

Michigan Ave. – N. 13th to N. 18th St.

Presentation for PI Committee Meeting

October 1, 2025, 5:30 P.M.

Greg Minikel, P.E. Engineering Division Manager

General Photo 1500 Block Looking West



History of Utilities and Roadway

- Sanitary Sewers built in 1919 and 1921. Re-Lined CIPP 2015 & 2016
- Storm Sewers built in 1921 and 1938.
- Original Concrete Pavement – 1922
- Asphalt Resurfacing in 1979 and again in 1998 (27 yrs. ago)
- 6” Water Main – 1920. Standard Size today is 8” W.M.
- Numerous Lead Water Service Laterals
- Several Unused Lead Service Laterals – MPU said these should not impact the trees.
- Some Unused or Extra Sanitary Laterals (Vacant Land)

Existing Conditions

- Huron St. – N. 11th to N. 13th St. – 38 feet face of curb to face of curb
- Michigan Ave. – N. 13th St. to Alley (west of 13th) – 36 feet FOC to FOC
- Michigan Ave. – Alley (west of N. 13th) to N. 18th St. – 34 feet FOC to FOC
- Michigan Ave. – N. 18th to N. 23rd St. – 36 feet FOC to FOC
- WisDOT Functional Classification for Michigan is a Minor Arterial
- A normal width for a low volume Minor Arterial is 36 feet
- WisDOT (2024) Traffic Count – 2,000 vehicles per day
- Maritime Metro Transit (MMT) Bus Route since 2023 for the ADRC.
- There are currently 34 existing trees in this segment of Michigan Ave.
- PASER Pavement Condition Rating – 6 on a scale of 1 to 10.

Some Quick Facts

- The City will not have designated bike lanes on Michigan Ave. (2021 Bike & Ped Plan and Complete Streets Resolution).
- We may install a white line along the parking lane(s) (same as west end of Michigan just completed this summer) and put up bike route signs. Bikes use parking lane where there are no parked vehicles
- The Street is not classified by Ordinance as a Designated Heavy Traffic or Truck Route
- The City has no intention of making it a designated truck route.
- The City will keep the existing “No Trucks on Michigan Ave.” sign and the exist “No Trucks” sign on the south side of the street east of 18th.
- Ultimately, Engineering Staff just wants to know what we are building and designing. **We are looking for the Committee/Council to make a recommendation & final decision.**
- If construction moves forward, we would not start until after the Memorial Day Parade.

2012 Complete Streets Resolution

3/14/12
2/14/12

RESOLUTION 084

WHEREAS, in 2002 the United States Department of Transportation (DOT) approved a policy statement on bicycle and pedestrian accommodations stating that every local government has the responsibility to improve conditions and opportunities for walking and bicycling, and to integrate walking and bicycling into their transportation systems (now more commonly known as "Complete Streets"); and

WHEREAS, in 2008, the Wisconsin Legislature approved Act 28, which created a Complete Streets statute stating that the Wisconsin DOT shall ensure that bikeways and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state or federal funds, except in certain circumstances; and

WHEREAS, the City of Manitowish Comprehensive Plan, which was adopted by ordinance on December 21, 2006, recommends that the City of Manitowish develop an interconnected sidewalk and trail network, carefully considering the needs of bicyclists and pedestrians in road design and requiring designs of new developments that have the pedestrian in mind; and

WHEREAS, the City of Manitowish Bicycle Facilities Plan, which was adopted by resolution on November 6, 2006, recommended immediate and continued street enhancements to accommodate bicyclists; and

WHEREAS, bicycling is an important and sustainable mode of transportation that benefits the City economically and environmentally, as well as through social recreation of exercising City residents and tourists; and

WHEREAS, the Common Council recognizes the financial impact that cycling has on our community and wishes to continue to promote bicycling and walking as modes of transportation within the City; and

WHEREAS, the Common Council recognizes the positive effects that Complete Streets have on mobility in our City, as well as on reducing environmental pollution and stormwater runoff;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS by the Mayor and the Common Council of the City of Manitowish that the City shall, whenever possible and feasible, construct appropriate pedestrian and bicycle paths, lanes, and facilities to improve the ability for citizens and tourists to travel by foot and by bike.

