



Special Meeting of the Livonia Town Board  
Held at the Livonia Town Hall  
April 19, 2011

Supervisors present: Gary Doebler, Butch Hass, Dave Hewitt, Doug Manthei, and Don Sherper

Staff Present: Clerk/Treasurer Lila Spencer, Road Coordinator Jim Spencer and Matt Timinski, Street Maintenance.

Others Present: Jon Bogart, Bogart, Pederson & Assoc., Inc. Town Engineer, Ryan Maloney, Zimmerman/Livonia Fire Chief, Paul Novotny, County Sheriff Deputy and Chuck Marohn, Community Growth Institute, Planner/Engineer

Sherper called the meeting to order at 7:10 p.m. to discuss Town road classifications and standards.

Sherper asked Marohn to summarize from previous meetings information that brought us to this point. Marohn summarized. As a result of many community meetings, a road classification map was developed that establishes a number of classifications to depict township scaled roads rather than county scaled roads.

Sherper acknowledged and read out loud an email received from former Township Supervisor/resident Mike Kerr who supports maintaining current standards.

Prior to the meeting a plow truck and fire truck were parked to illustrate actual width and visualization of two large vehicles meeting on the road – overall minimum width being 25 ½ feet wide. Maloney stated the fire truck cab width is the same as school bus, garbage truck or any other large truck. Bogart stated MnDot standards allow width of 8'6" for vehicles; beyond that they are considered a wide load. Maloney further stated roads standards need to conform to State Fire Code. Bogart presented several illustrations depicting 16-22 foot road widths with turning and curve radius' to show how larger vehicles would track in each instance. If roads are narrowed considerably, intersections/curves would still need to be built to accommodate the ability to turn safely. Bogart stated he is not comfortable with 16 or 18 foot road widths; prefers collector roads be built to 24 foot widths. Board members acknowledged road safety is the number one factor to be considered when looking at reclassification of the roads. The Township supports and promotes home business; the roads need to accommodate them along with those engaged in farming. Hass stated he will not support 16 or 18 foot road widths. He said reconstructing 245<sup>th</sup> Avenue to 22 foot width was a good call and will serve as a basis for a new standard. Maintenance staff expressed concern for liability, damage to road edges and shoulders if classification allows for drastic narrowing of certain roads. Novotny talked about the narrow roads that exist in some of the lake areas where there are problems with parking which complicates snow removal. Historically areas in the Township that have been developed are hilly and not suited for farming. As many as three or more school buses go through the developments each day, the hilly, curvy topography does not allow for a straight line of vision. As a former school bus driver Novotny does not support 16 or 18 foot road widths in developments.

Sherper talked about treating roads that are in good shape with products that may extend the road life. He provided product information for further research. Coordinator Spencer also talked about the use of patches in areas where the entire road may not need reclamation or reconstruction.

Sherper asked Board for their decision regarding the classifications. Moved by Doeblor, seconded by Hass to adopt three road classifications/standards as follows: 1) Collector Roads – 22 foot wide roads identified as 112<sup>th</sup> Street, 239<sup>th</sup> Avenue, 277<sup>th</sup> Avenue, 245<sup>th</sup> Street and 96<sup>th</sup> Street. 2) Neighborhood Access – 20 foot wide roads identified as all other development/neighborhood streets. An 18 foot width may be considered under certain circumstances which were not defined at this time. 3) Gravel & Low Maintenance are the gravel and low maintenance roads in the Township. Further discussion regarding road tops will occur at a future time. Motion carried.

Hass asked Bogart how blacktop depth is measured when doing a project. Bogart said it can be tracked by amount of product used per foot.

Board thanked Marohn for his work on the road plan.

Doeblor/Hewitt unanimous to adjourn the meeting at 8:55 p.m.

Dated this 25<sup>th</sup> day of April 2011

  
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Chair or Vice Chair

  
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Clerk/Treasurer or Deputy Clerk/Treasurer