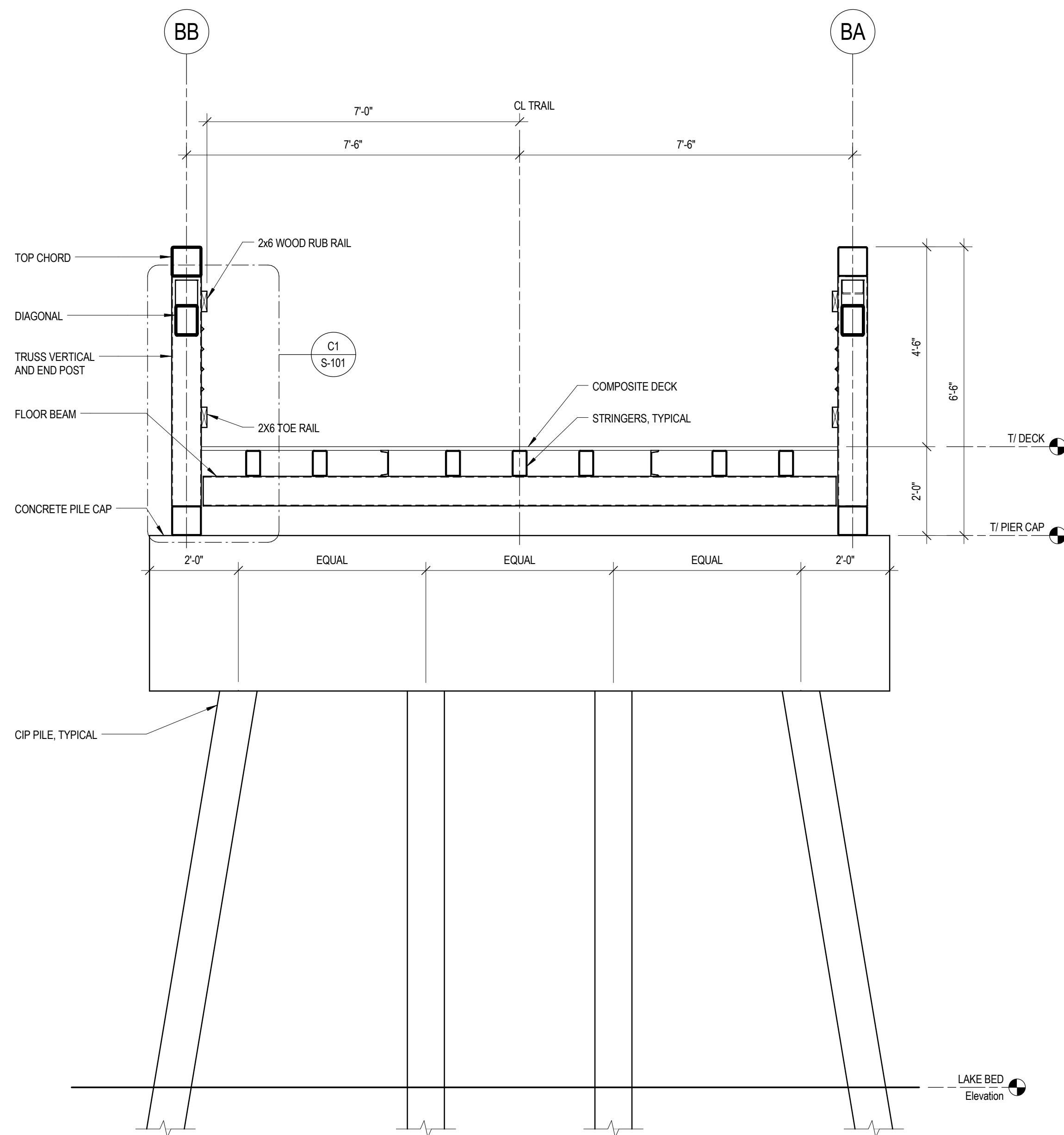
D2 PLAN
1/8" = 1'-0"



