

### Road Crew Builds Road

The road crew spent several days this fall digging, filling and grading the new roads into the Dunn Burying Ground Expansion. The entrance, shown above, is on Sandhill Road just to the south of the fence surrounding the old burying ground. This winter the town board will be finalizing the ordinance allowing the sale of lots. John Deegan is doing the handwork above, while Jim Manson is operating the grader.

## On the Road Again with Jim

by Jim Manson, Highway Foreman

As you all know, this last spring and summer we had a lot more rain than usual. As a result we had a lot of washouts and erosion problems to work on. Probably the thing that most people don't realize is that the rain was very hard on the roads.

With all of the water over the roads and in ditches along the roads, the roads stayed soft and there was much more breaking than in a normal year. The biggest problem has been the road edges breaking off. We have a lot of places where the edges are breaking down. Because of this, we are doing more time-consuming hand work. We'd be doing more if the weather was more fitting.

The rains have also put us a little behind in our regular schedule of mowing and ditch cleaning in preparation for winter.

Police Chief Berry and I have noticed that some residents are building elaborate mailbox structures. These can be dangerous to snowplow drivers, the equipment and other drivers if they are built of cement, brick, stone or steel. If the snowplow has to move over toward the shoulder of the road, for example, for an oncoming vehicle and it hits that, something is going to break.

An article elsewhere in the newsletter explains the state laws regarding mailboxes and road safety. I encourage anyone who has the intention of erecting an elaborate mailbox structure to not do it for safety's sake.

Trash dumping on roadsides

has eased up somewhat. What we are finding now is that some people are dumping bagged leaves - bags included - along the road.

A problem that occurs this time of the year, and seems to be happening less this year than in the past, but is still a concern, is the number of people burning their leaves and sticks out on road surfaces. This may seem like a safer place to burn, since there is less chance of the fire spreading, but it weakens the road by burning the oil out of the blacktop.

We had a lot of street signs stolen and damaged this year. We had two stop signs hit and run over. Some were stolen less than a week after we put new ones up. On November 12, I spotted two more missing. If anyone has any information about the theft or damage to any of these signs, please report it to the town hall.

### 1994 Roadwork

For next year we are planning to resurface and reshoulder roads in Oregon Heights. The way it looks now, that's all the new blacktopping we will be doing. Otherwise there will be a lot of patching and wedging. Right now we are expected to do sealcoating on Southview, Lator, Goodland Park, Larsen, View, Meadowview, Lake Farm and Alma Roads; McConnell, Gannon, Lakeside, Beal and Berkan Streets; Waubesa Avenue, Nora Lane and Waucheta Trail.

Due to the high lake levels this summer, we will likely be doing some shoreline repairs next year. We've been gathering some rocks

this fall to repair the shore. There are four town lots that have to be done. They are in the Goodland Park, Waubesa Beach, Colladay Point and Zor Court areas.

### Town Garage

This year and for the past two years I've asked that money be set aside for a new town garage. If money is set aside again this year, we will have \$150,000 toward a new town garage. It would be built on the two acres of land just to the east of the town hall that the town purchased several years ago.

Our current garage is just too small for our needs. The old part of the garage is close to 70 years old and the south-facing part was put on in 1966. As our town has grown, so have our needs. The grader, three trucks and the pickup are kept in the garage, but one truck, the tractors and the mowers, the loader bucket and the shoulder machine are all outside because we don't have room for them.

We know we need a bigger building, but we don't know the size yet. We need enough room for our current equipment, room to move around and room for expansion. Equipment gets bigger and we'll likely need room to store police and parks equipment, too.

Right now Ed and I have been looking at a steel building, like many fire departments have. We are figuring the cost to be in the ballpark of \$350,000 to \$400,000, but we haven't gotten any firm prices yet.

## The Chief's Report

by Police Chief Bob Berry

The summer recreation season is over and this is a good time to remind residents that vehicles, boat and trailers, recreation motor homes and travel trailers cannot be stored in excess of 48 hours on any street or highway in the town of Dunn or within the town's road right-of-way.

