

MINUTES
Twin Lakes Township
Thursday, February 21, 2019
Gillogly Road Public Information Meeting
at the Carlton Fire Hall
6:00 p.m.

Those present are listed on the sign-in pages attached, which are a part of these official minutes.

Twin Lakes Township Board Chair Diane Felde-Finke welcomed everyone, and she introduced engineers Tom DesMarais Northland Consulting Engineers (NCE), and members of the Twin Lakes Town Board; Supervisor John Vernon, Supervisor Randy Willie, and Clerk Sue Chapin. She mentioned that the township has not done assessments for road projects, and that easements are a way for the township to share the right-of-way space with the property owner, in order to provide road maintenance.

DesMarais gave a brief history of the Gillogly Road project and explained how it was broken out into three phases. Phase 2 will be done this summer, so easements are now needed. Permanent easements will be 33' from center. The road is being designed at 45 mph, going down to 35 mph where needed for safety. The road will generally stay on the same alignment but may deviate from 1' to 3' in some areas.

The meeting was opened up for questions, which were answered by DesMarais and board members:

When will construction start? The plans are 95% done, and once completed they need to be approved by the town board. The actual start date of construction can't be determined at this time, but construction will be done during the summer of 2019. Paving on Phase 1 was not done yet because the material needs to settle. Phase 1 and Phase 2 will be paved at the end of this summer, contingent on blacktop prices.

Will the rock outcropping on the south side of Phase 2 be removed? Yes, a large part of it will be removed. **How will you do that?** Dependent on the contractor, most likely with a chipping excavator. It will not be specified to the contractor.

Isn't the road going straight? No, getting more into the design for Phase 2, it didn't make economical sense to straighten it, so there are some jogs. Most spots are shifting less than a foot. **Previous plan showed some muck being dug up, is that still happening?** Yes, based on soil borings, and the road will be raised up by about 2.5' in that area. The high point is staying about the same, because of how the grading would've affected the property. That section will be at 35 mph.

DesMarais explained that temporary mailboxes will be set up. The road will be closed to through traffic. Residents will have access, although some delays may occur depending on what is happening in the construction zone. Weekly construction meetings will happen every Monday morning. A mailing will go out to residents, informing them of when construction is beginning and when and where construction meetings will happen.

Mary Straka with the DNR was in attendance, and she spoke about the small parking area on the end of the road, for people using the bike trail. She will work with DesMarais on that design.

DesMarais introduced John Korienek, who will work through the easement process with residents. There was a notary present if anyone wanted to sign an easement. Korienek mentioned that if trees are going to be removed from anyone's property, if the owner wants to keep the wood, they need to remove the trees themselves. If the contractor removes the trees, the contractor keeps the wood. DesMarais offered to come out to anyone's property and go over what trees will be removed. They will only be removing whatever trees they need to grade the road; as many trees as possible will be kept.

Felde-Finke encouraged everyone to review the plans this evening, and to talk with Tom about their specific questions.

Respectfully submitted,

Susan M. Chapin, Clerk

Diane Felde-Finke, Board Chair