

The survey provided to the residents outlined a number of potential options for maintaining or reconstructing the road. While there are options beyond those identified in the survey, it was staff's goal to determine the tolerance of the residents regarding the potential changes in the characteristics of the roadway required in order to implement various strategies.

Staff also provided a link to a useful resources provided by the Federal Highway Administration regarding the maintenance of gravel roads. That document may be found here: <https://www.fhwa.dot.gov/construction/pubs/ots15002.pdf>.

The intent of this supplemental information is to provide the Public Works Committee with the background as to what considerations should be taken into account before implementing some maintenance strategies.

Why do you only grade the road (or fix potholes) after enough people complain?

Weather conditions play a large role in the timing of the maintenance of the road. Generally, the road cannot be graded while frozen, therefore the first opportunity is after the thaw in the spring. However, if the road base is too wet, or if spring is accompanied by large amounts of rain, as it often is, the surface deteriorates quickly. Crews then need to wait for proper conditions to grade, which can coincide with an increase in concerns regarding the road condition.

Why does the City seem to regrade the road right before it rains?

For all DPW operations, staff monitors the weather. Acknowledging that at times weather predictions are inaccurate, it is also important to look at the timeframe for maintenance in a larger view. Proper maintenance requires waiting until the road base is relatively dry. In the spring especially, this can result in narrow windows for maintenance after the first thaw. At times, the road maintenance can be negatively affected by the weather. However crews do not intentionally choose inclement weather as the time for maintenance.

Why can't we just pave the gravel road as is?

Failure to address the current issues with the gravel road: drainage, material strength, material separation and material depth, will result in the premature deterioration of the asphalt surface. By simply placing a layer of asphalt on top of the gravel base, the same underlying issues will cause the asphalt surface to rut, heave, crack and ultimately fail. If the City is going to invest the funds to pave the road, it should address the road base issues first.

Why don't we apply a chipseal/double chipseal/sealcoat?

These maintenance strategies only address the surface, and do not add strength to the road. Therefore these strategies could address complaints regarding dust, snow plow damage and drainage across the road surface, but will not address existing issues with heaving, rutting or potholes. Surface treatments could be considered if the gravel road was reconstructed.

What designates a road as a Rustic Road?

Per the Wisconsin Department of Transportation website:

The Rustic Roads program was created over 40 years ago to provide hikers, bicyclists and motorists an opportunity to leisurely travel through the state's scenic countryside. Today, there are 120 designated Rustic Roads spanning more than 724 miles through 59 counties. They are beautiful in every season.

What is a Rustic Road?

Every Rustic Road is unique, but all:

- have outstanding natural features along its borders such as rugged terrain, native vegetation, native wildlife or include open areas with agricultural vistas.
- are lightly traveled local access roads, serving the adjacent property owners and those wishing to travel by auto, bicycle, or hiking for purposes of recreational enjoyment.
- are not scheduled nor anticipated for major improvements which would change their rustic characteristics.
- are at least two miles long and often provide a completed closure or loop, or connect to major highways at both ends of the route.

A Rustic Road may be dirt, gravel or paved road. It may be one-way or two-way. It also may have bicycle or hiking paths adjacent to or incorporated in the roadway area.

The maximum speed limit on a Rustic Road has been established by law at 45 mph. A speed limit as low as 30 mph may be established by the local governing authority.