BE IT FURTHER RESOLVED that whenever a street is built or improved in the City of Manitowish, the City shall review the following criteria when considering street design:

1. The current accessibility and safety of the street for pedestrians and bicyclists.
2. The condition of the street to currently existing bicycle lanes or pedestrian walkways.
3. The need for pedestrian walkways or bicycle lanes on the street.
4. The location of the street relative to schools and parks which attract pedestrians and bicyclists.
5. Street funding available to improve pedestrian and bicycle access to the street.

INTRODUCED: FEB - 6 2012

ADOPTED: MAR 19 2012

APPROVED: [Signature]

Mayor, Manitowish

The resolution was drafted by Kathleen M. McNeill, Assistant City Attorney

City of Manitowish Complete Streets.doc

Existing No Trucks Signage



Tree Removals for Reconstruction is Normal

2025 Projects with Tree Removals

- Fleetwood Dr. – Waldo to Stokes (15 Terrace Trees & 11 Island Trees)
– Trees removed in the fall prior to the reconstruction
- S. 9th St. - Dewey to Wilson (19 Trees Removed) – Remove with Project
- Reed Ave. – N. 8th to Hamann Rd. (13 Trees) – Trees removed in the fall to the reconstruction

Fleetwood Dr. – Before & After Photos



South 9th St. Before & After



South 9th St. Before & After



Huron St. Trees – 2013 Photo and 2025 Photo



Tree Replacement Plan

- The City will be replacing the trees later this fall for the 2025 streets that were reconstructed. Late Fall Planting is the best time (dormant).
- The City Forester will create a plan to replace the trees removed along Michigan Ave.
- The City normally replaces 1 tree for every tree removed.
- MMC Section 8.190 Trees and Shrubs
- [Microsoft Word - Street Tree Planting Policy 2025-04-21.doc](#) from the City Website – Dept./Public Infrastructure/Forestry/Planting, Removal or Trimming of Trees, then click on Planting Policies.

Maps & Potential Tree Impacts

- We looked at and created a map to show which trees would need to be removed due to construction, if we simply reconstructed the street at its current width of 34 feet. 9 Trees would be impacted in this case.
- We looked at and created a map to show which trees would need to be removed due to construction, if we widened the street by 1 foot on each side which would make the width 36 feet. 16 Trees would be impacted in this case.
- Next, we had the City Forester inspect all of the trees to determine their existing condition. Unfortunately, he determined that 18 of the 34 trees (53%) are in the City's 4D Category (Diseased, Dying, Dead or Dangerous).

Maps & Potential Tree Impacts – Cont'd.

- Finally, we looked at trees that may be impacted by existing sanitary laterals or water services-water shut-off boxes. There are 9 Trees that have laterals and/or water services under or very close to the trees.

9 Trees to be removed - 34 ft. wide street

1. 1304 - 17"
2. 1311 - 18"
3. 1415 - 20" east
4. 1415 - 20" west
5. 1416 - 35"
6. 1419 - 41"
7. 1502 - 35"
8. 1515 - 41"
9. 1604 - 25"

7 Additional Trees to be removed for a 36 foot wide street

1. 1304 - 14"
2. 1304 - 16"
3. 1311 - 13" west
4. 1407 - 18"
5. 1518 - 16"
6. 1614 - 20"
7. 1702 - 22"

18 Trees to be removed – Due to 4D Designation

1. 1304 - 14"
2. 1304 - 17"
3. 1311 - 18"
4. 1407 - 18"
5. 1415 - 20" east end
6. 1415 - 20" west end
7. 1416 - 12" east end
8. 1416 - 10"
9. 1416 - 35"