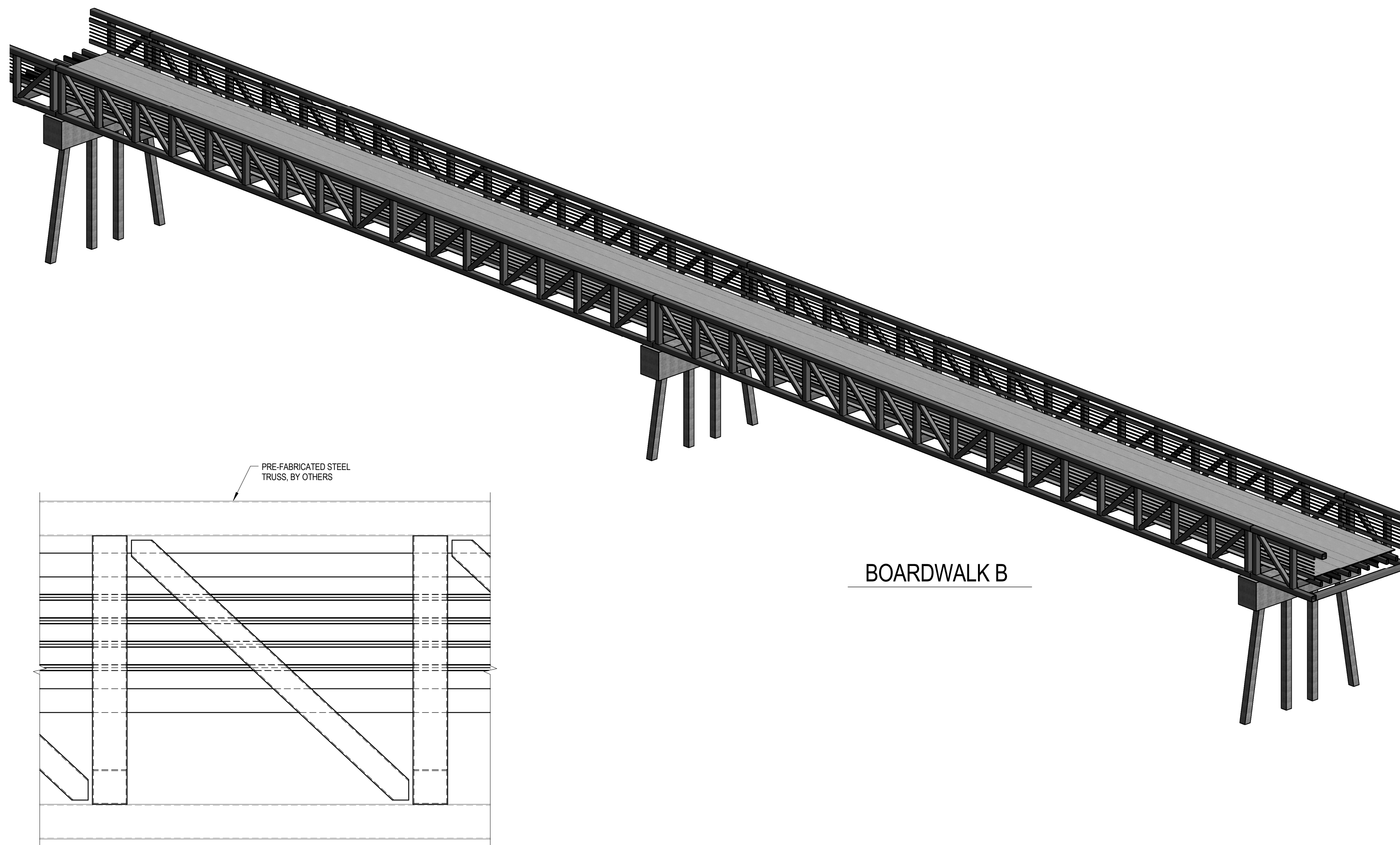
C2 ELEVATION
1/8" = 1'-0"



C1 RAILING DETAIL
1" = 1'-0"



A1 SECTION
1/2" = 1'-0"



A3 TYPICAL RAILING ELEVATION
3/4" = 1'-0"

PROJECT TITLE: **FOX RIVER
PEDESTRIAN BRIDGE
CROSSING STUDY**

NEENAH, WISCONSIN

PROJECT STATUS: **NOT FOR
CONSTRUCTION**

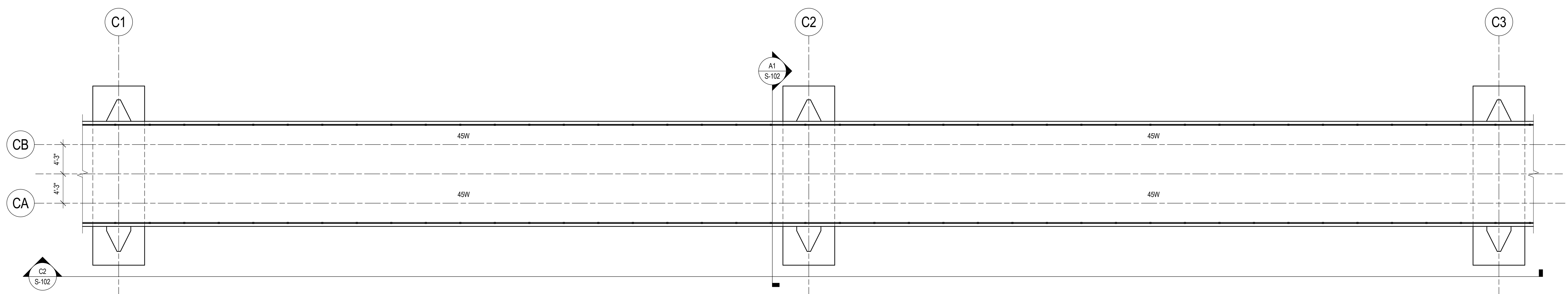
REVISIONS:
NUMBER DATE DESCRIPTION

SHEET INFORMATION:
PROJECT NUMBER: 20142050.00
DATE: 10/15/2014
DRAWN BY: AMZ
CHECKED BY: JSR
APPROVED BY: JSR
SCALE: AS NOTED

