

**City of Blue Earth  
Minutes Street Committee  
July 12, 2017 @ 4:15 P.M.  
Council Chambers**

**Call to Order:**

City Administrator Tim Ibisch called the meeting to order at 4:05 P.M.

**Members Present:** Russ Erichsrud, David Classon, Dan Brod and Gary Armon Present. Marty Cassem and Ray Wigern Absent.

**Staff Present:** Public Works Supervisor Jamie Holland, City Engineer Wes Brown, City Engineer Assistant Matt Cole, City Administrator Tim Ibisch and Light and Water Director Tim Stoner.

**Old Business:**

City Administrator Tim Ibisch requested holding off on the approval of meeting minutes until another board member arrived.

At this time Ibisch continued with the Safe Routes to School project. Ibisch addressed Wes Brown City Engineer to discuss the information pertaining to this project. Brown addressed the West sidewalk extension finishing the block from Blue Ridge apartments down to Grant Street. Brown brought up that there are a couple of properties that will affect the right away and grading to get the slop conditions to work. The process will include tree removals and easements. Brown's cost estimate for the extension of the last 500ft to the west is included in the amount \$62,000, cost does not include the easements which are just temporary easements as they are for grading purposes with no facilities constructed on the properties. Jacobsen property would need reconstruction as the slop as that section is steep and would need to take it back to get a better approach grade on it. The Blue Ridge exit will need to be taken back to the right away. Brown included that a decision needs to be made so that the plans can be made to complete the plans on SRT project and have it ready for the state review and out for bid next spring.

Member Russ Erichrud questioned if the addition would be \$62,000 and Brown mentioned it would be all local dollars no additional federal money for that part of the project.

Member Dave Classen mentioned if this project is to being done that now would be the time to extend it and proceed with the project.

Ibisch questioned where it should be funded from, if it would come from the street fund with an approval from a bond payment. Ibisch mentioned that this part of the project would be 100% city street cost.

Erichrud mentioned it was brought up at the last council meeting, that the feeling was that we would go to Grant Street. Ibisch commented that the feeling was positive and that they would like to finish the addition but the question was the cost and that it's something we want to bring

back to council with the recommendation and advise them of the best possible solution in how to deal with proceeding with the project.

Brown mentioned that the estimate \$32,000 was low and was not accounting for the driveway impacts and additional crosswalk work.

Ibisch mentioned that since the cost has doubled he's not sure if any of the cost would change anyone's mind or not. It is council's final decision to proceed with the project and that the recommendation is to pursue it and consider where it should be funded from.

***Motion by Armon, second by Classen to recommend to the council to extend the street project to Grant Street and utilize the Street funds to pay for the cost of the project. The motion passed unanimously***

Ibisch recommended going back to review the street committee minutes for approval and to discuss the questions pertaining to the last committee meeting and to reviewing strategies and highlighted topics. Ibisch mentioned that Ray Wiggins asked that the committee be reminded of where the projects go for the follow year. The 13<sup>th</sup> Street and Moore Street and Ramsey Street to Main Street also the Galbraith Street portions which there have been question pertaining to that project.

Erichsrud mentioned that the Galbraith Street project wasn't on the 5 year plan nor the 10 year plan. Tim Stoner Light and Water Director mentioned that on Galbraith Street that there are damaged water mains that are in need of repair starting at the intersection of 15<sup>th</sup> Street to the South end of town.

Ibisch mentioned that this project got added at the end of the year last year and that Light & Water would like to be able to address this project and proceed. Brown indicated that the Moore Street section is just the water main, Galbraith Street section is the water main and too alien the sewer not replacing it and as well as reconstruction of the curb along the area.

Ibisch mentioned if there were any other question of the minutes or any other discussion of or change of the minutes.

***Motion by Erichsrud, second by Brod approving the Street Committee Meeting Minutes from April 19<sup>th</sup>, 2017 the motion passed unanimously.***

Brown continued the discussion of the SRT project directing the committee to the possibility of an addition of sidewalk in the area of the high school along the North entrance on County road 44 that the state had constructed along the South side of the road. The pedestrian ramp turns and crosses people over to the North side. The ramps near Buccaneer Drive are within the right away. to the North side of the sidewalk that had a temporary easement to build that portion of sidewalk on school property by the state. Brown questioned if the school would be willing to bring that portion of sidewalk into the site or at a minimum bring into the driveway.

Brod mentioned that most of the foot traffic that you see is along the highway near Subway. Armon commented that having side walk in that area was not something he felt was necessary to have, mentioning that the school likely would not put side walk there.

Brown brought forth another area along Highway 169 to Fairview Street and then up to Upper Valley Drive. Brod mentioned that the sidewalk there does proceed to school parking lot on the South-East side of the school. Wes questioned if the City Sidewalk would terminate and use the shortest route.

