

Item 25-0784: Approve State/Municipal Financial Agreement (SMFA) for IH 41/French Road Overpass as part of the WisDOT I-41 Improvement Project

Item 25-0785: Approve State/Municipal Maintenance Agreement (SMMA) for IH 41/French Road Overpass as part of the WisDOT I-41 Improvement Project

Item 25-0787: Approve Lawe Street Navigational Canal Bridge - State Municipal Agreement (SMA) - 1st Revision

Item 25-0788: Approve Lawe Street Navigational Canal Bridge Three-Party Design Contract with WisDOT and Hardesty & Hannover LLC in an amount not to exceed \$439,655.84 (City cost share \$87,931.17)

Municipal Services Committee

Mon, Jul 07, 2025 4:30PM

Aldersperson Denise Fenton (District 6) 04:20

Okay, we're going to go back to the our order and take up number 25-0784, approve state municipal financial agreement SMFA for interstate highway 41 French Road overpass as part of the WisDOT I-41 improvement project.

Aldersperson Alex Schultz (District 9) 04:45

Motion to approve.

Aldersperson Vered Meltzer (District 2) 04:46

Second.

Aldersperson Denise Fenton (District 6) 04:47

All right, we have a motion and a second. And who's going—Deputy Director Neuberger, are you talking to us about that? Four? Okay, there you go.

Deputy Director Pete Neuberger (Public Works) 05:00

Thank you. So again, this is another component of the I 41 reconstruct projects. So, this would be the overpass, the French road overpass over I-41, and I'd like to call your attention to page two of six in the agreement. That's kind of really where the nuts and bolts of this agreement are. And there you can see the total summary of costs for the total project, and then the federal and state share of that, the county share, and then the city share is the two columns on the right side. So, the city share of this agreement would be \$165,200. That—and that city cost share line items include a share of the lighting component, a share of the community sensitive design component, local and non-participating city of Appleton costs, that line item is for ITS items. It's information technology on there. It's basically cameras and that sort of thing. Then there's a sidewalk component, and those altogether total the 165, and then you can see the—as I said, you can see the remaining shares for the other participants, and I'm happy to answer any questions that the committee may have in that regard.

Aldersperson Denise Fenton (District 6) 06:19

Thank you. Any questions? Alder Hartzheim.

Aldersperson Sheri Hartzheim (District 13) 06:24

Thank you, Chair. This might be closely germane, but maybe not germane. Looking for a timeline on this, because, as you can imagine, folks in my district are very concerned about construction along that route, and then secondarily, what—at what point is there city ownership of French Road versus county versus anything else? I think there are other municipalities that own some portions of that as well, but I suspect that not in this particular area otherwise there would be in this agreement as well.

Aldersperson Denise Fenton (District 6) 06:58

All right, I'm going to go back to....

Deputy Director Pete Neuberger (Public Works) 07:03

So, I'll take the first crack at the jurisdiction if I could, and then Director Jungwirth would speak to the to the other items. So, I think the best way to talk about the jurisdiction is probably just a peek ahead at the next agenda item in the handout for that. The last page of the SMMA item includes exhibit one, which has a diagram. And so there, I think the bridge itself is the DOT's responsibility, except for, as noted there. And I can kind of get into the to the maintenance responsibilities a little bit there, on the next item.

Deputy Director Pete Neuberger (Public Works) 07:45

So, it's outside of the bridge abutments where you get into the local the local jurisdiction. So, when you get south of there and north of there, you can see it's that's where you've got the local jurisdiction. So, looking north, it's the it's the city's right of way in French road north of the bridge, you've got Industrial Park and industrial park pond off to the west side of that, and to the east side of that, there are, I believe, storage units there, and that's, that's all within the city limits. And then to the south, on the west side, you've got—you've got more city areas. And then off to the east, I—are—that's outside of the city, and I think those are county—those are county buildings over there to the east, not within the not within the city's limits and not in the city's growth area.

Aldersperson Sheri Hartzheim (District 13) 08:44

Thank you for that.

Aldersperson Denise Fenton (District 6) 08:48

All right. Director Jungwirth.

Director Laura Jungwirth (Public Works) 08:50

Thank you. So just for timing to provide the outline there, right now Northland, as we know, is under construction, as is Ballard. The intention is for both of those to reopen in fall of 2025, October-ish time frame, give or take. And then French Road and 47 would begin and be closed in spring of 2026, and reopen in fall of 2026. So, they're trying to ensure that there are enough north south avenues open to be able to accommodate that traffic. So, we will see the work for the overpasses being completed yet in '25. There will be a break. I call it loosely a break because we know there's going to be work ongoing with utilities and such through the winter. Spring are going—are anticipated the other overpass closures.