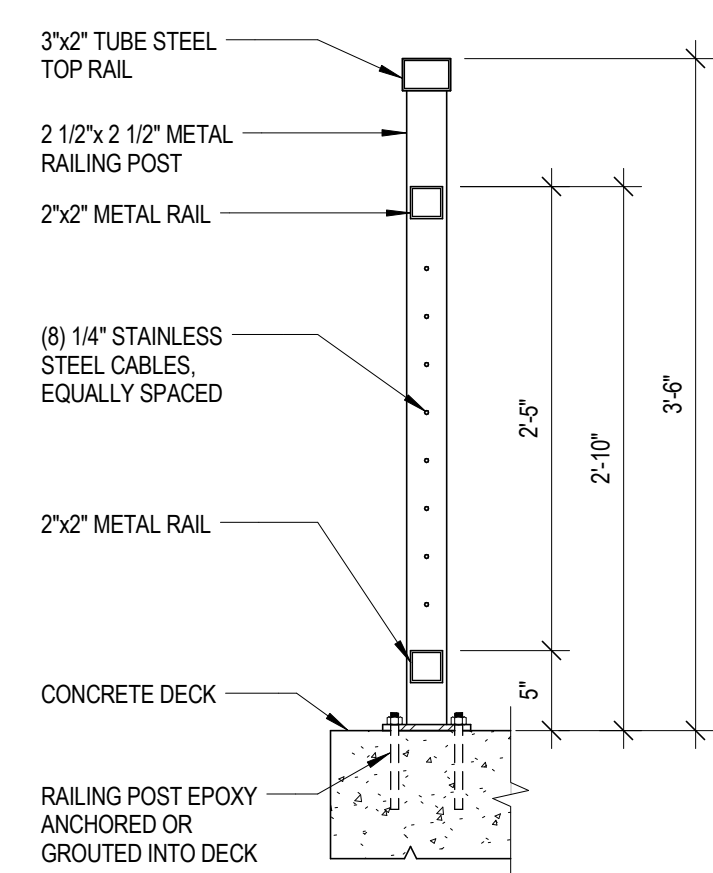
SHEET TITLE:
BOARDWALK C

SHEET NUMBER:

