

NOTES: From meeting with Missoula County Public Works
DATE & LOCATION: Jan. 4, 2023 6089 Training Road, Missoula
SUBJECT: Lindbergh Lake dust abatement & asphalt plant.

ATTENDANCE:

Shane Stack - Public Works Director
Shawn Ladue -Road Maintenance Supervisor
Erik Dickson - County Engineer
Cory Miller= Road Maintenance Supervisor
Joe Miller— Seeley Lake Road Maintenance Supervisor
Winton Kemmis Cygnet Lake Home Owner

1. Related history of access Road 71 into Lindbergh & Cygnet Lakes best I could remember starting from 1989. Related letters from Cygnet Lake home owner representative, Trudel To Kris Blank, Missoula County operations Coordinator and Christopher Dorrington, Director of Director of Montana EPA. All participants were aware of letters from home owner representative.
2. According to Missoula County Road Department in the years 2009-2012 They used to do full width grading and Magnesium Chloride treatment for road cohesion of fines at county expense.
3. In those days Missoula County they had a budget of \$200,000 dollars and did 80 miles of Missoula County non-paved roads. Since then prices of materials have increased dramatically while the road budget has decreased.
4. Today the county does 40 miles of non-paved with a budget of \$125,000 to \$145,000. Roughly one half of previous program.
5. The county would like the home owners to understand that magnesium chloride is used to control the cohesion of road surface materials and is not a dust control agent per se. That is why it is used when grading the road in good weather conditions. The process however acts as a dust abatement.
6. The county still provides grading of the road 71 every year from Highway 83 to the bridge over outlet of Lindbergh Lake. This has never changed.
7. Todays costs of magnesium chloride have risen 25 to 30% are will probably probably rise again or the 2023 season.

8. Seeley Lake engineer Joe Miller, whom many of you may know, says traffic on Road 71 from Hwy 83 has increased considerably with instruction activities including concrete trucks, delivery trucks, log trucks and employee trips to work. As a result the road continues to take a beating. High vehicle speeds aggravate the problem.
9. Overall taxes for Road Maintenance have not increased sufficiently to cover the increased costs of magnesium chloride and fuel used on the 40 miles of country coverage reduced from 80 miles. This causes a decreased level of service in the county.
10. Missoula County would share the cost of magnesium chloride treatment at .45 cents per lineal foot of single treatment and .89 cents per lineal foot of a second treatment. Example: 5,280 (one Mile) @ .45 cents = \$2,376.00.
5,280 feet @ .89 cents = \$4,699.00.
12. Missoula County does not charge for equipment, fuel nor labor, just the cost of magnesium chloride.
13. Apparently we have contracted with WE DUST directly in the past. Missoula County definitely feels we would get a better job with the county resources. The county would do this job but it also requires planning and ordering materials ahead of time. It might be beneficial to Use the county based on our last experience with WEDUST in 2021.
14. Shane Stack, Public Works Director and Joe Miller, Seeley Lake Maintenance Director would appreciate a time to explain the conditions they Operate under at our annual July Homeowners meeting. I committed to Trying to organize this. July is very busy for all of us and since materials Must be ordered ahead of time, is it possible we could organize an earlier Meeting....April or May perhaps? This would involve making a decision To cost share with the county.
15. Shane Stack also presented the idea of asphaltting the road from the Junction of the campgrounds road to the bridge. After some figuring the price of \$100,000 was put on the table. This would mean setting up a Special improvement district for a number of years The organization of this might be problematic.

Conclusions:

1. Missoula County is under pressure to provide services in an era of price Inflation, demand for expansion of services and insufficient budgets to cover expected services.
2. They have not had an increase in budget sufficient to cover their 80 miles of non paved county maintained roads of and consequently have reduced their responsibility to 40 miles of non paved roads.
3. Our home owner taxes are a reflection of all facets of county jurisdiction not just of roads and bridges but of schools, detention center, public, safety, bonds, general funds and approximately 26 other county funded programs. In 2000 Missoula County taxes covered 22 categories of services. In 2021 it had expanded to 61 services.
4. Sharing costs with the county in lieu of hiring a private contractor for road treatment also insures continued grading services on Lindbergh Lake Road #71. Grading and treatment should occur as close to one another as Possible for best road surface results.