

**Minutes from the Harris Town Board
Road Work Session – 5 year road plan
Tuesday, January 6th, 2015 at 7:00pm**

A work session of the Harris Town Board was held on Tuesday, January 6, 2015 at Harris Town Hall, 21998 Airport Road Grand Rapids, MN, and began at 7:00 p.m.

The purpose of this work session was to begin the process of developing of a 5-year road improvement plan, primarily for paved roads. A discussion of various options for funding those repairs would also be held – including the option to issue bonds. This work session was open to the public, but was not televised nor recorded by ICTV.

In attendance were Supervisors Rosato, Key, Kortekaas, Kelley, and Ives, as well as Clerk Smith and Treasurer Adams. Also in attendance was Glen Hodgson – SEH Road Engineer for the township, and Judy Myers – resident.

The work session was called to order at 7:00pm by Chairman Rosato, and turned over to Glen Hodgson, road engineer from SEH.

Hodgson shared his evaluation report information, for all paved roads, which was divided into 3 parts. It included the board's rating (from road inspections), a recommended rehab type (reclaim or overlay), the last year rehabilitated (if known), estimated cost for repairs, etc. Part one included roads that were in good shape, and had been rehabilitated between 2007-2014. Part two included roads Hodgson felt should be rehabilitated in the next five years, between 2015-2019; this part was the main topic of discussion at tonight's meeting. And in part three, roads to be rehabilitated after 2019 were listed.

Hodgson's estimated cost to rehabilitate all of roads listed in part two of the report (next 5 years), was apx \$3.6 million dollars.

Bonding to fund road rehabilitation projects was discussed, and the information received from Kennedy & Graven was reviewed. Overall, the board and Hodgson agreed that a bonding attorney – a professional – is needed to explain and guide them through the process, as bonding is a highly complex issue.

It was noted that the board has *not* yet decided whether or not to bond. One item they commented they would need to consider before deciding was how much the payback amount would be, and if that would require an increase in the levy. And if yes, by how much?

The board did agree that developing a 5 year plan for paved roads was a good idea, whether or not they bond. A plan would include which roads are to be done and in what year – and the approximate cost. Also in the 5-year plan, the board commented that they'd like to include crack fill for the year after any road is reclaimed or overlaid, and that they would be inspected every year. Shouldering would also be inspected each year.

Many of the roads listed in Part Two of the evaluation report were discussed. Those discussed at length were:

- Sunny Beach Road:

The cost for the overlay section, from Harris to Adair road (3 miles), was estimated to cost \$615,000. However, it would cost more if the township corrects the swampy area by Sutherlands, and if they do anything at Woodtick landing.

The results of the recent soil borings performed in the swampy area near Sutherland were reviewed by Hodgson. He commented that one boring showed 13 feet of fill, with peat underneath and swap deposits down to 31 feet. The other boring showed 6 feet of fill, and got down to good material at 18 feet.

Hodgson said he was at a loss for what to recommend for this area, as it's not practical to dig out that much material. Options he is considering is digging down and putting in a layer of some sort of a geotech material and then filling in on top of that. Another option was to just keep putting new material on the top of the existing material, as has been done over the years.

It was clarified that the rehabilitation estimates on Hodgson's evaluation spreadsheet do *not* include the cost for any swampy area correction on Sunny Beach Road, nor any improvements at Woodtick.

Supervisor Ives spoke in favor of repairing all of Sunny Beach Road in one year, as they'd get a better price and doing it over 2-3 years. This is currently estimated at one million dollars. Hodgson commented he'd like see at least both reclaim sections done at the same time.

- Underwood Road west:
Hodgson commented that they are within days of submitting a wetlands permit application, to show that what SEH and the Township are proposing - which is just to return the ditch grade back to its original condition. He was very hopeful that the permit would be approved, and then would recommend proceeding with ditch grading as designed. Once completed, Hodgson would recommend an overlay of Underwood Road west later in the summer of 2015. The estimated cost for this work was \$184,000 and included a tight blade and overlay (not a reclaim) after the ditch work done.
- Birch Street / Isleview / Fieldcrest
The condition of these roads were discussed briefly – all are in need of repair, and would be a priority
- Harris Cemetery road
Supervisor Key commented that only an overlay should be needed at the cemetery, rather than a reclaim.

Performing major crack filling on some of the major roads was discussed at length, like a portion of Sunny Beach Road (Adair to Harris). This process could save some roads or sections of roads. There's a new process that the City of Grand Rapids has tried near Lilly Lake (by airport). It works on wider and deeper cracks. Hodgson and the board will watch to see what the crack-filled areas look like in spring/summer. This new process uses asphalt based material – more like tar than rubberized crack fill. It is a "router and fill" type of process, and then is bonded to the existing tar with a heated instrument. The contractor who does this new process will be in the area again this summer 2015, per Hodgson.

Suggestions for 2015 road rehabilitation:

Glen suggested for 2015 doing an overlay at the Harris Cemetery and an overlay on Underwood west as they are in the same area, and the same type of rehabilitation. This would allow the board time to learn more about bonding, and they could continue to work on the 5 year plan – and take a look at all the roads in "part two" when the snow is gone, and physically walk them. Hodgson also recommended crack filling Sunny Beach Road from Harris to Adair, though Supervisor Ives commented that he wasn't sure crack filling would be enough. Hodgson agreed, but said it would buy them some time.

The board agreed that Underwood Rod – west should be at the top of the priority list for repair, and that Sunny Beach Road – from Adair to Park was in terrible shape. However, roads to come next in the priority were not determined.

Road inspections process:

The board discussed if one person or a team of two supervisors should inspect all roads, for more consistent data that is used for evaluations. Everyone agreed that with different supervisors inspecting different roads, they get a wide variety of input. Hodgson suggested a rolling two supervisor team to inspect all roads, where one rolls off each year, and a new one rotates on. And then the high priority roads could be looked at by the other supervisors individually and perhaps the road engineer. This process will be discussed again in the spring.

Next steps:

- Look at the road budget for 2015-16 as well as all the other funds during the upcoming budget work sessions
- Get educated about bonding, and set another meeting with an expert. Date TBD

A motion was made to adjourn tonight's work session by Supervisor Kortekaas at 8:46pm. Upon a second by Supervisor Ives, the meeting adjourned.

Respectfully submitted,
Michele Smith – Harris Township Clerk