

MINUTES
EMMET COUNTY ROAD COMMISSION
HARBOR SPRINGS, MICHIGAN

The Emmet County Board of Road Commissioners met in special session at the offices in Harbor Springs on January 27, 2022, for the purposes of discussing road issues with township officials from Wawatam, Carp Lake, Bliss, and McKinley Township.

Commissioners Present: Wade Williams and Mark Hoffman

Commissioners Present via Zoom: Frank Zulski attending from Orange Beach, Alabama

Staff Present: Brian Gutowski – Engineer/Manager, Brent Shank – Interim Engineer/Manager, James Godzik - Permit/CADD Technician, Lisa Kleeman-Finance Director/Clerk of the Board, Ed Zmikly-Road Foreman

Staff Present via Zoom: Shawn Beckman – Project Manager

Guests Present: Toni Drier - Emmet County Commissioner

Guests Present via Zoom:

Thomas Miller

Sandy Planisek

Gary Sharp

Wawatam Township Officials:

Supervisor – Roger Moore

Clerk – Meghan Michalak

Trustee – Robert Desy

Trustee – Roy Cole

Carp Lake Township Officials:

Supervisor – Paul Teike

Trustee – John Sonnenberg

Bliss Township Officials:

Clerk – Debbie Prout

Trustee – Ron Cease

McKinley Township Officials:

Supervisor – Mark Drier

Clerk – Alicia Morrow

Trustee – Lyle Spierling

Treasurer - Elizabeth Readmond

Vice Chairman Williams called the meeting to order at 6:00 p.m., led the pledge of allegiance, and welcomed Wawatam Township officials. Gutowski gave opening comments that consisted of an update of ARPA Funds and the ability for townships to use these funds for road projects.

Gutowski reviewed the asset management concept and how the Paser Rating System is used in Emmet County. He explained current ratings on primary and local roads along with a history from the beginning of the millage funding, showing trends and discussing future plans for improvements. He then presented Wawatam Township's Local Road 2022 Paser Ratings, explained the logic behind the numerical definition for each rating and required funding per lane mile for specific maintenance or fixes.

The average local road rating for Wawatam Township is 7.90, up from 7.77 last year. Gutowski went on to show where Wawatam ranks amongst the rest of the 16 townships. The township's local roads are currently rated at 95% good, 5% fair, and 0% poor condition.

Gutowski presented 2022 suggested repairs funded by Wawatam Township. The road commission will receive \$350,000 in BIA funding for Wilderness Park Drive for .93 miles of reconstruction from first beach to second beach and the township will contribute about \$40,000. Esther Lane is proposed for a chip seal treatment; Shank gave details on the proposed chip seal treatment.

Desy inquired when Wilderness Park Drive will begin and Shank replied it will be a late summer project but Moore commented the earlier the better. The plan is to keep one lane open throughout the project. Gutowski expressed appreciation to Miller and Moore for working so well with the road commission and being a liaison with the homeowners. Miller commented he appreciated Godzik keeping him informed and he is very pleased.

Godzik gave an update on the power pole project for DTE and True Stream on Wilderness Park Drive.

Gutowski stated the last step for Wilderness Park Drive is to get the bid advertised. He also commented that MDOT has a two-year project on I 75 from Levering Road to US 31 beginning July 11.

Desy inquired when Enbridge plans to begin hauling and Gutowski stated he has met with them and Enbridge plans to improve the roads for the haul route. There are more meetings planned with Enbridge and the township will be involved.

Moore requested an estimate on Esther Lane and Desy discussed a project of a parking area near French Farm.

Miller inquired what the plans look like for Wilderness Park Drive. Godzik stated they plan a width of 30-foot aggregate base, 11-foot lanes, 3-foot paved shoulders and 1-foot topsoil shoulders. At First Beach heading south, from the existing center line, the road will go 17 feet to the east and 13 feet to the west; the edge of road will stay the same on the west side in front of the houses. Near Second Beach, the right of way is very tight and the center line will remain where it is and the road will move closer to the property owners. He then discussed drainage and ditches and the difficulty of getting another easement from the DNR.

