

Official Minutes of
Moe Twp Board of Supervisors
Special Meeting Moe Hall Road & Tall Timbers
September 6, 2014 (audio recording available)

The meeting was called to order by Bushard. Bushard, Johnson and Egenes were in attendance. The POA was given. Introductions were given.

The meeting was turned over to Johnson since Bushard owns property along the roads being discussed. Johnson went over the agenda and explained the rules of the meeting.

Dennis Schell from Team Labs in Detroit Lakes explained that Base One is an aggregate stabilizing agent that binds the particles together making it very hard. Minn Dot gave it a GE equivalent of 1.5 which means that adding it to the road is an equivalent of 1.5 inches of gravel. He explained that for it to work it needs a minimum of 8% clay in the composition of the gravel up to 10% or 11% at the upper end. It will not bind rocks and sand together. Douglas County has been using it for about 15 years in new construction or reconstruction that will have a driving surface applied but also has been using it during the re-graveling process. It reduces grading dramatically, from weekly to as little as once a year. It also increases the interval at which re-graveling is need from annually to about 5 or 6 years. The cost to apply Base One is \$5,600 per mile.

Locally it has been applied to County Road 56 between County Road 15 and County Road 1.

Base One will reduce dust, not eliminate it. To eliminate dust they would recommend applying chloride over the top of a Base One application.

After applying Base One you could apply chloride, or asphalt alternatives such as Otta Seal or oil emulsion chip seal. He did not recommend a chip seal for high traffic or heavy ag traffic areas.

To apply it they recommend a 4% crown with 3 to 4 inches of gravel. It would be applied in one inch layers of gravel, spraying Base One with water truck, compact it, and repeating the process with the next inch.

Dennis concluded with at the end of the day you still have a gravel road. There are no guarantees on how long it will last.

The question was raised that if we add another 3 inches of gravel wouldn't the road get to high? Johnson responded that this is why we are having this meeting is to listen to your concerns and gather feedback on how to proceed. So do we take 3 – 4 inches off the road then reapply using Base One? All options will be considered.

Johnson explained that we would add 3 inches of new gravel to the 1 inch we already have. Mike Steidl from Central Specialties explained that once the road was shaped how the township wants it they would windrow all the gravel to one side. Then start the process with a 1 inch lift of gravel, spray it with water, then an application of Base One then compact it. They would repeat this process with the next inch of gravel and so on until completed. Water and compaction are key here.

Mike was asked about additional treatments after Base One. He stated that he was not familiar with Otta Seal but did recommend chloride rather than chip seal because chip sealing would be much more difficult to repair if it started to break up. He also stated that if we have a higher composition of clay in the aggregate chloride would make it more slippery when it rains.

Mike was asked what the cost would be to tar these sections of road. He did not have those figures available. We would need 3.5 to 4 inches of tar over 4 to 6 inches of gravel. Tar roads have a crown of 2%. If we were to tar it, would we follow the road or have it surveyed and stay to the center of the right of way. We were planning to follow the existing road so as not to incur the additional cost of surveying, moving the roadway and ditches. If you were to tar it would raise the road 4 to 6 inches above what Base One will.

Johnson gave some cost estimates based on adding 3 inches of gravel to Moe Hall and Tall Timbers and applying Base One the cost was about \$96,000 or a little over \$1,000 per parcel. To chip seal on top of Base One at a cost of \$20,000 per mile and 3.5 miles would bring the total up to \$160,000 but the township would pay 20% of the chip seal which brings the total back to \$156,000 or about \$1,700 per parcel. The Otta Seal over Base One would cost an additional \$140,000 above the cost of Base One bringing the total to \$229,000 less the township's 20% plus bonding and the final total would be \$216,000 or \$2,300 per parcel. These estimates are based on a 20 foot wide Tall Timbers Road and 24 foot wide Moe Hall Road and these roads only, not the tributary roads.

There was discussion as to whether the tributaries such as Timber Lane and Bayview Road should be included.

Comments were made that some surveying would be needed as some roads go from 35 feet to 19 feet wide.

If we were to chip seal, Johnson estimated that the township would save about \$10,000 annually in chloride, gravel and grading costs. But if we would need to reseal it in 7 years at \$20,000 per mile the township would basically breakeven as this would cost roughly \$70,000 at today's rates.

Johnson explained that a committee would be responsible to get the details for this. The committee would be comprised of a supervisor, the clerk, the maintenance person, a person from the affected area and a local contractor. He asked for a resident volunteer from the affect areas.

The question was asked if they are not homesteaded here but own a parcel along Moe Hall Road or Tall Timbers do they have a say in this. The Answer is "YES YOU DO." There appears to be confusion with this due to annual meeting rules which state that if you are not homesteaded here you do not a vote at the annual meeting, but this is different.

A comment was made that Minn DOT believes that after Base One you should seal it or it won't last. They figures that if sealed after Base One it will last 15 years.

There are 94 people on Moe Hall and Tal Timbers – we want 60% of those people signing the petition to move forward. We currently have 52 signatures.

As to a timeline, a committee would do a feasibility study, and then we will need another petition to go with one of the options. We would then need a public hearing to adopt the option requested by petition. We would then have one year to get the project started – actual road work.

A motion was made to adjourn. (m- Johnson, s- Bushard)

Respectfully submitted by,

Todd Egenes, Clerk

Chairperson_____