Owners of these vehicles sometimes think they can have winter storage by leaving them parked in the road right-of-way. These vehicles not only are in violation of the 48-hour street storage ordinance, but obstruct the town's clearing of snow. These vehicles will be issued parking citations and possibly towed at the owner's expense. Your cooperation is needed and appreciated.

Traffic violators are a problem, and speeding on town roads has increased. Many reports of vandalism, criminal damage to property and thefts from vehicles have also been reported.

The reports of juvenile involvement in vandalism and thefts indicate that far too many youths are out in automobiles at night, up to mischievous acts.

During the summer I spoke with several youths about unsafe bicycling habits. I witnessed some close calls where bicyclists failed to stop at stop signs and rode into the paths of vehicles. Luckily, in all cases the motorists were alert and had time to slow or stop to avoid a possible tragedy.

There are several mailbox structures made of bricks, concrete and steel posts that encroach on the town road right-of-way. These are illegal, as they are not made to break away.

The owners of these structures should think about the civil liability that may occur if the mailbox is struck by a vehicle or a snowplow, resulting in an injury. Placing any dangerous object on or along any street or highway is against state law.

As I patrol around the township during hours of darkness, especially in the mornings, I encounter many motorists driving with only their parking lights on. With the coming cold weather, check your headlamps, brake lights, tail lights and signals to make sure they work properly. I have also observed many drivers peeping through a tiny hole they have scraped in the windshield. It takes just a minute or two to scrape your windows fully and it could mean the difference between an accident and a safe ride to work.

As a final note, many people don't realize that unauthorized reception of cable television signals is a crime. This crime is called theft of services, with a \$500 fine, plus restitution. People are prosecuted for this offense.

# Parks Commission has New Faces

This year has seen many changes in the Dunn Parks Commission. Judi Kinney, an eight-year veteran of the commission, chose to step down earlier this year. Replacing her is Jim Bowen, 2931 Camp Leonard Road. Jim is married with two children, and has lived in the town for 15 years. Jim says he sought appointment because he felt it is his civic duty to become involved.

Carol Schwartzburg, who has served since 1983, stepped down in late 1992. Dan Zarnstorff, 2184 Colladay Point Dr., became interested in the commission after getting involved in solving the drainage problems on Colladay Point. Dan has lived here for five years and is married with two children.

Mike Petersen, who joined the commission in 1989, stepped down this year. His position was assumed by Jay Hoel, 2387 Woodland Road. Jay got involved because he is interested in preserving the character of the town. He has found that serving on the parks commission is one way he can work toward that goal. Jay has lived in Dunn for most of his life and is married.

Due to time constraints, parks commission chair Elaine Andrews declined reappointment to the commission. Carl Helmich, 1627 Lake Kegonsa Rd., is the newest member. He joined the commission in July, at the end of Elaine's term. He is married and has two children. Carl has lived in Dunn for four years and says he'd like to contribute to the community and help shape the direction of parks from "swing sets to open spaces".

Elaine had been a commission member since 1982 and chair for the past two years. She was instrumental in the creation and development of neighborhood parks, especially those in Spartan Hills, Waubesa Heights and Sterna Park and for steering the commission to the Nonpoint Source Water Pollution Abatement Program for funding for the Dunn Heritage Park.

In addition, she developed a comprehensive list of the parks that can be used as a reference guide for the committee. As chair of the commission, she offered insight and direction to the current members that will guide the commission for years. Her years of experience will be missed.

We also wish to thank Judi, Carol and Mike for their hard work and continued involvement.

Appointed as the new chair is Doug Kornetzke, an eight-year resident of the town. Doug lives near the McConnell Street boat landing on Lake Waubesa. He is married and has two children.

Doug has been a parks commission member for the past six years. "When I heard about an opening on the parks commission, I thought this would be a wonderful opportunity to contribute to our community," he said.

