

ROADS & RIGHT OF WAY COMMITTEE MINUTES

Lake Road Tour with Morgan and Parmley April 13, 2015 starting at 3:00 p.m.

Attended by:

Larry Gotham, Zech Gotham, Tom Krob, Greg Martin, Tom Emerson, Bob Lang, Tom Emerson, Dan Stein, Donna Porter was also in attendance for a portion of the tour.

The following items were discussed:

Side Slope Issues

Treatment of Side-Slope Transitions into existing properties (see sketch attached) was discussed at length. There were three areas of concern **that** were noted at the south end of the project (two west and one east) and one north of the entrance to the BAHA storage building on the east side of the road.

Several different approaches were discussed. The basis of the problem revolves around the maximum side-slope that would not erode or be maintainable (**3:1 max. , 4:1 typ.**)- would not be achievable within the existing right of way **in the critical back slope areas mentioned**. This results in the need to extend grading and tree removal into adjacent private property, or resort to other solutions such as **installing curb and gutter**, near vertical block walls or raising the road (**1'± higher**) above its existing elevation **so that the back slope would not need to be cut as much (or possibly not all)**.

The use of curb and gutter was determined ~~to~~ **not to** be a desirable solution due to plowing interference and maintenance issues.

Grading into adjacent properties would require some form of formal permission (easement **or construction permit**) to allow the Town to work on private lands. This permission could either be voluntary by the owner or obtained un-voluntarily - thru court action. Voluntary permission was deemed the most desirable of all solutions and Tom K was to contact various owners to obtain their feelings on granting permission to work on their property. We were cautioned that costs for non-voluntary court actions could escalate fairly quickly and all also noted court action would be a less desirable solution due to impact upon residents.

Use of stacked-block retaining walls was deemed a solution to be viable and will be considered further. **If retaining walls were installed it could be done within the existing right of way with minimal disturbance on private property**. Bob Lang voiced his concern that this approach could be damaged by plowing operations, could have long-term maintenance issues and may raise expectations of residents on future projects.

The raising of the existing road above its existing elevation was deemed to be viable and will be considered further. It was noted that raising the road elevation in the areas in question (hilltops) could negatively impact sight distances when driving the road, **but through the design process the vertical**

curve would be analyzed for safety. Transitions from the new road elevation into driveways could also present issues to be dealt with (required acquisition of construction permits).

Costs for either the block walls or the raising of the road are expected to be similar. We advised M&P we would give them direction as to a course of action within two weeks.

Relocation of Centerline at Former Frazer Property

A westerly shift of the centerline of +/- 30 feet was discussed in this area to resolve a horizontal alignment problem in the existing road. This would require additional right of way to be obtained, and Tom K. was to contact the impacted property owners to see if they would be receptive to such an action. We advised M&P we could give them direction as to a desired course of action within two weeks.

Starting point of Project due to possible Birch Lake bridge Involvement

The location of the starting point of the improvement was discussed as it would be impacted by possible future bridge work and transitions of the new roadway into it. It was noted that if replacement was to be done on the bridge in the near term, that it would be cost beneficial to stay several hundred feet away from the bridge due to possible centerline grading transitions to a slightly higher vertical opening over the waterway. We advised M&P we would continue to pursue our investigation and would advise them of our desired course of action.

Spot Improvements Recommended

Other spot improvements throughout the project were discussed as presented by M&P that were accepted by the committee on which no further decision/guidance is required. These spot improvements will be cataloged by M&P and presented to the Committee for final concurrence on the improvements to Lake Road. A complete cataloged list will be assembled by M&P once all improvements are decided upon by the Committee. This list of improvements will then be used to develop a construction estimate and be presented to the WI DOT to make sure the proposed improvements meet the requirements for the TRIPD funding and the work completed will be reimbursable.

