

**Bike Fitchburg, Inc.**  
**Monthly Meeting Minutes**  
**Monday, May 23, 2022, Fitchburg Public Library**

1) Call to order, roll call, welcome - Tony 7:02

President Tony Hartmann called the meeting to order at 7:02pm and welcomed members and guests. Also present were Joe Imilkowski, Dorothy Krause, Lee Jones, Thad Schumacher, Mike Grady, Bill Jetzer, Steve Arnold, Kay Lum, George Yelder, and Darryl Jordan. Our guests were Drew Hanson and his wife Carrie and daughter Gwen.

2) The approval of the April 25, 2022, minutes was deferred to next meeting.

3) Stewart Tunnel alternatives – Drew Hanson, Wisconsin DNR

Drew presented nine alternatives for the Stewart Tunnel developed by the DNR's engineering consultant. His presentation is attached to these minutes. Individuals can respond to a survey with their preferences and comments by the current deadline of June 1. The deadline may be extended. Links to the engineering report, DNR analysis, and feedback form are on the Stewart Tunnel page of the DNR website, here: <https://dnr.wisconsin.gov/topic/parks/badger/tunnel>

4) Treasurer's report – Steve

a) Checking and savings balances, recent transactions

We have adopted a more standard method of accounting. Our checking balance now shows the total in the credit union. What belongs to the JUST Bikes small grant program and the Stiegert memorial fund are shown as liabilities against that total until we disperse the money. Likewise, registration fees paid in advance for iPick Me Up at the Border! are shown as liabilities until after the ride.

The checking balance is \$5191.98. Balanced against this are liabilities of \$1500 to the JUST Bikes small grants program, \$2112.50 for the Stiegert memorial fund, and \$289.10 for PMU registrations. The savings balance is \$1801.62. Now a better measure of our financial state is net worth (savings plus checking minus commitments), which is \$3902.

Recent transactions include membership fees of \$160, Chamber; \$75, Bike League; \$100, Bike Fed, \$137 to the Bike League for Bicycle Friendly Business materials, about \$31 for a pump head for the King James Way Park repair stand, and about \$16 for Zoom. The many deposits were all for the Stiegert memorial fund.

b) iPick Me Up at the Border!

We had a new registration and \$10 donation. Thanks, Tony! Registrations are open at <https://runsignup.com/Race/WI/Fitchburg/PickMeUpattheBorder/>

c) JUST Bikes small grant program

No change

d) Kyle Stiegert memorial fund

The fund has collected \$12,975 in donations, of which \$2112.50 is in our checking account. The rest, less about 2% in fees, will be direct-deposited into checking in the coming months.

5) Old business

- a) Recruitment for Secretary, Directors - Tony  
Tony motion, Kay second to elect Bill Jetzer to the board
- b) Report from city Bicycle Committee - Mark  
PR event for chamber on the beer lab  
Joe will be stepping back from activities. Dorothy will help.  
Phil is going onto paternity leave. Working on time table for gold application.  
Finalizing BCycle locations. Ridership numbers coming from Phil. RRFBs are to be installed at Cap City at Seminole. Pushing review of projects by Bike Committee. Be Bright at Night program coming later.
- c) Creating a 2022 work plan - Tony  
Let's have time goals and priorities and meet them. We'll work on that next meeting.
- d) Education and encouragement - Mike
  - i) Apr. 29 bike unload; Apr. 30 bike giveaway and mini-rodeo  
Was successful! Trying to interject ourselves into the Neighborhood Resource Team summer activities.
  - ii) May-Sep. Bike the 'Burg Challenge  
New shirts are in. Register for \$10.  
Registration is open on Chamber Web site under "Bike the 'Burg" tab.
  - iii) May 18 Ride of Silence - Ryan Huelsemann  
Happened.
  - iv) May 21 Smart Cycling, Jun 10-12 LCI Seminar, WisDOT Teaching Safe Bicycling  
Mike and Steve took the SC course last Saturday.
  - v) Jul 9 Fitchburg Festival of Speed tabling
  - vi) Aug. 10 National Night Out rodeo  
Coming up. Volunteers needed.
  - vii) Neighbor Bike Events, Tuesdays
- e) Project status
  - i) Social media outreach - Steve
  - ii) Bike Month, Week: proclamation; Bike to Work, School Days; commuter station - Steve  
The Mayor's proclamation went off without a hitch. This sets an important tone for Alders who had to sit through it.  
Bike to Work Week featured our media event and Fitchburg Family Pharmacy. We had a good turnout due to our media release the previous Monday and publicity by the Chamber. Channel 3000 did a short story on it. The previously mentioned materials we purchased were a small sign for Thad's business and a large sign and window clings for future presentations.
  - iii) Business outreach: BFB, parking, Bicycle Benefits - Steve
  - iv) Parking census - Steve  
Bill did three sections; Steve is working on nine, all but two fairly easy. We need volunteers for nine more sections for this project.