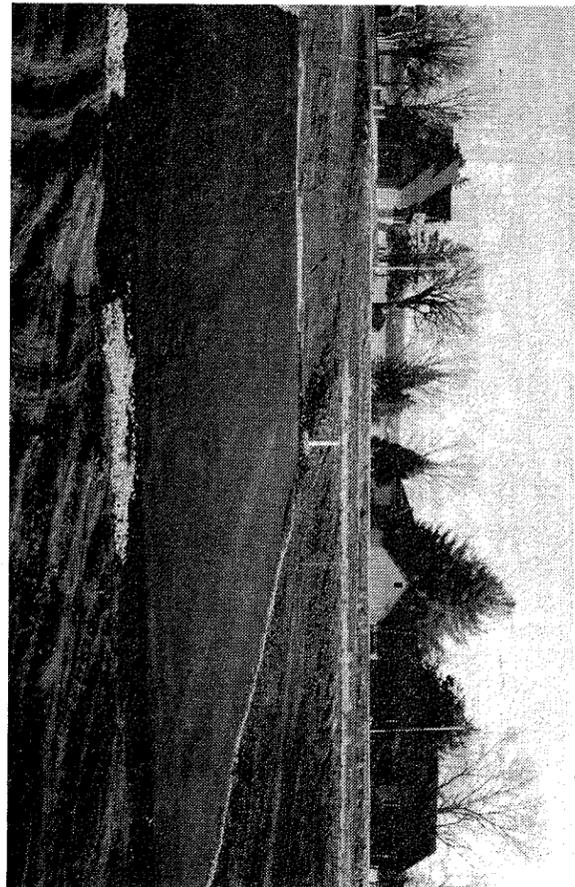
Doug assumed the chair's position in July and has taken on the goal of developing the Dunn Heritage Park, the new community park land between Tower Road and Jordan Drive on the south side of Lake Waubesa. "While the past looks good, the future looks even better," says Doug. "Not only will we concentrate on improving our neighborhood parks, but we are excited about what is happening with Dunn Heritage Park."

Doug says he will continue the tradition of working with neighborhoods in developing parks. He said his own experiences help him to be sensitive to people who live next to parkland, since his yard is next to a boat landing. "I live next to Lake Waubesa's McConnell Street boat launch. I know we have to provide adequate public access to our lakes, but at the same time we have to take into account the concerns of the neighbors who live around our facilities," he said.

"The strongest and most important asset we have is the involvement of the neighbors who live next to our parks. Had it not been for these people sharing their time, labor, ideas and cash through many fundraisers, our

neighborhood parks would not be where they are today," he said. "And I want to give special thanks to all of those who have been involved and ask that they remain active."

In addition to all of the new faces, one face very familiar to



## Colladay Point Stormwater Project

Is that a basketball court? Nope! It's the new collection basin pad for collecting silt that has eroded from the hillsides. The earth-moving portion of this stormwater project was finished in late October - about a month behind schedule, due to - what else? - the rainy weather. Parks Commission members and volunteers have collected prairie seed and will be planting this seven-plus acre site next spring.

## The Town of Dunn Wishes to Say Thank You

Toddle-In Nursery  
Exchange St. & Hwy. 51, McFarland  
For Your Nursery Stock Donation in 1993

