

**CITY OF PARK RAPIDS
CITY COUNCIL MEETING
AUGUST 26, 2014, 6:00 PM
Park Rapids Public Library-Lower Level
Park Rapids, Minnesota**

1. CALL TO ORDER: The August 26th, 2014 Regular Meeting of the Park Rapids City Council was called to order at 6:00 p.m. by Mayor Pat Mikesh, and everyone present recited the Pledge of Allegiance.

2. ROLL CALL: Present: Mayor Pat Mikesh, Councilmembers Rod Nordberg, Erika Randall, and Paul Utke. Councilmember Dave Konshok arrived at 6:07 p.m. Absent: None. Staff Present: Public Works Superintendent Scott Burlingame, Public Facilities Superintendent Chris Fieldsend, Treasurer Angela Brumbaugh, Police Chief Terry Eilers, Liquor Store Manager Scott Olson, Planner Dan Walker, and Clerk Margie Vik. Others Present: Jon Olson from Apex Engineering Group, Richard Smith, Bob and Ruthann Helgren, Fred Nordstrom, Chuck Diessneil, Sue Tomte, and Anna Erickson from the Enterprise.

3. APPROVAL OF AGENDA: A motion was made by Utke, seconded by Randall, and unanimously carried to approve the agenda as presented.

4. APPROVAL OF MINUTES:

4.1. City Council Regular Meeting Minutes-August 4, 2014: A motion was made by Randall, seconded by Nordberg, and unanimously carried to approve the August 4th, 2014 City Council Regular Meeting minutes as presented.

5. FINANCE:

5.1. Payables & Prepaids: A motion was made by Utke, seconded by Randall, and unanimously carried to approve the payables in the amount of \$28,803.32, and the prepaids in the amount of \$326,716.70, for a total of \$355,520.02.

6. CONSENT AGENDA: Randall removed Item #6.24. from the consent agenda. Nordberg stated the resolution on page 72, Item #6.19. needs to be corrected to read \$236,567.96, not \$226,567.96. **A motion was made by Utke, seconded by Nordberg, and unanimously carried to approve the following consent agenda items:**

- 6.1. **Approve Plumber's Permit to Work in the City of Park Rapids in 2014 for Lunseth Plumbing & Heating.**
- 6.2. **Resolution #2014-112 Accepting Donations for the City of Park Rapids.**
- 6.3. **Resolution #2014-113 Approving Wage Adjustment and Step Increase for Facility Maintenance Superintendent Chris Fieldsend.**
- 6.4. **Resolution #2014-114 Approving Wage Adjustment and Step Increase for Park Rapids Police Officer Daniel Garner.**
- 6.5. **Resolution #2014-115 Approving Wage Adjustment and Step Increase for Park Rapids Police Officer Joseph Rittgers.**
- 6.6. **Resolution #2014-116 Approving Wage Adjustment and Step Increase for Park Rapids Police Officer Adam Suckow for the City of Park Rapids.**
- 6.7. **Resolution #2014-117 Authorization to Execute State of Minnesota-Department of Public Safety Driver and Vehicle Services Amendment No. 1 to Lease Agreement No. PS0262.**
- 6.8. **Approve Public Facilities Use Permit for John Schmacher d.b.a. Park Rapids School District #309 to Use Helton Avenue, Fair Avenue, Fifth Street, Main Avenue, and Pearl Street for the Park Rapids Homecoming Parade on Friday, September 12th, 2014 from 2:00 p.m. to 3:00 p.m.**
- 6.9. **Approve Pay Request in the Amount of \$4,035.00 to Braun Intertec for the Evaluation of the Existing Soil Conditions for the Riverside Area-Phase One Project.**
- 6.10. **Approve Pay Request in the Amount of \$2,700.00 to Miller McDonald for the Fire Relief Association 2013 Audit.**
- 6.11. **Approve Pay Request in the Amount of \$1,265.30 to Elsner Well Drilling for Emergency Repairs to Irrigation Pivots #3 and #4.**
- 6.12. **Approve Pay Request in the Amount of \$660.00 to TKDA for Professional Services Pertaining to the Crosswind Runway 18-36 Project.**

- 6.13. Approve Pay Request in the Amount of \$1,914.92 to TKDA for Professional Service Pertaining to the Development of Private Hangers at the Municipal Airport.**
- 6.14. Approve Pay Request in the Amount of \$6,500.00 to ND Sewage Pump and Lift Station Service for the Rehabilitation of Lift Station #7.**
- 6.15. Approve Pay Request #5 in the Amount of \$712,290.29 to Tri-City Paving for Construction Services for the Crosswind Runway 18-36 Project.**
- 6.16. Accept Low Quote from Howard's Driveway to Complete Patching on Various Street Sections in the City for the Amount of \$14,940.00 (and) Authorize Commercial Asphalt Repair to Repair Cracks and Other Deficiencies on East River Drive and Grove Avenue North for the Amount of \$6,120.00.**
- 6.17. Accept Low Quote in the Amount of \$7,089.50 from K.L. Concrete to Replace Sidewalks in Various Areas of the City.**
- 6.18. Approve Budget Adjustment: Transfer \$2,200.00 from STREETS-Street Maintenance Expense, to SIDEWALK-Sidewalk Maintenance Expense.**
- 6.19. Resolution #2014-118 Awarding Bid for the Hanger Site Preparation and Drainage Improvement Project for the Municipal Airport in the City of Park Rapids.**
- 6.20. Approve Quote in the Amount of \$4,600.00 from Racer Construction to Complete Riprap Project for Eagle Drive.**
- 6.21. Approve Budget Adjustment: Transfer \$7,500.00 from STORM SEWER-Other Contractual Services, to STORM SEWER-Maintenance and Repairs-Grounds.**
- 6.22. Approve Low Quote in the Amount of \$3,792.00 from Tecta America for Repairs to the Roof of the Public Safety Building.**
- 6.23. Approve Purchase in the Amount of \$1,800.00 from Walsh Forest Products for Wood Chips for the Depot Park Playground.**
- 6.24. *Removed from the consent agenda.***