18 Trees to be removed – Due to 4D Designation

10. 1416 - 11" west end

11. 1419 - 41"

12. 1502 - 35"

13. 1515 - 26" east end

14. 1515 - 16"

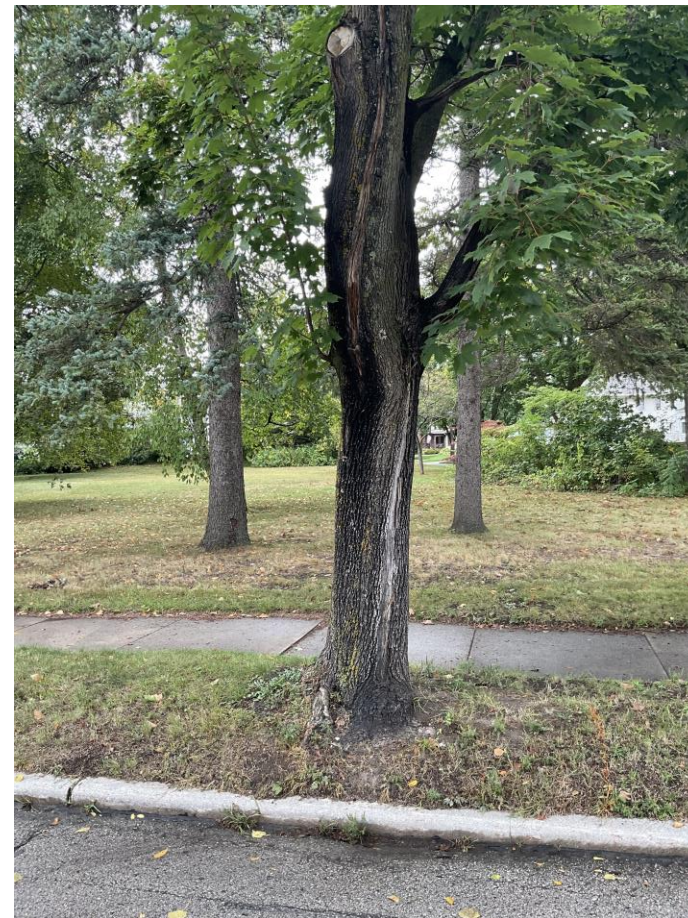
15. 1515 - 41" west end

16. 1604 - 25"

17. 1702-1704 - 22"

18. 1702-1704 - 26"

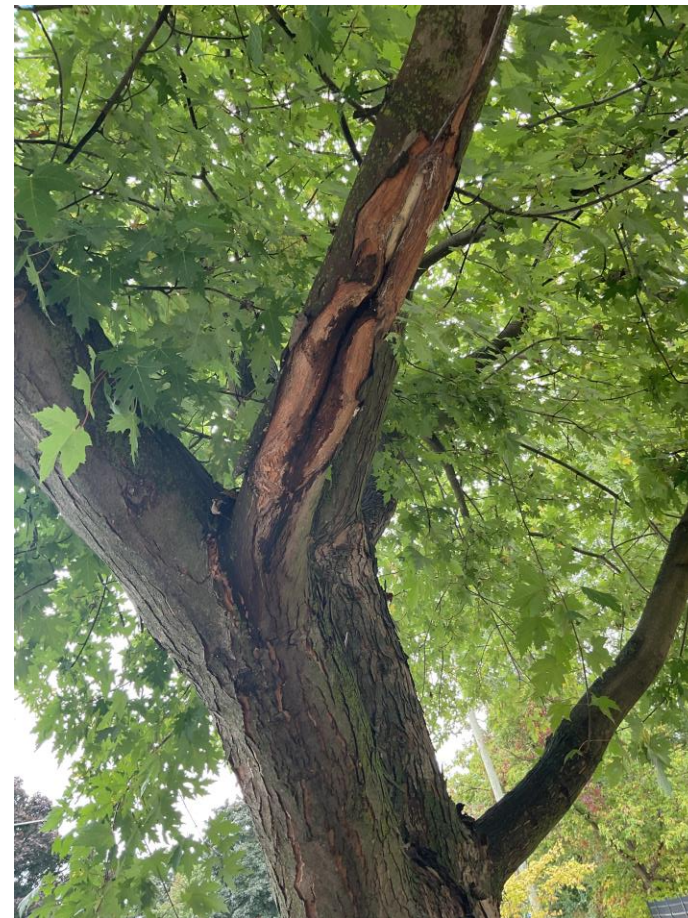
4D Trees at 1304 Michigan Ave. (14" & 17")