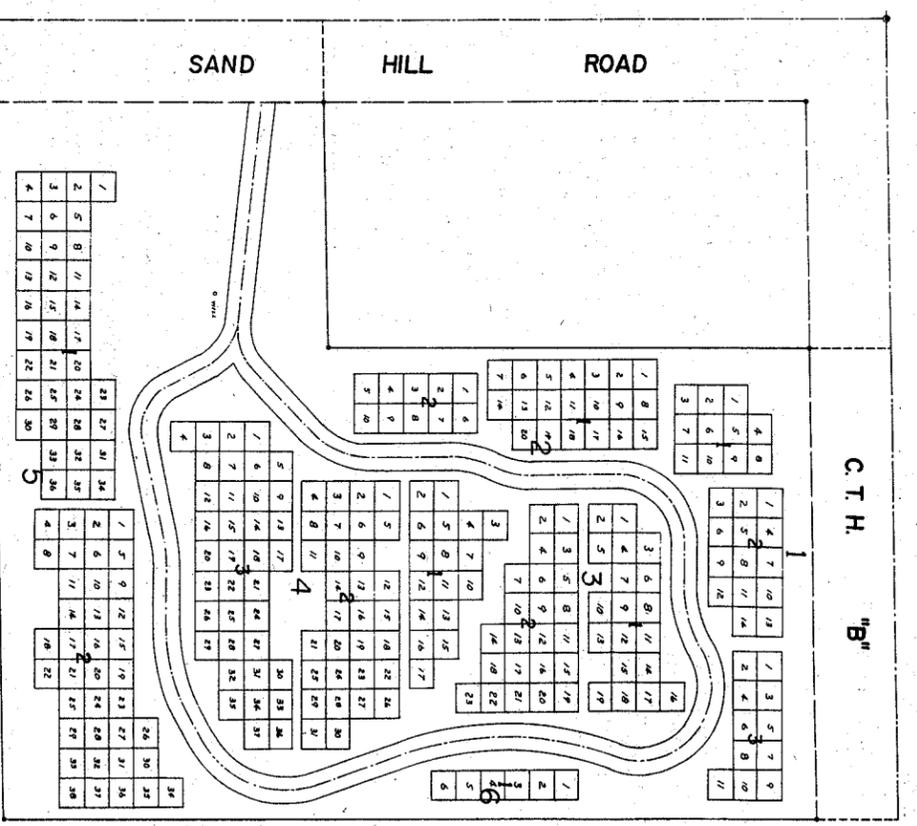
## Burying Ground Plat Revealed

by Jo Reynolds

The addition to the Town of Dunn Burying Ground now has the gravel driveway laid and lots will be staked this month. The extremely wet spring and summer weather delayed the road work and other surveying until now. With the town board's approval of the final ordinance, plots and the lot prices will be available this winter to townspeople.

The Cemetery Task Force had several nice donations of plants. Planting had to be postponed due to the rainy conditions, since plants could not be located until all plots were staked. This winter, all who have shrubs, tree seedlings, perennials to divide or move, or other landscape materials they would like to donate are encouraged to contact the town hall so these materials can be including the planting designs.

Brochures detailing the older part of the Burying Ground are available at the town hall.



Dunn Burying Ground Expansion Plat Map

# Safe Mailbox Installation Guidelines

Locating a mailbox along the roadside is not as simple as planting a post with a mailbox next to the road. Nor should it be as elaborate as building a brick structure or improving an ornamental plow or an old set of wagon wheels to hold the mailbox. Elaborate or heavily built structures can be dangerous if they are struck by an automobile.

In 1987 the Wisconsin Department of Transportation reported that 1700 crashes involving mailboxes resulted in 144 injuries and two deaths. Because of the danger a mailbox can pose, the Wisconsin DOT has several recommendations for safe roadside mailbox installations that could help save a life if someone hits yours.

## General Guidelines

It is best to keep the mailbox assembly as light weight as possible. This lets a vehicle crashing into it break off the mailbox with less damage to the vehicle. The heavier the installation, the less likely it will move instantaneously, and the more likely it will cause damage to the vehicle and the occupants.

Follow these basic guidelines for safer mailboxes:

- Use support posts that will easily break off or move out of the way.

- Mount no more than two mailboxes on one support post.

- Attach the mailbox to the support post firmly using strong bolts and plates.

- Consider the roadside conditions when selecting a site.

## Supports

The Postal Service requires that the bottom of the box be 42 to 48 inches above ground. The following are recommended standards for supports that ensure a mailbox will break away on impact:

- Pipes should be 1½-inch inside diameter or less.
- Square wood supports should not be larger than 4 inches by 4 inches. Round wood posts should not be larger than 4 inches in diameter.
- Metal channel posts should not weigh more than 2 pounds per foot.
- Imbed supports no more than 24 inches into the ground and do not imbed them in concrete.
- Don't use anchor plates with metal posts. Anti-twist flanges are acceptable as long as they do not project more than 10 inches into

the ground.

## Siting Mailboxes

In Wisconsin it is almost inevitable that sooner or later snow removal operations will redesign your mailbox in a way that does not delight you. Some simple post designs have become accepted as standards and have helped in reducing the number of mailboxes damaged by snowplows.