Brown addressed the railroad tracks on Main Street and putting in a maze crossing for foot traffic which would help the pedestrians have a better view of the tracks and more aware there is a crossing in that location. Brown indicated that the other option would be to put pedestrian side arms there which would be expensive. The maze would be the more standard type of pedestrian crossing. Brown mentioned that an approval is needed in that area for the reconstruction of this area. Brown mentioned that this is a mandatory part of the SRTS project and would likely need a railroad building permit as a requirement to proceed.

Ibisch brought the 13<sup>th</sup> and Moore Street project for discussion of pole locations and scheduling. Ibisch mentioned that Light and Water would like to get started on moving some of the electrical and would like to know the width of the street as well as the locations for the new curb.

Stoner mentioned they have roughly 2 -3 months depending on current work load depending if the project will start early spring.

Brown commented he had a conversation with Blue Earth Light & Water 's lineman Roger Davis that they would like to start moving the utilities in a week or two. Stoner mentioned that they are ready and have everything in inventory to work the project. Brown mentioned that they are looking for curb locations to set poles and know where they need to go as there will be tree impacts in some of the lines located there and no wanting to cut trees if it's not needed. Brown mentioned the survey work will be needed to be done and the preliminary design layout of the project if the plan is to move forward. Authorization is needed to start the work, and to let light and water continue efforts with the line poles.

Armon mentioned that he would like the street to stay at 36 ft. Ibisch mentioned that the 36 ft would be the likely solution and should move forward with that and draw up the plans that way so that we will know what it will impact.

Ibisch mentioned to the committee if the feeling is to move forward that the size of the width of the street is needed to proceed with the street project.

Ibisch questioned Brown what the next step would be to proceed with the street project, Brown mentioned that the next steps would be for the Council to authorize the preliminary engineering and get the report done and the preliminary assessment poles to start the process for the assessments. Then it would be the process of setting up stakes for light and water and the process of where the curb will be located and determine where the poles need to go.

***Motion by Armon , second by Classen motion to approve to maintain current standards on the project, and forward on to conclusion of 2017-2018 cycle for construction. the motion passed unanimously***

Ibisch brought forth the Housing development proposal mentioning that the determination for street widths, street names, sidewalk lay out and where the curbs and types of curb will be located.

Ibisch mentioned to Holland if there was a better type of curb for snow plowing, Holland replied that snow plowing isn't an issue as they have been using reflectors marking. Erichsrud mentioned that at Highland drive that they had gone with the two types of curbs. Holland commented that he hasn't heard a comments or complaints back on that as the residents understood the reasoning of using the two typed of curb in that area. Brown mentioned that cost would be about the same.

Classen questioned if this would take place for all the lots. Brown mentioned it would be the whole thing with the alternate to do just a portion of it. Brown mentioned that Phase 1 would be broken up into 2 phases to just build a portion in which we need to get the sewer and water to serve to these lots. Doing a minimum of doing up to lot 16. It would be up to Council to decide on how many they would like to see completed as construction can proceed to any number that is determined to build out as far as needed to.

Erichsrud inquired about funding for this project. Ibisch mentioned it that it would be deferred assessments on each one of the lots, using a regular bond series and the assessment would be applied to the lot but not paid out until someone acquires the lot. Similar procedure to what has taken place.

Ibisch mentioned that none of the lots are sold but may have some pre-sold, but we can't plan on a number of sale of lots and have to levy more funding in the first couple of years on this project then what we would typically do on a regular street project. With a regular street most of the people would pay the assessments and some will prepay their assessment but with this project there's no guarantee assessments and so we need to find another way to fill that funding scope. One way to do this would be to use some inter fund loans form some of our other funds example HRA, EDA possibly the liquor store and Fitness Center fund. Depending what those fund balances are that would allow us to not have to bond for the total amount. If able to get \$600,000 in funding loans basically we are loaning ourselves money and won't have the interest payment on the bond. As the lots would sell we can use the money to pay back the inter fund loans.

Erichsrud inquired if this would affect the 5-year plan. Ibisch mentioned that we would be levying for an additional project, an additional street project. What we would end up doing is taking the plan we have right now and be adding a street project to it. Moving another project to 2019 instead of doing the project in 2018. It definitely will have an impact, what the impact will have is not certain depending on the sale of the lots. The problem is we have 20 to 30 lots open depending on what we are looking at.

Brod questioned the size of the lots. Ibisch mentioned the smallest lot size is in in the South-East corner are approximately 12,500 sq. ft. which would be 100 ft by 125 ft. basically double of what some of our small city lots are. Ibisch mentioned to Brown the cost of the average lot with the assessment amount. Brown commented based on the average frontage it would be in the 10-15,000 range maybe little more. Depending on using the same policy calculations.