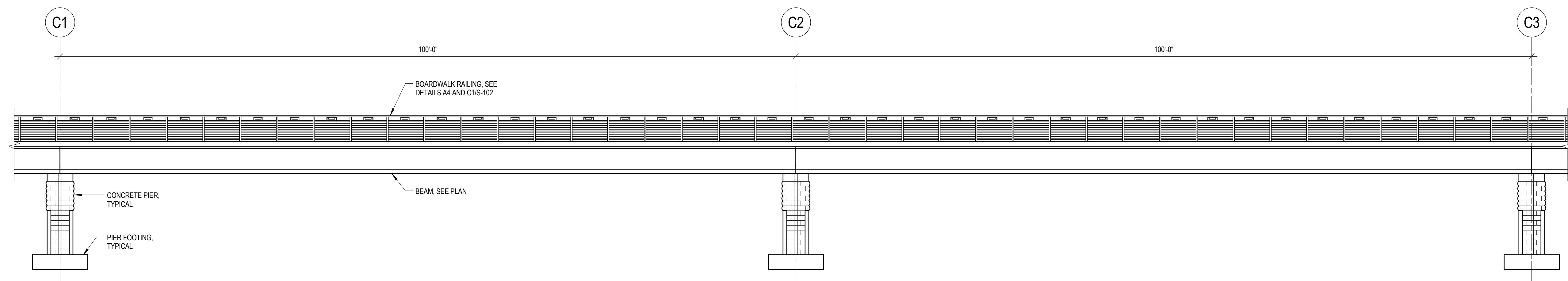
S-102
© 2014 GRAEF



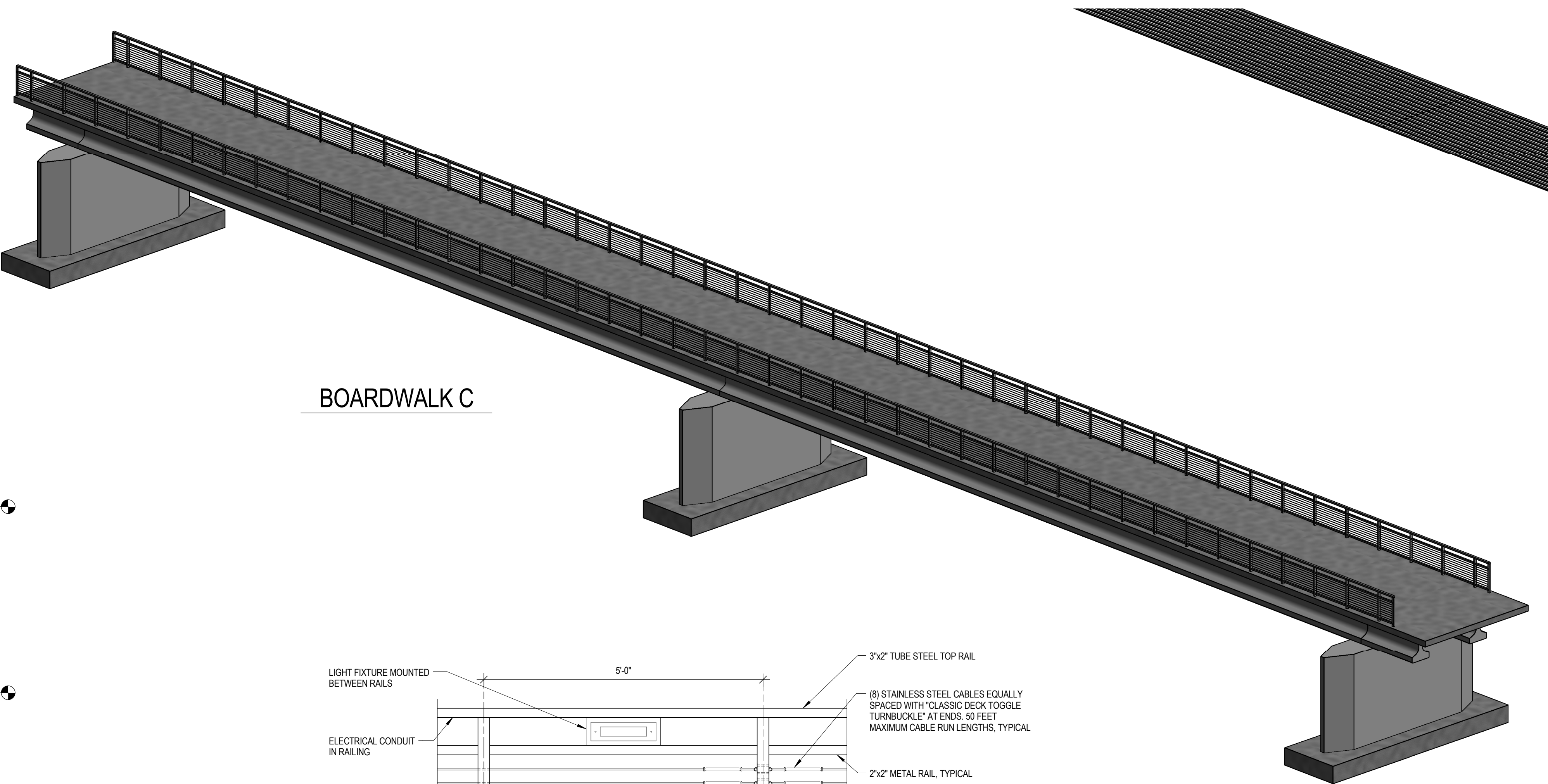
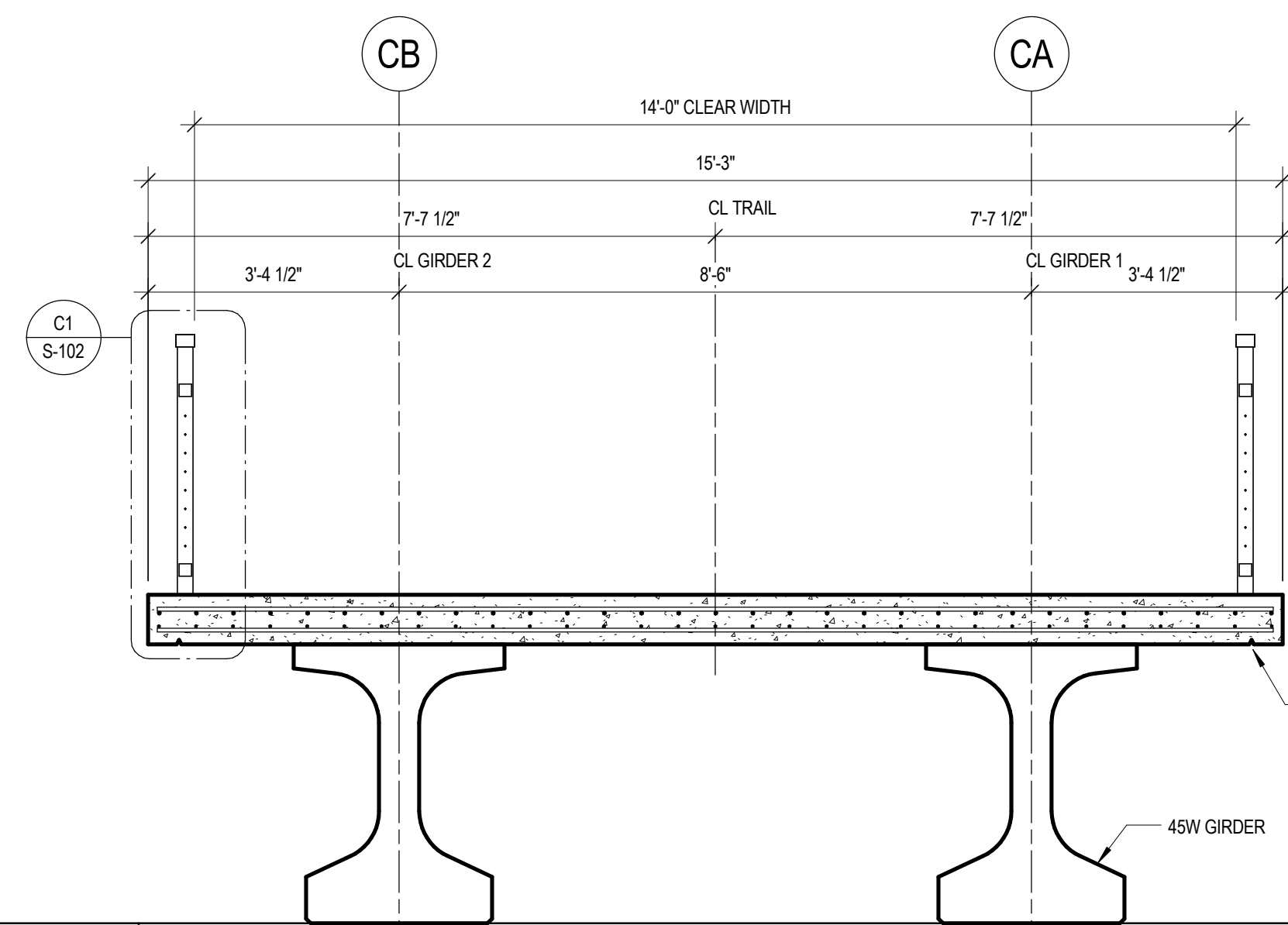
D2 PLAN
1/8" = 1'-0"



