

## Summary of Meeting with Jim Bollmann, Team Leader, MSA, Consulting Engineers Friday, February 2, 2018

Paul, Bob T. and Al Drum met with Jim Bollmann, MSA, in Presque Isle on Friday, Feb. 2, 2018. We discussed our concerns with choosing a trail route and the need for feasibility studies, and perhaps other study and design documents as well. Then we drove all of our proposed routes (other than the B route from PI to M and to Dairymans Road): 1) W from B to K; 2) P from K northerly to W; 3) Katinka Lake Road; 4) West Birch Lake Road from W to the boat landing on Birch Lake. Here's a quick summary of the meeting:

- The Pedalers need to be the officially recognized sponsor of the project, and not the Towns of Presque Isle and Winchester, in order to avoid the need for bidding and statewide accepted construction wage rates. Ultimately, the Towns must sign a land use agreement with Vilas County prior to construction to serve as backup to the Pedalers if they should disband, to maintain the trail.

- Tom Rulseh, originator of the Three Eagle Trail, would be a good source of advice for our project.

- Pedalers should pursue grants from private foundations ( not governmental funding sources).

- Pedalers must negotiate with any private owners who grant access to snowmobile trail sponsors wherever Pedalers plan to use snowmobile trails.

- MSA has a team of professional private property acquisition experts, who could likely help with these trail use negotiations.

- Pedalers need to acquaint private landowners, (whose properties adjoin highway rights of way where our proposed trail will be placed), with our proposed trail plans in an amicable way.

- Bike trail boardwalks cost between \$250 and \$300 per foot.

- After driving all the alternative routes, Jim seemed to feel that all of our alternatives pose challenging and expensive features, including the long W route, largely because of boardwalks and perhaps retaining walls and wetland fills.

- We all agreed that MSA will furnish the following proposals by mid-February:

- Cost for feasibility study to build on W from intersection of W and B, to P
- Cost for feasibility study to build on W from P to either J or K (whichever ultimately applies)
- Cost for feasibility study to build on P from W to Katinka Lake Road, and then on Katinka Lake Road to its end (realizing that if we really want this route, Pedalers and MSA would later on have to secure private landowner agreements to get through to some road ROW to continue the trail)

- We suggested to Jim that perhaps the Pedalers should soon secure the support of the town boards of Winchester and Presque Isle. Then, we suggested, perhaps we should follow quickly with an initial “courtesy appearance” with the Vilas County Forestry and Highway Committees, simply stating our hopes and intentions, and asking their support

to plan to use county ROW's, simply to allow us to get going on planning the trail. Jim concurred that this would be good, especially in light of the recent publicity given our project.

Bob T., Paul, Al

▪