- 6.25. Utility Billing: Approve Credit in the Amount of \$1,386.97 for Sewer Portion of the 2014 First and Second Quarter Billings for Thom Peterson at 113 Third Street West.**
- 6.26. Utility Billing: Approve Credit in the Amount of \$147.49 for the Sewer Portion of the 2014 Second Quarter Billings for Gramma's Riverview/ Bob Mallery at 900 Park Avenue N.**
- 6.27. Resolution #2014-119 Adopting the Policy for Ensuring the Security of Not Public Data for the City of Park Rapids.**
- 6.28. Approve Data on Individuals Inventory Maintained by the City of Park Rapids, as Required by Minnesota Statutes 13.05 and Minnesota Rules 1205.1200.**

END OF CONSENT AGENDA

6.24. Resolution Accepting the Resignation of Full Time Park Rapids Police Officer Thomas Haag: Randall stated at our last Council meeting we did not accept the resignation of Officer Haag because his letter was not a resignation letter. My concern is the resignation letter that he did supply to Chief Eilers has the same date as our last Council meeting. He backdated it, because he had the same end date. The policy is that you need to give two full weeks' notice to get your severance pay and have all your work done before you leave. I talked to Chief Eilers about this. He assured me that he and Brumbaugh are working together to make sure that the work that Officer Haag left undone will be done before we pay him out. I want to make sure that we strictly follow that. The two week notice is there for a reason, especially for a police officer. They have work to finish up before they head out. The way he left was less than professional.

Mikesh stated I also talked to Eilers, and he will comment on this. Eilers stated I contacted Haag the next morning after the Council meeting. He assured me that he was going to change his letter because as he stated in the letter he was waiting on his physical and his appointment for his psychological. He got assigned his appointment for his psychological and had taken his physical that morning and passed it. So he was going to change that resignation. On Tuesday the 5th he confirmed he would rewrite the resignation letter and get it on my desk. It did come a few days later with the proper language. I brought that to city hall. He was sent an additional letter from Brumbaugh stating the policy for finishing things up. His work was given to him on the day that he sent in his original resignation. He'd of had that completed all on that day. We'd probably have to pay him for the work that he did do. For the severance pay, we could hold that until he completes all of his paperwork.

Randall stated when I spoke with Brumbaugh I believe that he is owed his vacation that he has accrued. His severance, being his sick time, since he's been employed with us for over ten years he is entitled to a portion of the sick pay. We can withhold that. I was assured that would be done until his work is completed. Eilers stated he had three items that he didn't take care of. He has two of them still out. I didn't get a forwarding address,

but I will make contact with him through his new office, by letter, and with a phone call. Randall stated I approved of the resignation, but I wanted this brought to the Council's attention.

A motion was made by Randall, seconded by Utke, and unanimously carried to approve Resolution #2014-120 Accepting the Resignation of Full Time Park Rapids Police Officer Thomas Haag.

Councilmember Konshok arrived at the meeting at 6:07 p.m.

7. COMMENTS FROM CITIZENS: Bob Helgren stated that he and his wife Ruthann live at the end of Eagle Drive where the road enters the river and have a question about Item #6.20. It's been a problem there for over five years. The maintenance and the deterioration of the river bank there because of the paving of the road increased the amount of water flow down the hill. A number of things have been done to try and slow the water down so it won't erode. They sodded it, made a holding pond, the water overflowed the holding pond and it went under the sod and tunneled under there. It's dangerous to walk on. It's like a sink hole. One minute there's nothing here and the next minute you're up to your crotch in a hole. They are attempting to solve the problem with riprap. Riprap has a number of bad problems associated with it. There's no way for the turtles to get up through there. They get trapped in the rocks. The weeds grow and it's impossible to keep the weeds out of it or along the edge of it where the two properties intersect with the riprap. All the sand, leaves, and pine needles come down the hill carried by the rains and snow and pile up at the end where the road meets the riprap. It provides an ugly scene left for us to clean up. It should be the city's job to clean it up.

Ruthann Helgren stated we've been mowing and cleaning it for twenty-eight years even though it wasn't our property. We had it looking just like our yard. When the city took over, the whole thing went to weeds. It's been mowed once. I don't think they understand when all this stuff comes down the road, they are going to change it all to riprap and it's going to be impossible to clean. I foresee real problems with it. The other problem is the neighbor on the other side is only there a few times a year. All the work falls on the two of us to keep it cleaned out.