For best protection, mount your mailbox on a 24-inch minimum arm, at a minimum height of 46 inches. The front of the mailbox should be aligned with the outside edge of the road shoulder.

When siting the mailbox, keep in mind your own safety and the postal carrier's convenience and safety. Also take into consideration the existing road conditions such as proximity to intersections; blind spots caused by curves, hills and vegetation; and utility poles, guardrails, nearby bridges and other physical installations.

If you would like the Postal Service and Wisconsin DOT guidelines pick up a copy at the town hall.

## Transfer Site

### Holiday Hours:

■ Closed Saturdays  
Dec. 25 and Jan. 1

■ Open Mondays  
Dec. 27 and Jan. 3

## Dog License Late Charge

Pursuant to Chap. 174.05 Wis. Stats., the town of Dunn will assess and collect a late fee of \$5.00 from every owner of a dog 5 months of age or over if the owner fails to obtain a license prior to April 1 or within 30 days of acquiring a licensable dog.

## ... Budget Details

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### Public Works

For all salaries in the town, an overall 5 percent increase has been figured into the budget. Pay increases, however, will be based on merit.

Public works spending is proposed to be at \$247,000, an increase of \$20,000 from 1993.

About \$9,000 of the increase is for increased road repairs, which will be at the \$79,000 level in 1994. Costs at the transfer site (town dump) are expected to rise by \$3,000 from their 1993 level of \$4,000, which was lower than usual. Considering the wet summer and fall, an additional \$3,200 is being proposed for snow removal this year, bringing that portion of the budget to \$16,200. In addition, the overexpenditure in 1993 was due to receiving a bill for the 1992 salt purchases after December 31.

Transfer site expenses are rising to \$7,000 because the town will be improving the gravel road to the site. Recycling expenses are rising by \$2,000 to \$6,000 to construct a waste oil recycling collection center at the transfer site. The oil collection center is being moved from the current location at the town garage so it can be supervised by transfer site attendants. Once the new oil collection site is opened,

homeowners will be able to drop off waste oil only during transfer site hours.

### Borrowing

The town's proposed \$110,000 in borrowing will be used primarily to pay for the cost of soil and groundwater cleanup for the underground fuel tank leak next to the town garage. That cost is projected at \$90,000 in 1994,

and those expenses will be reimbursed by the state in 1995. The remaining \$20,000 will be used to make improvements to the town hall. The board is proposing to build a windbreak entrance, to insulate, install a skylight in the vestibule area and have siding installed.

No purchases of new equipment are being planned.

### Sinking Funds

In addition to spending, the town board has created a sinking fund for a future town garage.

Over the past two years, \$100,000 has been set aside. The board is proposing that an additional \$50,000 be set aside in 1994.

## Details of Dunn's Indebtedness

State law sets limits for general obligation indebtedness by tax levy (5% of the equalized value of the town). That means the allowable debt limit for the town of Dunn is more than \$10 million. The town of Dunn has a very low indebtedness compared with other municipalities with comparable population.

The total general obligation debt for the town of Dunn as of Dec. 31, 1993, will be \$259,943, detailed as follows:

Loan date	Purpose	Original amount (\$)	Interest rate (%)	Maturity	Principal balance (\$)
07-05-88	Ford tractor	23,000	6.00	1998	11,500
12-12-90	Ford dump truck	57,675	6.25	1995	31,467
01-08-92	Tractor	26,652	5.75	1995	18,442
12-09-92	Ford dump truck	60,534	5.25	2002	60,534
11-93	Colladay Point	66,000	3.75	1999	66,000
11-93	Cemetery	16,090	3.75	1999	16,090
11-93	Fuel tank cleanup	55,910	3.75	1999*	55,910
<b>TOTAL</b>					<b>259,943</b>

\*The majority of this money will be paid off early (in 1994) when the grant money is received from the state for PECEFA (Petroleum Environmental Cleanup Fund Act) funds to reimburse the town for cleanup of the underground fuel contamination at the highway garage. That will lower the total principal balance to approximately \$210,000 (before the 1994 loan payment). The first payment on the proposed loan for 1994 to cover additional remediation work and the town hall improvements is not due until March 1995.