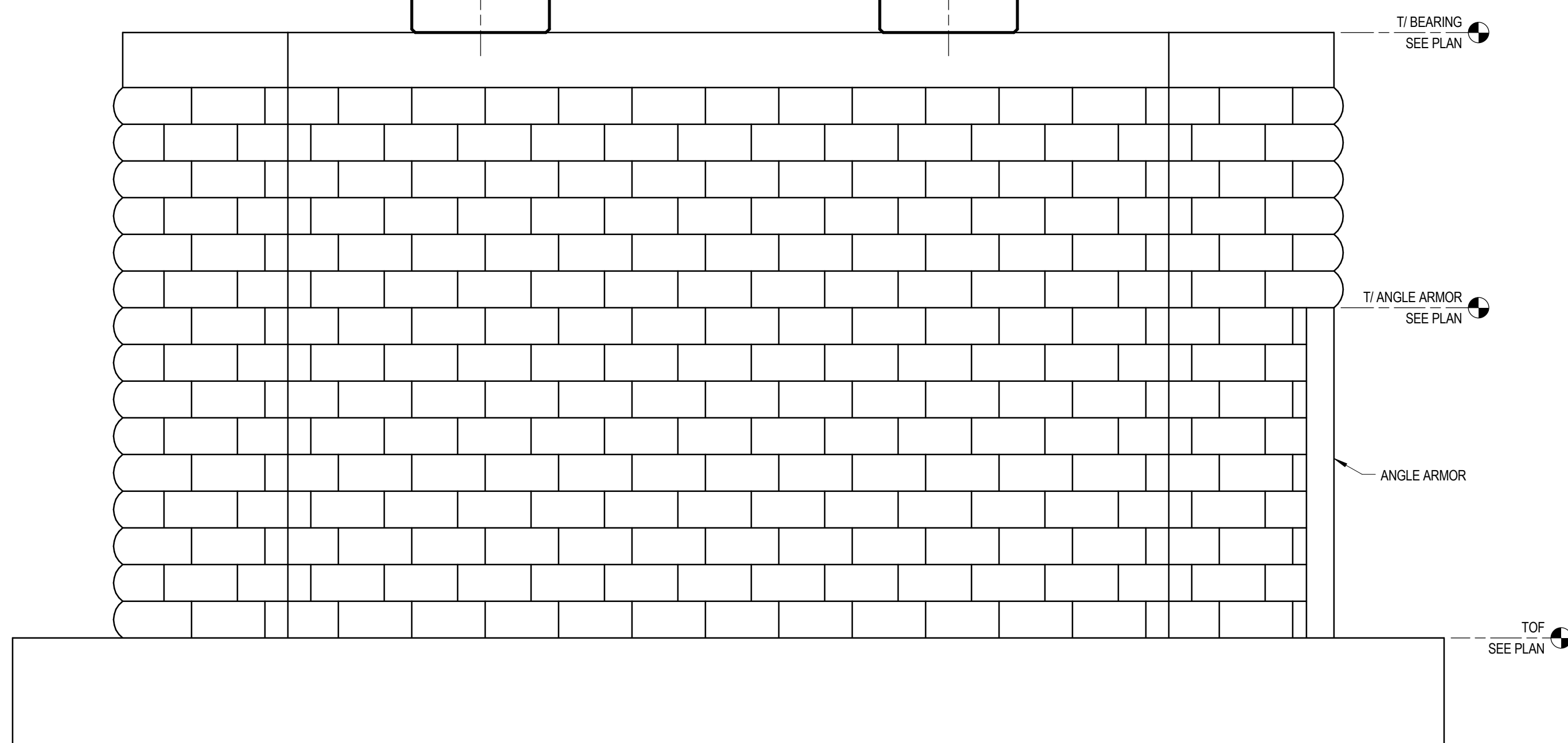
C1 RAILING DETAIL
1" = 1'-0"



