



Public Works Meeting Notes
August 3, 2020

Members Present: Doug Vierzba, Dale Melberg, Mic Tchida, Marcia Volz, Tom Swenson,
Others Present: Ted Strand, Mike Lyonais, Dave Nevin and Phil Martin and Gordy Wagner and Aaron Herzog via Zoom,
Dave Reese from Widseth, Dave Schrupp

1. **Call to Order at 4 pm.**
2. **Approve June 1, 2020 Meeting Minutes. *Motion by Tchida, second by Swenson, all in favor to approve the notes.***
3. **Update from Ted Strand on 2021 Capital outlay.** Ted started the discussion regarding the capital expenditures for the Public Works department. A listing of the items is below. Tom Swenson had some questions regarding the PW plan that Ted addresses during the discussion.
 - 1.0 Million for the Sewer Plant. The reason for these funds relates to the possible changes that may be imposed by the MPCA related to the disposal of sewer plant created sludge. Currently this is hauled to a facility in Pine River and deposited in reed beds which serve as the absorption area for the sludge. Once dried, the sludge is removed and land applied. Because the reeds in the bed are not native to Minnesota, Ted anticipates the MPCA may ban the use of same in the future. Nothing has been stated yet, but he anticipates it to happen. Ted explained that he is working with a company at no cost to the city, on a pilot project to look at another way to deal with Biosolids that the plant produces. It is a much scaled down project and the 1.2 million estimate comes from a review of projects this company has completed recently. The approach is to pump the biosolids into mesh bags, along with a thickening agent. The liquid drains from the bags and the biosolids remain and can be land applied at a later date. **Some facts on Biosolids:** Biosolids are the nutrient-rich organic materials resulting from the treatment of domestic sewage in a wastewater treatment facility (i.e., treated sewage sludge). Biosolids are a beneficial resource, containing essential plant nutrients and organic matter and are recycled as a fertilizer and soil amendment. **Are biosolids safe?** ... Because it is made from treated sewage, it's considered **safe** for use as fertilizer or land reclamation, and about 50% of all biosolids produced in the U.S. are being used as fertilizer, though only about 1% of cropland has biosolids applied. Ted explained we currently haul 70-75 tanker loads per year out of the plant and if this process would work, the loads would be reduced to 10 or so. The system would require more land, a heated building, an in floor drain system for the liquids and a staging area where a standard dump truck could be loaded for subsequent tipping in a local landfill. Ted explained that \$200k was allotted to the rebuilding of the clarifier system in the plant.
 - \$1.4 Million for sewer extension to intersection of #66 and #16 is in the budget but no direction at this time if this project is a go or not.
 - \$50K for lift station rehab

- \$100K for salt shed repairs. It should be noted the 2020 budget had 190K to cover the city's portion of the costs to rehab the Joint Maintenance Facility. These funds have not been spent as the County has said they will not be able to participate in these rehab costs this year.
- \$320K for various pieces of equipment, such as a new dump truck with plow, road patch trailer and some miscellaneous items.
- Cemetery Addition plotting for \$50K.

Dave Schrupp discussed the need to move ahead in 2021 with the upgrade to the Biosolids treatment system that was discussed. Ted did not know when or if the MPCA was going to make changes to the current process. Dave felt that all treatment systems in the state would be notified of the changes and time would be allowed for the updates to be completed.

