



# CITY OF LA CROSSE BOARD OF PUBLIC WORKS

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March 21, 2003

Roger Bjorge  
1327 Moorings Dr  
La Crosse WI 54603

David Strittmater  
1241 Moorings Dr  
La Crosse WI 54603

Dear Roger & Dave:

Representatives of The Moorings Homeowners Association (MHA) have asked how Moorings Drive could be dedicated as a public street. If a developer wants a street in a new development to become a public street maintained by the City, the street must be built to certain standards. As you are aware the developer of the Moorings (Harlan Domke) chose to have Moorings Drive as a private street and did not construct the street to City of La Crosse standards. This reduced the cost of street construction, and therefore presumably the cost of the lots. If the City accepts responsibility for the street as it currently exists, it would be unfair to other developers that have spent the additional money to build streets to meet City standards.

## EXISTING CONDITIONS

The lots sold in the Moorings on the north side of the street extend across the street, so each property owner owns the section of street abutting their property. There is curb and gutter on the south side of the street, but the curb and gutter is only 18" wide, and the City's standard width is 30". The bank drops steeply beginning about 2 to 4 feet behind the south curb. One section of curb has been replaced, apparently because the bank sloughed away. That section of the bank has been rebuilt and surfaced with rip rap and now appears stable. A split rail fence is about one foot behind the curb. The street pavement is about 27 to 28 feet wide, from the face of the curb on the south side to the north edge of the pavement. There is no curb on the north side of the street, with grass and driveways abutting the edge of the street pavement. Mailboxes are located off the edge of the pavement on the north side of the street. There are several catch basins along the south curb, with outfall pipes draining down the bank to the wetland area north of the street. There is no sidewalk. The curb and gutter and pavement are relatively new and in generally good condition.

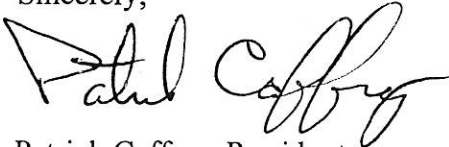
## CONDITIONS FOR ACCEPTANCE AS A PUBLIC STREET

The City Council would need to agree to accept the street as a public street. The following conditions are the conditions the Board of Public Works recommends the City Council require if the MHA wants to pursue having the street dedicated to the City. **This is only a recommendation, and the final decision on the conditions and acceptance of the street will be made by the City Council.**

1. The portion of every lot from one foot north of the north edge of the street pavement to the south edge of the plat would need to be dedicated to the City as public right-of-way. The required dedication appears to match the land designated on the plat as "Access, drainage and utility easement."
2. A snow storage easement six feet wide would need to be granted to the City immediately north of and abutting the land dedicated as public right-of-way. (Note: the City would intend to plow all the snow to the south side of the street, but cannot assure this would always be possible in the future.)
3. At the time the existing pavement needs to be replaced, the City would install new curb and gutter meeting City standards on the south side of the street, and a sidewalk four feet wide on the north side. The north edge of the sidewalk would be at the approximate location of the north edge of the existing street pavement, and the asphalt pavement would be laid against the south edge of the sidewalk. The cost of the curb and gutter and sidewalk would be assessed to the MHA (if the MHA so chooses) or to the individual property owners. A deferred assessment would be listed against the parcels in the interim so any purchaser will be aware of the impending assessment. The assessment can be paid in a lump sum or over either ten or fifteen years (property owner's option). The City would pay for the cost of paving once the curb and gutter is installed. The sidewalk would be designed to accommodate normal vehicle traffic.
4. The split rail fence along a portion of the south edge of Moorings Drive could remain, subject to the conditions of a street privilege permit issued by the Board of Public Works. The MHA would retain responsibility for maintenance of the fence.
5. The City would accept ownership and maintenance of the storm water catch basins and the outfall pipes if they are determined to meet City standards. The City would inspect the basins, and the MHA would need to correct any defects, or pay the City to correct any defects before the City would accept the storm water system.
6. The existing street lights would remain the property and responsibility of the MHA. No additional street lights would be installed.
7. Parking would be prohibited on the north side of Moorings Drive so the sidewalk would be available for pedestrians and an adequate street driving width would be maintained.

You should also be aware that the public will be allowed to use Moorings Drive to access the water to the south of the street if the street is public.

Sincerely,



Patrick Caffrey, President  
Board of Public Works

CC: Council Member Bob Slaback  
Mayor John D. Medinger