

**Minutes of the Ad Hoc Stormwater Committee
Village of Shorewood Hills**

Wed., July 8, 2020 (conducted via ZOOM, broadcast on Facebook Live)
(scheduled for review at next Ad Hoc Stormwater Committee meeting)

- 1) **Called to Order:** Chair Benforado called the meeting to order at 5:00 p.m.
 - a) **Committee members present:** Chair/Village President Dave Benforado, Carolyn Benforado, Gloria Beach, Peter Hans, Mark Mandel, Eric Riedner. Committee member Greg Brauer resigned from the Committee in June 2020.
 - b) **Others present:** Village Administrator Karl Frantz, Village Admin Services Mgr David Sykes, Village Public Works Crew Chief Mike Meier, Village Engineer Brian Berquist (Town and Country Engineering), Village residents Mark and Sarah Sundquist, Jason and Laura Stephenson.
- 2) **Compliance with WI Open Meeting Law:** D.Benforado inquired with K.Frantz who said the meeting had been properly noticed.
- 3) **Review draft meeting minutes from Dec. 4, 2019, meeting:** Motion to approve by C.Benforado, second by M.Mandel, motion approved 5-0-1 (G.Beach abstaining).
- 4) **Consider potential for construction of a stormwater protection berm as a component of the Madison Metropolitan Sewer District Interceptor project:**
 - a) K.Frantz provided background on the MMSD project (<https://www.madsewer.org/westinterceptorshorewoodrelief>). MMSD has been in communication with the Village about this project for the last few years. This MMSD project will occur over the course of three years along existing MMSD easements, digging a deep trench and installing a new east/west sewer pipe north of the railroad tracks: in 2021 from Indian Hills Park east to Shorewood Blvd., in 2022 from University Bay Drive west to Marshall Court, and the final segment in 2023 from Shorewood Blvd to Marshall Court. The project is needed to help MMSD manage the proper throughput capacity in its system. At a prior meeting of the Stormwater Committee, it was suggested that the Village explore the potential of using the substantial amount of spoil from this project to construct an earthen dam that would protect homes on the south side of Tally Ho Lane, between Western and Shorewood Blvd, from flash flooding such that occurred on Aug. 20, 2018. On that date, as flash flood waters rose on the south side of the railroad tracks, the flood waters rose to such a height that it blew out the ballast of the railroad tracks in a few locations on either side of Shorewood Blvd., resulting in a deluge of surface stormwater that severely impacted those homes on the southern side of Tally Ho Lane, as well as the homes in the adjoining area of Shorewood Blvd, the southern block of Columbia Rd., and Swathmore Ct.
 - b) B.Berquist than provided a technical explanation of the proposed MMSD project. It will involve the digging of a long trench, the installation of a new 36" sewer pipe, and then filling the trench back in to the original grade of the area. He provided a map of the area