4. **Update on Road Projects from Dave Reese on 2020 Road Projects and 2021 Capital Improvement Plan.** Ted explained that the City has been following a 5 year road plan which was included in the packet for discussion. The Road Plan costs included projects that were pushed out from 2020 due to costs, new Chip Sealing, new Overlays, new crack sealing for 2021. The total cost for roads is \$1,474,000. Dave Reese's July 31 email summarizes the projects and cost for 2021. Tom Swenson commented that he drove all the roads and he agrees with the Overlay projects but not the reconstruction due to the costs being 2x the cost of an overlay. He agreed that only Wild Wind Ranch Drive should be reconstructed, the others have a lot of cracks but the base is good. He wondered if overlays along with Chip Sealing could be used in the future to save a lot of money, even though we get stress fractures in the future. He stated he drove West shore drive and the off roads from same and saw that the aggregate was popping on some of the roads. He wondered if Chip sealing of these roads would buy us 10-15 years. He thought that most of the roads are very drivable and wanted to make sure we are doing the maintenance on the roads to stretch our budget. Dave Reese that overlays are about 1/3 the cost of reconstruction and would get you 10-15 years of additional life, maybe even more as long as they have good drainage. He said that Birch narrows dates back to 1986 and is starting to become misshapen. Tom Swenson wondered if an overlay depth could be changed to even a road. Dave Reese felt that a skim coat would most likely be added first and then the final overlay added. Tom felt that Birch Narrows was a local residential road without heavy traffic and wondered if we would be money ahead if we overlaid the road. Dave Reese felt that in this case, most of the cracks would come back and that reclaiming the roads sets you up for overlays down the road vs. reconstruction. Dave Schrupp stated he too drove the roads and felt that none of them were as bad as Wild Wind Ranch Drive and wondered if we could move them out a few years to save additional money. He also asked about chip sealing but Ted reminded him that chip sealing only works if you do it in the first couple of years after a road is laid and most of these roads are much too old to chip seal. Dave said that older roads are at risk of trapping moisture in the road when chip sealing is completed too late. Doug Vierzba stated that where he worked, the roads were chip sealed every 7 years until the point that the surface started to delaminate. Doug is familiar with roads as he inspected them where he worked for 35 years.

Ted stated that Kimball Road is a road that he has held off reconstruction to coordinate with a possible sewer installation. The local residents had expressed an interest in have city sewer installed but Ted stated he has not heard anything since the December meeting where it was discussed. Tom thought that we should contact the residents to see if they want to start a petition. Dave Schrupp felt that we must have the local sales tax option funding in place to do any more sewer extensions. He stated this as there are many residents that would never get city sewer to their homes or businesses and it wasn't right that those in this

category have to pay for the sewer extensions projects, hence the need to have Sales Tax Funding which was estimated at \$250k per year. The storm water sewer project was discussed and the grant for same. If the Sewer extension to #66 and #16 is not completed, we need to see if we can extend the grant funding, perhaps to 2024 when the county plans to reconstruct #66. Ted stated we have a lot of budget pieces that we need to make decisions on. Tom felt that the council is struggling on the Fire Hall and he did not see that all of the listed budget items in the Public Works plan would be funded. He felt we needed to prioritize the planned expenditures. Marcia asked what the MPCA has stated about sludge processing. Ted discussed the non-native reeds currently used and said that the state is rethinking the use of reeds. But no decision has been made to change the currently allowed processed. Marcia wondered if we can get something in writing from the MPCA; Ted said nothing has been forthcoming. Dave felt the MPCA would most likely provide some time to correct the sludge process after they have made a decision, 2-3 years or up to 5 per Ted. Dave felt it was not right to spend the 1.0 Million on a process change that has not been officially blessed by the MPCA. Mic felt that given the current environment is not good to be adopting budgets this high. Tom asked if we could get spending funding to handle some of the sewer enhancements. Phil stated that Crosslake is viewed as too wealthy and doesn't qualify for such funding. Dave Reese felt we could probably get cheaper funding on our own. Tom suggested that we might consider recommending some funding for some sort of study to deal with the Biosolids project to come up with detailed cost estimate and plan to implement such an enhancement. Ted said that he has worked through this with Phil Martin; John Graupman is working with the current vendor to provide guidance to Ted on the Biosolids project. The Bag System to deal with Biosolids is in use at other facilities in the country. Tom Swenson recommended we send the MPCA a letter to find out what they are planning to do about Biosolids to make them put their plans in writing. Dave said that the commission and the council need to understand exactly what we need to do regarding the Biosolids project. Ted will see that John Graupman attend the next meeting to educate all on the pending changes. Dave Nevin felt that our financial plate is overflowing right now and we need to pay attention to the Biosolids project but wait until we get some notice from the State. Tom asked about the \$50k for the cemetery irrigation. Ted stated the spreadsheet was labeled incorrectly and it is for plotting of the rest of the cemetery. The concern is that the first half of plots in the cemetery need to approach being full before we spend the money on the second half.

Tom asked if Doug or Ted is looking for a recommendation for the upcoming budget meetings. Ted stated he has heard the concerns of the commission and will move forward with the commission comments.