Bob Helgren presented pictures of the area to the Council.

Jon Olson stated Burlingame brought this to my attention earlier this spring. He indicated there has been a drainage issue down there from the time the street improvements were put in place. Upon walking it you certainly feel that there are some erosion concerns at the end of the street as the water enters the river. We looked at reasonable options, riprap will certainly take care of the erosion concerns. It's the easiest solution from cost and a constructability perspective. The other option that we looked at was the installation of storm sewer. Installing two inlets at the end and piping the runoff to the river. With that option we would have riprap too, at the river's edge, to dissipate the energy from the flow out of the pipe. With that option the riprap would be far less than it is under the scenario that is in your packet for approval. The estimated cost was over double to go with storm sewer. That was the rational for trying the riprap.

Ruthann Helgren stated it seems like a temporary solution. We have been more than willing to maintain it and have done a very good job in the past twenty-eight years. Now that the city is supposed to be doing it, it's been nothing but a mess. The weeds are now coming over to our side.

Bob Helgren stated the amount of effort by the city to maintain this to look decent would be half as much with a storm sewer. It would look clean and neat and orderly instead of a big pile of weeds and masses of pine needles. Ruthann Helgren stated I would still be willing to mow and weed it to get it back to nice grass. But if the riprap comes in it will be impossible for Bob and I to take care of it. It's going to be a mess.

Mikesh stated we can refer this to staff to see if they can come up with a better solution and contact you to talk about it further to make it easier on both sides.

8. GENERAL BUSINESS:

8.1. Friends of Headwaters Presentation: Richard Smith, President of Friends of Headwaters, stated I represent folks in the county and also folks in town who are concerned about Enbridge's plan for a pipeline through the county. We are presenting for your consideration a resolution asking the Public Utilities Commission (PUC) in St. Paul to give consideration to some alternative routes.

Smith stated I've been a county resident since 2000. My wife and I have had property here since 1980. We're here because we love water. All the maps I'm going to show you are off either Goggle maps, satellite maps, or generated by state agencies. This map which was done by the University of Minnesota, by satellite technology, identifies the clearest lakes in the state. The darkest blue lakes are the clearest lakes. Notice the black line which is Enbridge's proposed pipeline route. There are quite a number of very clear lakes here in Hubbard County, in terms of our county and its economy, to reinforce how dependent the city's economy is on our water based economy. Clear lakes mean tourism and high value properties. It also means, Itasca State Park. They get almost 500,000 visitors per year. That means a lot for the town because they come through here to eat and stay. Look on this map how close the pipeline comes to the park.

Smith stated this is my \$2 million map, which shows the Fishhook watershed. You can see the bodies of water and the creeks. The pipeline runs down the west side of the county across the tributaries to the Fishhook watershed and comes very close to the west end of Portage Lake. The reason I outlined these properties is the lake shore value, or water influenced value of properties, that means any property that you can see the water from, is \$2 billion. In 2010, over in Michigan, Enbridge had a spill. They didn't realize they had a rupture in one of their pipes for seventeen hours. By the time that quantity of crude oil leaked into a tributary of the Kalamzoo River and went downstream, it polluted thirty-five miles of the river. That was in July of 2010. Enbridge is still there cleaning up the mess. The EPA won't let them leave. Why is this critical to us? Where the pipeline will go under Hay Creek, from there to downtown Park Rapids, is fourteen water miles. Typically in a spill scenario property value falls 10% to 40%. Consider what that would mean for our tax base here in the county and consequently what that means for town in terms of tax dollars.

Smith stated this map indicates soils that are most sensitive to contamination. The bright red areas on the map are the soil areas most susceptible to contamination. That is

the southern part of Hubbard County. That is our aquifer. I called this the \$500 million map. RDO-Lamb Weston is in the southern part of town. Their revenues approach \$500 million per year, plus they are also our largest employer. This is most critical to town. This map was generated by a retired state hydrologist. The green circles are private wellheads. The yellow triangles are the city's wellheads. The purple triangles are the wellheads for Lamb Weston. If there was any rupture in this pipeline, what the potential damage could be to the aquifer there, not only to the Agra-business that supplies all the jobs and a considerable amount of income to our local economy, but it's also our drinking water. I think you know how valuable that is to town. Particularly because the city has already spent some money to deal with water issues from out in that area.

Smith stated I was doing research and came across a study that Explore Minnesota had done. For the year June 2007 to May 2008, the amount of tourism income for Hubbard County was \$99 million. 60% of that was in the three months of June, July, and August. They called that direct income from people who live at least fifty miles outside of the county. We're asking you to consider that which the PUC is already considering, because our two state agencies that care for our environment, the DNR and the PCA, made comments last Friday to the PUC, to recommend that the PUC Commissioners look for an alternative route south of Minnesota's lake country, south of Hubbard County.

Smith stated on this map the black line is what Enbridge would like to do. The red line is the route that the PCA has suggested, and the blue line is the route that the Friends of Headwaters suggested back in April. The PCA is recommending to Enbridge that they connect off of their line once they cross the border into Minnesota from North Dakota, and connect down either to our route. The PCA did an environmental analysis of all of the routes. The route least damaging to Minnesota's environment is our suggested route. The route most damaging to Minnesota's water environment is Enbridge's route, which is through our county and right next to our town.