4D Trees at 1311 Michigan Ave. (18")



4D Tree at 1407 Michigan Ave. (18")



4D Trees at 1416 Michigan Ave. (12" E, 10", 35" & 11" W)



4D Trees at 1416 Michigan Ave. (12" E, 10", 35" & 11" W)



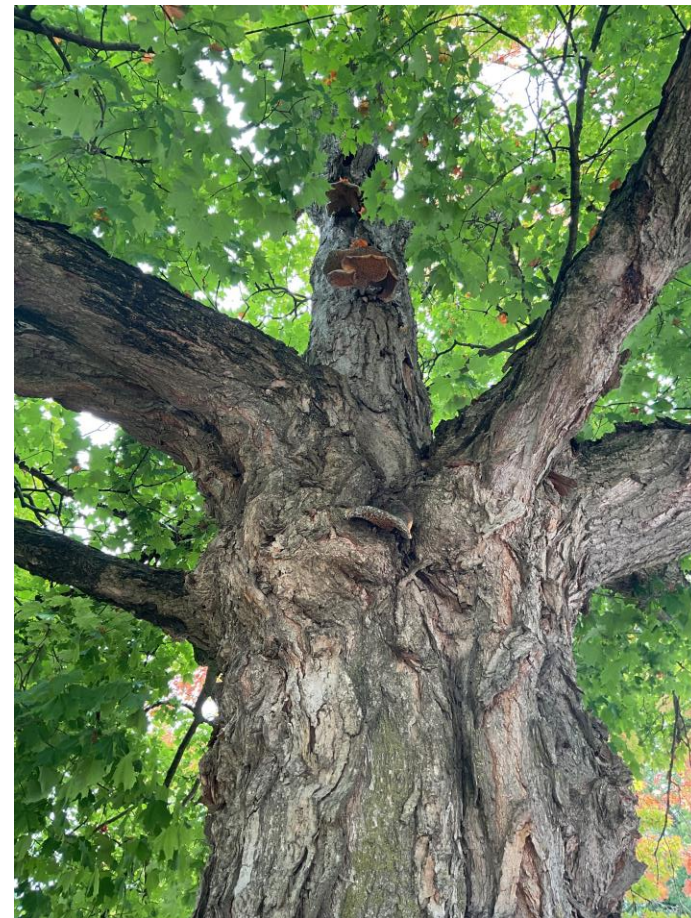
4D Trees at 1415 Michigan – 20" E & 20" W



4D Tree at 1419 Michigan Ave. (41")



4D Tree at 1502 Michigan Ave. (35")



4D Trees at 1515 Michigan Ave. (26" & 16")



4D Trees at 1515 Michigan Ave. (41" West End)



4D Tree at 1604 Michigan Ave. (25")



4D Trees at 1702-1704 Michigan Avenue (26" E & 22" W)

