Request for Remediation

Chronic Drainage and Flooding Issues on Firelanes 2 & 3
Presented to the Harrison Village Board Members

The Current Crisis

An overview of persistent systemic failure in our local infrastructure.

Infrastructure Impact

During spring thaws and heavy rainfall, water from Highway 10/114 is redirected toward the lake but becomes trapped at Firelanes 2 and 3.

- Seasonal flooding renders access roads impassable.
- Significant risk to private property and foundations.
- Chronic water pooling degrades the roadbed surface.



Flow Bottleneck

A technical analysis of the topography reveals that Firelane 1 successfully diverts water to the lake, but Firelanes 2 and 3 lack the necessary ditching and culvert depth to handle redirected volume.

The "bottleneck" occurs precisely between Firelanes 2 and 3, where water pools without a gravity-fed path to the lake.



The Culvert Discrepancy

36"
New Culvert Size

→

20"
Original Culvert Size

The Railroad upscaled their culvert by **80%** without addressing downstream capacity, causing massive overflow into the Firelane ditches.

Jurisdictional Stalemate

Wisconsin DOT

Declined assistance, citing the issue as a local drainage failure rather than a state highway structural concern.

Calumet County

The Highway Department has refused intervention, leaving residents in a bureaucratic "no-man's-land."

The Railroad

Increased upstream flow volume without consulting the Village or residents regarding downstream impact.

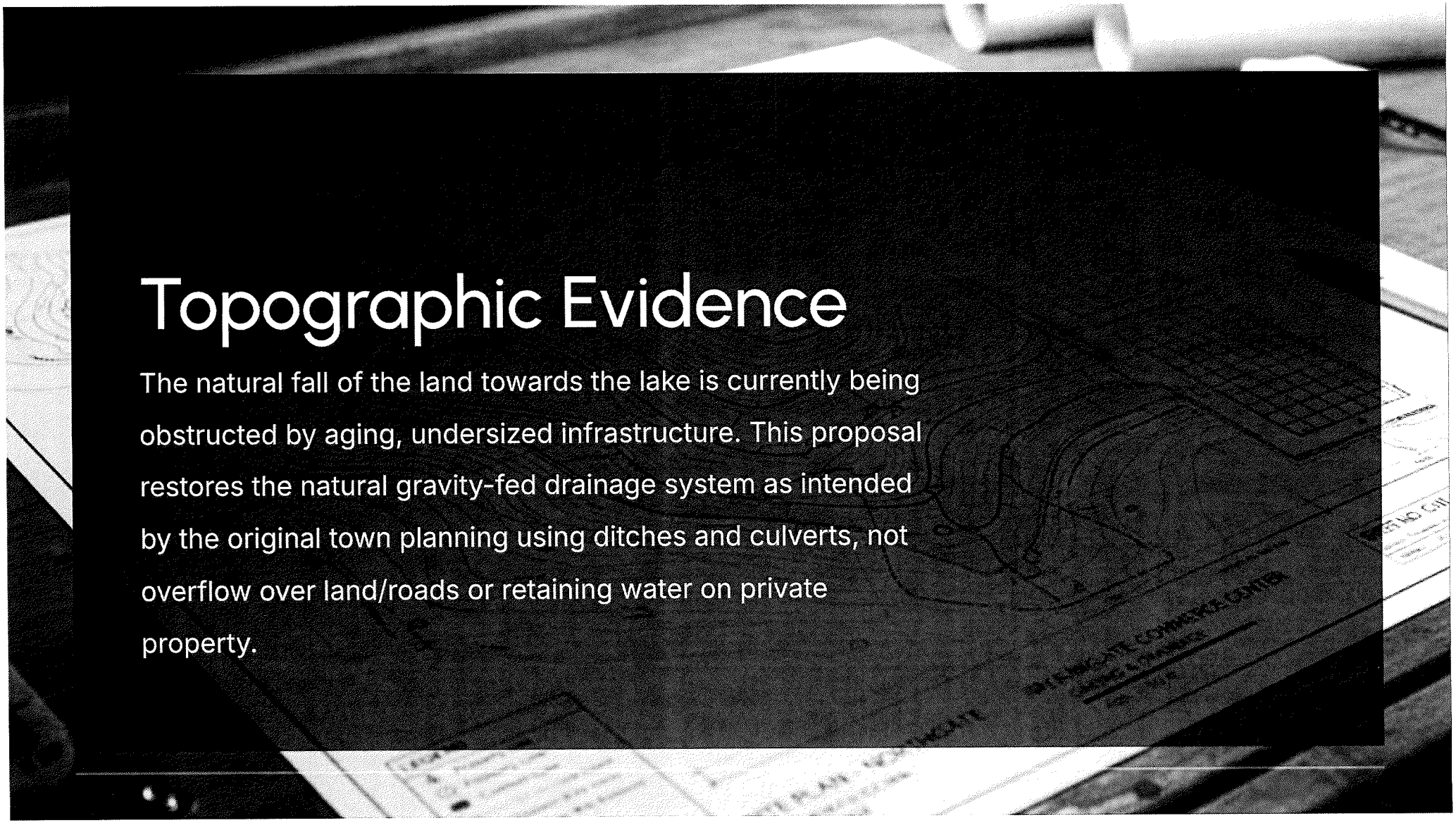
"The standing water we face is not a natural feature; it is an artificial drainage failure that compromises our homes and our community safety."