Smith stated one other aspect that you should consider in this is, this will not be the only pipeline that will come through Hubbard County. Enbridge is already proposing another pipeline. They want to rebuild the line that runs right through the northeast corner of the county, line three. They want to rebuild it bigger. When they replace a pipeline, they leave the old pipeline in the ground. They just build a new one. They are proposing to build a new one next to their proposed Sandpiper Route. That pipeline will be thirty-six inches in diameter. The Sandpiper will be thirty inches in diameter. That will double the risk to our watershed, into our water based economy.

Smith stated we're asking you to consider the resolution and hopefully you will approve it and we will send it down to the PUC so that they can see that the local government body is asking them to take a look elsewhere. It's not for or against, it's just to make a request to our public utilities commissioners.

Smith stated one of the reasons why we're concerned about Enbridge and their projects, is they've come around town and they've been in the paper, TV, and radio. They're talking about how environmentally sensitive they are and how they are going to care for our environment. This is a satellite picture of the Tamarack River, in Marshall County, in the northwest part of the state. It's along an existing pipeline corridor. I've marked on there where you can see pipes hanging over the water. The river over time has eroded underneath the pipeline. A pipeline safety person from the state said Enbridge went in and put stilts under the pipes to hold them up. He thought that was okay. We don't

think that's okay. If they are the environmentally sensitive company that they profess to be, would they want to leave their pipes hanging over the river like this with just stilts on them? All we can think of is what happens if there's a big flood and logs come down stream, or chunks of ice, what happens to the Tamarack River? That's one of the reasons that we'd prefer this pipeline to have a different route. We're not against pipelines. We're against putting them through our watershed, our economy, and through the waters that we love here. Minnesotans love to be in, on and around the water. Just on fishing alone the tax revenue to the state is \$342 million annually. Retail sales for fishing, hunting, and wildlife watching is \$4.3 billion for the state. We think some consideration should be made to put this pipeline in a far safer, lower risk part of the state, and to maintain the assets that we have here, which is our water and our watershed.

Fred Nordstrom stated I congratulate you on your presentation. I'd like to make a few comments to the Council on the consideration on whether or not they want to endorse or not endorse the pipeline to run through the watershed as was very well described. I congratulate you for the risk that you took to upgrade the City of Park Rapids. I've heard nothing but comments from many of my friends. We have had property here since 1964 on Palmer Lake. I've visited on and off until I retired for the last twenty-four years I've been here every summer. I just feel you have done an outstanding job of presenting Park Rapids. I know that took risk. That's my point to you right now. I ask, please, will you carefully think about the risk that is involved here. The risk that you take today, and say let's go ahead and build the pipeline may not affect you negligently at all. But, think about our children and our grandchildren, and the risk that was well presented here that happens on these pipelines. I wanted to tell you my concern as a summer resident. I enjoy this area. Recently I called Hennepin County Junior College and the operator, once she found out I was in Park Rapids, asked me if I knew about the Enbridge Pipeline. She said she was concerned about this. The State of Minnesota is listening. I think you would make a very positive impression if you were to say we want to make the change. Carefully consider that.

Mikesh stated the resolution that you talked about, at this time we will not be signing it. We will refer it to our staff. There will not be a resolution signed tonight. Smith questioned when will you take action on it? Mikesh stated we, and if we take action, would have to discuss it before we take any action. Smith questioned at another Council meeting? Mikesh stated I don't know if we'd bring it up at another Council meeting after we discuss it, but not at this time.

Chuck Diessneil stated as a resident of Hubbard County I would ask when you are going to consider this, that you give notice to the community rather than just have it on the agenda when people aren't aware of it. Because there is, as you well know, a huge amount of concern, and we don't want this done in a dark room.

Randall stated I want to be clear, the Mayor is indicating that it may not come back before the Council. We'll refer it to staff and if they feel it appropriate to put it into resolution form. This resolution was not drafted by the City Council. This was something that was presented to us. Diessneil stated if you aren't going to act on it, let us know, and then we'll come back to talk to you.

8.2. Resolution to Authorize Proper City Officials to Execute Task Order No. 3 to Amend the Wellhead Protection Plan by and between Apex

Engineering Group and the City of Park Rapids: Jon Olson, from Apex Engineering Group, stated this is timely on the previous discussion because this is about the Wellhead Protection Plan. All public water supplies are required to have a Wellhead Protection Plan in place. That's a plan to try to provide protection to the city's wells from contamination. Anytime there is a new well added to the city's system, the plan must be amended and updated, as is the case in the City of Park Rapids with the recent installation of well nine. Given that this new well, and pulling from a newer, deeper aquifer, and the existing nitrate contamination that you had in the previous wells, the amendment is going to require a little more work than a typical amendment would. The Minnesota Department of Health is requiring that we prepare a fairly complex hydrogeological model of not only the shallow aquifer but also the new aquifer that we are pulling from. That model will help us determine the wellhead protection area. The area that we want to, as the city, that we know what's in the area and we have things in place to protect and manage contaminates that threaten the water supply.