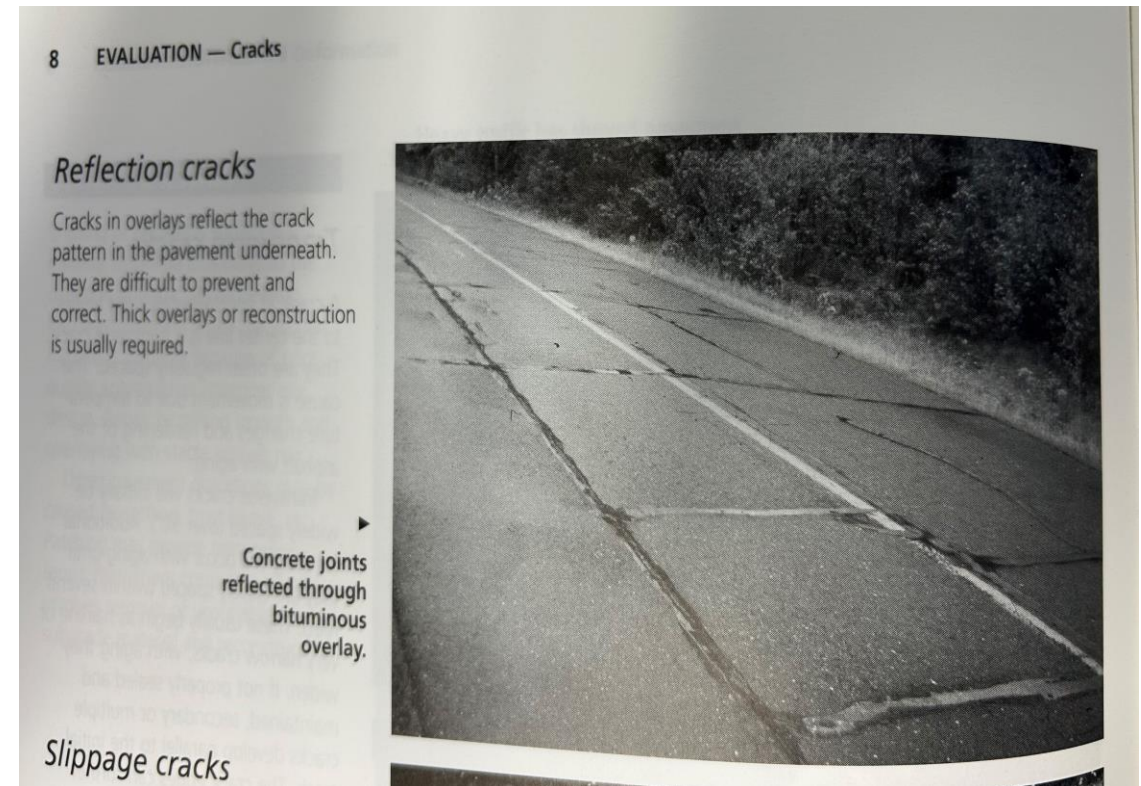


Alternatives or Options

1. Do Nothing – Delay Project & Revisit it in “X” number of years.
2. Mill & Overlay (similar to what was done in 1998).
3. Reconstruct Street at same width of 34 feet
4. Reconstruct Street at a 36 feet width.

Mill & Overlay Negatives

- * Reflective Cracking will begin almost immediately.
- * ***Reflective cracking is the reappearance of existing cracks or joints from an underlying pavement layer (concrete or asphalt) through a new asphalt overlay, caused by differential movement from thermal changes and moisture. This phenomenon is a significant problem because these new surface cracks allow water to infiltrate the pavement, weakening the structure and leading to premature failure.***



Staff Recommendations

- After reviewing all of the information we have, we believe that the best option is to reconstruct the street at 36 feet wide, replace all of the necessary utilities and keep parking on both sides of the street and replant new trees for all of those that were removed.
- We feel it would be short sighted to do nothing and simply put the project on hold for say 3-5 years.
- We feel that if we only mill and overlay the street with asphalt would be a waste of tax payer money and only be a short term fix.
- The Do Nothing and Mill/Overlay options do not address the 4D trees, the old utilities and the lead water service laterals.