Aldersperson Sheri Hartzheim (District 13) 09:37

Thank you. I tried to assure folks of this, but I didn't have that exact verbiage, so I'm glad that that's provided. Thank you.

Director Laura Jungwirth (Public Works) 09:44

And WisDOT has phenomenal—if any residents or constituents wanted to look, and what I'm viewing actually is a map that shows each segment of 41 and 441, and it calls out each intersection and overpass as to when they are intended to be under construction. So, folks can reference all of that information on their page. They keep that pretty updated.

Aldersperson Sheri Hartzheim (District 13) 10:08

Thank you.

Aldersperson Denise Fenton (District 6) 10:09

Yeah, I agree that the WisDOT page is really helpful about their timeline about what they're doing. Any other questions? Comments? Alder Meltzer.

Aldersperson Vered Meltzer (District 2) 10:21

Very happy to hear that they're coordinating in the bigger picture with the combination of the different projects to ensure access. I think one of the biggest comments or concerns that I hear from constituents is being concerned that too many different spots are being worked on at once, so it's hard to figure out how to get places. So, I'm glad that they—we have official meeting minutes here to point to, to say that, yes, they have talked about this, and they're doing their best.

Aldersperson Denise Fenton (District 6) 10:51

All right, thank you. Anything else? All right, seeing none, we'll go ahead and vote. All those in favor please signify by saying aye. Aye. That passes four, zero.

Aldersperson Denise Fenton (District 6) 11:02

Moving to item 25-0785, approve state municipal maintenance agreement SMMA for interstate highway 41 French road overpass as part of the WisDOT I-41 improvement project. Can I get a motion?

Aldersperson Vered Meltzer (District 2) 11:19

Move to approve.

Aldersperson Alex Schultz (District 9) 11:20

Second.

Aldersperson Denise Fenton (District 6) 11:20

All right, we have a motion and a second. Deputy Director Neuberger, you going to talk to us about this one? Okay.

Deputy Director Pete Neuberger (Public Works) 11:29

Thank you. So again, I'll refer back to exhibit one, and I'll just walk through the boxes that I think do a really good job of calling out who's going to be responsible for maintaining what associated with this project and then areas in the vicinity of the project. So, starting near the top of the diagram, the bridge itself will be maintained by WisDOT. And the exceptions to that are the city will be responsible for maintaining the decorative staining on the bridge, and then there's a stamped metal silhouette that's part of the overall project esthetics, including on this bridge. So that silhouette would be the responsibility of the city to maintain.

Deputy Director Pete Neuberger (Public Works) 12:19

And then working our way, I guess, outside of that, you can kind of see where the purple arrows indicate where the bridge abutments are. So, everything on the outside of that would fall back to the local community to maintain. So that would include snow removal. That will include sidewalk maintenance. There's also general and storm sewer maintenance, including the roadway features, again, outside of those abutments. And then the—those roadway features include the approach slabs, basically the portion of the road that rests on the bridge on one side and then sits on the ground on the on the opposite side.

Alderson Denise Fenton (District 6) 13:11

Any questions, comments from up here? Alder Schultz, did you have something? Okay. I see Alder Hartzheim.

Alderson Sheri Hartzheim (District 13) 13:20

Thank you, Chair. Just a brief question, do we anticipate that this will be more expensive maintenance wise, as opposed to what we're currently managing as far as this particular roadway?

Alderson Denise Fenton (District 6) 13:33

Deputy Director Neuberger, are you taking this one?

Deputy Director Pete Neuberger (Public Works) 13:35

Yeah, I'll take that one too. So, the current bridge is basically associated with a rural cross section. There's just guard rails on either side of that. So, so yeah, the staining will be more expensive than the guard rails. And of course, there's no aesthetic treatments there too. So, it will there with—the cost will go up a little bit, because what's there right now is more or less zero maintenance, because there's not, really not much to it.

Alderson Sheri Hartzheim (District 13) 14:02

And snow removal with—including sidewalks, I believe—

Deputy Director Pete Neuberger (Public Works) 14:05

Yup, so the sidewalk maintenance too, that will be an additional cost as well, but it's part of our multi modal pedestrian connectivity, so it fits well within our overall goals for those policies.

Alderson Sheri Hartzheim (District 13) 14:18

Thank you.

