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DEPARTMENT OF PUBLIC WORKS

**Engineering Division
100 North Appleton Street
Appleton, WI 54911
Phone (920) 832-6474
Fax (920) 832-6489**

March 5, 2014

Dear Property Owner:

Due to continued low clearance issues at Lawrence University's Drew Street Pedestrian Bridge, the City of Appleton is considering modifications to the designated truck routes in the "Appleton Flats Area" as follows (and shown on the enclosed map):

Remove truck route designation

- Drew Street from Water Street to College Avenue
- Water Street from Olde Oneida Street to Drew Street
- Olde Oneida Street from South Island Street to Water Street

On Tuesday, March 25, 2014, at 5:30 p.m. in Committee Room "A", Sixth Floor, City Center Building, the Municipal Services Committee of the Common Council will meet to discuss these proposed modifications to the truck routes. Your attendance at the Municipal Services Committee meeting is highly encouraged. If you are unable to attend the meeting, feel free to contact me at 832-6482 (email: paula.vandehey@appleton.org) with any questions or comments.

Sincerely,


Paula Vandehey, P.E.
Director of Public Works


C: Alderperson Joe Martin, District 4

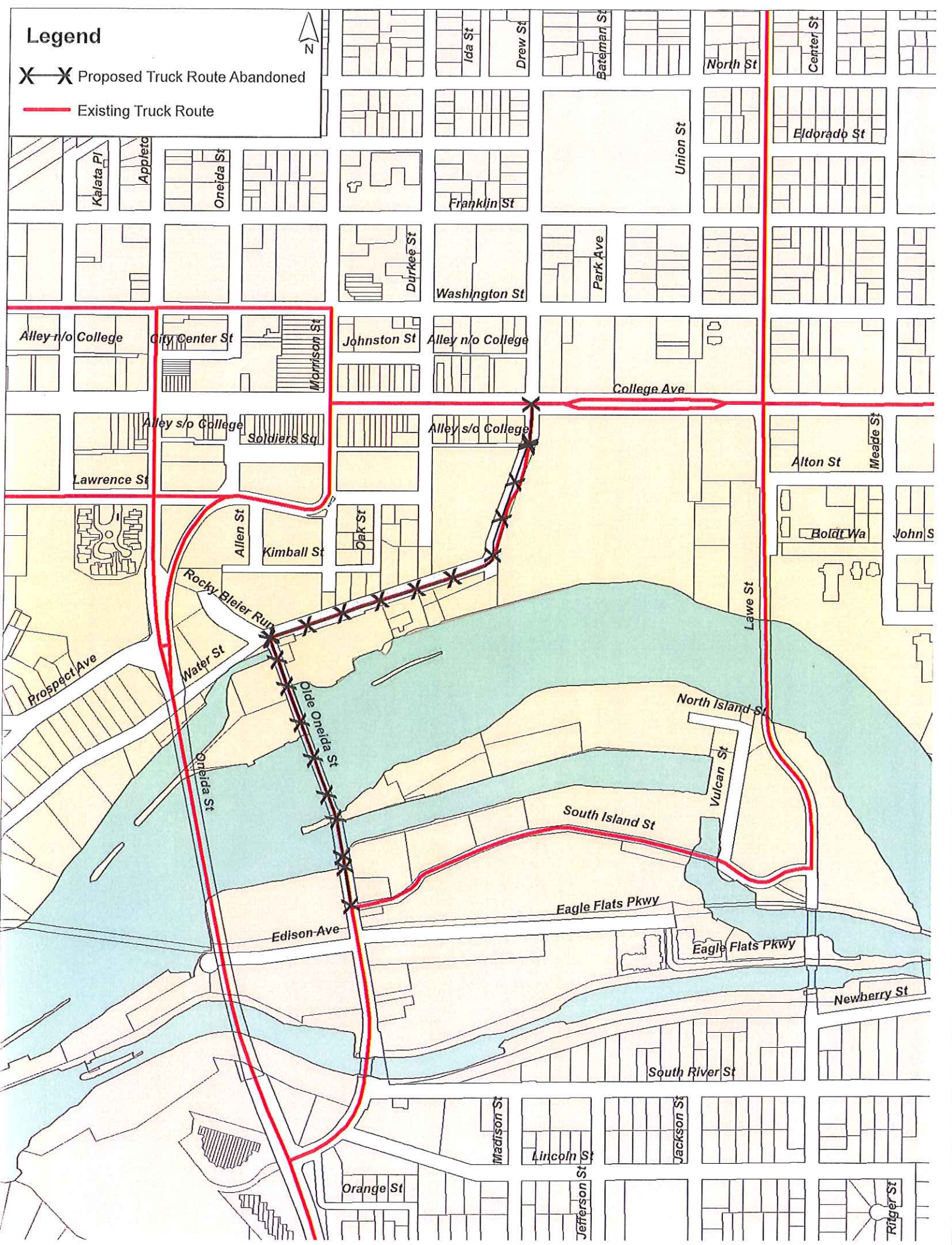
Enclosure

Legend



 Proposed Truck Route Abandoned

 Existing Truck Route





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February 10, 2014

SUBJECT: Public Information Meeting
Project I.D. 4984-08-00
Power Canal Bridge
Lawe Street
Outagamie Counties

The City of Appleton will conduct an informational meeting to discuss the proposed construction project on Lawe Street. **The meeting will be held on Thursday, February 27th from 4:00 p.m. to 6:00 p.m. at the City Center, 1st floor Board Room (across from Murray Photo and Video, Inc.), 10 E. College Ave, Appleton, WI.**

OMNNI Associates has been selected to provide engineering services for this bridge project. The project will consist of rehabilitation of the bridge and the roadway approaches including improvements at the railroad crossing. A small amount of new right-of-way acquisition and temporary limited easements will be required for the project. Construction is planned for summer 2016.

Staff will be available to discuss the project on an individual basis and obtain your input. We also ask you to share any knowledge you may have about historic buildings and structures, archaeological sites, or drainage problems near the project with the project staff.

You are encouraged to attend the meeting to review and discuss the proposed improvements. We also ask that you please share any questions, comments, or concerns about the project at the meeting with one of our staff members.

