

12/5/24

Long Lake Road Improvement Hearing

Chair, Sherry Jean Larson opened the hearing at 6 PM. Sign in sheets were routed to the attendees.

42 residents signed in for the hearing.

The Board was introduced along with Engineer Andrew Vistad and Attorney Bob Ruppe.

Dovre Town Board Present: Sherry Jean Larson, Keith Quale, Bruce Peterson, Marie Ostby, Glenn Arfstrom, Clerk Pat Jacobss.

Bob Ruppe stated that this is the first of two required hearing. A second hearing will be held when the bids are received and we have actual numbers. What you will hear tonight are estimates and not final figures. Tonight is an opportunity for residents to ask questions and tell the town board what you think about this project.

Engineer Andrew Vistad reviewed the proposed project. Long Lake Road is a very old path which was paved in the early 1970's. The pavement is at the end of its useful life. An overlay was done in the late 90's and the existing pavement is about 6 inches thick. Thermal cracking occurs when water gets down to the road base. MnDot allocates funds yearly for pavement research and that information is used by the engineer.

The proposal is two ten-foot lanes with five feet shoulders. The road will be eight feet wider than the current road. The 15 foot clear zone starts at the white line at the edge of the road and must be kept free of barriers. The proposed pavement thickness is 4.5 to 5 inches.

The first process is to reclaim the existing pavement. The pavement is ground up and becomes part of the road base. The aggregate is reshaped and packed down and then paved. Driveways will need to be matched into the roadway. Decorative paver driveways and stamped concrete driveways will be avoided if possible due to the expense to match.

3.328 million is the estimated cost of the project.

The design discourages truck usage. The design life is typically 25 years. The assessment estimate is about 10,000 for 219 properties. 79 properties are direct access. Indirect access is proposed at 2500 per parcel. Typically assessments are over 10 years and the township will bond for the cost. Current interest rates are 6%.

Schedule:

The town board orders improvement plans and specifications.

Specifications completed in March.

April the township advertises for bids.
May-June, the Board considers the bids and lets contracts.

Project would start in the summer of 2025. This project may extend to two years. Contracts will specify that at least one layer of bituminous down before the winter of 2025.

The contractors will maintain access at all times. Direction of access may vary as needed. Hawkinson Anderson will have a representative on site at all times. Mail boxes will be affected. There will be a bank of mail boxes outside the project area through the major construction period. This project is a rehabilitation project. If not done now, the road deteriorates and the project becomes a reconstruction project at a larger cost. If the project is delayed, we would lose the grant of 1.25 million and assessments would increase.

*Doug Braithwaite: Does the estimate include the grant? The assessment balance is the total amount less the grant and the township contribution of 28%.
Will the large culvert be replaced with a concrete culvert? Yes.
Can the mailboxes be secured? This will be accommodated.*

Jim Leslie: The 28% the township contributes is of the total cost of the project.

Susie Esboldt: Are the indirect roads being repaved? If you have an indirect assessment, we will go through this process again when your roads are paved. At that time, the additional assessment is likely to be about 7500 for a total assessment of 10,000.

LeAnn Kuhn: If we live on a corner, is it direct or indirect? This will be based on where the driveway is.

Kelly Wright: We have two lots. Will we have two assessments?

If you have two buildable lots, you will have two assessments. If you combine the lots, you will have one assessment.

Greg Spartz: Is there more state money possible? How realistic is that possibility?
There are no additional funds anticipated.

There are some grants for Emerald Ash Bore and infested trees. We will look at that grant opportunity.

Will there be opportunity for driveway improvements? If you are interested, the information will be provided to the contractor. The homeowner would need to pay the contractor directly for work done on that private driveway.

Amy Haugen: There are two driveways on our property with a circle driveway, one address with two parcels.

If they are multiple buildable lots, they will be each assessed. Supervisor Ostby stated that she could contact her and she will review this with her. Supervisor Ostby would also provide information on how to combine the lots.

Bob Ruppe: By law we have to treat all properties equally. Tonight we are presenting the best information right now.

It is not legal in Minnesota to assess based on property value.

Amy Haugen: We have a huge buckthorn issue. When soil is disturbed that will be worse.

All disturbed soil will be replaced with grass.

Karon White: Walking path? Was it going to be on one side of the road?

After conversation with engineers, there will be 5 feet on each side and not a walking path on one side only.

Steve Michels: What is the clear zone for? I have a steep ditch—will fill be added?

The Clear zone is for safety. The clear zone slope needs to be 4 to 1. Fill be added as needed.

Chris Woltjer: Please clarify the walkway. With a ten-ton roadway, what is the current road?

The walkway is two five foot shoulders. The existing road is close to a 9 ton standard. The township policy is that roads be built to a ten-ton standard.

Mark Watson: I have a gas main in my ditch. How far is the clear zone in feet?

There are business coming in west of Willmar and it may be that they use our roads for semi's and a detour route. We don't want our roads ruined by detour use.

Five feet of the clear zone is the shoulder, the clear zone is 15 feet from the white line on the edge of the road. MnDot will not allow detours on township roads.

Judy Kleist: Clear zone is from the center of the road? How many trees are affected?

Clear zone is from the fog white lines not the center of the road. About 25 trees will be affected.

Doug Braithwaite: Does the total amount include the indirect roads?

This amount is only for Long Lake Road.

Andrew Vistad: Please give us a chance. It is going to look bad before it looks better. If you have anything in the right-of-way that you care about, please remove it before construction. The contractors will likely removed.

Lee Campbell: How do we know what areas are not feasible for a 4-1 slope? Do you look at the soil borings that were taken in the spring?

Law requirement for wetlands is 3-1 and possibly some driveways may not be workable for a 4-1 slope. Hawkinson Anderson looks at the soil borings and the geotechnical report. We have extensive information on Long Lake road.

Jackie Michaels: When would assessments be added?

Assessments would be on the county taxes and would likely start on the 2026 taxes. Assessments can be prepaid or certified to the property taxes for ten years.

Doug Braithwaith: Is the April meeting when the board makes a decision?

The April Board meeting is the first Monday of April. When the bids are received, we would have an assessment meeting.

Supervisor Ostby moved to close the public hearing at 7:29 PM. Supervisor Peterson seconded and the hearing was closed.