Olson stated given the level of complexity with the update to the plan the city has requested that we assist with the amendment, and oversee the amendment of the part one of the existing plan. In your packet I have prepared a Task Order No. 3. That is attached to our master agreement that you approved in December of 2013. We are proposing that we complete this work at our standard hourly rate. In addition, we would retain the services of LBG. They are the firm that has been assisting the city for the last several years with well sighting of well nine. All the mapping and work that they have done, they're familiar with the area and can provide information to get this model built. We would pass their fees directly on to you with no markup. The intent is to try and keep the fee as low as we can. There are certainly some uncertainties anytime we are updating anything of this nature. We're estimating that the hourly fee to be in the \$25,000.00 to \$35,000.00 range. That is significantly more than most updates, but it's given due to the complexity of this particular situation. We'll try our best to keep things to the lower end of that scale. If for some reason when we get into that modeling, and we get working with the Department of Health and we realize there are some red flags, we'll come to you with our concerns. If you choose to authorize this work it should be completed in five to six months.

A motion was made by Konshok, seconded by Utke, and unanimously carried to approve Resolution #2014-121 Authorizing Proper City Officials to Execute Task Order No. 3 to Amend the Wellhead Protection Plan by and between Apex Engineering Group and the City of Park Rapids.

8.3. Resolution Receiving the Preliminary Engineering Report and Calling for Public Hearing for the North Main Avenue Utility and Street Rehabilitation Project:

Olson stated you have the full preliminary engineering report. The report is detailed and lengthy. We want to make sure that we are looking at everything in the preliminary stages before we move into letting the improvement. We'll discuss the background for the project, the existing conditions, we'll evaluate the improvement options including possible infrastructure, provide you with the estimated cost and financing, and then summarize our recommended improvement options.

Olson stated this project has been identified in the city's capital improvement plan (CIP) for the last several years, primarily for pavement rehabilitation. The existing pavement is starting to show its age and the ride quality is poor. The estimated costs in the

CIP is \$605,000.00. That was based on a mill and overlay with no underground utility improvements. This improvement is scheduled for 2015. As we discussed at our last meeting, given the work type and timing, it's similar to the Riverside Project, so it's advantageous to include these into one project, if you wish to proceed with this improvement.

Olson stated the location of the project is for all of North Main Avenue from Trunk Highway 34 to Trunk Highway 71. It's approximately $\frac{3}{4}$ of a mile, or eight city blocks. It's primarily residential with the exception of the north and south blocks, which are commercial.

Olson stated the existing surface improvements were installed in the late to mid-70, so they are thirty to forty years old. The existing street is an urban section. It has curb and gutter on both sides. It's fifty-four feet in width. It's a fairly wide street section for the city. A usual, typical street is anywhere from thirty-six to forty-four feet. The pavement section of the driving surface, which is the primary focus of the study is bituminous. There is concrete sidewalk on both sides for the majority of the segment, with the exception of the northern two blocks, from Monico up to Highway 71. Looking at each surface improvement individually the driving surface is forty years in age. The surface has performed quite well for its age. Anytime we get into a bituminous street at thirty-five years, it's done its job. It's showing that it's at the end of its life. There is frequent cracking. The cracking is predominately minor to moderate in severity. There are a handful of cracks that are well beyond that very severe category. The cracking is predominately aged-based. I don't see any signs of structural integrity issues or weak subgrade. This pavement has performed very well. We don't see any signs of seasonal movement. We feel it's built on a very solid foundation. Anytime there is cracking, especially of this severity it only accelerates the deterioration of the pavement. Water gets in, particularly in the spring, the freeze-thaw, it really starts to deteriorate, which results in a poor ride quality, which the users typically notice.

Olson stated the curb and gutter is B624 design, which is consistent with the city's current design. Anytime we put a new street in we use a B6 curb, so it's a modern looking curb. For its age it's in very good condition. Based on how it's aged over the last thirty-five years, we feel that it has significant lifespan remaining. The sidewalk is in fairly good condition. I wouldn't say as good of condition as the curb and gutter, but it certainly does have remaining lifespan. The public works department will be replacing some of the cracked and faulted panels this season with regular periodic replacement. I feel that the sidewalk has an extended period of time remaining as well.

Olson stated regarding the underground utilities for this section of North Main Avenue, all the properties that we are aware of are served from the back alleys, therefore there is no sanitary sewer running north-south under Main Avenue like we typically have on a street that is served from the back alleys. This limits the amount of sanitary sewer along this segment. There are three trunk line crossings, on Minnesota, Todd, and Lawrence Avenues. These crossings are original clay tile pipe that we have been replacing throughout the years. Based on the maintenance frequency and experience within that area within the recent few years we do know that the pipe type is in pretty poor condition. We are stating that it's at the end of its useful life.

Olson stated the watermain is six inches in size. It ranges on the southern end, cast iron pipe (cip), to the northern end of asbestos cement pipe. The pipe is estimated to be

sixty years in excess in age. Typically for asbestos and cip pipe we would say that's nearing or at the end of its useful life. Public works has visually inspected this pipe over the last several years with some periodic service replacement. Based on those visual inspections they didn't have any reason for immediate concern. There is a possibility that those mains do have some life remaining, but they are nearing the end of their anticipated service life.