The Board Room is wheelchair accessible. Persons who are unable to attend the meeting can make their comments by contacting OMNNI Project Manager, Peggy Hawley, at One Systems Drive, Appleton WI 54914; (920) 830-6176, peggy.hawley@omnni.com or Chad Weyenberg, Appleton Project Manager, 100 N Appleton St, Appleton WI 54911; (920) 832-5915, chad.weyenberg@appleton.org.

Sincerely,

Chad M. Weyenberg, PE
Project Engineer

CMW/mls

c: Peggy Hawley, OMNNI
Jeff Saxby, SEH Inc.
Aldersperson(s)

Paula Vandehey

From: Matthew D. Jeanquart <matthew.d.jeanquart@lawrence.edu>
Sent: Monday, February 24, 2014 6:01 PM
To: Paula Vandehey
Cc: Michael Hardy; Daniel R. Meyer; Lynn S. Hagee
Subject: RE: Truck route on Water/Drew St.

Paula

Drew St may have been a truck route for many years but the traffic greatly increased when Jackman St was removed as a truck route. According to our staff and Courtney Woolen Mill we have seen a significant increase in truck traffic since that closure and also an increase of truck contact with the underside of the bridge.

Drew Street bridge. I found a drawing for the current structure dated 1956. On that drawing there is a note that the abutments and concrete piers are existing and that the fabricator needs to measure existing piping prior to submitting shop drawings. Brokaw has been on steam since it was built in 1916 and was fed from the existing boiler plant at that time (currently Briggs Hall sits in that location). The only modifications to the bridge since 1957 were necessary repairs from trucks hitting the structure.

This summer is not the first time we have had to repair this bridge; talking with a few long term employees we have been doing truck hit repairs periodically for the last 15-20 years. When we did the repair last summer we inverted the 2"x3" angle to get another 2" of clearance in hopes we wouldn't get hit as often. I spent a fair amount of time watching trucks last summer and when headed south on Drew st there is about 1 foot of clearance, north bound I witnessed 3 trucks that rubbed the angle before we inverted it. When they are near the curb they rub, when on or over the centerline there is an inch of clearance.

The condensate return line is the major challenge since it flows downhill with Colman and Brokaw being high points, to the reducing station located near Briggs Hall. In order to raise the steam and condensate lines a new man hole with a pumping station would most likely be necessary. Depending on the amount of clearance that would be necessary I suppose a structural engineer could look to modify the existing structure with an end result of raising the northern side of the understructure. I've only seen trucks rub the northern side and there appears to be sufficient room under the south side due to the downgrade of the road. I have no idea how much clearance trucks are expecting or is typically planned but I think this could possibly pick up 6". This wouldn't be a cheap fix but I think it would be more cost effective than adding a pumping station.