With no further business, the Wawatam Township officials left the meeting at 6:20 p.m.

Gutowski welcomed the Carp Lake Township officials to the meeting at 6:25 p.m. Introduction of attendees was completed and Gutowski gave opening comments that consisted of an update of ARPA Funds and the ability for townships to use these funds for road projects.

Gutowski reviewed the asset management concept and how the Paser Rating System is used in Emmet County. He explained current ratings on primary and local roads along with a history from the beginning of the millage funding, showing trends and discussing future plans for improvements. He then presented Carp Lake Township's Local Road 2022 Paser Ratings, explained the logic behind the numerical definition for each rating and required funding per lane mile for specific maintenance or fixes.

The average local road rating for Carp Lake Township is 5.68, up from 5.58 last year. Gutowski went on to show where Carp Lake ranks amongst the rest of the 16 townships. The township's local roads are currently rated at 11% good, 88% fair, and 1% poor condition.

Gutowski presented 2022 suggested repairs in Carp Lake Township. He recommends the township seal coat Dekruif, Elder, Reed and Sommers Road. He inquired if they are interested in seal coating some of the 12.75 miles of roads that have already been wedged because Maple River Township would like to get some done also. Teike said he liked the idea and will bring it up at their meeting. Gutowski relayed it is about \$28,000 per mile and they will be using the MDOT specifications.

Sonnenberg inquired about fixing an issue on Gill Road before it is chip sealed and Gutowski confirmed this was in the plan, the same with Cecil Bay. He also discussed chip sealing on Old 31, from Wheeling to Poplar, and possibly Wheeling Road, especially near the end. Some of the roads are inverted and will need a full pave. Teike stated Wheeling Road is about a mile that needs wedging.

Teike stated they are looking at a partial septic drain around the lake from Carlton Cove to the dam to a water treatment facility on Wheeling Road, but it is still in conversation so the year is unknown. Teike asked if other townships are planning on spending the Covid money on roads and Gutowski stated Center Township is planning to pave a portion on Larks Lake Road. Teike also felt it was a good idea to spend the Covid money on roads but his attorney's last recommendation was not to do that. Gutowski gave the updated Interim Rule on this topic, clarifying the townships can spend money on roads.

Sonnenberg inquired on Elder Road, just east of the creek, an area needs wedging or full pave, before chip sealing. Zmikly was familiar with the situation.

Teike ask how to put a speed limit on Dekruif Road. Gutowski responded on two methods for setting speeds limits: a speed study where it is set at the 85th percentile and the other is driveway density. Teike expressed the frustration with the speed the trucks are driving down the road and hours of operation being worked. Gutowski understands the township can create an ordinance but enforcement will still be an issue. He suggested Teike talk to his attorney. Williams suggested meeting with the companies to collaborate with the Township so as to not have bad publicity.

With no further business, the Carp Lake Township officials left the meeting at 6:46 p.m.

Gutowski welcomed the Bliss Township official to the meeting at 6:54 p.m. Introduction of attendees was completed and Gutowski gave opening comments that consisted of an update of ARPA Funds and the ability for townships to use these funds for road projects.

Gutowski reviewed the asset management concept and how the Paser Rating System is used in Emmet County. He explained current ratings on primary and local roads along with a history from the

beginning of the millage funding; showing trends and discussing future plans for improvements. He then presented Bliss Township's Local Road 2022 Paser Ratings, explained the logic behind the numerical definition for each rating and required funding per lane mile for specific maintenance or fixes.

The average local road rating for Bliss Township is 5.82, up from 5.48 last year. Gutowski went on to show where Bliss ranks amongst the rest of the 16 townships. The township's local roads are currently rated at 14% good, 86% fair, and 0% poor condition.

Gutowski presented 2022 suggested repairs for Bliss Township. He recommends chip sealing on Canby, Elder, and Valley Road for \$28,000 per mile depending on the township's funding. The roads proposed would be 3.67 miles for a total of \$102,760. Some areas may require some asphalt repair before sealing.