Olson stated the storm sewer was likely installed with the street improvements in the late 70's. It is of modern design, reinforced concrete pipe. Based on visual inspections the pipe is in very good condition and certainly anticipate a long life span left in that pipe. Concrete pipe can range from fifty to one-hundred years depending on how it's installed. We anticipate that has significant life remaining.

Konshok stated you said likely installed? So we don't have records on it? Olson stated I'm sure we do if we go digging. Burlingame stated it was a county-state aid road. The county put that in back in the late 70's. Konshok questioned you checked with the county? Olson stated we couldn't verify that. If we move forward with this improvement we'll verify the age of that pipe to verify that it is indeed of the construction that we feel it is.

Olson stated anytime we get into a rehab we want to make sure we're looking at all of the improvement options to make sure we are not overlooking something. We started off with the very minimal to the most extreme which is a full reconstruct. You need to be careful on the rehab projects because it's certainly surprising when you pull the numbers and break them down to assessments to see where things fall. Determining rehab is not an exact science and not a right answer. We start by general observations like what is this pavement, sidewalk, curb and gutter, and infrastructure doing with visual inspections and personal opinion. The next thing we do to try and take that personal opinion out of the evaluation is to take a formalized rating system.

Olson stated there are many systems available for rating pavement. We have chosen the MN DOT system. MN DOT is a leader in the transportation industry. They've done a lot of research and a lot of work on pavement management and rehabilitation. Their system is very user friendly and systematic. We go out and count and measure the cracks. We set all of that down and we get a value. MN DOT has put a lot of time and effort into developing a flow chart that really assists the user to determine whether or not your street is due for a crack seal, a sealcoat, an overlay, or a full reconstruction. It's a very nicely laid out system. The last thing we want to look at is costs. We want to make sure that the improvement we put in place isn't grossly different than a larger improvement that may have a longer life span.

Olson stated looking at the crack filling and sealcoating, this is more of a maintenance versus a rehabilitation. This is simply a surface treatment to try to improve the longevity of the pavement. It seals up the cracks to water intrusion, and the pavement surface to minimize oxidization. This is a very good maintenance measure on newer streets when the pavement still has very high oil content and the cracking is less frequent. At this point on Main Avenue, we just do not feel that this type of improvement would provide much in the way of prolonging the life or improve the ride quality.

Olson stated moving up a step is the mill and overlay. This procedure, we'd come in with a milling machine and remove the top inch and a half of the existing surface. The existing surface is typically the most deteriorated. The cracks are typically the widest and the surface is typically the most oxidized. We'd remove that top surface off and come back

and install a new lift of bituminous over the existing. This typically prolongs the life of the pavement by seven to twelve years. Based on the soil conditions within the City of Park Rapids we may be on the upper end of that scale. It is very important to note that right away you will start seeing reflective cracking. The cracking that you see out there now, you'll start to see almost immediately. You'll see hairline cracking. All the cracks that you see now will eventually reflect through. They will start small, hairline, and over the life of the overlay, in ten to fifteen years, they will start to deteriorate again to a condition very similar to what it is today.

Olson stated using the MN DOT paving rating we went through and rated every block segment and came up with an average score of 2.2. Anything below 2.8 is typically assumed to warrant an improvement. Going through their flow chart and using all the numbers that we were able to calculate it recommends a minimum for pavement rehabilitation is the mill overlay.

Olson stated with the mill and overlay we're thinking the pavement surface in the ten plus year improvement range. With that we are thinking that the watermain would likely make it as well. The watermain is sixty years in age. It's risky to assume that, but based on the visual observations of the public works department there is an opportunity that the watermain may make it another ten years without much maintenance. There is a risk associated with that assumption. Anything could happen at any time. With the overlay we do not recommend replacement of the watermain, but we are recommending replacement of non-functioning valves. Those features may be leaking causing maintenance issues for staff. The existing sanitary sewer we are recommending be replaced. We're fearful that those mains would not make the ten year life span. We would recommend that those mains be replaced from the west edge, on Minnesota, Todd, and Lawrence, from the west edge of the right of way all the way to the alley. We did the alley trunk line main in 2005 or 2006. If we are replacing these crossings, we'd like to go the additional one-hundred feet and get those tied into the trunk line. Anytime you have a new project it's hard to say where to start and stop. There's VCP on both the remaining south portions of these blocks of Lawrence and Todd. Minnesota was updated as part of that alley project. There's some additional VCP for your consideration as well. For the purpose of the report I chose the main flow going into the alley.

Olson stated moving on to a longer term improvement, a full depth reclamation, this is essentially recycling the existing bituminous. The milling machine turns it into a class five material. It pulverizes the existing surface in place. We'll have to haul out some of the reclaimed material to get the pavement depth where we need it. We'll put two new lifts on. Then the pavement will be essentially new and will last well beyond twenty years. We would have a very nice improvement with this method. With a longer term improvement, we'd want to replace the sanitary sewer lines. There's no way those would make the twenty year timeframe in our opinion. At that point we're concerned the watermain would be a candidate for replacement as well. If we are going to invest in a surface that is twenty to thirty years, we'd want to look at replacing that water. The water services would be replaced by directional drilling to preserve the curb and gutter. We may lose some sidewalk on the connection point depending on the property. With this you'd have a completely new bituminous surface, the crossings would be replaced. We'd recommend the watermain would be replaced under this option. Full reconstruction is the least risky to replace everything. You would obtain the longest surface life, however we feel that

reclamation would obtain very similar results as this. We feel this is premature with the condition of the sidewalk, especially the curb and gutter.