- v) Madison BCycle expansion - Lee or McKenzie  
See above
- vi) Fitchburg Greenways System - Steve  
We were unsuccessful with the \$10,000 AARP grant. A \$10,000 request to the Dane County Bicycle Association is pending, as is a \$1000 AARP grant.
- f) Public Works/Parks projects – Steve
  - i) McCoy/CTH MM intersection  
In progress
  - ii) West Lacy Rd  
Likely to be delayed to 2023. The delay is primarily due to delay in property acquisition on an already delayed project.
  - iii) S Syene Rd  
Per Andrew McFadden: Phase 1 of S. Syene is out for bids now and we are looking to start construction as soon as mid-August. The construction will work from E. Cheryl south to Swan Creek, then railroad work will be done over the winter when the line is closed, and the final work near Syene & Lacy will be done in Spring 2023.
  - iv) Verona sewer interceptor and Military Ridge ST closure  
The final route is mapped and there will not be a closure of the Military Ridge State Trail.
  - v) Stewart Tunnel  
Our recommendation to DNR: Alternative 4, other ideas too.  
Darryl move, Kay
  - vi) Traceway Dr
  - vii) Grandview/Vroman, Purcell resurfacing  
The City Administrator will ask the engineering consultants for options to pave the shoulders of these rural roads.
- g) Brat Fest volunteers needed - Dorothy
- h) Kyle Stiegert memorial bicycle wayside  
Steve passed around the program from Kyle's memorial service with his obituary. Planning for the bicycle wayside will begin soon.
- 6) New business
  - a) Advance approval for small infrastructure maintenance expenses - Steve  
We are asking for permission to spend a nominal amount, up to \$100 or \$200, with the permission of the President and Treasurer, for expenses that come up between meetings. The expenses would be reported at the following meeting. Examples are the \$32 for the pump head and \$137 for BFB materials already reported in the financial report.  
Steve moved and Tony seconded that the President and Treasurer are authorized to spend up to \$200 between meetings. Passed unanimously.
- 7) Adjournment 8:50

# STEWART TUNNEL ALTERNATIVES ANALYSIS

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5/25/22 SCWRTC QUARTERLY MEETING

DREW HANSON

RECREATION LIAISON

BUREAU OF PARKS AND RECREATION MANAGEMENT

# STEWART TUNNEL ALTERNATIVES ANALYSIS BRIEFING

- Background
- Considerations
- Alternatives Analysis
  - Tunnel Repair Alternatives
  - Tunnel Reroute Alternatives
  - Tunnel Removal Alternative
  - Additional Alternatives
- Next Steps

# BACKGROUND

- Stewart Tunnel is located on the Badger State Trail, approximately 20 miles south Madison, just a few miles south of Belleville near Tunnel Rd.
- Tunnel closed in 2019 due to safety concerns with sections of loose and falling rocks from the ceiling and side walls inside the tunnel.
- Tunnel Rd. provides a temporary detour for users to go around the tunnel.
- In order to reopen this segment of the Badger State Trail, a long-term solution is still needed to ensure a safe trail facility.

