

**City of Portage
Ad Hoc Canal Committee Meeting
Tuesday, March 25th, 2014, 5:00 p.m.
Municipal Building, Conference Room One
Agenda**

Members: Fred Galley, Chairperson; Chris Arnold, Ron Dorn, Marianne Hanson, Doug Klapper, Gil Miesgeier, Bob Redelings, Jesse Spankowski (citizen member), Destine Udelhoven, Mayor William Tierney ex-officio

Invited Guests: Shawn Murphy, Kim Johnson, Scott Inman

1. Roll Call
2. Approval of minutes from 2/25/14 meeting.
3. Discussion and possible recommendation of Design Engineering Scope of Services for Segment 2.
4. Set Next Meeting Date
5. Adjournment

City of Portage
Ad Hoc Canal Committee Meeting
Tuesday, February 25th, 2014, 5:00 p.m.
Municipal Building, Conference Room One

Members present: Fred Galley, Chairperson, Ron Dorn, Marianne Hanson, Doug Klapper, Bob Redelings, Jesse Spankowski (citizen member) and Destinee Udelhoven.

Members excused: Chris Arnold, Mayor William Tierney ex-officio and Gil Miesgeier

Others present: Shawn Murphy, Kim Johnson, Karen Richardson, Scott Inman, Lyn Jerde and Bill Welsh

1. Roll Call

2. Approval of minutes from 1/28/14 meeting.

Motion by Klapper, second by Dorn to approve the minutes. Motion passed 7 to 0 on call of the roll.

3. Discussion and possible recommendation of draft design engineer scope of services.

Redelings provided a power point presentation. Design elements of the first segment were reviewed. It was suggested that defining the elements for segment 2 would provide for a more efficient design process. It would also be beneficial to keep deviations from the conceptual plan to a minimum, so the Environmental Document revisions would be more palatable. The following parameters were discussed:

- Revetment walls; Galley suggested both sheet pile walls and treated wood walls may be too expensive. A design resulting in a product that's cost prohibitive may jeopardize the project. It was suggested that an alternative method of bank stabilization be employed.
- Pathway; The consensus was to maintain a 10' paved path/trail on the south side of the canal. The trail would proceed through the opening of the C.P. railroad bridge and terminate upon immediate connection with the existing trail on the east side of the bridge.
- Railing system; A railing system would be costly. It was suggested that the railing system wouldn't be required if a five foot clearance was maintained between the edge of the canal and the edge of the paved trail.

- Right of Way acquisition; Acquiring right of way is also expensive and should be kept to a minimum. Narrowing the canal from 60 feet would result in less right of way being needed. It would also assist with the trail separation distance. It was suggested that a canal width of 40' to 50' would be appropriate and 40' would be better than 50'. However, there is a trade-off. The further into the canal the trail is constructed, the more costly it may become.
- Pedestrian bridges; Narrowing the canal may also provide a more cost effective bridge at Hamilton Street because of the reduced span. However, this may be offset by having a desirable 10' clearance between the low girder and the water surface. Though the T.E. grant identifies the Riverwood bridge as the replacement structure, recent repairs make replacement unnecessary and a historical structure over the Wisconsin River locks is preferable.
- Stormwater management; In the interest of being cost effective, storm outfalls greater than 12" should receive some form of sediment removal. Redelings pointed out that these structures don't need to necessarily be located in the canal right of way. Because the inlets are in East Edgewater St. and E. Mullett St., the structures could be located in the street right of ways.

Redelings will work with the management consultant on the RFP boiler plate items. Galley and Dorn felt that only 2 public meetings would be required based on meeting attendance during the engineering of segment 1.

4. Set Next Meeting Date

The next meeting time was established at 5 p.m. on Tuesday, March 25, 2014.

5. Adjournment

Motion by Hanson, second by Spankowski to adjourn. Motion carried unanimously on call of the roll.