Below find the 7/31/2020 Email Update from Dave Reese regarding 2020 Road Projects:

Water Quality Project – Manhattan Point Boulevard and CSAH 66

- *DeChantal Excavating installed the three precast hydrodynamic separator structures by crane on July 29th.*
- *Storm piping and pond excavation will continue into August.*
- *The Substantial Completion date is 7/31/20; the contractor requested a time extension to August 31, 2020 due to difficulties with dewatering the pond area; the extension was granted by City Council on 7/30/20.*
- *A partial payment estimate will be submitted for the 8/10/20 City Council meeting.*

Daggett Bay Road Sanitary Sewer Extension

- *Sanitary sewer televising has been completed and showed no issues; a copy of the report and video has been provided to the Public Works Department for its records.*

- *A Final Payment Application and punch list was submitted to RL Larson on July 1st with a follow-up on July 28th.*
- *A schedule for completion of punch list items and submittal of close-out documentation was requested from RL Larson Excavating on July 28th.*
- *Punch list items include turf establishment, removal of silt fencing, filling of dewatering point bore holes and submittal of standard documents required for project close-out.*

Perkins Road Improvements

- *Concrete roadway construction is nearly completed on the west end. A temporary road closure for this construction area was re-opened on July 29th.*
- *The roadway segment from Cherry Lane to the Corps property is nearly ready for finish grading and paving. The trail will be paved when the wear course is completed on the roadway.*
- *Driveway approaches and culverts have been installed. Residents will have from August 7th to September 18th to extend their driveways to the new roadway. Obliteration of the old roadway, topsoiling and seeding will follow September 18th.*
- *Road and trail grading work is proceeding on the eastern portion of the roadway. This will be followed by installation of aggregate base and topsoil.*
- *Paving of the roadway base bituminous course is currently scheduled for mid-to-late week next week pending weather conditions and the paving contractor's schedule.*
- *Borden Excavating is waiting on foundry manufactured materials to arrive to complete drainage systems; these materials were ordered in May but have reportedly been delayed due to COVID restrictions at the factory.*
- *A partial payment estimate will be submitted for the 8/10/20 City Council meeting.*

Crack Sealing

- *2020 crack sealing has been completed.*

Seal Coating

- *2020 seal coating has been completed.*

Capital Improvement Plan Update

- *The CIP updates have been drafted and the following work is recommended for 2021:*
 - *Crack Sealing - \$40,000*
 - *Chip Sealing - \$18,000 (Perkins Road and Daggett Bay Road)*
 - *Overlay Projects - \$419,000 (Whitefish Avenue, Hilltop Drive, Woodland Avenue, Cool Haven Lane) These projects were scheduled for 2020 but were cancelled.*
 - *Reconstruction Projects - \$997,000 (Wild Wind Ranch Drive, Rushmoor Boulevard, Harbor Lane N-S Segment, Birch Narrows Road) Wild Wind Ranch Drive was cancelled for 2020.*
- *We recommend the paving projects be consolidated into one contract bid to obtain competitive pricing for 2021. End of Reese Update.*

5. **Quotes to fix/repair washouts on South Landing and Whitefish Avenue (will be distributed on Monday).**
Ted stated we are waiting on quotes to make repairs to the road surfaces at these two locations. Repairs will be concrete and not blacktop. Mic asked that we look at temporary fixes to avoid accidents in these areas to avoid more washouts. Quotes will be brought to the council meeting.
6. **Update from Phil Martin on Sanitary Sewer Improvements.** See Phil Martin email of July 31. He stated the following: *We have been working on integrating storm water quality improvements with the sanitary sewer improvements along CSAH 66. We have identified existing storm sewer segments that will be impacted during the sanitary sewer installation. These segments will need to be salvaged and replaced or outright replaced. We plan to discuss the impacts with the city next week and then discuss with the county their preference for handling*

7. **Council Discussion on Brita Lane (information).** Ted discussed the request to upgrade Brita Lane that was made at the July council meeting.
8. **Other Business as may arise-** Borden Excavating has asked for an extension on Perkins road of 3 weeks, from August 7th. Due to late arrival of materials to complete the road; foundry delays due to COVID and paving contractors schedule delays due to rain. Dave felt it was a reasonable request to grant. ***Motion by Melberg, Second by Swenson to recommend to the council to allow the 3 week extension.***
9. Adjourned at 5:15

Notes by Dave Schrupp