Cease would like to see Gill Road fixed. Gutowski stated it will be worked on in Carp Lake Township but there aren't any funds to spend on Gill Road in Bliss Township this year. Cease stated the road is very dangerous.

Prout inquired about Pleasantview Road from Sturgeon Bay to Gill, Lakeview Road and Sturgeon Bay Road as these roads are in terrible condition and need more patching. She said residents also keep inquiring when the roads are going to be repaired. Gutowski reviewed the list of primary roads that need attention and the amount of money it would take to fix them. Prout stated this is her second term and the road commission has not spent any money on the roads in Bliss Township except for the money the township has provided. There was a lot of discussion on funding and how roads are chosen for repair or reconstruction. Both Hoffman and Williams also discussed funding and road conditions in an effort to explain to Prout the decisions that need to be made regarding fixing the roads with the funding available. Prout asked several questions, demonstrating she understands the asset management philosophy which she tries to relay to constituents when they ask why the roads are not getting repaired in Bliss Township. After much discussion, Gutowski offered to explain asset management and funding to residents, making himself available when needed to explain how projects are chosen or prioritized.

Prout inquired about the comment that Bliss Township has not levied the 1 mil county wide millage. Gutowski gave her the history on the millage. Gutowski inquired if Bliss Township would like an estimate for chip sealing on Elder Road, the east/west section. Prout and Cease stated they will discuss it and get back with him.

With no further business, the Bliss Township official left the meeting at 7:20 p.m.

Gutowski welcomed the McKinley Township officials to the meeting at 7:25 p.m.

Gutowski reviewed the asset management concept and how the Paser Rating System is used in Emmet County. He explained current ratings on primary and local roads along with a history from the beginning of the millage funding, showing trends and discussing future plans for improvements. He then presented McKinley Township's Local Road 2022 Paser Ratings, explained the logic behind the numerical definition of each rating and required funding per lane mile for specific maintenance or fixes.

The average local road rating for McKinley Township is 6.77, down from 7.49 last year. Gutowski went on to show where McKinley ranks amongst the rest of the 16 townships. The township's local roads are currently rated at 38% good, 62% fair, and 0% poor condition.

Gutowski presented 2022 suggested repairs for McKinley Township. He suggests chip sealing at \$28,000 per mile on several roads in the township in the amount of \$155,400.

Drier asked Gutowski if the road commission was going to put any money into Van Road this year; he would like to see it finished. Brian said it depends on MTF funding during 2022. Drier inquired who does the PASER ratings and he answered he does it for local roads and Beckman rates the primary roads. He has questioned Reed and Van Road.

Spierling asked who tests the road commission gravel and what percent of clay is in the 23A spec. Shank and Gutowski responded the agency tests their own gravel and while 9-16% is allowed for clay they usually try to have about 12%.

Spierling inquired about the small urban grants and could McKinley Township get the grant. Gutowski replied how the small urban grant works and that McKinley Township is not eligible.

Drier asked if Gutowski has ever approached the BIA about getting funding for Reed or Drier Road and asked if Gutowski had any input on where the BIA allocates their funding and Gutowski responded the BIA choose the projects and he has never been invited to the council meetings. He also asked about the railroad tracks and Gutowski replied the DNR is going to handle a culvert installation and redesign of the creek from the railroad tracks to US 31.

Gutowski inquired if McKinley Township wanted any chip seal estimates and the Board replied they have to discuss it and get back with him.

Drier inquired how much allocation was available and if a portion of the allocation would be lost if the township did not do a project. Gutowski answered the allocation balance is \$38,149 of which about \$5,000 could be lost; he encouraged the township to take care the roads that are in a 6 category. Drier inquired of Zulski and he mentioned they have never carried over a partial year. Gutowski also stated Levering Road construction will begin in mid-July. Drier inquired if there will be a 14-foot lane available during the project and Shank answered yes except for when culverts would be replaced. Drier and Shank will need to work together to be sure the road is available during haying season.

Gutowski thanked Toni Drier for attending all the township meetings.

With no further business, Vice Chairman Williams adjourned the meeting at 7:40 p.m.



Lisa Kleeman – Finance Director/Clerk of the Board

Date