

ROLAND TOWNSHIP BOARD REPORT
CABIN ROAD PAVING PROJECT MEETING, November 5, 2018
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The meeting scheduled for the purpose of presenting the proposed paving project for Lake Metigoshe cabin roads was opened on November 5 at 6:30 p.m. by Board Chairman Vern Jacobson in the Metigoshe Christian Center dining room. Also in attendance representing the board and paving project committee* were Mike Hall*, John Warberg, Michael Sivertson, David Thompson, Addie Berg*, Dwight Eckart* and Glenore Gross; and also included Kent Indvik and Brad Robertson from Wold Engineering and Attorney Peter Hankla. Forty-one property owners signed the attendance record.

Vern turned the meeting over to Brad for an explanation of the proposed project from an engineering standpoint. He started with history of the paved roads, from initial paving project in 1998, to periodic maintenance of chip seal coats and crack sealing, and testing to evaluate spring axle load limits. He explained the life cycle of asphalt and symptoms of oxidation which give an average life span of asphalt as 25 years, dependent on maintenance and exposures. Weight limit testing resulted in determination of 7-ton per axle rating, same as county roads for spring weight limits, which he recommended remain year-round on cabin roads.

Brad said the overall average condition of the cabin roads leads to the recommendation for a 2" overlay, with repairs as needed to the areas that require patching. Some will need to be ground out down to substrate with geogrid installed to provide support for repairs to hold up long term. He added that the estimate of \$2,904,693 includes the paving project as described, followed by chip seal coating. (Transcript available from clerk)

Vern opened the meeting to questions and comments. Responses included a request to reconsider the assessment of individual owners of the condominium complex; the committee will look into the legal question of single assessment versus multiple in this situation. A question on whether drainage issues will be addressed was answered by Brad that it is not part of the road project but is the responsibility of the township board. Vern confirmed that several drainage issues have been worked on and will include Sunset Bay in the future, to answer another request.

Other comments included whether sewer upgrades would need to break up newly paved roads, questioning the different methods of assessments used in previous road project proposals, and a reminder that having the half million dollar contribution from the county would likely reduce the assessed amounts. Mike Hall said most sewer lines can now be bored under roads and repairs needed would be done with as little road damage as feasible. Assessments were chosen with three categories based on linear footage in response to comments from previous proposals, with acknowledgement that not everyone would be satisfied. It was clarified that if the proposal passes the final assessments would be adjusted after a bid is accepted. The committee repeated that assessments cannot be raised from the proposed estimates; any reduction will take into account how the accepted bid compares to the estimate, and will then include contributed county and township funds.

Assorted answers given include the state requirement that votes are counted by the amount assessed; current chip seal oil results in about a 7-year lifespan rather than previous 10-year life-span, and agreement that regular maintenance is important; if the county isn't able to provide it other sources are being used. If overloads are observed they can be reported to the sheriff; current condition of roads make it difficult to charge any one operator with road damage, but means are in place to monitor overweight load damage when roads are in better condition; a question of whether farm equipment is included as overweight loads was unanswered. Atty Hankla responded in the affirmative that the spreadsheet of cabin owners is a public document; however it has not been uploaded to the website. Length of time for paying one's assessment is determined by the bonding company, usually 10 or 15 years, with the amount of interest charged being more with the longer term. The timeline for the project, if approved, is to request bids in March with road work to be done in the summer of 2019.

Meeting closed at about 7:50 p.m.
Submitted by Glenore Gross, Township Clerk