# BADGER STATE TRAIL - STEWART TUNNEL



# PROCESS

- In December 2021, engineering firm GEI Consultants completed a *Badger State Trail Stewart Tunnel Review of Alternatives* report for Stewart Tunnel.
- The GEI report evaluated nine different alternatives from an engineering standpoint and provided an opinion of probable cost (OPC) for each alternative.
- The *DRAFT Alternatives Analysis* report takes into account additional considerations for evaluating the alternatives and formulating a recommendation.



# CONSIDERATIONS

- Safety
- Recreation Use and User Experience
- Accessibility
- Construction Costs and Maintenance
- Real Estate Needs
- Historical and Archeological Resources
- Endangered Plants and Animals
- Economic and Community Impact
- Future Rail Use
- Master Plan Compliance

# GEI REPORT ALTERNATIVES

Alternative		Cost
1.	Portal Doors (Not a stand-alone alternative)	\$140,000
2.	Rock Netting	\$880,000
3.	Steel Framing/Scaffolding with Roof	\$4,080,000
4.	Corrugated Metal Pipe Tunnel Lining	\$3,480,000
5.	Cast-in-Place Concrete Tunnel Lining	\$9,200,000
6.	A. Reroute Trail Along Existing Roads (Tunnel Rd.)	\$1,340,000
	B. Reroute Trail Along Existing Roads (CTH CC)	\$2,010,000
7.	Reroute Trail above Tunnel	\$270,000
8.	Cut and Full to Reroute Trail above Tunnel	\$740,000
9.	Tunnel Roof and Overburden Removal	\$18,230,000

# ALTERNATIVES ANALYSIS

## Tunnel Repair Alternatives Alternatives 1-5

# TUNNEL REPAIR ALTERNATIVE 1 - PORTAL DOORS - NOT A STAND-ALONE OPTION

OPC: \$140,000



- GEI report concluded this option, by itself, would not resolve issues
- Installation of portal doors at the north and south entrances of Stewart Tunnel
- Doors closed in the winter months to reduce the tunnel's exposure to freeze/thaw cycles that would help slow the rate of rock deterioration
- Openings in the doors would be designed to accommodate bat entry and exit into the tunnel

# TUNNEL REPAIR ALTERNATIVE 2 - ROCK NETTING AND PORTAL DOORS

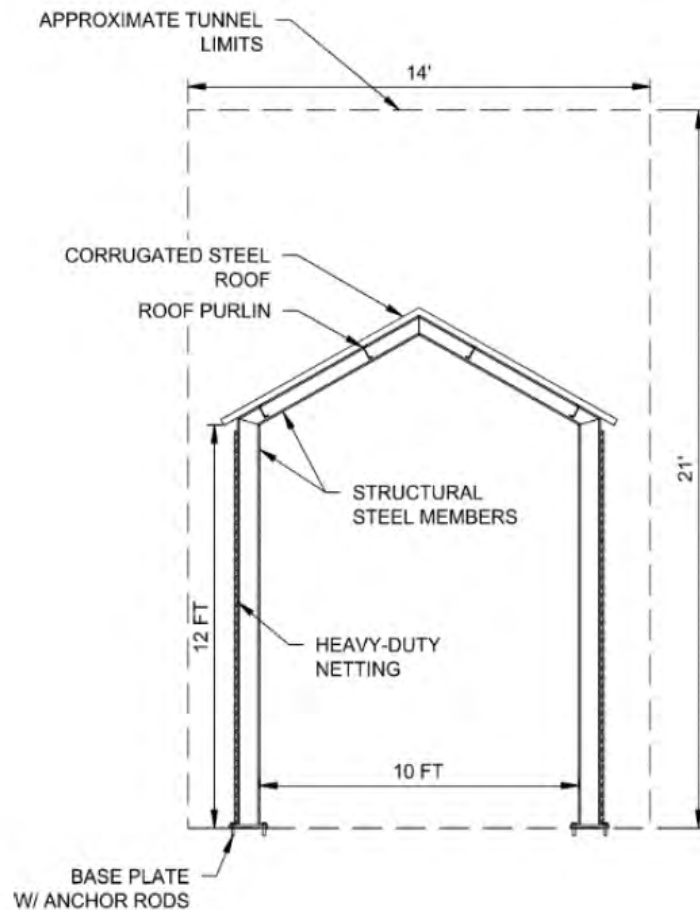
OPC: \$1,020,000



- Installation of rock netting on ceiling for a length of 770 feet and portal doors at both entrances
- High maintenance costs
- Requires detour around the tunnel when the doors are closed
- Rock netting would severely limit access to the ceiling and other bat roosting surfaces
- Preserves historic structure and least impact on future rail use