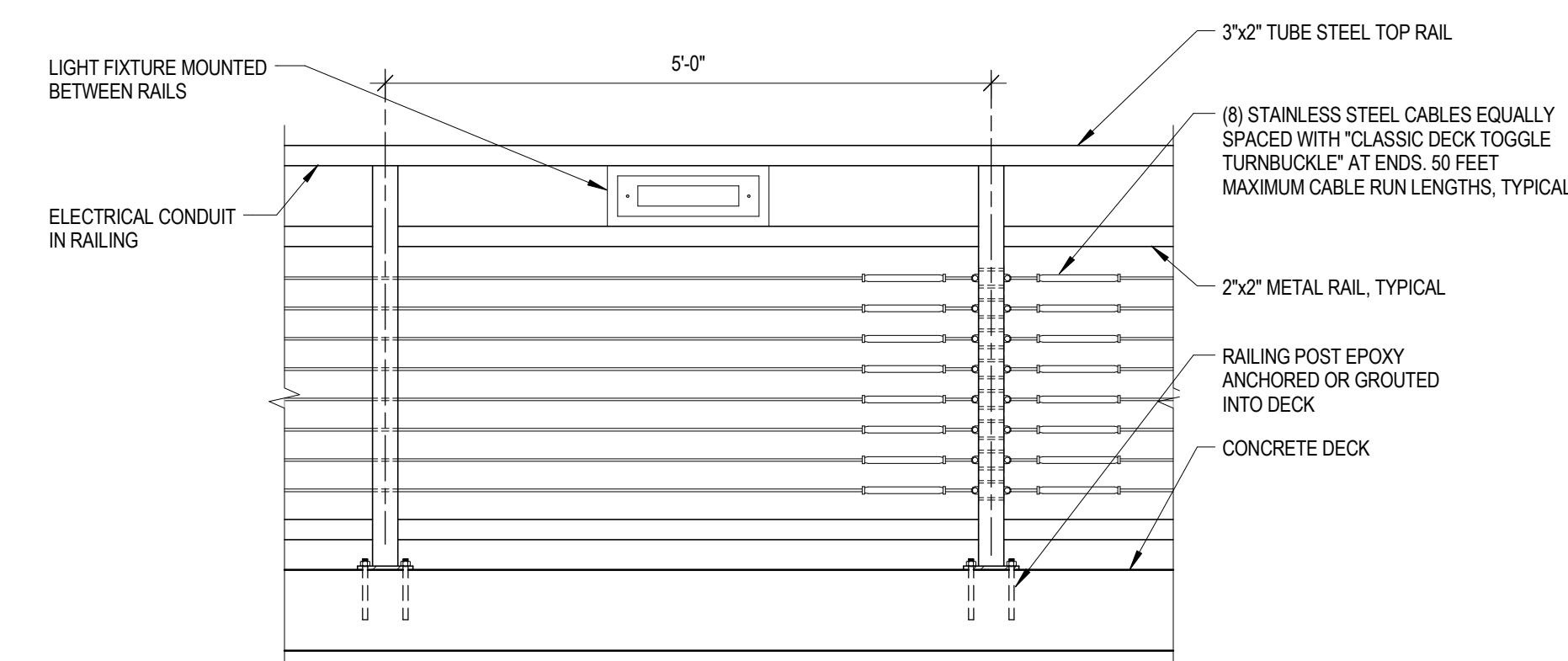
C2 ELEVATION
1/8" = 1'-0"



