

Lake Metigoshe Cabin Road Paving Project Information Meeting
August 12, 2017 - Boathouse Café, Lake Metigoshe

Roland Township Board Chairman Vern Jacobson opened the proposed paving project information meeting shortly after 1:00 p.m. with the following at the head table: Supervisors Mike Hall (on project committee) and Michael Sivertson, Dwight Eckart (on project committee), Brad Robertson and Kent Indvik (Wold Engineering) and Clerk Glenore Gross. Approximately 110-120 were in attendance.

INTRODUCTION

Jacobson informed the group that the meeting was to present information on the proposed project at a time when more owners were at the lake. The initial vote on the project ended up being scheduled in January when fewer owners are at the lake. He said less than 40% of owners returned ballots for that vote, and several reported they assumed not sending in their vote would be counted as a Yes vote, which it was not. (*Final vote was 55.2% yes, 60% needed. Actual number of returned ballots was not counted since counts were based on assessment amount.*)

The project was changed by adding in crack seal to the estimate. The roads to be paved stayed the same. Owners living along the roads to be paved are the only ones receiving the estimated assessment, due to regulations for township special road districts.

ENGINEER BRAD ROBERTSON'S REPORT

Project information:

- Existing paved roads to receive overlay total 11.02 miles, current gravel roads to receive overlay total 1.85 miles.
- In problem areas existing asphalt will be sub-cut, down to dirt if needed. Geogrid will be added if needed, then aggregate base, 4" new pavement and 2" overlay for 6" total.
- Some areas will have asphalt ground up then receive 4" overlay.
- Crack Sealing description – rout existing cracks for a trough then add rubberized asphalt, then pave on top. Water is the enemy, pavement flexes and shortens life expectancy. Asphalt does not have much tensile strength. Soil below swells or cracks. Transverse cracks are natural with aging, will seal to reduce and minimize cracking but cannot eliminate it.
- Will chip seal then oil coat to protect pavement from UV rays.
- Will adjust gate valves and manholes, and will address areas with signs of failure.

Current road condition:

- Pavement is reaching its life expectancy of 15-20 years.
- Construction boom around lake shortens life.
- Preventive maintenance of timely chip seal and crack seal done by township means less cost for this paving project.
- Choice to pay cost of repaving now or pay more later as pavement deteriorates further.
- Original paving project done in 1998 – some areas appear as nothing is wrong but looking below the aging asphalt would show problems.

SELECTED QUESTION & ANSWER INPUT

>Regarding speed bumps put down with spikes: Mike Hall said new pavement would not use spikes for speed bumps.

>Regarding level of participation anticipated from the county: Jacobson reported attending meetings to request support, and believes the county will consider the project in their next budget

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to the extent they have funds available; they are aware of the level of funding that comes from Lake Metigoshe property tax.

Length of time allowed for payback: Bonding company sets this, normally 10-15 years. Jacobson said the township is now authorized to seek bonding; if County had agreed to bond the project it could have proceeded without a vote from owners.

Questioner acknowledged many can't afford this additional tax now, but with bonding rates low now, cost of oil low and contractors not working, may get 5-6 contractors bidding for the project.
>Question - why heavy construction trucks are allowed and do contractors pay for road damage: Jacobson said load restrictions need enforcement and a way to weigh the trucks; permit fees were raised in consideration of road damage; private individuals with big trailers can be worse on roads.

>Question - why did some assessments double: Jacobson explained the committee checked out using linear foot for assessing cost but found some could be as high as \$30,000 that way; decided to charge by parcel this time, first time was by usage. Some came in higher, some lower. Some double parcels can be treated as a single, i.e. one dwelling is on two lots; the committee can look at those with questions.

>Comment - this approach on assessment was not fair and equitable – back lots are subsidizing million dollar homes - those on the county road should also be asked to contribute to cost as done previously: Jacobson said law changed and only those along the road to be paved can be assessed, and questioned why should back lots be subsidized when they use the same road.

>Comment - if the road is raised with more overlay they will have problems with the height against their driveway.

>Request for information on cost if roads go back to gravel: Mike Hall said 130 manhole covers would need to be fixed so grader and snowplow could use roads, estimated cost \$250,000. Areas now gravel in the project to be paved have this cost figured in.

>Question –will the project enlarge roads by 2' wider: No.

Assorted answers:

>State 12% credit on property tax going away–show up at county meetings to make a difference.

>Brad Robertson said roads can look good today but next year might be gone – aging roads lose strength. Best practice is to overlay – all are aging the same.

>2011 tested readings to determine load capacity, at that time 2" overlay was adequate for requested load rating. No one has the crystal ball to determine how long any road stays good.

>Adding overlays causes problem with rise in elevation to driveways, plus the slopes narrow the road width.

With some further conversation, meeting was declared closed at 2:45 p.m.

As recorded by Glenore Gross, Clerk

Special Meeting for Information and Vote is scheduled Saturday, September 2 at 10:00 a.m. at the Boathouse Café conference room. Votes can be deposited with the Clerk at that time, or mailed to be received no later than 15 days later (September 17). Votes are being accepted now.