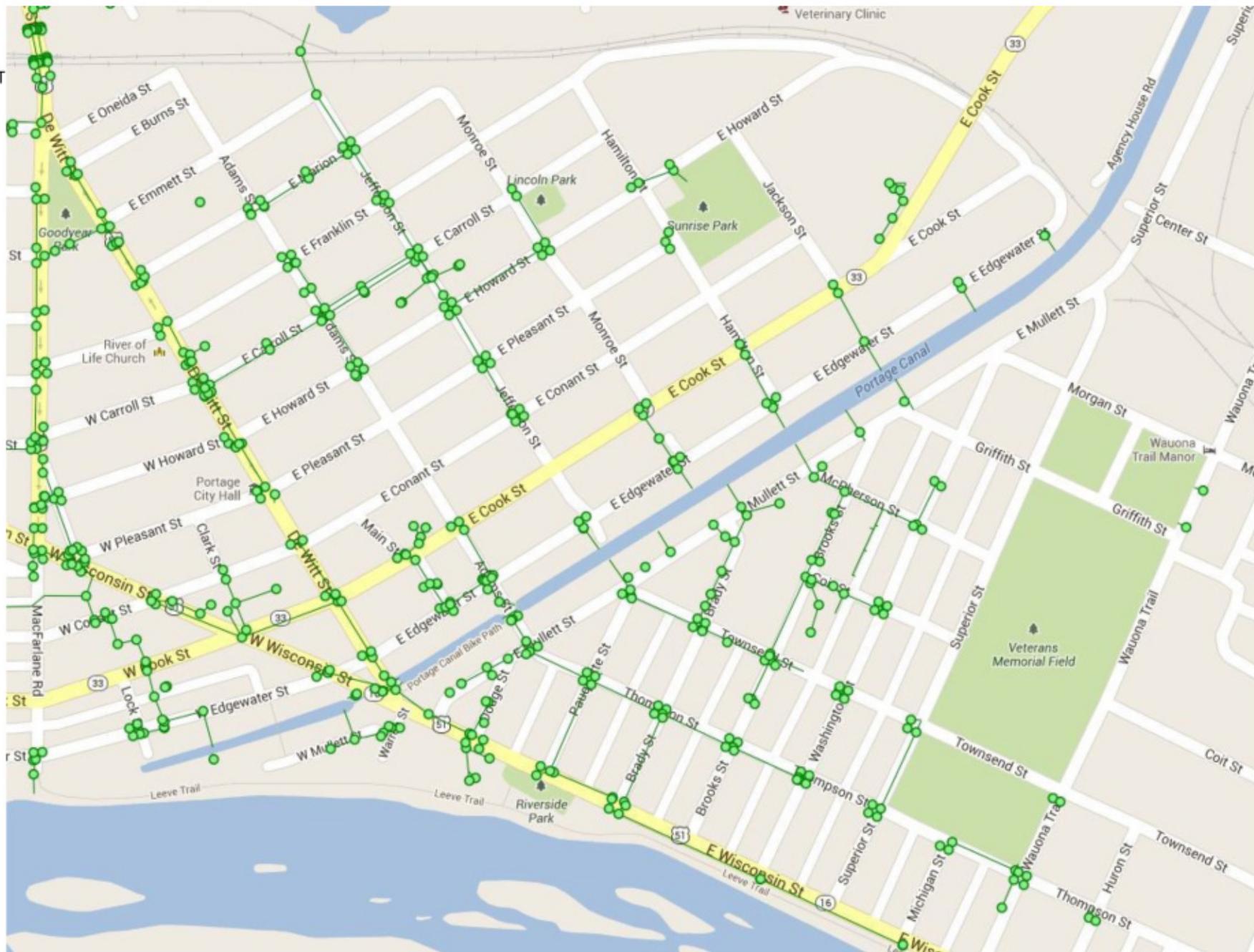
The meeting concluded at 7:00 p.m.

Respectfully submitted,

Robert G. Redelings, P.E., Public Works Director



Scale = 1:700 FT



LEGEND:

