

Phil Montwill – Rusk County Highway Commissioner

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Date: July 8, 2013

Lisa Dobrowolski
Town of Rusk, Chair
P.O. Box 28
Chetek, WI 54728

Dear Lisa,

After reviewing the roads that you had requested on the list, Rusk County Hwy. Dept. would like to offer the following suggestions. The roads have been separated to help with the decision making process. Along with the recommendations I have also included an estimate of costs for the roads. If you have any questions please feel free to contact the Hwy. Office.

Public Landing Rd.: Current findings show that the road top width varies from as little as 23' to 32'. Assuming for the future that if the road was to be paved a minimum width would be 20'. That would leave very little room for any ditches at its current width. There are also areas that have hillsides directly next to the travel way. If the road is to be widened this extra fill material would need to be removed. It may be possible for it to be used in some areas of the road as fill on the in-slopes. There are also numerous trees along the roadway that should or would have to be removed if the road is to be upgraded to a wider width. As far as the riding surface, I dug several test holes along the road to see how much gravel was present. I found some areas that were as deep as 5" and others that had only 2-3". This would be a concern that only a road bed lift could address. Typical lifts range from a total of 12-15". 8-9" of primary crushed and 4-6" of crushed gravel. This would provide a much more stable base for the future and also lift the road to help install better in-slope ratios. This road needs quite a bit of work if the Town wishes to upgrade it to current standards. The other alternative is to spot ditch as needed and add gravel as needed. This is a less expensive option for the present but makes no arrangements for the future.

McGill Point Rd.: Currently there are very little ditches throughout the entire segment. There is very little base as well. The road grader has pulled as much material from the sides as possible. This road is a very good candidate for a road lift as well. There are numerous soft spots toward the shoulders as evident by the ruts left by the motor grader. Adding just crushed gravel will give you a better riding surface but the road is at the same level as the existing ditches. Adding a lift will again pick up the road and make the drainage much easier. It also prepares the road for future enhancements.

Sunset Lane: This segment of road is a lot like McGill Point Rd. Very little base exists and no real ditches. There are numerous driveways on this road. The culverts appear adequate in the driveways. The motor grader has done as much reclaiming of material as possible. However, the road lacks base. Another great candidate for a road lift and this makes it easier for drainage once the road is higher than the surrounding area to drain to. Future enhancements can also be done much easier and less expensive.

Sunrise Point Rd.: This road has more base than the previous roads mentioned. It looks as if a lift was installed as evident by some test holes that I dug on the sides. The test holes did show some primary crushed and a good gravel base covering. If a base was installed it didn't go all the way back. It appears to stop at the bottom of the big hill before the homes leading up the hill. This portion would only need some

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spot ditching to make good improvements. From the bottom of the hill to the back is going to be very challenging for the Board. The road is very narrow with little room for drainage. If there are no real issues with this portion perhaps leaving it until an improvement plan can be developed as this will require working with the property owners to find beneficial solutions for all. Some ideas may be buried storm sewer pipe, or possibly drainage flumes. There were some dwellings that had driveway culverts and some without that could use them. These types of issues will have to be addressed if drainage is to be corrected.

Morningside Lane: Again a very challenging road for the Town to tackle. There are no ditches to speak of throughout the segment. Some of the homeowners have their landscaping right up to the roadway. This will require some cooperation between the Town & its residence to upgrade the drainage for the road. The motor grader has reclaimed as much of the usable material it could. The road base itself is adequate for traveling but it is insufficient for future enhancements such as asphalt pavement. A road bed lift would be ideal. This will also help with drainage as the road will be higher than the surrounding drainage areas. Culverts in driveways would have to be installed. Some have them and others do not. I found one driveway with a storm sewer installed but could not find the outlet end. This was surprising to find that. The far south end is lacking any ditch and very little road base.

Rice Bed Rd: This road is the longest of all the roads. It has been reclaimed by the motor grader and all the reusable material has been put back in the roadway. It still lacks roadbed materials. It has been widened to a width of 35' total in some areas and as low as 29' in others. The side slopes are less than 3:1 in many areas. The road should be considered for a road lift down in the area through the swamp as it is very low. Not knowing how well the road holds up in the spring time a lift would be beneficial. The side slopes could then be pulled up to a 3:1 ratio. Spot ditching as is will get it by but makes no arrangements for the future.

These are my recommendations with a review performed on July 8th 2013. Test holes with an auger would give the Town a better idea of how much base exists but does come with a small cost. I have lifted many roads in the County as well as in my Township and others. It is the best way to fix the road and drainage issues as well. It also prepares the road for the future. As we discussed before, a 5 year road plan is always helpful for setting priorities and for budgeting purposes. I have included an estimate for the ditching of the roads on a per hour basis. Without a road lift on some of the roads ditching them will be much less beneficial because the road is lower than the surrounding areas. If you have any questions please feel free to contact the Hwy. Office.

Sincerely,
Phillip Montwill

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