— Resident Appeal to the Board

The Wetland Definition

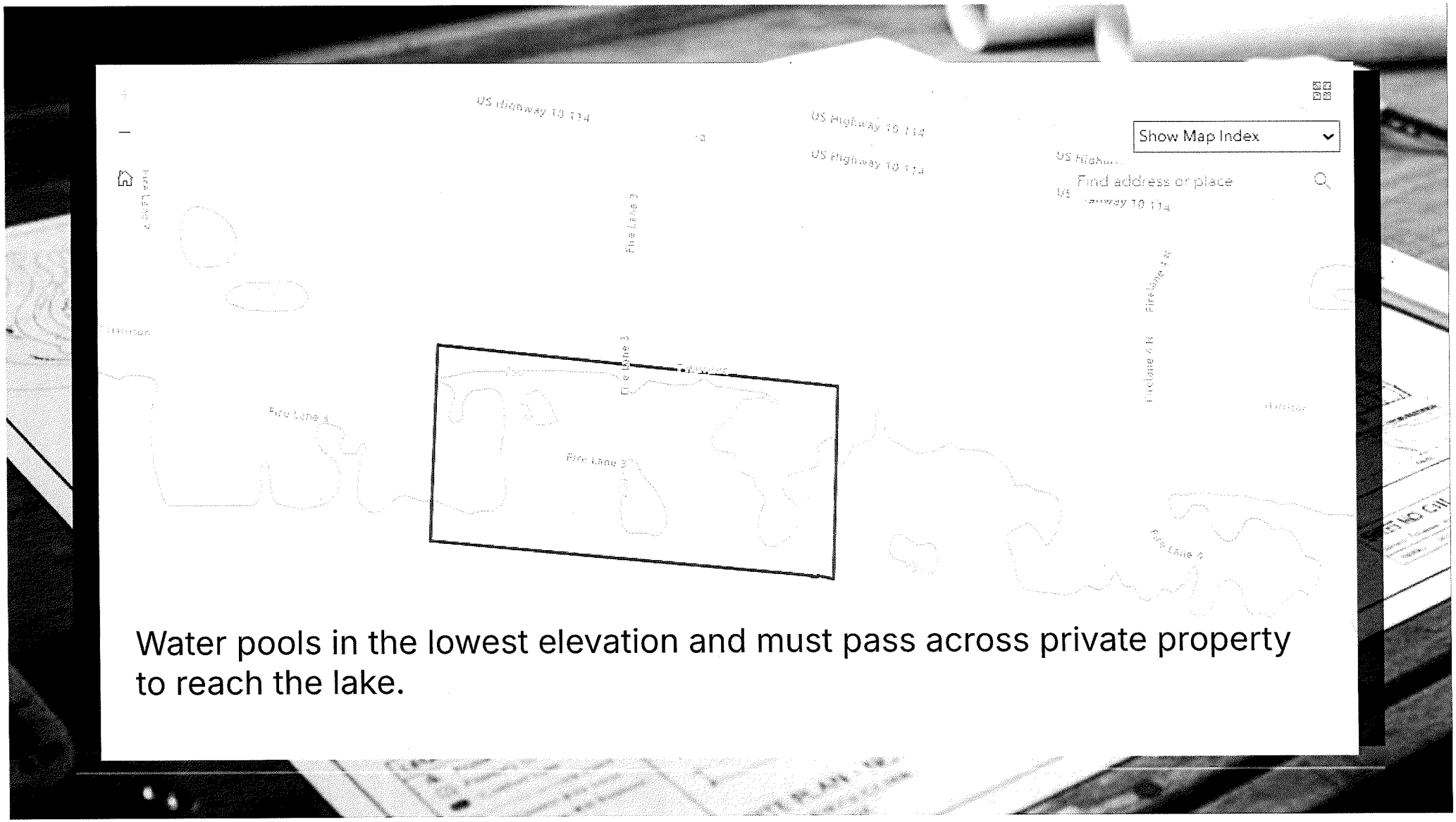
Clarifying DNR Regulatory Status:

- **Artificial Origin:** The current standing water is caused by culvert size mismatch, not natural topography.
- **DNR Consistency:** Per DNR guidelines, failing to provide a clear path for artificial drainage does not create a protected wetland.
- **Remediation Rights:** The Village has the authority to restore drainage flow to protect public infrastructure.

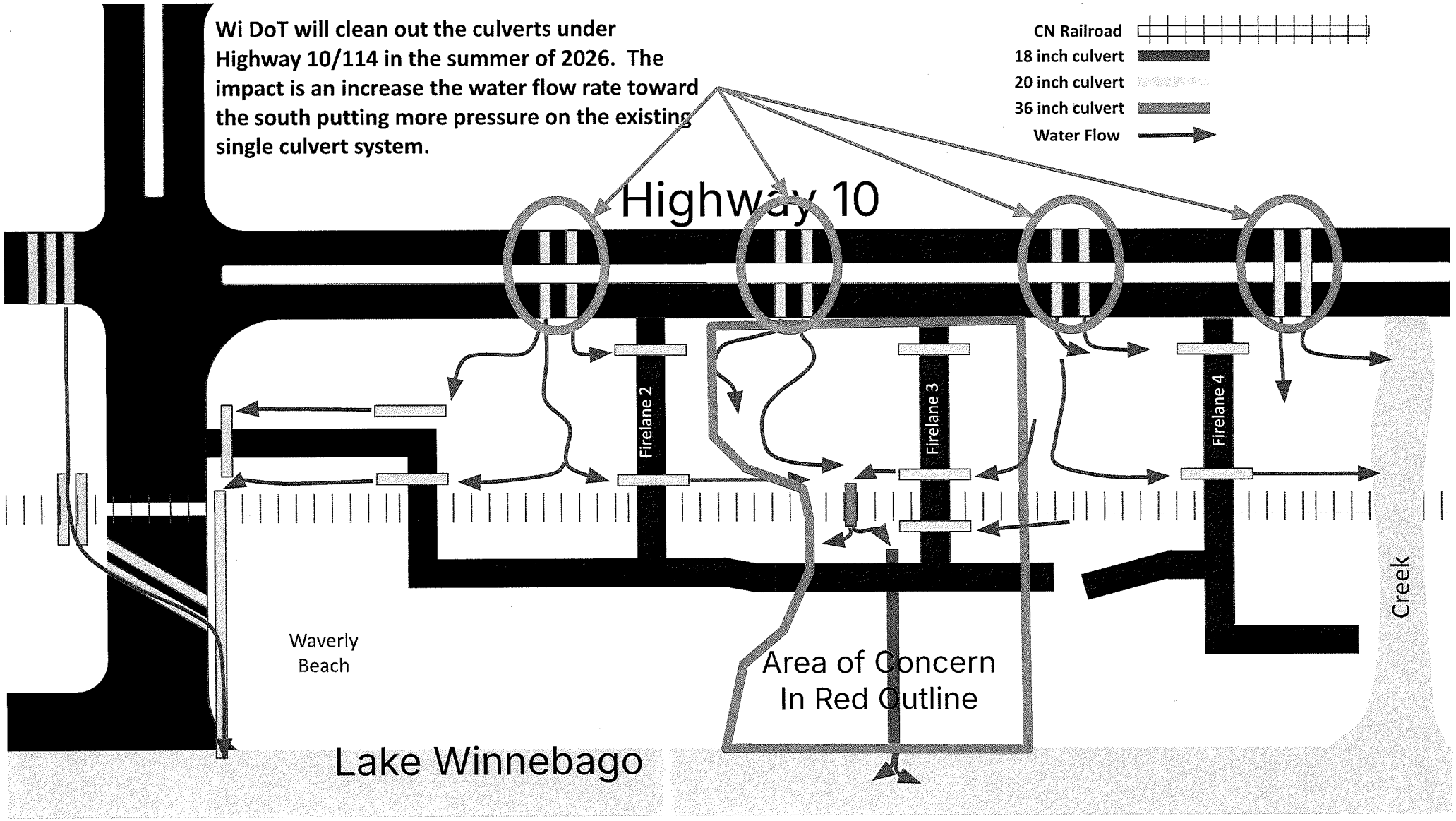


Topographic Evidence

The natural fall of the land towards the lake is currently being obstructed by aging, undersized infrastructure. This proposal restores the natural gravity-fed drainage system as intended by the original town planning using ditches and culverts, not overflow over land/roads or retaining water on private property.