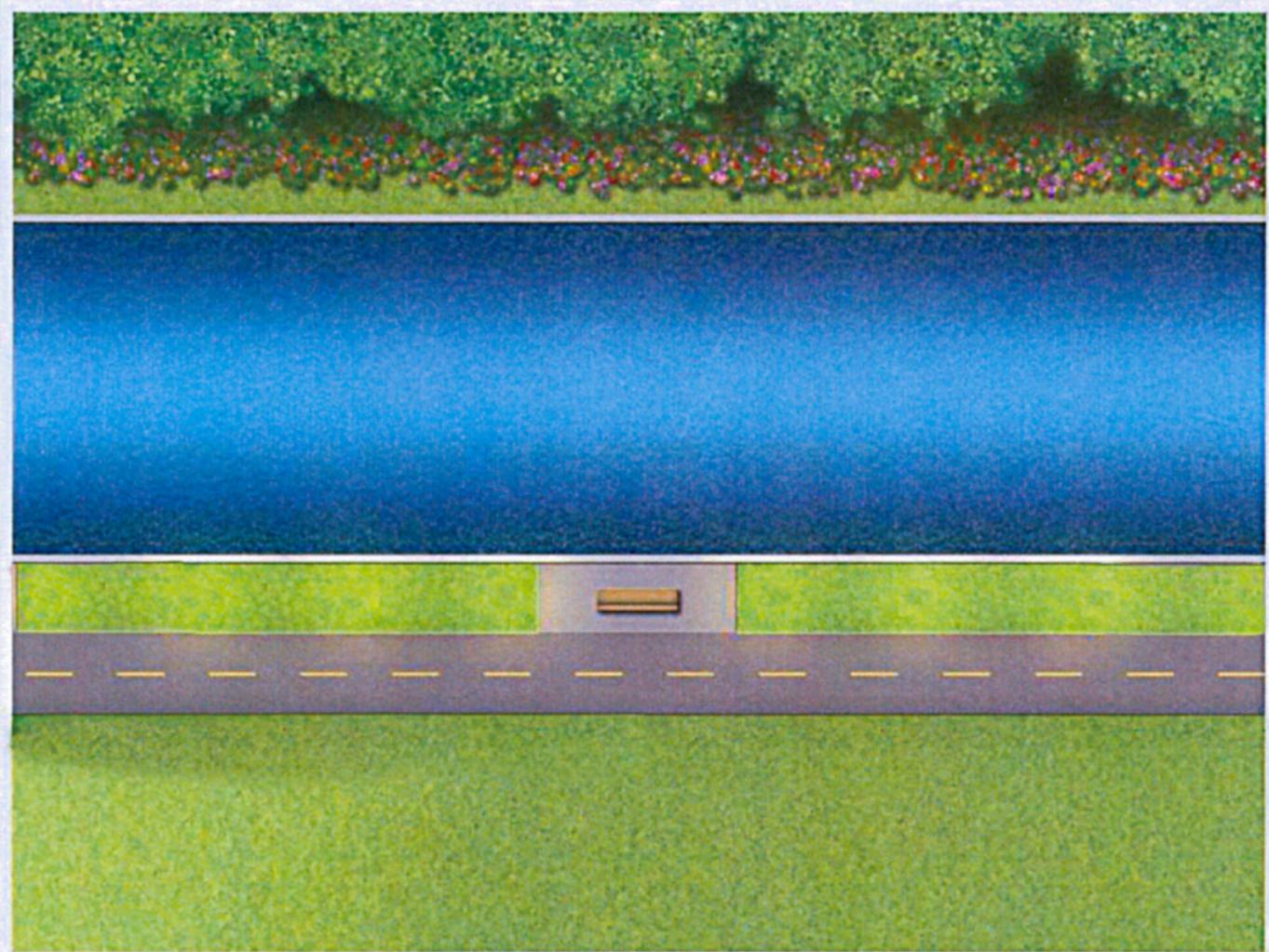
- = Storm Sewer Structure
- = Storm Sewer Conveyance

