From: Gary Lacy
To: Dan Glynn
Cc: DeSmidt.Alex@countyofdane.com; "Mason Lacy"; "Riley Gelatt"
Subject: RE: Design Questions
Date: Wednesday, September 4, 2019 1:40:07 PM

Hi Dan,
See responses below,
I am going to be gone September 16, but can have Mason and Riley call in.
Also, what about scheduling a review meeting on site in October?
Thank you,
Gary Lacy

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From: DGlynn@ci.stoughton.wi.us [mailto:DGlynn@ci.stoughton.wi.us]
Sent: Wednesday, September 4, 2019 6:48 AM
To: gary@boaterparks.com
Cc: DeSmidt.Alex@countyofdane.com
Subject: FW: Design Questions

Hi Gary,

Below are a few design questions from Alex who is on the steering committee. He is a parks planner for Dane County Parks and regularly communicates with the person who is working on the plan to get more water through the river. Are you available to call in to our next steering committee meeting? It will be in the morning of September 16th. We will be going over the river restoration and property ownership until about 9:15-9:30.

Thanks

Dan Glynn, CPRP
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From: DeSmidt, Alex [mailto:DeSmidt.Alex@countyofdane.com]
Sent: Tuesday, September 3, 2019 4:48 PM
To: Dan Glynn <DGlynn@ci.stoughton.wi.us>
Subject: RE: Design Questions

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Dan, maybe some of these things will be cleared up at the next meeting, but if these are 60% plans some detailed comments back to Gary may be helpful. Here are my comments/questions after having an opportunity to review these plans further,

- It appears that the Riverwalk underpass would likely be inundated regularly for extended periods based on the elevations and flows shown. The past year of flow at Forton Street Bridge shows the river has been consistently over 400 cfs. The underpass will not be flooded during high flows because it is separated by a divider wall.

- If the underpass is kept, the 8' height shown is the minimum acceptable height for a bike/ped trail clearance, but at 60' long this stretch should have lighting (especially if there could be water on the trail). The underpass is 8', but we have many underpasses between 7-8 feet. Underpass lighting is a good idea.

- Consider eliminating the Riverwalk underpass and connecting the Riverwalk to both sides of 4th street and add a mid-block crossing, instead. This should be done even if the underpass is kept to have flood detour routes and allow better access to downtown. Ramps to 4th street are a good idea, and are included.

- Eliminating the trail underpass beneath the 4th street bridge would also maintain the largest water flow capacity through all 3 boxes of the 4th street bridge which would be preferred. Restricting the river to 24' at 4th street bridge below 400 cfs makes this one of the smallest choke points on the system and limit water flow out of the entire chain of lakes. The Lafollette Dam upstream is 36' in width, it would be preferred to match that width for water flow. The underpass divider wall can be set to keep the underpass dry during normal flows, then become usable to pass higher flows.

- Proposed plans show river clearance under 4th street bridge at 312 CFS is only 6' through a 2 bay underpass, at 400 CFS it's 5.2' and navigable waters requires minimum of 5'. For a whitewater park, I would think we want more clearance at regular high flow which the three bay capacity would provide as it's anticipated that flows greater than 300/400 CFS would be a regular occurrence. Does current design comply with DNR standards and grant funding potential? 5 feet is adequate clearance for boats.

- It seems the beach should be on the south side of the river for a better connection to

Mandt Park and the existing park facilities and potential for future rental operations. This location would also allow the existing trail in Mandt Park to serve the whitewater park until the full Riverwalk can be constructed through RDA and Uniroyal sites. Beach locations can be added on the Mandt Park side.

- The trail protection & river access detail on page 16 A should not have boulder right next to trail pavement on the uphill side and 2:1 slopes above are very steep. Acknowledged.
- I don't see a section plan for the Riverwalk trail with the divider wall west of the 4th street bridge, but it looks a railing may be needed on top of that wall, per typical bike trail design standards. The wall will act as a railing.

- What is the plan for demo/infill of the powerhouse flume channel west of fourth street, that's not shown – is the plan to just leave the concrete channel and fill over the top? Also, wonder if there is any potential here for a Riverwalk underpass, probably not as looks like a 90-degree turn under the powerhouse. The plan is to fill it and provide for a trail connection to 4th street.

- Does cut/fill balance or is there a lot of hauling/importing needed? Not sure yet, should be fairly well balanced.

- What is the engineers opinion of probable cost? Yet to come.

- Incorporate some design features and notes on preferred fishing access locations or potential fishing piers/platforms near beach area, and structures in the river for habitat. This will show fishing is recognized as a recreational use that is being accommodated and improved. Good idea.

- The 4th street bridge should likely be recommended for future improvement to a clear span bridge. Great idea.

Also, we should consider a temporary DNR permit to open the dam wide open to give the public and us a better idea of how the river upstream would change with the dam removal. Great idea.
Alex

From: DGlynn@ci.stoughton.wi.us [mailto:DGlynn@ci.stoughton.wi.us]
Sent: Thursday, August 29, 2019 11:41 AM
To: DeSmidt, Alex
Subject: Re: Design Questions

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Yes. We will have an action item on the design once the prelim design is done with the actual hydraulic and hydrological analyses completed.