[https://www.shorewood-hills.org/vertical/sites/%7B00D5AF3F-ADFE-4173-AF3A-FC0C1A78DA4B%7D/uploads/Berm_Plan_View_July_2020\(1\).pdf](https://www.shorewood-hills.org/vertical/sites/%7B00D5AF3F-ADFE-4173-AF3A-FC0C1A78DA4B%7D/uploads/Berm_Plan_View_July_2020(1).pdf)) showing the extent of flooding on Aug. 20, 2018 in blue, the railroad being at a height of 882 ft, a meandering dotted line showing a height of 880 ft, and the concept of a potential east/west earthen berm drawn in the railroad ROW just north of the railroad tracks between Western and Shorewood Blvd. Berquist opined the cost of building the berm would be roughly \$65K (great majority of which would be earth moving costs, moving the 51K cubic yards of earth to create the berm). Berquist identified a number of caveats to this concept: Would there be enough dirt left over after the MMSD project to build the berm? Would the berm be able to be built to the height such that it would serve to protect those homes from a flash flood that reached the height of the Aug. 20, 2018, flood? Would the one-way pipes under the berm to let water flow south from Tally Ho Lane backyards work as designed? He didn't consider any extension of the berm east of Shorewood Blvd. M.Sundquist opined that until Aug. 20, 2018, the railroad track at a height of 882 ft had effectively acted as an east/west berm, preventing flood water from spreading north of the tracks on a number of occasions, and that a berm built to a height of 880 ft. would not have helped if a flash flood repeats the height of the flood water experience on Aug. 20, 2018. Sundquist also noted that if built on private property instead of on the railroad ROW, a number of significant existing mature trees and vegetation would be lost. In answer to a question from Sundquist, Berquist opined that it would not be wise or efficient to create the inverse of a berm in that area (i.e., an east/west ditch) since it would in all likelihood be wet most of the year, always have standing water in it. L.Stephenson opined it didn't seem that the berm concept would be much sense pursuing. J.Stephenson asked what the risk of the railroad ballast in that area washing out again if a serious deep flash flood occurs in the University Ave corridor. Berquist answered that it was tough to predict the answer to that question, that there were some reports that on the night of the Aug. 20, 2018, flash flood, the flood water first over topped the railroad track and ballast causing it to wash away, and other reports that the flood water started to accumulate on the southern edge of the tracks and then blew holes through the ballast in a few locations. J.Stephenson encouraged the Committee to stay focused on suggesting measures the Village can take to protect life in the event of another significant flash flood and thought that the Village was lucky to have not experienced any deaths as a result of the flood that night. M.Mandel suggested that the Village encourage the railroad to raise the height of the tracks in that area so that it would perform as a berm. P.Hans observed that it didn't make sense to look at a berm just in this area; that to truly protect Village residents the berm would need to extend to and end somewhere to the east beyond the Village Pool and Tennis Courts. G.Beach inquired about how that berm might work in the area of Swarthmore and the Pool. D.Benforado questioned whether the Village could assume that the railroad would allow the Village to build a berm on railroad ROW.

- c) The Committee decided to take no action regarding the concept of an east/west berm in that area. The Committee would like the Village to inquire with the railroad about the prospect of raising the height of the railroad tracks in the area.

5) **Update on University Avenue Reconstruction/Stormwater Project and status of City of Madison Willow Creek Drainage Basin Study:**

a) **University Avenue Reconstruction/Stormwater Project**

(<https://www.cityofmadison.com/engineering/projects/university-avenue>): K.Frantz updated the Committee as to the status of this City of Madison/Village of Shorewood Hills project along University Avenue between Shorewood Blvd to the west and University Bay Drive to the east. Monthly meetings with the City and KL Engineering continue. This is an expensive project, and will include a substantial federal dollar component. Remaining months in 2020 and 2021 will involve further development of the specs/cost estimates, followed by bidding the project out, with construction occurring in 2022. A large part of the project is the installation of an additional 96” underground stormwater pipe in that corridor and stormwater connection improvements at two locations.

b) **City of Madison Willow Creek Drainage Basin Study**

(<https://www.cityofmadison.com/engineering/projects/willow-creek-watershed-study>): K.Frantz updated the Committee on the status of this project. Frantz is in contact with the City Engineering point person for this Study. The City has hired MSA for this Study and it is just getting off the ground. MSA and the City are in the data collection mode in this Study right now. Frantz mentioned that the Village hired MSA in 2004 to complete its stormwater plan ultimately leading to the creation of the Village Stormwater Utility.

6) **Discussed future 2020 meeting dates:** D.Benforado stated that the Committee will meet if a need to meet arises such as a review of the stormwater specs/costs for University Avenue reconstruction project or developments regarding the City’s Willow Creek Drainage Basin Study; typically this Committee meets on first Wednesday of each month; no firm future meeting date was set. M.Mandel suggested that the Committee revisit/revise its May 2019 recommendations to the Board as to what actions we think should be taken. The sense of the Committee was that the existing Committee vacancy should be filled by the Board and that the Board should extend the term of this Committee through 2021 or 2022. Potential future meeting dates:

- a) Wed., Aug. 5, 2020.
- b) Wed., Sep. 2, 2020.
- c) Wed., Oct. 7, 2020.

7) **Adjourned:** at 6:35 p.m.

Respectfully submitted on July 11, 2020, by Dave Benforado, Chair.