Olson stated we don't think there is significant benefit to do just the sealcoating. It has an estimated cost of \$200,000.00. The full reconstruction has an estimated cost of double the full depth reclamation. We are moving forward with our recommendation of either the mill and overlay, or a full depth reclamation. The mill and overlay, with the sanitary sewer replacements, is estimated at \$590,500.00. The full depth reclamation is estimated at \$1,353,000.00.

Olson stated if we look at the city's assessment policy and how it applies to both of these options, a street rehabilitation is 60% assessable for a standard size street. A standard size residential street is forty feet wide. The standard size commercial property is forty-four feet. Anything beyond those numbers is city share. The sanitary sewer is assessable 100%. However, these mains are likely operating only as trunk mains. Trunk mains are considered oversizing and would be city share. Watermain, under alternate one, we are assuming to be 100% city share. We assume these are annual maintenance type improvements, replacement valves and hydrants are typically not assessed. Under alternate one we are assuming that those repairs/replacements are city share. Under alternate two, however, full replacement of main, valves, hydrants, fittings, are an improvement to the benefitting properties and according to policy is 100% assessable for the standard size. Oversizing costs would be the city's share. Water/sewer services are 100% assessable.

Olson stated when we apply those percentages to the mill and overlay and the full depth reclamation, we have an assessable share on the mill and overlay of \$160,000.00, city share of \$430,000.00, for a total of \$590,000.00. for the full depth reclamation the assessable portion is \$752,100.00. The city's share is \$600,900.00, for the total of \$1,353,000.00. We feel both of these are excellent alternatives for the city's consideration.

Olson questioned how does this look for the adjacent property owner? For alternate one the estimated assessment would be \$2,500.00 for residential, and for commercial it would be \$3,250.00. For the longer term improvement we're looking at, for an average 100 foot residential lot, the estimated assessment would be \$12,550.00, and for a commercial lot it would be \$13,100.00.

Olson stated if the city is interested in moving this project forward we'd like to get caught up with the Riverside design and bid this with it in January or February of 2015. We feel the city has two very good options to consider. The mill and overlay would meet the goal of prolonging the surface life. We would have some reflective cracking eventually. The sanitary sewer crossing would be replaced. The other risk would be the watermain. With alternate two, we feel is a very quality improvement. It's comparable to what we feel is a full reconstruction. With that, we're comfortable with both solutions. The city needs to determine what they feel most comfortable with from a financial perspective.

Mikesh stated I like alternative one. The city's taxpayers aren't getting hit so hard. But what are they going to say when we come back in ten years when they have to pay again. Olson stated the alternate two assessment rates are approximately only half of what we typically see for a full reconstruction. Yes, \$12,000.00 is an investment, but we have seen assessment rates higher than that. Mikesh stated if we have a winter like last year who knows how long that main is going to last. It had to have put stress on them last winter. If you're going to do it, do it once, and not tear it up ten years from now.

Randall questioned if you do the full depth reclamation will you add the sidewalk to the last two blocks of North Main? Olson stated I did not include that within the report. If that is something that the city would be interested in pursuing we could certainly amend the report to include that prior to the public hearing.

Randall questioned if we do alternative one and it lasts fifteen years, can we come back and do a full depth reclamation or is it assumed you would come back and do a full reconstruction? Olson stated there isn't a real easy answer for that. I'm going to guess based on the sidewalk deterioration you'll start to see curb and gutter deteriorate in the same fashion and chances are it's going to be a candidate for a full reconstruction. There's always the possibility that the curb and gutter may surprise us, but it's hard to say.

Utke stated that's where option one puts everything on the same time schedule. If we fully redo the road, we still have older curb, gutter, and sidewalk that in fifteen years will probably look like it should be upgraded. We see things go longer than they're estimated to. Weather will make a difference. Hopefully we won't have another winter like before. That was a rare thing.

Nordberg questioned does Burlingame have any opinion about this based on what you've actually seen? What does it look like down there? Burlingame stated the watermain looks like it's been put in yesterday. It looks brand new. The soil conditions here are such that it doesn't deteriorate. The soil isn't heavy.

Nordberg stated the asbestos seems scary. Utke stated new concrete pipes have asbestos too. They just have to cut and handle it differently. Burlingame stated the problem on North Main is that the service lines are galvanized. A lot of those have rusted. But the main itself is in good shape.

Konshok stated Burlingame could share with me the concern of calling the water and sewer old because I remember it going in. I was young at the time. I like alternate one because from an engineering standpoint it keeps everything on the same schedule. You have to replace the pavement more often than you have to replace the pipes. That's how it works. We've delayed alternative one. We should have done that about five years ago. I'm comfortable with that option. I'm glad you went through the analysis on the second one, but I don't feel we're at the stage that we need to go with alternative two. Alternative one is just fine. Some residents might wonder when we come back ten years from now. It will seem like a blip in time. Number one addresses the main concern. That street has held up really well. Olson stated the watermain showed up on a 1954 map. That's my best dating for the water and the sewer is typically older.