BOARDWALK C

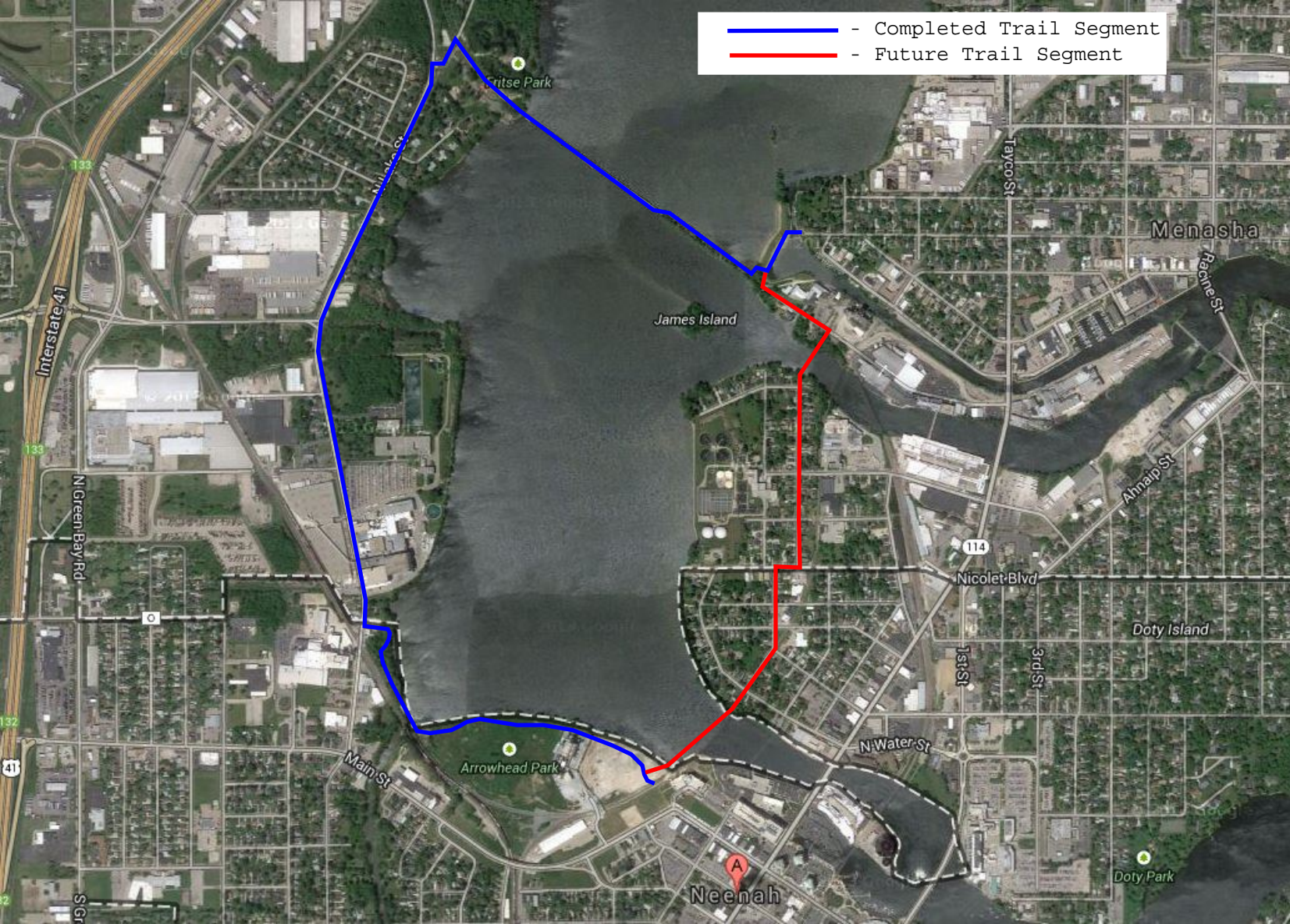


A1 SECTION
1/2" = 1'-0"



A4 TYPICAL RAILING ELEVATION
3/4" = 1'-0"

FUTURE MULTI-MODAL TRAIL LOOP EXHIBIT



- Completed Trail Segment
- Future Trail Segment

Fritse Park

James Island

Menasha

Doty Island

Neenah

Arrowhead Park

Doty Park

Interstate 47

N Green Bay Rd

Main St

Nicolet Blvd

N Water St

Layco St

Reine St

Annaip St

1st St

3rd St

41

114

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 992,000.00	\$ 1,062,000.00	\$ 1,288,000.00	\$ 1,358,000.00	\$ 1,288,000.00	\$ 1,358,000.00

	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
TOTAL	\$ 728,000.00	\$ 768,000.00	\$ 912,000.00	\$ 952,000.00	\$ 912,000.00	\$ 952,000.00

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
TOTAL	\$ 574,800.00	\$ 604,800.00	\$ 717,200.00	\$ 747,200.00	\$ 717,200.00	\$ 747,200.00

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
TOTAL	\$ 902,000.00	\$ 962,000.00	\$ 1,158,000.00	\$ 1,218,000.00	\$ 1,158,000.00	\$ 1,218,000.00

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.

