

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 24, 2022, for the purposes of discussing road issues with township officials from Resort, Bear Creek, West Traverse, and Little Traverse 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	Karla Buckmaster
David White, Emmet County Commissioner	Sheldon Buckmaster
Connie Golding	Ken Golding
Jeff Duntley, City of Harbor Springs	

Guests Present via Zoom:

Robert Oldenkamp	Ronny Schmier
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Resort Township:

Supervisor – Robert Wheaton
Trustee – Holly Angileri

Bear Creek Township:

Supervisor – Dennis Keiser
Clerk – Emma Radatovich
Trustee – Joe Hoffman

West Traverse Township:

Supervisor – Jim Bartlett
Treasurer – Kristi Hollingsworth
Trustee – Annie Mooradian via Zoom
Trustee – Dave Green

Little Traverse Township:

Supervisor – William Dohm
Clerk – Sherry Duntley
Treasurer – Connie O'Neill
Trustee – Ken Garver
Trustee – Joe Chattaway

Vice Chairman Williams called the meeting to order at 6:00 p.m., led the pledge of allegiance, and welcomed the Resort Township officials to the meeting. 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.

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 presented Resort Township's Local Road 2022 Paser Ratings, explaining 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 Resort Township is 6.65 up from 6.58 last year. Gutowski went on to show where Resort Township ranks amongst the rest of the 16 townships. The township's local roads are currently rated at 62% good, 34% fair, and 4% poor condition.

Gutowski presented 2022 suggested repairs funded by Resort Township. He recommends an asphalt overlay on Camp Daggett and Old 31 and a mill and fill on Vantage View for a total cost of \$722,000.

Wheaton commented that he received the estimates and plans to review them with the Board next week. Hoffman commented he has received calls on Old 31 and has discussed with Gutowski what can be done. Gutowski estimated about \$1 million to replace two miles and Wheaton commented this would be a 3-4 year project. Shank discussed ASHTO recommendations for ultra-low volume roads and discussed replacing it with a road width of 20 feet to save historical trees and make it more cost-effective. Wheaton also discussed the end of Old 31 behind the equestrian center and wedging the road with a cap. He also is interested in improvements to Stump Road and the new asphalt policy to which Gutowski responded this road is rated a 4 and an asphalt cap would take the road a long time; a 2" cap average cost is \$170,000. There was some discussion regarding Cherry Lane, damage from an ice fishing party, and the possibility of abandoning this road.

Wheaton inquired on pricing and estimates; no bids have been received yet but contractors are talking about a 5-10% increase.

With no further business, the Resort Township officials left the meeting at 6:24 p.m.

Gutowski welcomed Bear Creek Township officials at 6:28 p.m. Introduction of attendees was completed and then he offered 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 Bear Creek 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 Bear Creek Township is 7.81 up from 7.56 last year. Gutowski went on to show where Bear Creek ranks amongst the rest of the 16 townships. The township's local roads are currently rated at 93% good, 6% fair, and 1% poor condition.

Gutowski presented 2022 suggested repairs for Bear Creek Township. He gave an update on Bellmer Road's gravel portion; a bid has been approved for engineering this project. He discussed improvements to Krause Road; to upgrade and pave a little over a mile for about \$400,000, and asked Bear Creek to consider a chip seal on 2.78 miles for about \$77,000. He also mentioned an overlay on Greenwood Road. Total projects would be about \$670,000.

Joe Hoffman inquired about chip seal examples and would like to see what it looks like in the spring; especially at the seams. He also brought up a few bad spots near the Cheboygan County Line on Mitchell and Gutowski stated those areas would be fixed prior to the chip sealing. Keiser inquired about costs and Gutowski stated \$28,000 for a sealcoat and \$85,000 for an ultra-thin. Keiser clarified a fog seal is added over the chip seal. Joe Hoffman also inquired about the cost of cold-in-place recycling and Gutowski relayed the size of project that makes this treatment feasible.

