

Johnson's Island Road Commission

Minutes of Special Meeting

Saturday, June 7, 2008

The meeting was called to order by the president, Mr. Kelty. All members present, Tom Kowalski by phone.

Purpose of meeting was to conduct a "Lessons Learned" review of the recently completed road work. Accordingly, Joe Schwarz of Get-R-Done agreed to meet with us to discuss his thoughts.

Joe started by saying that the specification may have been overboard for the conditions actually found when he excavated the roadbed. However, he agreed there was no way to make that determination before work began. Conditions were also variable along the roadbed. In general, he found existing paving to be 4 to 5 inches thick after he scraped off the loose material. There was 5 to 6 inches of base under that. The soil under that was mostly solid.

Drainage work proceeded well, and he considers that important. He placed 4" of 301 base plus 3" of top coat per specifications, for a total of 7 inches. Asphalt cost was \$1.15 per ft² and represented nearly 50% of the total cost.

When doing the patch work, he found loose bonds in the top layers of the existing pavement. He believes this accounts for most of the pavement breakup he repaired, and not deeper roadbed failure. Performance of these patched sections may help understand if this is the case. He patched with a tack coat, 2" of 301 base coat, and 2" of 404 top coat. Patch work was completed at a cost of \$1.00 per ft².

The repairs paid for by Mike Kelty consisted of removal of all loose material, patches to levelize the surface, then two thin coats of 404 top coat.

Joe stated that with materials being such a major part of the cost, doing longer lengths of road would have minimal impact of cost per foot of length. He would not speculate on the actual savings.

Joe stated that if we wanted to consider adjusting specifications, it may be possible to install drainage on either side of the existing roadbed, and then retain the good sections of existing asphalt and roadbed. This may allow the new asphalt to be reduced in thickness, perhaps to 4", reducing cost.

Joe also stated that we may want to consider grinding the surface and then placing a new top coat. This is a process widely used by the state and many municipalities.

There was general discussion that we would need to have an engineer evaluate conditions, considering new information, before making changes. There was also discussion of obtaining cores to help make this determination. While cores may be costly, if they help avoid greater costs, they may be cost effective.

At this point, Joe left the meeting. We thanked him for his time.

Other Business:

1. Jim presented a YTD financial report. Approximately \$15,000 will be borrowed from the causeway fund to pay for the road work done this year. This will be repaid next year.
2. Total costs for the road construction came to approximately \$50,000, with a few costs not yet final.
3. The patching work done by Git-R-Done will cost approximately \$7,000, or about 15% of what was spent on the new road section. We can expect similar patching costs until the road is substantially rebuilt.
4. We then discussed future road work. There may be some potential to adjust scope to take advantage of existing conditions, at least for some sections of road. There was general agreement that we would need to have an engineer evaluate conditions, considering new information, before making changes. The risk that keeping the existing roadbed may result in unsatisfactory results must be considered. There was also discussion of obtaining cores to help make this determination. While cores may be costly, if they help avoid greater costs, they may be cost effective.
5. There was then discussion of how to plan for future work. At current costs, rebuilding 3000 ft of road would cost \$500,000 to \$600,000. At current budget levels, that could take 15 to 20 years, with work done every other year. There was discussion of the possibility of borrowing the necessary funds to do this road work quickly. That would quickly eliminate major repairs, reducing costs. Dave pointed out that this total cost would work out to about \$2,000 per island resident. He then presented the idea that payment options could be defined- lump sums, or a 5 to 7 year payment plan that would need to include financing costs. Concerns about this concept were also expressed. We agreed to discuss further, and get input from island residents, but no further decisions were made.
6. We re- opened the discussion concerning the removal of speed bumps. Police and Emergency Services personnel have provided confusing and contradictory inputs. Plus, it is clear that the two HOAs on the island have strong and contradictory views on this. The problem with speeding is greatest on holiday and mid- summer weekends.

We agreed by a vote of 7-0 to delay the removal of the speed bumps and discuss at our next quarterly meeting. Meanwhile, we will seek further inputs from residents, and investigate other options, such as temporary or removable alternatives.

7. Discussed placing a sign near the gate, for inbound traffic, to read: "Wait here until gate is clear". Lines will also be placed to define the wait zone. General agreement that this should help for those not familiar with traffic patterns at the gate.

There being no other business, Mike Kelty moved to end the meeting. All agreed.

Respectfully,
Glenn Beachy
Secretary, JIRC