

November 19, 2014

A meeting of the Log House Landing Improvement Committee was held on the above date. The following were present: Christine Maefsky, Sally Swanson, Pam Plowman Smith, Ray Burris, Steve Philippi, Kristin Tuenge, Dave Hebert, Steve Kronmiller, and Don Hansen. Staff included Ryan Goodman and Tim Kieffer.

Maefsky called the meeting to order at 7:02 p.m.

There were two amendments to the November 13, 2014 minutes. The first was to add cost, functions well historically, more natural feel, reduce impervious surface, accommodates community desires, and follows the Comprehensive Plan as reasons a single lane is recommended. Second, sediment records only go back to 2012.

Tuenge, seconded by Hansen, made a motion to approve the minutes as amended. Motion carried 8-0. Kronmiller abstained from voting.

Three amendments were made to the agenda. First, engineer report was added after the video of Butternut Trail and Log House Landing. Second, safety was added after engineer report. Third, next steps were added before adjournment.

Kronmiller, seconded by Tuenge, made a motion to approve the agenda as amended. Motion carried 9-0.

A review of the site visit was discussed. Kronmiller requested a map with just trees and lot lines. Plowman Smith requested a map with the existing road also. Tuenge would like the trees to be removed marked. The committee would like to contact the energy company to discuss tree trimming and possible impacts.

Areas for parking were examined. The committee suggested parking for half truck/trailer and half cars. Plowman Smith measured about 120' of parking from the landing to the first driveway, 100' at the landing, and 300' on Quinnell. Kieffer explained the Fire Chief requested no parking on the landing. The committee thought no trailer parking could be an option. Hebert suggested parking by the WPA. It was suggested signage may be installed next to the WPA.

It was reported the road has an 11% grade based off the survey. A rocky channel may be an option to control water velocity.

A video made by Mayor Simonson that shows Butternut Falls and Log House Landing was viewed. It was noted that there are two drains at Butternut Falls with a natural spring. Roger Peterson stated it has been 4 or 5 years since the rocky channel has been maintained.

Goodman gave a report to explain surfaces. There are three different surfaces which include hard, natural, and artificial. Goodman stated Brock White, one of the largest construction material suppliers in the Midwest, would not warranty their products on a 10 to 15% slope.

Goodman would not recommend an artificial surface on the main drive lane. The costs for artificial surfaces are three times higher. Goodman then demonstrated how gravel reacts with water. He recommended doing nothing if a natural surface is proposed. Goodman added that an artificial surface or trench may impact tree roots more. A member from the public audience stated a rocky channel was created on the North side 4 or 5 years ago.

Tuenge asked if May Township performs gravel projects. Kieffer stated they do. Jim Shaver added May Township is looking at paving a gravel road that is next to a lake.

Deputy Chris Majeski spoke about parking and emergency issues. He reiterated parking on the landing is an issue. He also stated, when there was parking on both sides, it was sometimes difficult to get a vehicle through. Majeski believes there is still a parking issue due to confusion. Majeski and the committee agreed two parking spaces could be on the West side of the landing and a space on the East side could be used for emergency vehicles.

Roger Peterson gave his opinion to address erosion. He suggested sectioning the road to disperse the water. He recommended a rocky channel and a settling pond to capture the sediment. He thought maintenance of the channel and pond might be yearly.

County Engineer Wayne Sandberg commented on gravel versus paved roads. He said a paved road may be cheaper in the long run depending on annual maintenance. He stated a properly graded gravel road has a 4% slope. Anything more than that will pull fines off the road. Sandberg explained that a road with 8% or greater slope, gravel doesn't do well because the energy of the water will remove the fines. He suggested a regular maintenance plan and to consider what that might cost. Sandberg said a hard surface will help eliminate erosion but the water still needs to be treated. He ended by saying the City has to look at the big picture and weigh all the costs.

Swanson said the snowmobilers she talked with did not think pavement was an issue. Kronmiller added snowmobilers don't like driving on pavement.

A rocky channel was discussed and whether vehicles can park or drive on it. Plowman Smith suggested using the rocky channel and natural landscape as parking. Peterson recommended not driving on the rocky channel.

The different types of surfaces were discussed for the parking spaces.

The committee requested life cycle costs for paved and gravel surfaces for next meeting.

An additional meeting date was set for December 17th, 2014.

Swanson, seconded by Kronmiller, made a motion to adjourn. Motion carried 9-0.

The meeting ended at 10:33 p.m.

Respectfully submitted,

Tim Kieffer

Director of Public Works

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