Keiser inquired about the following:

- Requests about guardrail on Kolinski Road and Mitchell Road near the school and rolling hills.
- The policy for streetlights at intersections as he would like about eight of them at all the highways.
- US 131 and Lears Road and the increase in tribal business and traffic in this area; there is about a wreck a month and this intersection needs a side traffic signal.
- Lears and Howard have become a main road and this needs a flashing light red on Lears and yellow on Howard.
- Requested permanent flashing speed signs on Mitchell and Pickerel Lake Road.
- Shoulder gravel policy needs to be upgraded as it is an issue throughout the county.
- Look at policy for contractor permits; specifically blanket permits for the summer. You don't know where they are working, when they are there, and when they leave. Boyer and Country Club Road are both issues and there is quite a drop off there and needs more embankment.
- Plan to follow the road list suggested by Gutowski except for Fochtman Industrial Park Drive because sewer lines will be added in the area this summer.
- Atkins Road from Maplewood Road east needs to be looked at. He believes there is a culvert that needs addressed to which Hoffman confirmed it has been an issue for a while.

Hoffman asked for the light at Graham Road and US 31 to be the first one as he knows of an accident there because the person didn't know where to turn. He also showed pictures of East Mitchell Road and about a 4" drop off at the shoulders and the road is breaking off. He asked for all the roads to be looked at for shoulders.

Karla Buckmaster is concerned with the guardrail on Kolinski Road. She compared near Lears Road onto Howard Road where there is a guardrail as an example to what she is asking for; she has been asking for 2-3 years. Gutowski stated he has tried to get grants for this. She commented on the flags placed for plowing and Gutowski offered why the drivers place them. Gutowski stated he reapplied this year for a guardrail grant. She stated she is again requesting guardrail be placed on Kolinski Road.

Buckmaster again requested painting strips and all that is necessary at the bottom of Pickerel Lake Road and Gutowski responded he has ordered it to be done but the contractor didn't show up and paint has been difficult to get. He gave an update on the light that will be installed at US 31 and Pickerel Lake Road. Due to a change in policy that prevented it before, MDOT will allow and be installing an actuated light.

Buckmaster commented on PASER ratings and inquired about how much money was left over at the end of last year. Gutowski commented Covid caused a deficit and Hoffman offered additional comments on the budget and road maintenance. She inquired about the total budget; Gutowski stated it is about \$16 million and she asked that he find \$30,000 for guardrail on Kolinski Road and labor and equipment to get paint on Pickerel Lake Road.

Radatovich commented she likes the blinking light at Howard & Lears but would like one similar to the one at Intertown and US 131; blinking lights if someone is at the intersection.

Keiser offered comments about the good work that gets done and how much work has gotten done by working with the road foreman; listing the tree work on Pickerel Lake and US 31 as an example.

With no further business, the Bear Creek officials left the meeting at 7:05 p.m.

Gutowski welcomed West Traverse Township officials to the meeting at 7:08 p.m. Introduction of attendees was completed and then he offered 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 West Traverse 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 West Traverse Township is 7.79, up from 7.53 last year. Gutowski went on to show where West Traverse ranks amongst the rest of the 16 townships. The township's local roads are currently rated at 85% good, 15% fair, and 0% poor condition.

Gutowski presented 2022 suggested repairs for West Traverse Township; ultra-thins on 3.24 miles sharing Lacount Road with Friendship Township.

Green discussed Cemetery Road as a project using part of their ARPA funds for 2023. He asked about the culvert on Lower Shore Drive over Five Mile Creek. Gutowski gave an update and discussed the timing would probably be 2023 and BIA is paying for the design and replacement of the culvert.

Bartlett inquired if Gutowski is anticipating an infusion of new money since the State is awash with funds right now. Gutowski responded that there is an MDOT project moving a portion of M 119 away from the bluff using Carpenter Lane; the plan is for MDOT to pave Carpenter Lane as part of the detour.

Gutowski brought up Middle Road needing a chip seal and asphalt wedging on 2.5 miles for about \$70,000 and inquired if the township would participate. Green stated they helped last year with Lake Road and plan to help with Quick & State; Bartlett stated maybe a small part, but not equal partners.

Green suggested planning about \$185,000 for their budget this year for road projects. He also inquired on dust control and Gutowski commented it is out for bids right now. Green thanked Gutowski for the wonderful job he has done over the years; personally and professionally.

