

Official Minutes of
Moe Hall and Tall Timbers Road Improvement Committee
October 16, 2014 (audio recording available)

In attendance for this meeting were Rod Johnson, Lynn Bushard, Todd Egenes, Jerry Ellis, Don Swanson and Paul Backer.

A list of all parcels on Tall Timbers and Moe Hall Road was handed out and will be emailed out. We want to verify that all parcels listed should be on the list and to insure that the list is all inclusive.

Lynn Bushard and Rod Johnson went to Detroit Lakes to meet with Team Labs and to tour different roads that had Base One with Otta Seal and others that had Base One, Otta Seal and chip seal. You could definitely tell the difference between the Base One and Otta Seal roads versus the Base One/Otta Seal/Chip Seal roads – the ones that were chip sealed were much smoother. Roads that have just Base One and Otta Seal can have some of the larger rocks that poke through the Otta Seal ripped out by the snow plow. All those roads looked good but how long will they last as these roads were 4 years old. All these roads were posted at 5 ton. Lynn Bushard has a call in to ask why all those roads are posted at 5 ton.

Riley Brothers will also apply Base One. When they were contacted they recommended that we apply Base One with a minimum of 6” of gravel. We have requested a quote from Riley Brothers for a 22 foot wide road plus shoulders. We should also give specs as to how much gravel, if and where we might want to add fabric, rock etc. Team Labs also gave us a person who has been a general contractor when they have applied this in other areas. This might be money well spent to have someone to oversee this from beginning to end.

Paul Backer explained that ideally you would want 12 to 14 inches of clean sand on top of your clay sub base. This would be for drainage. In lower areas it would be advisable to put fabric down on the clay sub base to separate the clay from the sand. On top of the sand you would want 7 to 8 inches of gravel. This would be very costly so we won't be doing this but we want to be aware of how it would be done if money were no object.

Paving the road would cost about \$220,000 per mile this does not include any costs to bring the road up to spec to be paved.

This road should be surveyed to make sure it is where it is supposed to be. Some surveying was done in preparation for the CLRSD. Rod Johnson will check with WSN to see what was done in this area and see if we can obtain a copy of it.

The goal is to have a recommendation ready by spring as we'll need:

- A second petition for the specific improvement option
- A public hearing

Once the hearing has been held we have 1 year to begin with the actual improvement.

Respectfully submitted by,

Todd Egenes, Clerk

Chairperson _____