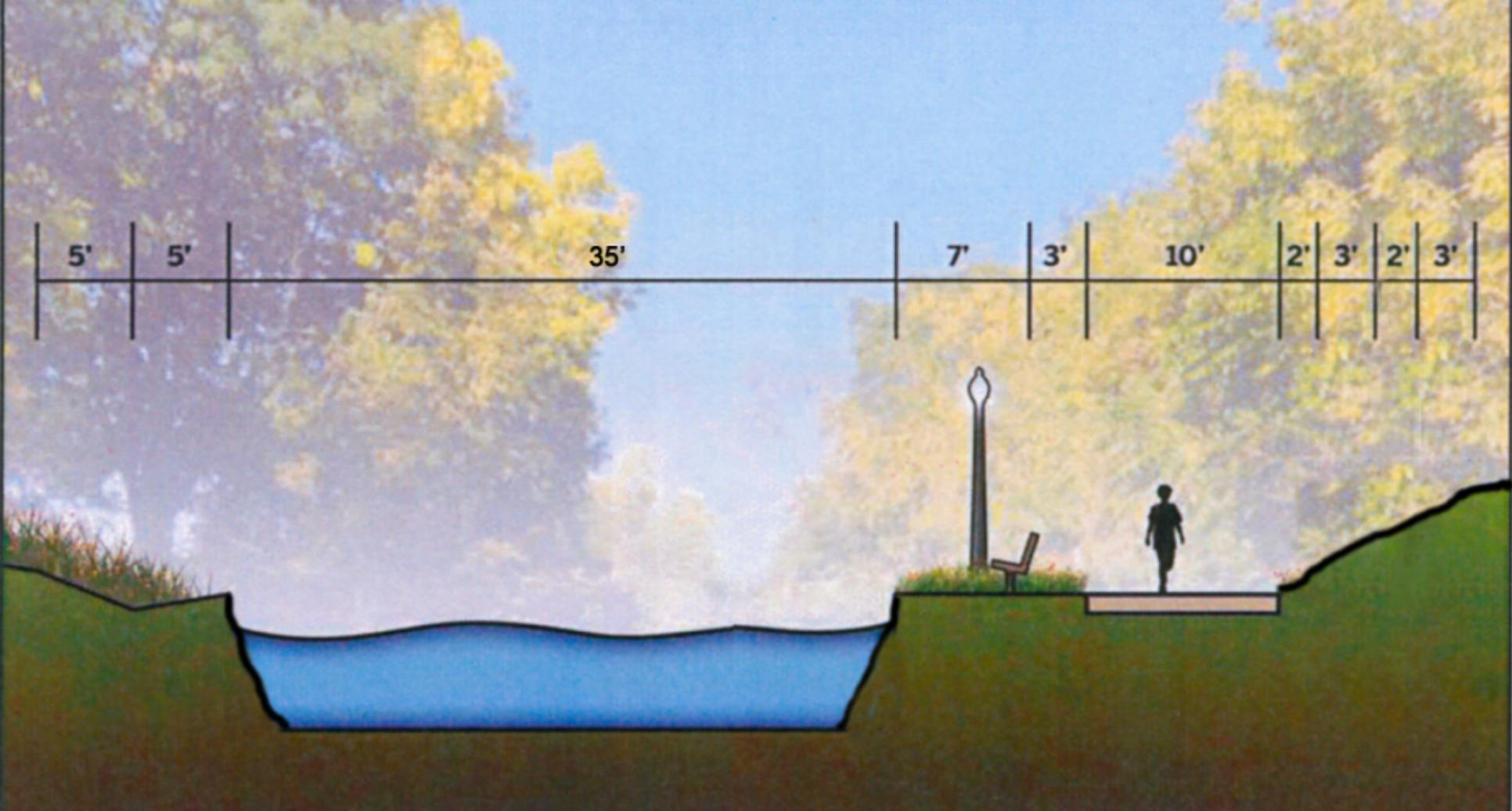
Storm Sewer System Map



Hamilton Bridge Street







5'

5'

35'

7'

3'

10'

2'

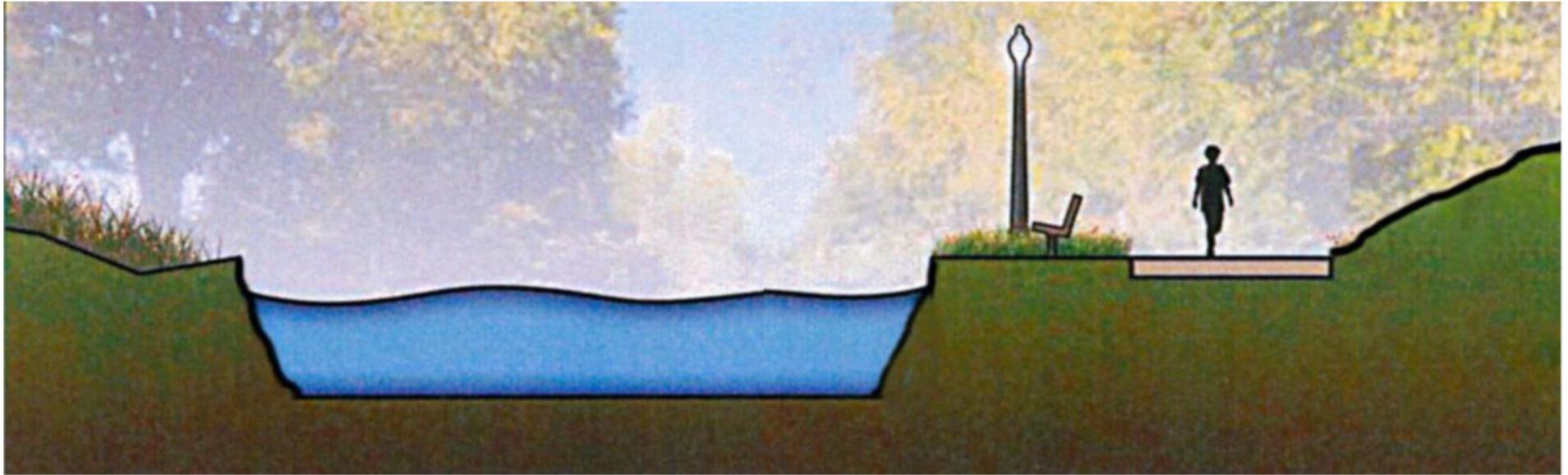
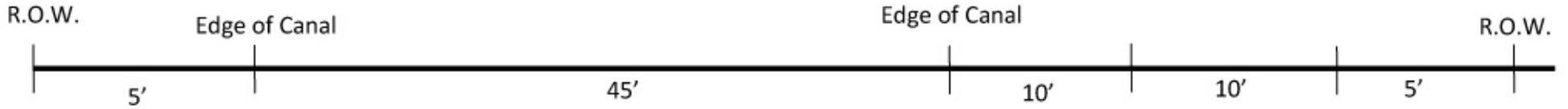
3'

