



**Minutes**  
**Road Committee Meeting**  
**February 5, 2018**

**CALL THE MEETING TO ORDER**

R. Keller called the meeting to order at 7:02 pm

**Members Present:** R. Keller, T. Nelson, L. Johnson, B. Seekon, M. Fehrman, B. Novak, L. Bly, D. Chelberg, D. Stiers, J. Harrington,

**Others Present:** Two (2) guests from Fahrner Asphalt

**APPROVE THE MINUTES**

**T. Nelson made a motion to approve the January 4, 2018 Road Committee Meeting Minutes. R. Keller seconds. All in favor, motion carried.**

**OLD BUSINESS**

None

**NEW BUSINESS**

**a. Resolution Deer Hunter Association – 2018-2**

**T. Nelson made a motion to approve resolution 2018-2 for the Deer Hunter Association. R. Keller seconds the motion. All in favor, motion carried.**

**b. Resolution NB Area Education Foundation - 2018-3**

**T. Nelson made a motion to approve resolution for NB Area Education Foundation. R. Keller seconds the motion. All in favor, motion carried.**

**c. Fahrner asphalt**

The price per mile without shaping is 40k for 20ft width; add 4K if the width is 22 – 24; if width is 28 add 6-8k. There is a cost brake if the roads needing chip seal are clustered in one area.

R. Keller asked about the 26k for ½ inch thick layer mentioned a year ago. (Prices depend on the price of oil)

The sandwich seal or carpet seal is an option where they put a layer of oil, then rock, then oil again then roll it.

The sandwich seal or carpet seal they would use on the first layer .4 gallon per square yard and .7 gallon Per square yard on the second layer.

The roads in Lent Township are good candidates for the double chip seal which also have a good base to them. T. Nelson asked why we have not seen a lot of double chip seal. They have been doing it for many years in Wisc. L. Johnson said that the last time we looked at this the price was much higher.

D. Chelberg asked about turn around or cul-de-sac and the truck traffic like garbage and bus. They put asphalt on those types of heavy equipment areas.

D. Chelberg asked if the roads hold up but if they don't hold up who fixes it? Jason said they put on a single layer chip seal within 6-7 years sometimes if there appears to be cracking. The single layer would be half the price to layer over.

J. Harrington asked about the heavy duty gravel or combine traffic on that roads. It all depends on the base.

D. Chelberg asked if our base will be adequate then for the chip seal. Yes, most of the roads have 8-12 inches of gravel, with few if any potholes.

J. Harrington asked if it is 40k per mile with a 10 year life so that is 4k per year, compared to the cost of \$2500 to maintain the gravel. If you do the crack seal or patching in the 10 year time, then the road should last for 10 more years.

J. Harrington thinks we should be looking at the lifestyle cost of the road paving or maintenance.

Jason said that trap rock is the best for the chip seal aggregate which is new Lent Township, plus we have a good base for all our roads which is a plus.

J. Harrington asked about the average daily traffic on the roads vs the lower traffic. The high traffic with heavy equipment you might want to think of paving the turnarounds and cul-de-sac.

B. Seekon mentioned that he went through the list of roads and highlighted the ones that have a turn-around which would have to be paved and not chip sealed. The edges would eventually break up on roads like that with chip seal so paving is advised.

J. Harrington wants to get a list of criteria on what circumstance would you chip seal vs paved.

The criteria would be that with the garbage and bus traffic on the roads that have turn-arounds, they would be good candidates for chip seal.

Maintenance on the double chip seal may cost 1k per mile to crack sealing every few years.

B. Seekon stated that he has seen double chip sealed roads in Wisconsin that has lasted up to 20 years.

Do the double chip, then after a 2-3 years, crack seal, so over 10 year of doing that, then you will want to do a single chip with a bar chip seal on top would in effect look more like paving.

Matt asked if they recommend edging on the chip sealed roads. He said yes if you can do edging on roads is good.

B. Seekon stated we will have all our roads shaped a day or so prior to the chip seal.

Shafer and Franconia at 280th and Quinlin you can see what it will look like.

J. Harrington asked if they have heard that townships are going back to gravel roads. No they have not seen that take place.

