

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 25, 2022, for the purposes of discussing road issues with township officials from Pleasantview, Springvale, Littlefield, and Maple River 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, Shawn Beckman – Project Manager, James Godzik-Permit/CADD Tech, John Gray - Road Foreman, and Lisa Kleeman - Finance Director/Clerk of the Board

Guests Present:

Toni Drier, Emmet County Commissioner
Hall Derkin
Joel Kato

Mike English – Carp Lake Township
Carl Recolly

Pleasantview Township:

Supervisor – Ed Kuligowski
Clerk – Debra Bosma
Trustee – Bob Wurst

Springvale Township:

Supervisor – Randy McCune
Trustee – Becky Fettig
Trustee – Kyle Ulrich

Littlefield Township:

Supervisor – Damien Henning
Clerk – Sondra Festerling
Treasurer – Kimberli Shomin
Trustee – Dean Morford

Maple River Township:

Supervisor – John Eby
Clerk – Tammy Gregory
Nancy Salen
Charles Blumke
Stanley Wekwert

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

Gutowksi 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 Pleasantview 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 Pleasantview Township is 7.30, up from 7.01 last year. Gutowski went on to show where Pleasantview Township ranks amongst the rest of the 16 townships. The township's local roads are currently rated at 55% good, 45% fair, and 0% poor condition.

Gutowski presented 2022 suggested repairs in Pleasantview Township. He explained the plan for Pleasantview Road, a federal aid project from Covid funds, will receive a chip seal from Stutsmanville Road to Robinson Road along with concrete curbs at the townhall and Robinson Road. He recommends chip sealing on 7.47 miles except for Edwards and Highland Roads that are shared with Little Traverse Township for approximately \$190,000. BIA is planning on funding reconstruction of Brutus Road in 2025 and 2026, from North Conway Road to US 31.

Wurst listed the following as items that need attention:

- Valley and North Conway intersection, looking to the south, needs to be brought up to standard as there are site distance issues.
- Royal View (West Wild Cherry Lane) needs curve and drainage correction at the bottom of the hill.
- Winter Park Drive is breaking up because of water problems; coming down to the circle of Sun Valley and Loveland Drive, to the corner. He inquired about crack sealing and Gutowski said he is holding off one year.
- Wurst inquired about private people plowing seasonal roads in the winter. Gutowski discussed it is allowed but the liability lies with the person who plowed the road. The road commission will not issue a permit for this, the person is made aware of the liability, and highly encouraged not to do this. Williams inquired how it works for loggers and Godzik responded they do not permit for this.
- Dust control pricing was questioned and Gutowski responded the bids are not in yet.

Kuligowski mentioned Highland Pike and adding an extra lane. There was a lot of discussion on site distance, intersection changes, lane width, entrance changes, signage, and traffic lights. He also inquired on the pricing of chip sealing and Gutowski relayed information on the specs and plans to date.

Kuligowski inquired about speed signs and their effectiveness. Gutowski stated they seem to work in the City of Petoskey and Shank stated he believes they work better for areas with slower speeds.

Gutowski discussed widening Highland Pike from 24 feet to 26-28 feet to accommodate future needs. He also discussed a flashing stop sign at Stutsmanville Road.

Bosma thanked the Board for the work on Stutsmanville East and asked for edging on Highland Pike in some areas that have been missed. Gutowski mentioned some asphalt tip up curbs could be added. Shank discussed new curbing that is now available. Bosma also asked for the second to last curve on Brutus Road to be checked out as there have been a lot of accidents there.

With no further business, the Pleasantview Township officials left the meeting at 6:30 p.m.

Gutowski welcomed Springvale Township officials at 6:30 p.m. Introductions 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 Springvale 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 Springvale Township is 7.36, up from 7.25 last year. Gutowski went on to show where Springvale Township ranks amongst the rest of the 16 townships. The township's local roads are currently rated at 74% good, 26% fair, and 0% poor condition.

Gutowski presented 2022 suggested repairs in Springvale Township. He recommends chip sealing on 3.26 miles and projects to improve Camp Petosega Road and Channel Road.

Fettig commented they don't put money into Camp Petosega Road because the township receives no taxes for this road. She also inquired about Silver Creek Road, she thought it was a primary road and Gutowski explained it is a local road.

Kato offered comments about the suggestion of gravel upgrades to Trails End Road and Stanley Court with regards to his experience in building and maintaining his driveway at the end of Stanley Court. Crew did an excellent job with a late scrape in the fall and it made a huge difference; he appreciates the past couple of years of maintenance. Gutowski mentioned that estimates are being created to address these roads as well as Roy Road.

Fettig mentioned she was told the east end of Trails End is too mucky for pavement but Gutowski discussed options for being able to pave. She also inquired about Artesian and Gutowski confirmed that estimate would be included. There was much discussion of drainage and appropriate fixes.

McCune inquired when to expect the estimates and Shank replied he should have them for their March Board meeting. He thanked Gutowski for putting together the plan and mentioned they love Rustic Road; they are pleased with the project. He offered the suggestion for the foreman to look where Mud Creek comes near Pickerel Lake Road, near Silver Creek Road.

Williams inquired if the chip seal company could handle a larger amount. Shank responded they did about 40 miles of road in 3 days in Cheboygan County last year.

Emmet County Commissioner Drier addressed Camp Petosega and Petosega Road and the process for communication on why the township does not want to contribute to the road but the Parks and Recreation Board needs to address the issue. She suggested the Parks and Recreation Board is an avenue of communication on how funding could be discussed.

With no further business, the Springvale Township officials left the meeting at 6:55 p.m.

