

**Wilderness Pedalers**  
**Summary of Pedalers Trails Routing Sub-Committee Activities in January, 2018**

Here's a summary of discussions that the Pedalers trails routing subcommittee has held in January of 2018 to set up a strategy for our initial routing decisions and procedural steps:

1. January 16, 2018, Last Wilderness Cafe, **Paul Specht, Nancy Johnson, Sarah Johnson, Al Drum present.**
2. January 24, 2018, Vilas County Highway Commissioner Office, Eagle River, **Nick Scholtes, Highway Commissioner, Bob Twelmeyer, Sarah Johnson, Al Drum present.**
3. January 24, 2018, Offices of Pitlik and Wick, Eagle River, **George Lurvey, Executive V.P. Pitlik and Wick; (Unknown Name) Staff Engineer, Pitlik and Wick; Bob Twelmeyer; Sarah Johnson; Al Drum, present.**
4. January 28, 2018, Last Wilderness Cafe, **Nancy Johnson, Bob Twelmeyer, Al Drum present**

And here are briefs of what we discussed or learned at each above meeting:

1. **On January 16**, we discussed the need for a long term (20 years perhaps) maintenance fund that the towns can use to maintain the trail. We considered also what information the town boards, and county committees, need from us when we present our project.
2. **On January 24**, with Nick Scholtes, we learned that the towns must ultimately sign a Land Use Permit before construction; also, the order for presentations is, first, our town boards, then the Forestry Committee, and last, the Highway Committee. In addition, we learned that several types of plans may need presentation to the County, such as Feasibility Studies, Conceptual Plans, Other More Detailed plans ( we felt we didn't fully grasp the differences between these types of documentation, but we'll keep learning). Further, public information is critical, particularly contact with property owners adjoining the road rights of way where the trail is to be positioned. In particular, Nick suggested we secure a feasibility plan, and contact the adjoining property owners, before even presenting to the town boards.
3. **On January 24**, with George Lurvey, our overriding takeaway was that we should contract with an actual engineering firm for all the initial procedural steps and for all the technical engineering trail designs, and primarily count on Pitlik and Wick to perform only the construction of the trail, which actually is their primary expertise. George suggested MSA in Rhinelander. George also suggested that Pitlik and MSA can confer on design techniques and

documentation to keep costs low. George also felt that a \$100,000 maintenance fund would be adequate for 20 years of blacktop trail maintenance.

4. On January 28, Nancy, Bob T. and Al discussed many of the above topics, and decided a couple of items: a) We should contact MSA and set up a meeting to present our project and hear their strategies for the initial contacts with necessary persons and governing bodies, for preparation of initial plans and documentation, and for subsequent trail design efforts; b) We should summarize all of our January meetings in this abbreviated document to present to the full board on Wednesday, February 7.

After the January 24 meetings, several of our group offered afterthoughts in observations and questions such as the following:

- Phasing of our plans is important, with phased timing and completions dates established

- TrailBond surfaces on snowmobile trails will be much more expensive for maintenance

- We need to do everything we can to sell our trail plans thoughtfully to landowners who may object to the trail on road rights of way adjacent to their lands

- It's critical that the landowner objections in Winchester are resolved.

Objections to the proposed trail from K to WinMan on the W ROW will affect our plan as much as the K to WinMan plan

- When we develop trail phasing, having a catchy name for each phase might be advantageous

- We should think about mailing continual project updates to our donors

- We need to discuss the timing for producing, and paying for, initial feasibility and conceptual plans and documents on the one hand, and, on the other hand, the timing of stepping up requests for large donations. For instance, do we contact major donors first, before contacting the town boards and county committees? Or, do we pay for conceptual documents and contact governmental boards first, and then step up formal requests from potential major donors?

- On a similar note, should we coordinate our necessary activities, such as fund raising, trails, grants, publicity?

- The feasibility plan needs to establish once and for all where our trail will be. Will it be all on W? Will it be W to P, and then P to Katinka Lake Road, and then private lands back to P where it's easier to build, and then to K? Will landowners present a problem?

#### One Final Point

Jim Bollmann from MSA, the Rhinelander engineering firm, will meet with Bob T., Paul and Al on Friday, February 2, in Presque Isle, to hear all about our plan and to drive all anticipated routes and alternatives. We'll also be eager to listen to Jim as he tells us more about initial plans, governmental contacts, technical trail construction details, wetlands, fill permitting, and quite importantly, what the overall costs may be for engineering

guidance and plan production, as well as likely construction costs. Much of Jim's answers will probably come after February 2, after he's had a chance to synthesize all we'll be talking about.

Another Final Point

There's an enormous amount of issues suggested in the brief reports and comments above. We'll perhaps need to use this summary as a big part of our board meeting agenda coming up on February 7.

Sarah Johnson, Bob Twelmeyer, Nancy Johnson, Paul Specht, Al Drum