# TUNNEL REPAIR ALTERNATIVE 3 - STEEL FRAMING WITH ROOF AND PORTAL DOORS

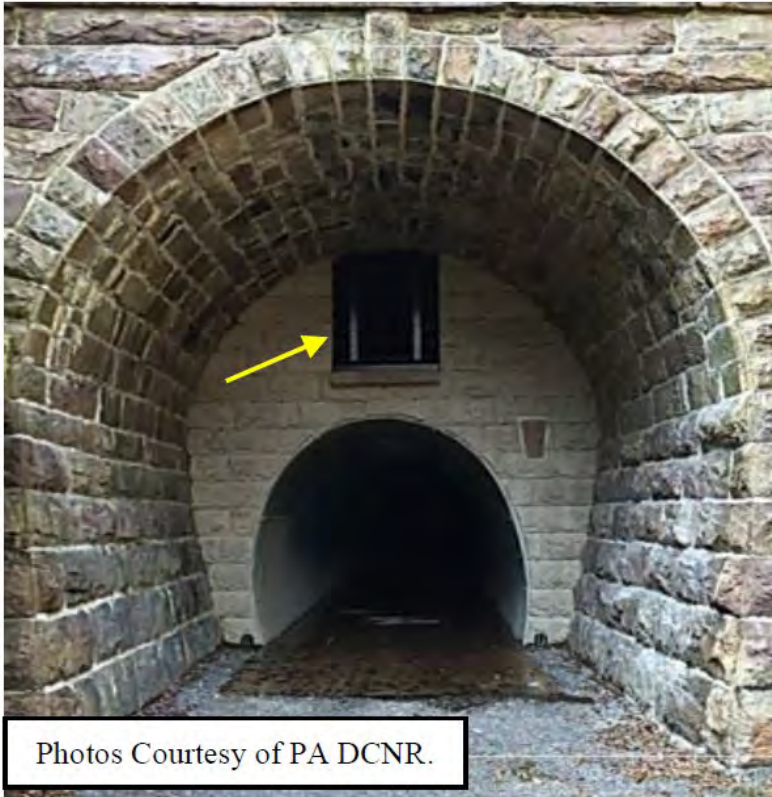
OPC: \$4,220,000



- Installation of steel canopy or heavy-duty scaffolding within the tunnel, rock netting on walls and portal doors
- High maintenance costs
- Requires detour around the tunnel when the doors are closed
- Maintains bat roosting surfaces and protects bats during hibernation period
- Preserves historic structure
- Steel structure could be designed to be dismantled for maintenance or future rail use

# TUNNEL REPAIR ALTERNATIVE 4 - CORRUGATED METAL PIPE LINING

OPC: \$3,480,000



- Installation of a large diameter corrugated metal arch through the tunnel, similar to Poe Paddy Tunnel in Centre County PA (see image to left)
- Space could be left at the top of tunnel for maintaining bat hibernaculum
- Low maintenance costs
- Maintains year-round public recreational use of tunnel
- Maintains bat roosting surfaces and minimizes human disturbance
- Covers up historic structure and shrinks usable space of tunnel for future rail use

# TUNNEL REPAIR ALTERNATIVE 5 - CORRUGATED METAL PIPE LINING

OPC: \$9,200,000



- Construction of cast-in-place concrete walls to support a large-diameter corrugated metal ceiling arch within the tunnel.
- Low maintenance costs
- Maintains year-round public recreational use of tunnel
- High potential for the disturbance of hibernating bats because year-round public access would not protect bats from human disturbance during the hibernation period
- Covers up historic structure and shrinks usable space of tunnel for future rail use



