

Silver Lake Diversion

Minutes of Meeting held 18 February 2015

By: John Durbrow, for MCLA

Summary of Points Made:

1. Silver Lake will not Flood based on its immediate watershed; water problem stems from Silver Creek contribution. (BG) However, an opinion was presented by FE that part of current problem was high water in front of his property.
2. It appears the berm is at its design height, and early design documents do show the box culvert at approximately the current location. (TW) Never-the-less, there appears to be no design documentation indicating that flow rates were to be comparable to the channel capacity. Current conditions cause overtopping of berm with a 5" rain, a two year event. While the 717' elevation was intended to be sufficient for a 25 yr. event, BG states that removal of culvert would actually accommodate only a 10 yr. event. The berm is intended to overtop at the turn out of the culvert, el.717', and this was not seen as an area requiring remediation.
3. Original documents indicated that an elevation of 716' was to control a 10yr. event, and an elevation of 717' was to control a 25 yr. event. If currently 717' will accomplish a 10 yr. control, will raising the berm to 718' restore the 25 year target?
4. Consensus opinion is that the current box culvert needs to be removed. Under consideration is whether it needs to be replaced with a vehicular bridge, or whether access can be limited to a pedestrian bridge for carry-in or to those trailers which can use a tongue dolly. In either case, the location is expected to be moved to accommodate a better alignment with the parking lot, which would require a new loading pad and relocation of the dock/pier.
 - 4.1 The pedestrian bridge option is contingent on another location being made available for DNR boats, and approval of the bridge design for emergency agency use.
5. It was proposed (GR) that planning proceed for a replacement of current capacity, and that any reductions would be made as required to address later funding problems. Removal and replacement of the box culvert should be addressed and permitted as a singular event, although phasing of two events might be negotiated. (BG)

Advantages of Vehicular Bridge:

- May avoid access issues regarding State and funding requirements.
- Will allow continued use by ice fishermen and snowmobilers.
- Allows access by DNR, emergency vehicles, weed harvesters, etc.
- Avoids ADA concerns.

Advantages of Pedestrian Bridge:

- Reduced replacement cost.
- Helps control AIS transfer.
- Preserves "quietude" for Lake Residents.
- Greater flexibility in location

6. Ancillary concerns such as flooding of local basements can only be improved by removal of Box Culvert, but if concern is real, perhaps should entail looking at a bigger response to address concerns will might be raised post construction. Homeowners might be included in a planning meeting.
7. GK solicited a means of reaching some resolution. Tasks were assigned as follows:
 - Determine if DNR/Emergency access might be granted on Convent property. (SFC)

- Generate cost options for design, bridges, ramps, and approach revisions. (MCP)
- Verify obligations based on grants used for initial funding. (MCP)
- Solicit input from MCLA and MCF&G membership. (MCLA)
- Verify that limiting overtopping to a 10 yr. event will resolve the lake condition problems. (MCLA)
- Poll Silver lake residents. (SLA)

Contacting DOT about perhaps raising berm, and local residents about basement concerns were not addressed.

8. The next meeting was scheduled for Wednesday, April 15th at 4:30 in the Town Hall of Manitowoc Rapids