

CORINNA TOWNSHIP
County of Wright
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CORINNA TOWNSHIP
Special Meeting, Friday, January 13, 2012
1:15 p.m.

NOTES:

Purpose: Discussing County Road # 123 with representatives from the Wright County Highway Department.

Present: Chairman John Dearing; Vice-Chairman Richard Naaktgeboren; Supervisor Chuck Carlson; Deputy Clerk/Treasurer Jennifer Kemp (1:15 – 1:40); Clerk/Treasurer Mary Barkley Brown (1:40 – 2:40); Virgil Hawkins, Wright County Highway Department; Steven Meyer, Wright County Highway Department; Wayne Fingalson, Wright County Highway Department.

Fingalson explained Wright County's Current 5 Year C.I.P. – ADT Map for County Road #123. The road is 2.15 miles in length from County Road 39 NW to County Road 7 NW. They estimate that 385 vehicles travel the road each day.

Wright County presented the information they have about the existing roadway: coring information and section history information.

Wright County is proposing to improve the road with a bituminous overlay, at a cost of approximately \$380,000, in 2012. Wright County wishes to revoke the road back to the township. The county will be responsible for damages associated by the vacation of any road that is revoked by the county and subsequently vacated, within one year, by the town to which it is reverted.

Before adopting a resolution revoking county highways that would revert in whole or in part to a town:

- The county will hold a public hearing at which the town board and interested persons may express their views.
- The county will complete repairs or improvements on the highway that are necessary to meet the county standards for a comparable road in the county in which the town is located.

A county highway that is revoked by a county board to a town shall be maintained by the county for a period of two years before the date of the revocation.

Further limitations on the establishment, alteration, vacation or revocation of county highways are contained in MN State Statute Section 163.11.

Hawkins showed photos of County Road #177 south of Monticello – where they milled the bituminous road and overlaid it. They propose to do the same to County Road #123 this year.

Dearing: County Road #117 has ditches.

Hawkins: We try for federal money every year. This road would not qualify.

Naaktgeboren: If you are going to resurface – you’ve only got tar on clay. I have a big concern on the curve. The last patch only lasted about a year. The sub-surface is very bad right there.

Fingalson: We are talking about more than a patch this year.

Hawkins: You’re right, Richard. We just don’t have the money to improve the sub-soils.

Naaktgeboren: How much tar is there?

Hawkins: 6 inches of tar.

Dearing: It will not last.

Hawkins: We do not have the money to rebuild this road.

Fingalson: Local counties are converting roads like this to gravel. It is not cost effective for the county to rebuild this one.

Naaktgeboren: We would be going backwards by taking over this road.

Carlson: This is a band aid. We are not going to do it if it is not right. It needs shoulders.

Hawkins: Like County Road 6?

Carlson: Not that much.

Naaktgeboren: Ditches would help. This road is a nightmare in the winter.

Fingalson: Sounds like Corinna can do a much better job for the citizens.

Hawkins: It would cost \$3 million to add shoulders - \$1.5 million per mile.

Dearing: Give us the money and we will take it over.

Carlson: This year? Let’s talk about next year.

Dearing: This road is really bad. If you go off it – you will roll.

Meyer: We cannot justify \$1.3 million on a road that only has 385 cars on it per day.

Dearing: The road is not up to our township’s specifications.

Naaktgeboren: You are wasting taxpayer money by putting a new surface over the existing surface.

Fingalson: We can only do pavement preservation, due to budget. We would have to turn this back to gravel. It was overlayed in 1995 – new surface. What do you suggest we do instead of turning it back to gravel? 2’ shoulder instead of 6-8’ shoulder? We are looking to cut the costs down.

Hawkins: We build our roads to state aid standards.

Meyer: If you are going to pull a tile through – I would turn it to gravel for awhile. If you just channel – it will crack. That is my opinion.

Carlson: What if you did part of it? Isn’t the road better near County Road 7?

Naaktgeboren: Go from County Road 7 – west to the top of the hill – then there is an S curve. The S curve is the worst part of the road.

Carlson: Is there a part we can skip and a part we can re-do?

Naaktgeboren: In front of Goff’s place there are huge banks on each side of the road. I do not think we are going to get rid of the banks. They are the biggest snow traps on the road. They’ve got to have a ditch or something.

Dearing: There is not enough base for a 7 ton road.

Hawkins: It meets the 7 ton road specs.

Fingalson: This will be a 9 ton road.

Naaktgeboren: If you are going to go through all the trouble and expense – we need to fix what is underneath.

Fingalson: We don’t always have the money to rebuild. But we need to preserve what we have.

Naaktgeboren: The level of service has gone continually backward. It used to be plowed when I went to work. Not now. You don’t plow again after 3 p.m. unless there is a huge storm. Some spots are unbelievably bad.

Meyer: Our priority is County Road # 39. There we send a night truck – maybe once a night sometimes. Not on #123, though.

Naaktgeboren: Snow trap areas – if fixed – would make it a lot better.

Meyer: It takes 4 hours to go through the route when it is blowing – we cannot keep up. We do not run as long as we used to. We wreck stuff if we run too long.

Fingalson: Fatigue factor.

Naaktgeboren: Hart Avenue NW, right off of County Road #123, is a good tar road. It has tile and matting.

Fingalson: Think about this – what would it cost you to upgrade the road?

Naaktgeboren: Knock down banks, move dirt, fill out, do it right.

Carlson: ¼ or 1/3 at a time.

Naaktgeboren: There are 177 units on Hart.

Fingalson: Our timetable is bids at the end of February, 2012, or beginning of March. Why don't you talk with your engineer to see what needs to be done before you take over the road?

Naaktgeboren: You could end the road at Hart. Ave.

Fingalson: We do not want dead ends.

Naaktgeboren: Do it in sections.

Fingalson: Where do we go from here? Is the status quo the best for the citizens of Corinna?

Naaktgeboren: I walk the road every day. You trip on the road surface, it is so bad.

Dearing: We will rebuild it for \$380,000 – but you come back and blacktop it.

Fingalson: There is an advantage to Corinna citizens to have the road improved. The county can resurface it and revoke it to Corinna. The county board can do that. The rules state that the county must meet county standards on a comparable road in the county in which the road is located. In all revocations – we would typically match with a similar road in the township.

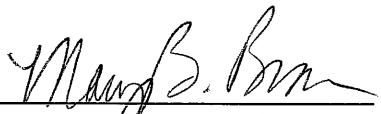
Fingalson: Please come up with a proposal. Then you can meet with the county commissioners and the committee of the whole. Another option is to do nothing. Please establish a plan that they can react to. We have no authorization from the county board. We are just opening the discussion.

Fingalson: Please get us your proposal by the end of the month.

The meeting adjourned at 2:40 p.m.

Respectfully submitted,

January 17, 2012


Mary Barkley Brown, Clerk/Treasurer


John Dearing, Chairman