L. Johnson mentioned that we only have 300k for the rest of this year to spend on chip seal.

L. Johnson how long before traffic can go on the roads. You can go on it as soon as the crew leaves.

You may get some washboarding in some area but it goes away as soon as you plow the road.  
The fog seal is a layer of oil that they put on top after they sweep it. Add about 5k a mile for the fog seal.  
They have a quick set fog seal that they can put on top.

### **Guests from Fahrner asphalt left**

T. Nelson mentioned that we need to refigure the numbers for the annual budget meeting.

R. Keller stated that if we are looking at 50k for doing the chip seal so should we just look at doing the paving with a cost of 60k from them. No, they still feel the chip seal is better.

J. Harrington stated we need to have a detailed list of projects and what we plan on for 2018, the people at the annual meeting will not understand what our plan is if it is not defined clearly.

B. Seekon said we need to figure high to begin with as costs could change.

T. Nelson said we should pick a number like 22 for the width on all roads although some may be only 20 while some are 24 so you will get a good average.

So the average should be 50k for the chip seal, with 62k for an inch and half for paving to do the figures.  
The average numbers for the 30 year projection should include the inflation costs and trends.

B. Seekon had his power point slides for the annual meeting, with paving projects, chip seal projects.

D. Chelburg asked B. Seekon to change the slides to read mileage instead of the actual street names to eliminate confusion.

L. Johnson stated someone will ask what roads we plan on doing and how much are we going to ask for.

## **ANNUAL MEETING PRESENTATION**

- **Dave Chelberg presentation**

D. Chelberg did a 30 year lifecycle cost analysis that was passed out to all with every road stated, figuring the double chip seal and adding the maintenance cost.

Our total cost per year to maintain the gravel roads is 140k for that timeline.

Last year our budget was 325k but want to increase it to 500k this year.

The presentation would show a 3 year plan to get all the roads complete.

Once all the roads done and in good order we will save money overall.

R. Keller stated on the turn-arounds we could put in milling (ground asphalt) instead of paving.

D. Chelberg stressed we are doing this as a 30 year plan to show we are moving toward a long term cost saving solution.

T. Nelson stated we need to let the people know that we are putting together a plan to do all the roads as we know that we need to look at existing tired roads in the future.

R. Keller asked what our next plan should be. We can use the slides that D. Chelberg has put together.



Much discussion took place on the slides and getting the actual costs for the gravel road maintenance and how to get the point across.

D. Chelberg will modify some of the slides to get the points across correctly stating present time to future 3-5 year plan.

Discussion took place on who should present the slides at the annual meeting. They are planning on having multiple members from the committee do the presentation to answer any questions that might come up.

T. Nelson gave arguments on pros and cons on the continued maintenance versus doing paving at some point.

T. Nelson explained that we can lower our costs of maintenance for the 3 year plan.

L. Johnson stated we will save money in the long run without having to maintain gravel.

Committee agreed to schedule another meeting on Tuesday February 27<sup>th</sup> to discuss only the presentation and who will present.

B. Seekon stated that at the next meeting we need to stay on task of planning the presentation and only on that presentation. Any other discussions outside this topic will not be discussed.

### **ROAD MILEAGE FOR PROPOSED ROAD PROJECTS**

B. Seekon made up a spreadsheet of all the roads and identified the mileage for each using google maps. There is debate on the road distances.

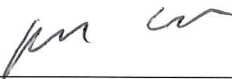
### **ADJOURN**

**T. Nelson made a motion to adjourn the meeting at 9:04 pm. M. Fehrman seconds the motion. All in favor, motion carried.**

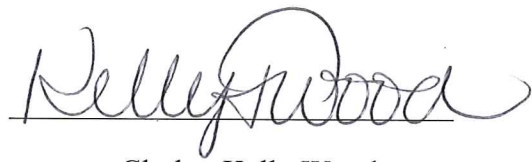
### **NEXT MEETING IS TUESDAY FEBRUARY 27, 2018**

Meeting adjourned at 9:04

Meeting minutes prepared by Deputy Clerk B. Schule



Chairman – Rick Keller



Clerk – Kelly Wood