# ALTERNATIVES ANALYSIS

## Trail Reroute Alternatives Alternatives 6 to 8

# TUNNEL REROUTE ALTERNATIVE 6 - REROUTE TRAIL ALONG ROADS

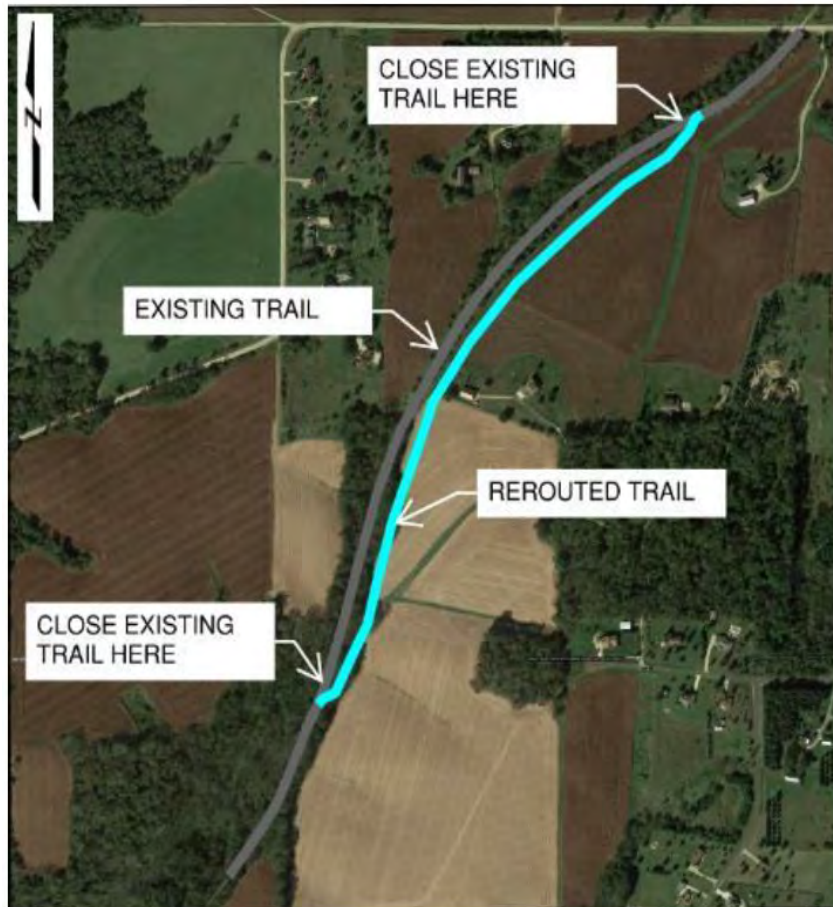
OPC: \$1,340,000 for Tunnel Rd. reroute  
\$2,010,000 for the CTH CC reroute



- Involves rerouting the trail along existing roads to bypass the tunnel, either 2.5 miles along Tunnel Road or 3.3 miles along CTH CC/Exeter Crossing Rd.
- Requires widening the roadways to accommodate 5-foot-wide bicycle lanes in both direction
- Low maintenance costs
- Puts users on-road, making this segment of BST less accessible to a wide range of users.
- Retains tunnel for bat hibernaculum, historical purposes and future rail use

# TUNNEL REROUTE ALTERNATIVE 7 - REROUTE TRAIL ABOVE TUNNEL

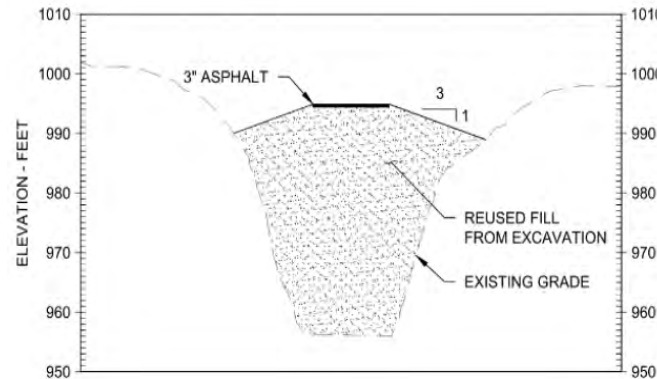
OPC: \$270,000



- Involves rerouting the trail above the tunnel, running parallel to and east of tunnel.
- Requires paving due to steep grades up to 16% in some areas.
- Steep grades would severely limit the accessibility of the trail for a wide range of users.
- Likely requires land acquisition to widen the right-of-way
- Maintains year-round off-road transportation and recreation uses
- Retains tunnel for bat hibernaculum, historical purposes and future rail use
- Potentially could provide limited public access to tunnel for maintaining it as a historical feature and interpretive site.

