

**TOWN OF LODI
SPECIAL TOWN BOARD MEETING MINUTES
JANUARY 3, 2018**

1. **Call to order & roll call:** Meeting called to order by Chairman Marx at 5:15 p.m. Board members present: Tom Marx, James Brooks, Jon Plumer. Absent (excused): James Bechen, Robert Benson. Also present: Larry Oftedahl, Becky Oftedahl, Eric Holm.
2. **Changes to Ordinance Section 5.11:** Tom Marx – back when Eric Holm first talked to us about this logging we told him to not use any town roads. I recently asked Chris Hardy (Columbia County Highway) whether these 98,000# loads could damage the town roads they are traveling on. He stated they most definitely could. We have a Class B highway ordinance addition we can take action on tonight.

Larry Oftedahl – the average # of trucks for this project is 3-4 per day through the end of January. I talked to a forrester today, who said he's already told the logging company that they should move as many loads to the CTH V access as possible, which could decrease the # of loads using town roads per day. We are required by the State of Wisconsin to harvest areas of our properties as determined by the State to keep these lands in Managed Forest Land. The ground is frozen to at least a depth of 1.5', so these trucks shouldn't do any damage.

Tom Marx – (to Goeske) if we change these to Class B highways, can we approve permits that would allow them to go over the 58,800# limit for Class B. Goeske – yes, Town Ordinance (INSERT) does allow the town to issue a temporary posted road permit.

Eric Holm – no timber was moved until after Christmas 2017. Any logging trucks seen before that were not ours.

Tom Marx – we recently chip sealed the section of East Harmony that these logging trucks are using (from Raymond Road along East Harmony to CTH V).

Eric Oftedahl – the bids that we received were all based on travel time, length, etc... Any changes to our route could require moving logs already staged near Raymond Road to near CTH V, causing additional time and costs. The more time the 1 forwarder takes to move the logs from where they're cut to where they're staged for loading on the trucks, the more time and money this project takes. This operation is not a huge money maker for us that own this property, and it's a significant expense to make any changes to what was bid.

James Brooks – do you replant trees to replace the trees that are cut. Eric Holm – the area will reseed itself, plus we may do some seeding planting.

James Brooks – say the Paser rating of East Harmony is a 7, and this spring we suddenly find out it's gone down to a 3. Regular traffic on the road, snowplowing, etc... would not cause such a decrease. What does the town do then if it's determined that this logging caused the deterioration? Marx – we could have the County Highway Department come back and do an additional Paser rating in the Spring to determine any deterioration. Goeske – that is why when we give permits to do projects like this our ordinance allows us to have the owners put down money for the town to hold in case of damages.

Jon Plumer – I know the bids for this project are already done, but problems like this should be factored into those bids and any approvals.

Larry Oftedahl – are you aware of the frozen road declaration? That is how we can do this project at this time. Marx – yes, I’ve heard about that. INSERT?

Tom Marx – what do you (Oftedahls & Holm) think is a reasonable solution? Holm – as long as the increased weight limit is in effect now, and if speeding is an issue that we can take care of that with just a few phone calls, as long as the weight limits remain in effect I don’t see an issue with continuing as we are. If you can give us permission to use another route that is shorter that might work. We’re anticipating that this work will be done by the end of January. If we’d suddenly have a sudden warm up before we’re done the State would reconsider the increased weight limit, then we’d have the wood taken to the CTH V staging area. Marx – you can take the risk of damaging our road and paying for it vs the increased cost of taking the logs out to the CTH V staging area.

Becky Oftedahl – if the road was damaged in the Spring how could you determine that the damage was done by our logging trucks? Marx – I’m not sure how that’d be determined, but I have to look out for our taxpayers.

Larry Holm – if you find that the rating has dropped, say from a 7 to a 5, what does that mean in terms of maintenance? Marx – if I was to guess, the damage might be cracks, so we’d have to have them crackfilled as soon as possible in the spring.

James Brooks – We could adopt the ordinance before us, and issue them a permit to go above the lower limit of 58,800 # per the Class B restriction. Goeske – issuing them a permit means we give them a permit for a specified time period, and they have to provide proof that there is insurance to cover damage to roads. Larry Oftedahl – so when we have to come back in 5 years to do more logging we should come before you to get a permit. Marx – if they take 2 different routes (INSERT) so we have a comparison of any potential damage, we’d have a way of determining damage done by the logging trucks. Larry Oftedahl – looking at what it would cost to repair a road that that goes from a

James Brooks/Jon Plumer motion to approve Ordinance 2018-01; MC 3-0. Tom Marx will work with the owners, the Town Attorney, etc... to issue a permit allowing Oftedahl/Holm to exceed the weight limit.

920-594-0335 (Larry Oftedahl cell phone)

3. **Adjourn:** *Jon Plumer/James Brooks motion to adjourn at 6:21 p.m.; MC 3-0.*

*April D. Goeske
Clerk-Treasurer*