Matt Jeanquart
Safety Director
O: (920) 832-6608
C: (920) 419-6862
F: (920) 832-7485
Lawrence University
711 E Boldt Way SPC 28
Appleton WI, 54911

From: Paula Vandehey [mailto:Paula.Vandehey@Appleton.org]
Sent: Monday, February 24, 2014 4:44 PM
To: Matthew D. Jeanquart
Cc: Michael Hardy; Daniel R. Meyer; Lynn S. Hagee
Subject: RE: Truck route on Water/Drew St.

Hi Matthew,

After meeting with staff today we decided that we will place the CONCEPT of removing the truck route from Drew Street on the March 25th agenda of the Municipal Services Committee. Water Street/Drew Street has been a truck route for many years (I am doing some research to find out how long)

I will be sending out letters to the businesses in the area that could be affected by this change so that they have an opportunity to attend the meeting.

One piece of information that will be helpful is if you could find out the date the steam pipe was added to the bridge crossing. Since that appears to be the lowest critical point it may be asked when was that installed and what it would take for LU to raise it.

I hope someone from LU will be able to attend the Municipal Services Committee meeting on the 25th. Meeting starts at 5:30 pm in Committee Room 6A, sixth floor, City Center.

Thanks!

Paula

From: Matthew D. Jeanquart [<mailto:matthew.d.jeanquart@lawrence.edu>]

Sent: Thursday, February 13, 2014 5:01 PM

To: Paula Vandehey

Cc: Michael Hardy; Daniel R. Meyer; Lynn S. Hagee

Subject: Truck route on Water/Drew St.

Paula,

We have had a re-occurring issue ever since Water St/Drew St. became a truck route. Several times per week we end up with tractor/trailers stopped just before Lawrence's crosswalk over Drew St. As I am typing this email there is a Werner Enterprises semi that has been stuck just south of the bridge for over 2.5 hours. Police have blocked traffic and in the process of backing up; the semi became stuck in the snow while trying to maneuver the corner. I have talked with Mike Hardy about this truck backing situation a few times in the past and he mentioned that we needed to contact you to initiate an investigation into possible alternatives.

Truckers don't see the signage and I understand why. The signs are very close to the intersection of Olde Oneida and Water St. They are concentrating on getting around the corner and in the process don't see the sign. They continue until they see the sign on LU's crosswalk which is marked 13'-0". By the time they see the 13'-0" sign they are around the corner onto Drew St. Due to the terrain and tight quarters on both sides of the street the trucks have a very difficult time backing up especially with snow banks and the guardrail. During the summer they end up with the front of the semi well onto our sidewalk that runs up to the metal staircase. I have helped several of these trucks in the past couple years by spotting for the driver as they attempt to back around the corner. I have asked motorists to either turn around or back up to allow sufficient room for the truck to maneuver. Once around the corner back onto Water St. they proceed to back all the way up to Old Oneida st. We see a truck in this delima between 2 and 5 times per week. I have learned that most trailers are now 13'-6" high which doesn't fit under the crosswalk. Last summer we had an Appleton Coated semi hit our crosswalk resulting in over \$20,000 of damage to the structure.

I have come up with a few potential solutions.

1. I believe the most practical solution would be to re-route the trucks on one of 2 roads which run east/west just south of the fox river. Using either Eagle Flats Parkway or E South Island Drive turning North on S Lawe St would be good options and probably the most cost effective solutions.

2. Have the City assist Lawrence in re-designing/constructing the crosswalk so there is sufficient room for trucks to pass under.
3. Lower the road surface to allow for sufficient room under the crosswalk. (I don't think this is a good option since many cars (including myself) already have issues making it up the current grade when the road gets slippery.

Both the City and Lawrence are in the same position: we have many more projects than funds or resources to accomplish said projects. So I ask if there is the possibility to evaluate possible solutions and determine if something should be changed regarding the Water/Drew Street truck route? Addressing this height clearance issue will make the roadway safer for both motorists and pedestrians.

Thank you for your consideration.

Matt Jeanquart
Safety Director
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