# TUNNEL REROUTE ALTERNATIVE 8 - CUT AND FILL REROUTE ABOVE TUNNEL

OPC: \$740,000



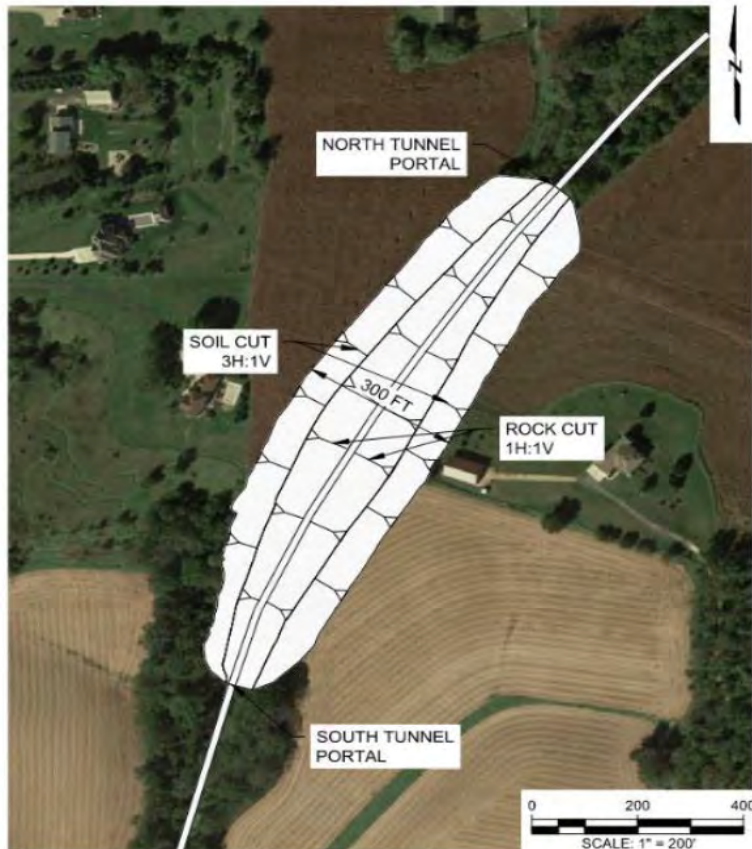
- Involves excavating soil from above the tunnel to construct approach ramps near the portals.
- Requires paving due to 10% ramp grade.
- Steep grades would severely limit the accessibility of the trail for a wide range of users.
- Likely requires land acquisition to widen the right-of-way
- Maintains year-round off-road transportation and recreation uses
- Retains tunnel for bat hibernaculum, historical purposes
- Potentially could provide limited public access to tunnel for maintaining it as a historical feature and interpretive site.

# ALTERNATIVES ANALYSIS

Tunnel Removal (Deroof) Alternative 9

# TUNNEL REMOVAL ALTERNATIVE 9 - TUNNEL ROOF AND OVERBURDEN REMOVAL

OPC: \$18,230,000



- Highest cost
- Involves excavating soil and rock above the tunnel to create a trench
- Blasting and exploratory soil borings may be required
- Maintains existing trail grade and off-road recreation uses
- Removes historic tunnel structure and eliminates bat hibernaculum and potentially other rare and endangered species
- Improves corridor for future rail use
- Requires land acquisition to widen the right-of-way