2'

3'

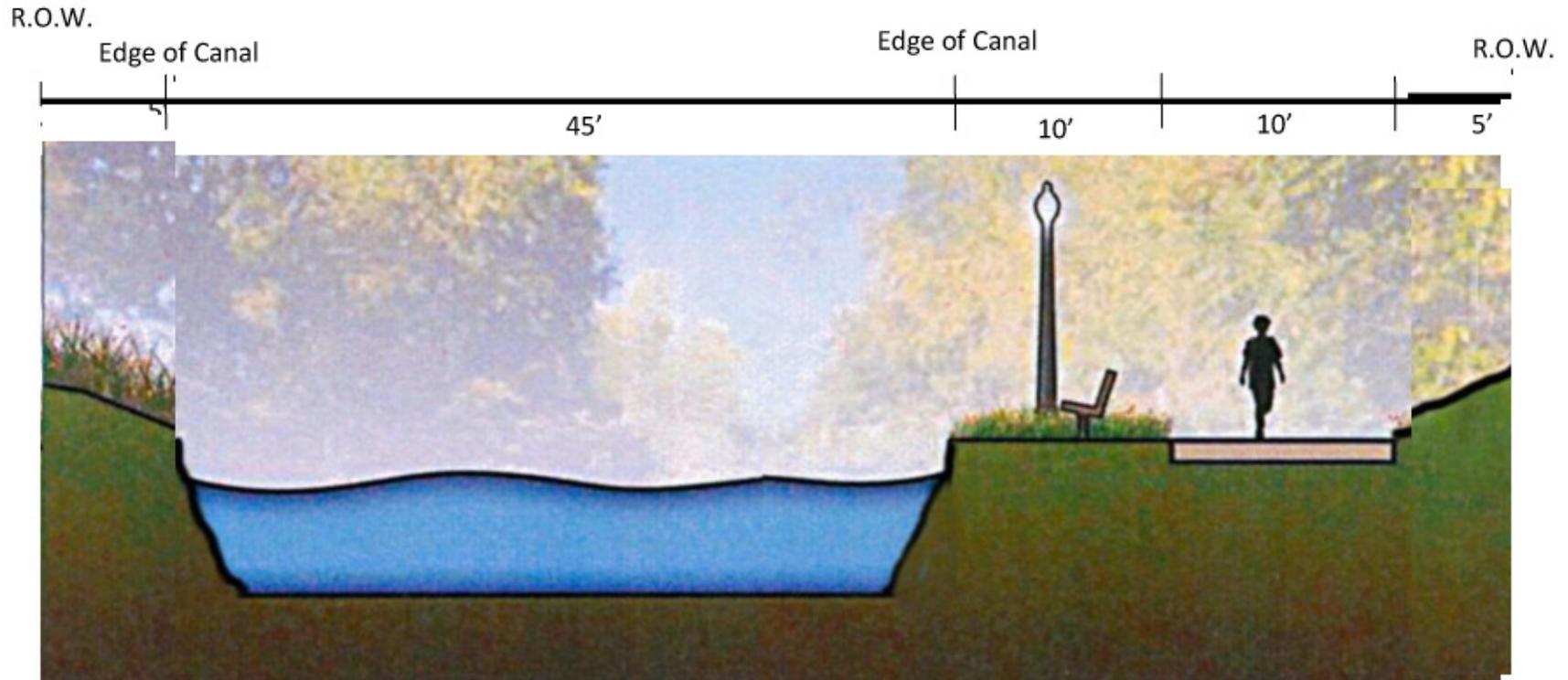
Canal Cross Section

Not to Scale



Canal Cross Section

Not to Scale





Edge of
Right of Way

Edge of
Revetment

Edge of
Revetment

Edge of
Right of Way



— 10 feet —

— 35 feet wide —

— 30 feet —

We need to narrow the channel to 35 feet.

— 40 feet wide —