Alderson Denise Fenton (District 6) 14:21

All right, any other questions up here? All right, hearing none. We'll go ahead and vote. All those in favor please signify by saying aye. Aye. That passes four zero.

[Cut]

Alderson Denise Fenton (District 6) 19:52

All right. Back to our order. Item 25-0787, approve Lawe Street navigational canal bridge state municipal agreement (SMA) first revision. Can I get a motion.

Alderson Vered Meltzer (District 2) 20:07

Move to approve.

Alderson Alex Schultz (District 9) 20:08

Second.

Alderson Denise Fenton (District 6) 20:09

All right, we have a motion and a second. Who's talking to us about this one? All right. Deputy Director Neuberger.

Deputy Director Pete Neuberger (Public Works) 20:16

Thank you, Chair. So, I think I'll start by trying to explain the relationship between this agenda item and the next agenda item. So, this first agenda item is the agreement that establishes the cost share for both the design and the construction components of the project. And then the next item is the actual agreement between the consultant, the city, and the state for the actual design work. So, with that in mind, the this—the original state municipal agreement was established a couple of years ago.

Deputy Director Pete Neuberger (Public Works) 20:59

The DOT really controls that process in terms of how the estimates are put together in terms of the anticipated consulting design costs and the construction costs, and DPW followed the state's procedures on that. That resulted in an initial cost estimate for a design component and for construction component of this project. And I will say too for clarification, to back up one step further, this is the this is for the Lawe Street drawbridge. So, it's the first bridge that you'll hit when you're approaching the flats from the south side going down the hill. So, so based on those initial estimates, the—those costs were identified and the state agreed to pay 80% of both the design costs and the construction costs, with the city picking up the other 20%.

Deputy Director Pete Neuberger (Public Works) 21:57

Since the time that those initial estimates were put together, a new construction—or, excuse me, a new design cost estimate was developed that was considerably higher than the original design estimate. And so, unless a new state/municipal agreement or a revision to the agreement, were put together, the state locks their cost share in. You cannot go—the state will not pay for more than their original cost share, which means, barring this revision, the city would have been on the hook for the additional cost beyond the original amount. So, after those cost—design cost estimates increased, the city applied for a what's called a change management request to the state, and that was approved by the state. And once that happened, that put us in a position for an—for this revision, which would then allow the state to maintain paying for 80% per the original agreement, and the city the original 20%. So, the cost breakdown for the new SMA is identified on page three of nine, and you can see how that, how that shakes out there. So, the—so with this, with this agreement, the city would be able to still be on, basically be on the hook for just the 20% of the design costs.

Alderson Denise Fenton (District 6) 23:29

Thank you. Any questions? Alder Hartzheim.

Alderson Sheri Hartzheim (District 13) 23:33

Thank you, Chair. I just want to be clear that I'm understanding this correctly. Overall, this will cost the city of Appleton about \$56,000 more. Is that correct?

Deputy Director Pete Neuberger (Public Works) 23:53

[...] 32,328. So that's—I think your math is correct on that.

Alderson Sheri Hartzheim (District 13) 23:58

Thank you.

Aldersperson Denise Fenton (District 6) 24:01

Anyone else? I know that it's really difficult to get the state to change their mind once they have these figures. So, I would give my kudos to staff for managing to do the negotiations to actually get them to agree to this revision. So good work all on that.

Aldersperson Denise Fenton (District 6) 24:30

Anyone else? All right, seeing none, we'll go ahead and vote. All those in favor. Please signify by saying aye. Aye. That passes four zero.

Aldersperson Denise Fenton (District 6) 24:40

All right, moving to item 25-0788, approve the Lawe Street navigational canal bridge three party design contract with WisDOT and Hardesty and Hannover LLC, in an amount not to exceed \$439,655.84 cents. City cost share, \$87,931.17. Can I get a motion?

Aldersperson Vered Meltzer (District 2) 25:08

Move to approve.

Aldersperson Alex Schultz (District 9) 25:09

Second.

Aldersperson Denise Fenton (District 6) 25:09

All right, we have a motion and a second. So, Deputy Director Neuberger, I'm understanding that this is the related item that came out of that initial revision. Is there anything else you'd like to add to this?

Deputy Director Pete Neuberger (Public Works) 25:27

Nothing more to add, unless there are questions.

Aldersperson Denise Fenton (District 6) 25:30

Okay, any questions, comments? All right, seeing none, we'll go ahead and vote. All those in favor, please signify by saying aye. That passes four zero.