

**LAKE METIGOSHE CABIN ROAD PAVING PROJECT**  
**SPECIAL TOWNSHIP MEETING for Disclosure of Engineer's Findings & Freeholders Vote**  
**September 2, 2017 – Boathouse Café Conference Room**  
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Roland Township Board Chairman Vern Jacobson called the meeting to order at 10:05 a.m. and turned the chair over to Attorney Tyler Bakke of McGee, Hankla & Backes, P.C. of Minot, who has assisted in setting up the paving project. Approximately 70 visitors attended throughout the morning.

**Attorney Bakke:** Briefly reviewed the process for a Special Road District Project, with today's meeting being for public disclosure of the Engineer's findings followed by receiving votes of the affected property owners. Votes are due within fifteen days of the meeting but since that date falls on Sunday, Monday September 18 will be the deadline for the Clerk to have votes in hand. The project needs 60% Yes votes to pass; voters receive one vote per dollar of their assessment estimate. Bakke turned the chair over to Brad Robertson, Wold Engineering.

**Brad Robertson, Wold Engineering:** This project encompasses 14 areas of cabin roads totaling 12.87 miles, of which 11.02 miles are existing pavement and 1.85 miles are gravel road to receive new pavement. Some paved areas will need a more extensive rebuild; when preparation is complete all will receive a 2" overlay with new pavement receiving 4" overlay, and crack seal following.

Time, weather and heavy weights are all enemies of asphalt. With enough time and use, all pavement deteriorates. Pavement color shows level of oxidation that has occurred – going from black when new to gray when older. Cracks and fatigue lead to failure; as pavement ages it oxidizes and heals more slowly. Mother Nature's four seasons cause moisture to freeze then expand; as pavement becomes stiffer and more brittle more cracks appear.

The township board has been good at providing maintenance so the pavement has lasted so far nearly 20 years, with chip seal in 1999 and 2011. It is now nearing its life expectancy. Testing in 2011 for strength of pavement every 250' showed that some areas were holding up, some less so. Pavement eventually breaks down to the point of needing to grind up asphalt and start over. Very important to get overlay and crack sealing done now to continue extending the life. Crack seal process helps seal pavement and keep water from seeping up from sub-soil level. (More extensive report can be found in January 14, 2017 minutes.)

**Question/Answer Session:** Selected answers:

- It is up to the bonding company to decide if a discount may be offered for up-front payment in full.
- \$3500 assessment per parcel was evenly applied, whether parcel was a long stretch or short stretch; other assessment breakdowns were tested and this appeared to be most fair to the committee.
- Speed bumps will be reconsidered for how they can be installed without putting holes in the pavement.
- For objections to paying for new pavement areas when they opted out of the previous paving project, the roads didn't exist then; also ownership on those roads has changed over the years.
- Bakke explained that if the project goes forward, those who feel they are unfairly assessed can file an appeal with the Clerk, then a hearing on the appeals will be scheduled. The total assessment amount can't be changed but all assessments would be adjusted up or down. He also clarified the process that the statute lays out for a township to set up a special road district, which differs from city or county statutes.
- Numerous objections to having newly paved areas allowed to pay equal assessment amount were voiced; the vote is limited to the way the assessment was proposed, can't be changed in midstream. It was deemed not unreasonable or arbitrary; can't please everybody; there is the right of appeal. The deadline for submitting an appeal is 21 days after this meeting, which is admittedly a short time after vote is complete. The vote count will be maintained on the website for access.
- This project is not set up to fix drainage issues; however geogrid technology helps reinforce roads with water issues.

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- If the vote passes the project will be offered for bids in the spring; if it fails no one knows what's next. If it is to be resubmitted the project needs to be modified. However the committee has put in countless hours to get to this point and Jacobson admitted he doesn't feel prepared to go at it again after 2 ½ years working on it.
- There is no better time to float a bond with current low interest; also low oil price makes for good timing now. Will cost more down the road. \$3500 over ten years means \$350 a year, \$29 a month for paved roads.
- 1998 project was done with no base build-up due to cost; have been keeping it the best we can; there aren't county, state or federal dollars to do the project so are limited to cabin owners affected. Township budget is kept below the amount of mills allowed; could be raised 9 mills with no vote needed.

A ballot box was available for leaving ballots. They can be mailed to Clerk at PO Box 232, Bottineau ND 58318.

Meeting closed at 11:30 a.m.

Submitted by Glenore Gross, Township Clerk