LIFE Study Categories

Please add sustainability indicators and how they would/could be measured. If LIFE already collects this use black. If its a new indicator use red. Also, if you think of a better topic title, indicate that too.

- A. LIFE of Arts and Culture
 - a. 6-12th grade participation in art and music by gender
- B. Life in our Community
 - a. Voter participation rates
 - b. # of neighborhood watch groups
 - c. Diverse participation on elected and appointed boards
- C. Life of Learning
 - a. Student Success
 - i. High school graduation rate
 - b. Higher Education
 - i. Percent of adults with associate degree
 - ii. Percent of adults with bachelor's degree
- D. Healthy Life
 - a. Tobacco, drug and alcohol use
 - b. Number of DWI's(if we can get this by city)
 - c. Obesity rates
 - d. Teen pregnancies rates
 - e. Childhood asthma rates
 - f. births to mothers that obtain pre-natal care
- E. Life at Home (see Life of Self Sufficiency below)
 - a. Percent of people (elderly, children) living in poverty
- F. Life of the Natural Environment
 - a. Urban Forest
 - i. % Tree cover canopy
 - ii. Diversity of Tree Species
 - iii. Number of trees planted annually
 - b. Municipal Energy
 - i. Municipal Operations - Annual Greenhouse Gas Emissions
 - ii. Municipal Energy Use
 - 1. Electric/Natural Gas
 - 2. Miles per gallon of...
 - 3. Percent of municipal energy derived from renewable sources

- 4. Clean Fleet (percent of municipal vehicles meeting energy efficiency standards)
 - 5. Residential energy use
 - c. Total Water Consumption
 - i. Ave. monthly water consumption per household
 - d. Resource Use & Conservation
 - i. Recycling rates (lbs per capita)
 - ii. Amount of municipal trash to landfill (lbs per capita)
 - iii. Municipal Chemical Use (Municipal use of fertilizers, pesticides, herbicides and fungicides - lbs)
 - d. Land Quality

Move park acreage from here to Life of Recreation & Leisure (listed i report twice - is repetitive and different)

G. Life of Recreation and Leisure

- a. Outdoor Recreation -
 - i. Acres of parkland per total acres of municipality
 - ii. Acres of park per 1,000 people
 - iii. Percent of households within 1/2 mile of public open spaces (parks, public school yards, etc.)

H. Safe Life

- a. Safety of Public
 - i. Violent crime rate
 - ii. Property crime rate

I. Life of self sufficiency

- a. Food Security
 - i. Access to healthy food
 - 1. Percent of population within 1/4 miles of healthy food (includes large grocery store, community garden)
 - 2. # of food producing community gardens
- b. Access to Affordable Housing
 - i. Percent of households with housing cost burden
 - ii. Percent of residents paying over 45% of their income on housing and transportation costs
 - iii. Percentage of housing inspections that result in code violations
- c. Economic Stress - Economic Resilience?
 - i. Poverty rate
 - 1. Percent of residents living in poverty
 - 2. Percent of children in poverty
 - ii. Number of students receiving free and reduced cost lunch
 - jj. Median household income
 - iv. racial/ethnic disparities in unemployment

v. racial/ethnic disparities in poverty

J. Life at Work/Economic Resiliency

- a. Employment
 - i. Unemployment rate
- b. Economic sector diversity
 - i. percent of employees in the major sectors of the economy, according to figures from the Bureau of Labor Statistics (BLS).

K. Transportation Mobility

- a. Miles of Bike and Hiking Trails
 - i. Miles of trail per capita
- b. Ratio of miles of sidewalks to miles of streets
- c. Walkable Neighborhoods (Average walk score)
- d. Percent of collector and arterial streets with bike lanes and bike paths
- e. Residents that Commuted Alone by Automobile to Work
- f. Ridership on Transit
- g. Vehicle miles traveled (Average annual vehicle miles traveled (VMT) per capita
- h. Percent of residents within ¼ mile of fixed bus route

Feedback from local Sustainability Boards about potential Sustainability Indicators

Please review the draft list of indicators. Our intent is to be able to collect indicator data on a community/municipality level that provides a basis for benchmarking and comparison across communities about our collective path to sustainability.

Sustainability Indicators should be relevant and meaningful to each community.

Please respond to the following questions to provide the **Sustainability Communities Network** some feedback on how best to proceed. We are currently exploring building sustainability indicators into the LIFE process.

Name of Community: _____

1. After reviewing the list of indicators, which ones seem most relevant to helping your community understand its progress towards sustainability? Which ones are most aligned with your community goals?
2. How easy would it be to get municipal level data for these indicators?
3. Which indicators do you think would most likely drive change in your community? In the region?