Gutowski welcomed Littlefield Township officials at 7:00 p.m. Introductions 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 the 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 Littlefield 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 and fixes.

The average local road rating for Littlefield Township is 6.24, up from 6.14 last year. Gutowski went on to show where Littlefield ranks amongst the rest of the 16 townships. The township's local roads are currently rated at 46% good, 35% fair, and 19% poor condition.

Gutowski presented 2022 suggested repairs in Littlefield Township. He suggests 5.01 miles of chip sealing on S. Ayr, High, Kuebler, Main, Mission, Moore, Russel, and Valley. He also suggests wedging along with chip seal on 2.94 miles of Armock, Grubaugh, Moore, Old Stagecoach, and Smith. Shank gave details on Cheboygan's experience with the MDOT spec chip sealing. The slag stone is a better match to the emulsion and has survived through four winters so far.

MDOT will be funding some road repairs as part of a detour route as well as straightening the curve on Powers Road. They are funding a chip seal between Moore and US 31 and Luce to North Conway Road. They are also funding an asphalt cap over Power's Road from Moore to Luce with 3-foot paved shoulders along with paving North Milton Road along with the cut across to the village limits. Henning gave an update on the right of way to be purchased from private parties near South Milton Road. Their Board will discuss road improvement plans at their next meeting.

Godzik discussed DTE is planning to install 8,000 linear feet of 6" main from S. Ayr Road to Moore Road. They would like to complete that in 2022. This needs to be discussed due to the curve relocation.

Gutowski explained the difference between a chip seal and ultra-thin regarding cost, thickness, and longevity. An ultra-thin is \$85,000 per mile versus a chip seal at \$28,000. He encouraged the township to consider chip sealing as he is putting together a bid for other townships. Williams inquired what the road rating will be when a road is chip sealed and Gutowski replied an 8.

Henning inquired about Smith Road between Lakeview and Mission; it has been wedged but never capped and what would need to be done to the road before a chip seal. Gutowski responded skim patching or wedging so the road has an acceptable crown; approximately \$40,000.

Williams discussed there is a section of Smith Road from Banwell to Lakeview that is in terrible condition and Henning stated this portion of road is almost ready to be pulverized. Gutowski stated this portion would not be chip sealed. Williams also brought up Armock Road as it needs shoulder and drainage correction. He commented maybe the County will be interested in fixing Banwell Road near Camp Petosega because they would benefit from the upgrade.

Henning inquired about Banwell Road and it never gets on the 5-year list for repair. Gutowski responded he plans one year at a time for primary roads because of funding availability and discussed his plans for wedging and chip seal, alternating years.

Gutowski asked if Littlefield Township wanted the abandoned road right of way when the curve is straightened on Powers Road and they responded no; they want the road fixed. Attorney Joel Wurster asked the minutes reflect the township's decision on this matter. They also assured the deed swap would not be considered a property split so it would not be an issue for the property owner.

Henning said he is very happy with the Crump Road project as well as the seasonal portion improvements and thanked Gutowski for his years of dedication and service.

With no further business, the Littlefield officials left the meeting at 7:25 p.m.

Gutowski welcomed Maple River Township officials at 7:30 p.m. Introductions 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 the 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 Maple River 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 Maple River Township is 5.99, up from 5.80 last year. Gutowski went on to show where Maple River ranks amongst the rest of the 16 townships. The township's local roads are currently rated at 30% good, 60% fair, and 10% poor condition.

Gutowski presented 2022 suggested repairs in Maple River Township. Gutowski suggests wedging on Maple River Road for .85 miles for approximately \$46,750. He also discussed using the new asphalt policy on Tower Road for about \$47,500.

Eby distributed the attached handouts showing Maple River Township roads and offered an excellent presentation. Almost all the roads have been done since he was Supervisor and Gutowski was Manager. They are down to 4.5 miles of sealcoat and partly wedged; he then distributed a map showing the roads that still need attention. Top priority is Maple River Road and there is a tree in the right of way that needs to be removed. They did a good job wedging on Woodland Road, even though some of the wedge was 5 inches deep, and on a bad area on Gregory Road.

Eby discussed the importance of seal coat being completed in Maple River Township as he is in favor of chip seal.

During the wedging in 2021, there was somewhat of a communication issue with the total amount available and what was spent regarding the 15% in the contract. Gutowski apologized for the miscommunication.

Eby stated that even though they levy .5 mills, each year they spend about one and half mills.

Tower Road was discussed; what materials are in the base and where they came from. Gutowski offered to meet with Eby anytime during the day during March or April to discuss options for fixing the worst spots. The north half of Durkalic Road was also discussed. Zulski agreed that we need to wait until Spring and address it with the asphalt policy or pulverizing with special caution near the creek. Williams inquired if the road is pulverized there needs to be paving near the creek; the key would be ditching. He suggested soil boring and Gutowski stated he will hire a consultant to take core samples.

Gutowski stated Brutus Road is on the BIA plan for 2026; about \$2 million. Eby mentioned there needs to be tree work done as there are some that will fall into the road; Gray will take a look at this area. Williams mentioned there are several trees that need to go.

With no further business, Vice Chairman Williams adjourned the meeting at 7:53 p.m.



Lisa Kleeman – Finance Director/Clerk of the Board



Date

2.



MAPLE RIVER

2021

LEVERING

Asphalt and full wedge	Sealcoat +part wedge	Plowed Gravel	Seasonal
11.5	4.5	6.5	8.5

CONWAY

9.5	0	10.5	1.5
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Total

21	4.5	17	10
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