Water pools in the lowest elevation and must pass across private property to reach the lake.


Wi DoT will clean out the culverts under Highway 10/114 in the summer of 2026. The impact is an increase the water flow rate toward the south putting more pressure on the existing single culvert system.
CN Railroad
18 inch culvert
20 inch culvert
36 inch culvert
Water Flow
Highway 10
Firelane 2
Firelane 3
Firelane 4
Creek
Waverly Beach
Area of Concern In Red Outline
Lake Winnebago

Photos of the Area Outlined in Red



Firelane 3, north side of tracks, looking West



Firelane 3, north side of tracks, looking East

Photos of the Area Outlined in Red



Firelane 3, north side of tracks, looking West

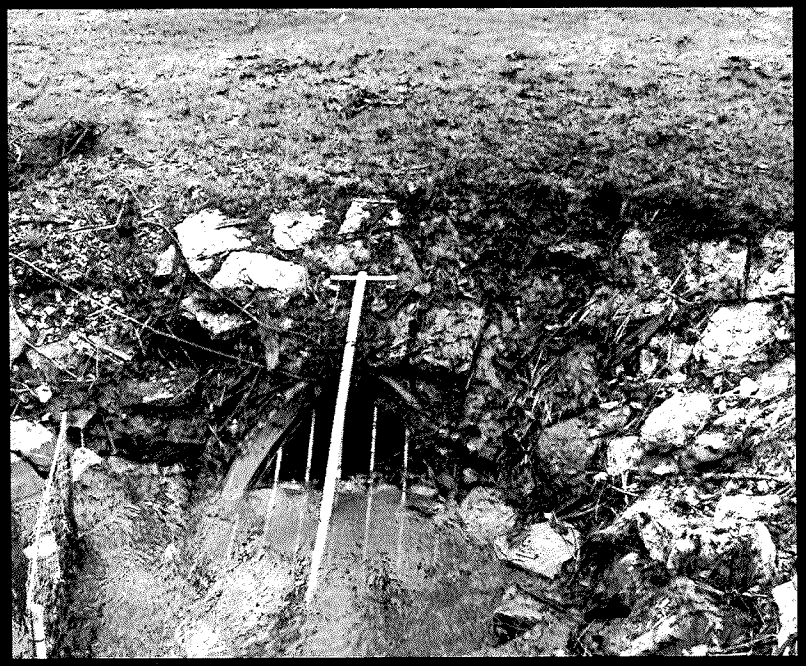


Firelane 3, north side of tracks, looking East

Photos of the Area Outlined in Red



36" culvert under the railroad tracks, looking south



18" culvert to discharge to the lake, north end of the culvert, looking south.

Photos of the Area Outlined in Red



Discharge area downstream of the 36 inch culvert, looking south.



Discharge are downstream of the 36 inch culvert, looking toward the east. Firelane 3 is in the background.

Photos of the Area Outlined in Red



Firelane 3, looking west. Water is flowing over the road, through the properties to get to the lake. The 18 inch culvert is flowing clear, along with a parallel 9" pipe.



The flow is backing up to the properties to the East as there is more inflow than outflow. No water is flowing to the East, toward the creek on either side of the tracks.

Proposed Remediation Solutions

Proposal	Technical Detail	Primary Benefit
Hwy 10 Ditching	Ditch south side from Firelane 2 to the creek with new culverts.	Intercepts runoff before it enters the residential grid.
Railroad Ditching	Ditch the north side of tracks through private property.	Creates a bypass for overflow from the upscaled 36" culvert.
Lake Culvert	Install secondary culvert parallel to the current lake-bound pipe.	Doubles exit capacity to accommodate high-rain events to match the inflow from north of the railroad tracks.

Formal Site Visit Request

We request a meeting on-site with the Board and Village Engineer to verify these technical findings and discuss remediation.

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