Nordberg questioned the watermain goes down the street but the sewer goes down the alley? Burlingame stated the watermain is in the east boulevard. It's not under the street. That's probably why we didn't have any freezing problems with that. Olson stated the primary challenge of replacing it right now is we're trying to keep the theme of the rehab as we'd lose the curb and gutter to get the depth we'd want. If we do replace it, we'd pull it out into the street.

Sue Tomte questioned are there other streets that are lined up for evaluation? Do we have them in the CIP plan? Olson stated staff just recently went through that to update the CIP for the Council's consideration later this fall. Yes, there's a plenty robust list. Nordberg stated you talked about combining this with the existing plans for Riverside, which includes some east-west streets. Some streets south of Highway 34 will be reconstructed.

A motion was made by Mikesh, seconded by Utke, and unanimously carried to approve Resolution #2014-122 Receiving the Preliminary Engineering Report and Calling for Public Hearing for the North Main Avenue Utility and Street Rehabilitation Project, for Alternative No. 1 as described by the engineer.

9. CITY ADMINISTRATOR UPDATE: The City Administrator was not present.

10. DEPARTMENT HEAD UPDATES: Burlingame stated does the Council wish to receive other options for the work on Eagle Drive? Randall stated it would be helpful to see a number of what it would cost. Utke stated bring forth options and costs. Burlingame stated when we discussed it we thought that was the best route. Utke questioned did you at that time visit with the neighbors there. Olson stated we had an opportunity to visit with the property owner on the south. Burlingame stated I've visited with Bob Helgren on multiple occasions. I had no idea that he wasn't satisfied with our proposal. Utke questioned when he referred to the city maintaining, are we mowing a section of grass down there? Fieldsend stated we don't mow it. Burlingame stated I didn't understand how we were supposed to know that we were supposed to be maintaining that. Utke stated there's some coordinate there to meet with them and then report back. Nordberg questioned so the erosion is just from water coming over the grass? There's no tunnel or storm sewer there? Burlingame stated right. We really didn't do anything different than it was before except for paving. Konshok stated the paving, curb, gutter has sped up the water. That's what's going on and it needs to be addressed. Nordberg questioned they are suggesting storm sewer? Utke stated they want a drain going into the ground. Burlingame stated that might create a different situation. Now you're talking about assessments. That's why we came up with this. It's a repair and it's much cheaper to do. Everybody that contributes to that water would have to pay an assessment. Konshok questioned what would the DNR say about a drain? Burlingame stated I've had the DNR down there. They don't require a permit because we're not into digging into the water if we use riprap. Putting in a pipe might be a different story. They would still have some riprap in there with a pipe, but the cost would be considerably more. Mikesh stated look at it and bring some numbers back and come up with some resolution for the property owners.

11. MINUTES/REPORTS/INFORMATION: There were no comments.

12. COMMENTS FROM COUNCIL: Randall stated the Transportation Committee met regarding the Heartland Express. They got more money in grants this year, so without adding any cost to the city or the county, they added another bus route during the heavy times of the day. In September they will be adding a Saturday bus route, for five hours on Saturdays. The Heartland Express gets used a lot. It's managed very well thanks to the county. They have not had to increase the rates because they've been able to get grants.

Utke questioned are we going to discuss the preliminary budget at our next meeting? Brumbaugh questioned if the Council wanted to do a 5:00 p.m. workshop to

discuss it. The preliminary budget has to be certified by September 15th. At that point we can't raise it, but we could lower it. There are no levy limits this year. Konshok questioned is the Finance Committee going to review it first? We have traditionally done it that way. Brumbaugh stated the numbers will be ready, so however you want to handle it. **The Council determined that the Finance Committee will meet on Wednesday, September 3rd, 2014 at 10:00 a.m. and a Council Workshop will be held on September 9th, 2014, at 5:00 p.m. to discuss the budget.**

Mikesh stated the Council okayed the fire department to go to Illinois to look at a ladder truck. We drove there. We met with Command Fire Apparatus. We found some minor things, but the truck ran beautifully. They started out at \$170,000.00, but we paid \$114,000.00. They are buying tires for the truck. It will be delivered in two weeks, at their cost, or when they finish fixing a few things that we wanted done. It will be delivered with a three month warranty on it. After we go through our checklist, then they will get the second half of their payment. Burlingame stated he might be interested in our old truck because he deals in antique fire trucks. Mikesh stated I thought we did a good job. Four firemen went there.

Konshok stated on Friday, the 12th of September, at 2:00 p.m. is going to be our ribbon cutting ceremony on the Crosswind Runway. Congressman Nolan will try to attend. It will be an Open House. We hope lots of folks will attend. At 10:00 a.m. to noon, the Minnesota Council of Airports will be meeting at the airport. That is a private business meeting, but everything in the afternoon is open to the public.

Konshok stated the Red Bridge Park improvements are coming along very nicely. The beach house will be the last thing fixed. It's in the CIP for next year.

13. ADJOURNMENT: A motion was made by Utke, seconded by Randall, and unanimously carried to adjourn the meeting at 7:30 p.m.

[seal]

Mayor Pat Mikesh

ATTEST:

Margie M. Vik
City Clerk