Hollingsworth discussed Quick & State and adding concrete in the problem area. Shank discussed a high stress asphalt being used and Gutowski explained how this occurs and why concrete would not be a good material.

Mooradian inquired about Quick and State Road concerning the ripples. Gray commented this needs to be milled and repaved. Gutowski will get an estimate and meet with the township about funding; estimating around \$30,000. She also inquired about chip seal holding up and rippling.

With no further business, the West Traverse officials left the meeting at 7:26 p.m.

Gutowski welcomed Little Traverse Township officials to the meeting at 7:30 p.m. Introduction of attendees was completed and then he offered 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 Little Traverse 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 Little Traverse Township is 7.56, up from 7.43 last year. Gutowski went on to show where Little Traverse ranks amongst the rest of the 16 townships. The township's local roads are currently rated at 79% good, 20% fair, and 1% poor condition.

Gutowski presented 2022 suggested repairs funded by Little Traverse Township. He suggests ultra-thins on 4.41 miles for \$305,575. He also discussed the detour route MDOT plans for Powers and North Conway Road. Ottawa Lane was discussed for placing a layer of asphalt for about \$28,000.

Schmier inquired about Beach Road between Forrest and Menonaqua Beach. This road is really falling apart, it is heavily used for pedestrians and bicyclists, and it is a dangerous situation. Gutowski discussed that Beach Road is a primary road with a rating of 4 and a heavy asphalt cap would be the correct fix at about \$170,000 per mile for 1.8 miles. He gave a history for prior plans for fixing this road, but BIA is no longer interested in fixing this road and a state grant cannot be obtained in the next few years, mostly likely 2028. There was more discussion of needs and costs, past plans and what can and cannot be done. Schmier asked if the road cannot be fixed can the speed limit be reduced for safety and Gutowski responded with detail on the current law. Oldenkamp commented there is no speed enforcement on this road.

Dohm gave a history of the millage and primary roads are the responsibility of the road commission and the township has a lot of roads rated a 6 that will need attention soon and he is not sure if the township would have any money to fix Beach Road. The road is a disgrace and maybe the township can help like they did with the curve.

Dohm inquired about North Conway Road and asked Gutowski to confirm it is not getting a tar and chip and Gutowski confirmed it will be an asphalt cap. On Powers Road, Dohm would prefer an ultra-thin instead of a tar and chip. He does not want to downgrade the roads with a tar and chip but he wants to have a mat surface standard. He is waiting on estimates to make further decisions and further inquired

about Indian Hills Road; it is in terrible shape. Gutowski stated it may take 150 tons at \$60 per ton for about \$9,000.

Dohm inquired about West Hathaway Road asking if BIA is chipping in on this and Gutowski stated the tribe cannot do it. He also asked about Hathaway Road and Gutowski stated in 2024 this will be reconstructed from North Conway to Mink. Dohm stated if you are going to do Cook Street you should also do Church Street and Heyday Street due to a big influx in traffic. He mentioned Gray was going to put drainage structures on Hedrick and they should plan to do that. Quick Road has some issues and maybe the asphalt policy could be used to get something done on this.

Garver inquired about 50 feet of right-of-way on Pleasantview north of Hathaway; the pines are falling in the right-of-way. Gray also mentioned there are poplar trees down near that area.

Dohm thanked Gutowski for being a good helper and getting a lot done with the millage.

Beach Road is an embarrassment and he may be willing to contribute some asphalt money next year under the new policy; Hathaway Road too. He also would like the crosswalk sign checked by the Wequetonsing dock. They also asked for crosswalk marking on Beach Road but Gutowski stated he didn't see any trails or access. Dohm wondered if the property owners would be willing to do this. Oldenkamp stated there are yellow signs posted on Page Hill and Beach Road; both sides of the road indicating there is a crosswalk. Gutowski stated if ECRC didn't install the signs, they need to come down. Oldenkamp stated there are 140 residents in Harbor Cove that use this crossing.

With no further business, Vice Chairman Williams adjourned the meeting at 8:13 p.m.



Lisa Kleeman – Finance Director/Clerk of the Board



Date