Most preferred

Slightly preferred or needs further review

Least preferred

### BADGER STATE TRAIL STEWART TUNNEL KEY CONSIDERATIONS AND EVALUATION MEASURES

Category*	Evaluation Measure	Alternative 1** Portal Doors \$140,000	Alternative 2*** Rock Netting with Portal Doors \$880,000 plus \$140,000 \$1,020,000 Total	Alternative 2*** Steel Framing/ Scaffolding with Roof and Portal Doors \$4,080,000 plus \$140,000 \$4,220,000 Total	Alternative 4 Corrugated Metal Pipe Tunnel Reline with Bat entry \$3,480,000	Alternative 5 Cast-in-Place Concrete Tunnel Lining \$9,200,000	Alternative 6 Reroute Trail Along Existing Roads \$1,340,000 (Tunnel Rd.) or \$2,010,000 (CTH CC)	Alternative 7 Reroute Trail Above Tunnel \$270,000	Alternative 8 Cut and Fill to Reroute Trail Above Tunnel \$740,000	Alternative 9 Tunnel Roof and Overburden Removal \$18,230,000
Construction and Maintenance	Construction Costs <\$4 million	-	Yes	No	Yes	No	Yes	Yes	Yes	No
	Lifespan and Durability	-	Low	Low	High	High	High	High	High	High
	Frequent & Significant Maintenance Costs	-	High	High	Low	Low	Low	Low	Low	Medium
	Vandalism/Graffiti Potential	**	High	High	High	High	Low	Low	Low	Medium
Real Estate Needs	Requires Land Acquisition	-	No	No	No	No	Yes	Yes	Yes	Yes
Recreation	Preserves Tunnel Access and User Experience	-	Partial year	Partial year	Year-round	Year-round	Closed	Closed	Closed	NA
	Maintains Existing Trail Grade	-	Partial year	Partial year	Yes	Yes	No	No	No	Yes
	Provides Off-Road Transportation and Recreation	-	Partial year	Partial year	Year-round	Year-round	No	Year-round	Year-round	Year-round
Endangered Plans and Animals	Preserves Bat Habitat	-	Low	High	High	Low	Medium	Medium	Medium	Eliminates
	Preserves Other Rare and Endangered Plants and Animals	-	Yes	Yes	Yes	Yes	Unknown	Unknown	Unknown	Unknown
Historical Impacts	Preserves Original Tunnel Structure	-	High	High	Low	Low	High	High	Medium	Eliminates
Future Rail Use	Maintains Existing Tunnel or Improves for Rail Use	-	Yes	Yes	No	No	Yes	Yes	Maybe	Yes
Nearby Stakeholder Impacts	Temporary or Permanent Impacts	-	Low	Low	Medium	Medium	NA	Medium	Medium	High

\* Safety is not a category because all of the listed alternatives, except for Alternative 1 by itself, address the safety concerns with falling debris and provide safe access to the tunnel or a safe alternative route.

\*\* Alternative 1 is not a stand-alone alternative because, according to page 7 of the GEI report, it would not provide safe access to the tunnel as falling debris from the ceiling would likely continue to be an issue.

\*\*\* Alternatives 2 and 3 are combined with Alternative 1 to further reduce the rate of rock deterioration for ensuring safe access to the tunnel.



# ADDITIONAL ALTERNATIVES - NOT INCLUDED IN GEI REPORT

- Do nothing
- Pedestrian-only Reroute Above Tunnel
- Combined alternatives



# NEXT STEPS

- April – May – Stakeholder meetings and online public comments at <https://dnr.wisconsin.gov/topic/parks/badger/tunnel>
- June 1 – Comments due
- Early June - Prepare recommendation and finalize Alternatives Analysis report
- June - Complete DPS project for 2023-25 biennium

# QUESTIONS OR COMMENTS

## **Missy Vanlanduyt**

Recreation Partnerships, External Relations  
and Communication Section Chief  
Bureau of Parks and Recreation Management  
Phone: 608-515-6006  
Email: [Melissa.vanlanduyt@wisconsin.gov](mailto:Melissa.vanlanduyt@wisconsin.gov)

## **Sara Rigelman**

Recreation Liaison  
Bureau of Parks and Recreation Management  
Phone: 608-572-5007  
Email: [Sara.Rigelman@wisconsin.gov](mailto:Sara.Rigelman@wisconsin.gov)