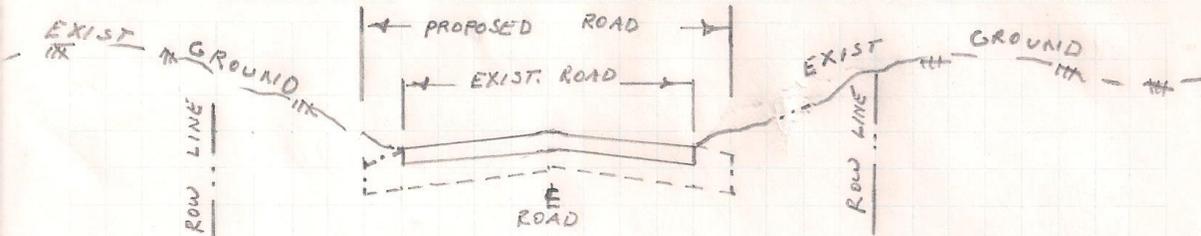
Erosion Conditions Adjacent Upper Eau Claire Lake Shore

Concerns of erosion conditions along the lake shore line, north of the Birch Lake Bridge were discussed. It was determined that this was not an immediate concern and any resolution would be made separate from the Lake Road project. The new road centerline may be shifted a couple feet westerly in this area to accommodate this situation.

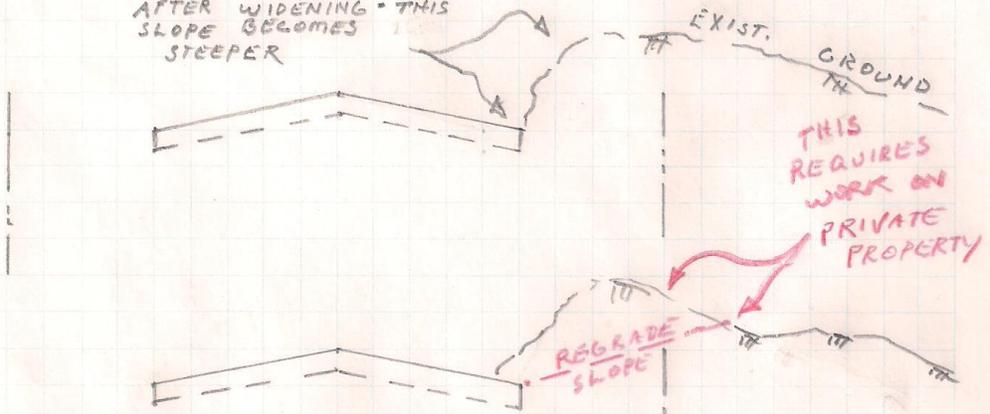
The committee set 1:00 p.m. on Monday, April 27 as its next targeted meeting date to formulate direction to M&P. The group left the site at 6:00 p.m.

Submitted by Dan Stein, acting Chair

(Don Dealing won't you please come home)

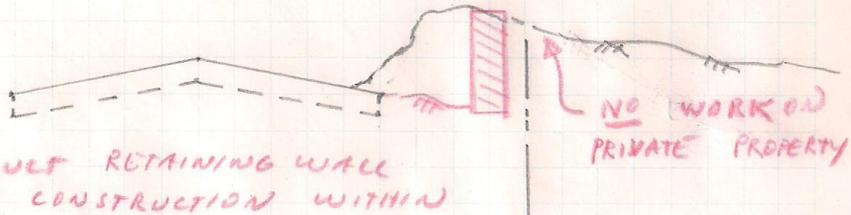


AFTER WIDENING THIS SLOPE BECOMES STEEPER



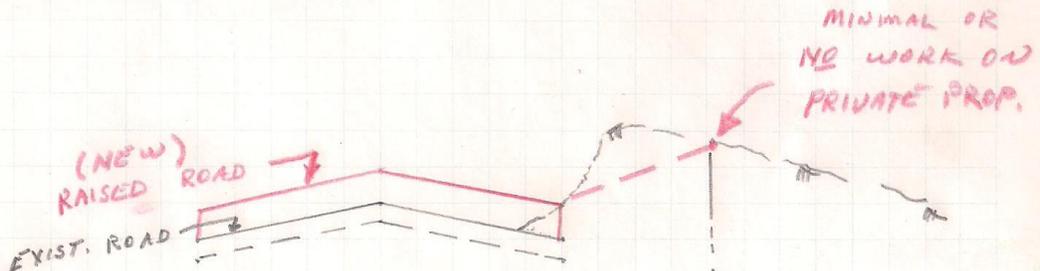
①

* REQUIRES PERMISSION TO RE-GRADE ON PRIVATE PROPERTY



②

CONSTRUCT RETAINING WALL TO KEEP CONSTRUCTION WITHIN EXIST. ROW



③

RAISING ROAD ELEVATION MAY KEEP CONSTRUCTION WITHIN EXIST. ROW