Brown mentioned the city ordinance and follow what is laid out in there for easements and right away widths. Right away width of 60 and that's per the city code and there are 12 ft. easements for the front and 12 ft. centered on the back with utilities 6 ft. on each side of the property lines and the rear. Going with a narrower right away then the 80 typically seen in Blue Earth but then there's the utility easements beyond the right away where the private utilities would be. Zoning will have to be rezoned to R2 and then a point to establish some names of the sub division and streets as part of the planning process.

Brown mentioned the Light and Water substation was going to go or is this something that is still needs to be negotiated or worked out. Ibisch mentioned there was conversation last week with Stoner and talking about finding a location for the substation when it proves to be necessary at the same time be compensating for Light and Water for their expense.

Brown mentioned sewer depth with a few different options what can be done option 1 would be to go with the shallow lift station we can get with the lowest cost and split the sewer, we have a sewer main that runs from the hotel and Pizza hut that will basically pick up every lot that s west of the drainage swale for the pond with sewer running two directions with these lots going to the lift station the sewer will be roughly 18 ft deep in the deepest location but not all of it will be at that depth along East street in becomes more shallow which there will be some impacts to some lots, 7 lots or so will not be able to have full depth basements unless they put in a grinder pump .

Brown mentioned the park area and the construction of the street, planning on bringing the street over and having a dead end street at the lift station not doing a turnaround or a cal du sac just the one lot that has access lot .

Armon commented that a playground would be ideal in that location for the younger family's that may come in but down the road once you see what you have for buyers. Brown mentioned still adding sewer and water services in that location even if you don't develop the street to the lift station now as an option.

Armon added that that it would make sense to put something there if it's a lot sale or a park. Brown mentioned that maybe not making it all a park and make part of it a lot sale. Maybe just putting in a small park with small amenities. Brown mentioned maybe not putting a service there but the street to the lift station to the low point for sure for drainage so you don't have the wash out problems.

Classen mentioned just doing the gravel down to the lift station not developing the park area or lot 9. Until we find out what's going to happen if we are going to be able to sell the lots. Erichrud mentioned that the next census is close to 3200 that we may not see this development

fill up in our life time, but this is a council decision and to give the recommendation to stop services and to end the project at the low point and just have a gravel access to the lift station.

Brown mentioned that the plan is to put the sidewalk in along the South and West sides which would be the shorter length, which also includes down to the park. There is potential to add it across to the school or come over to Buccaneer drive and come down and cross over and to bring the sidewalk over to the liquor store as well to have that access. Armon mentioned for now to stop where the street stops, that you'll be able to walk to the park but not the liquor store as this could be a future project.

Brown mentioned earth work and grading this out for proper drainage and set up for housing. At the north end of the industrial park there is a lot of top soil that will need to be exported out but also short on good clay material with the way its looking at this point looking to have to import 20 to 30,000 yards. No modifications to the pond will be made, the spill away will be deep enough to ensure it won't flood basements. The spill out will cross East Street into the wet lands,

Armon questioned the number of lots being build. Brown mentioned there would be up to 14 lots plus depending what the city would decide is necessary to build.

Brown mentioned the 8<sup>th</sup> Street section recommendation would be to pave that section that comes into the intersection and then it would be a standard city street. This would be a county type road with it being 26 ft. wide with ditches and pavement. It would be a lesser cost by regrading it this would include a culvert for the ditch.

Brown mentioned location of utilities, Stoner commented that is doesn't matter what side the utilities are put on but preferred not on the same side as the sidewalk.

#### **Old Business:**

Holland mentioned seal coating plans were changed, with Mark Daily announcing at the beginning of the summer that the industrial park was theirs and that the plan was to be milling and overlaying it so that the project would be put off until next year. To find someone to come in for a reasonable price. Pierson Brothers called and wanted to start the work by July 15<sup>th</sup> to seal coat and the possibility of getting the rebuild work done that fast isn't possible. Recommended to Ibisch abandon the seal coating this year but to continue to fix the road and do a larger seal coat next year with more blocks and get it back to a reasonable size project.

Holland mentioned the sailor and 6<sup>th</sup> street conditions, garbage trucks continue to destroy the street, new curb on 6<sup>th</sup> street 2 years ago and the curb is about gone as well as 2 blowout spots that happened last week in that location. Recommendation is to get the trucks off the seal coated streets. Holland asked for advisement or a motion to the council to enforcing the 3 ton and making the garbage trucks of the seal coated streets.

***Motion by Claussen, second by Armon motion to recommend to the Council to keep the garbage trucks off the seal coated streets to be able to maintain current street conditions. the motion passed unanimously.***

**Adjourn:**

*Motion by Erichsrud, second by Armon to adjourn the Street committee meeting. Ibisch closed the meeting at 5:25*