

MAY 5, 2022

The Special Meeting of the Lake Benton City Council was held on Thursday, May 5, 2022 at 4:00 P.M. in the Lake Benton Area Community and Event Center. Mayor Michael Carpenter, Trustees Rosie DeZeeuw, and Patrick Haynes were present. Trustees Mark Dunn and Daryl Schlapkohl were absent. City Administrator/Clerk Eileen Christensen, Maintenance Supervisor Todd Draper, and Kristina Hernandez with the Lake Benton Valley Journal were also present at the above location. Jesse Vlaminck and Isaac Kinuthia with MnDOT, Stephanie Rathburn with Alliant Engineering, Ron Cooper, Tyler Van Asperen, Cory Lunn, Michael Keller, and Michal with Rapid City Pierre & Eastern (RCPE) Railroad, and Lincoln County Engineer Joe Wilson were also present via Microsoft TEAMS.

Mayor Michael Carpenter called the meeting to order. The Pledge of Allegiance was recited by all present.

Jesse Vlaminck informed the group this meeting was called to discuss Alliant Engineering's most recent hydraulic design of the alternate rail culvert as requested by RCPE on February 2, 2022. Stephanie Rathburn with Alliant Engineering reviewed that the original design was a 10' x 4' Reinforced Concrete Box (RCB) culvert, and that this alternative was not the preference of the RCPE Railroad due to the duration of the track closure. Alliant had analyzed several different culvert configurations that would keep the existing 42" Corrugated Plastic Pipe (CPP) culvert in place, determining that the addition of two 56" CMP culverts would match the function of the RCB design. The original cost estimate for the 10' x 4' RCB was \$164,476.00, and the revised cost estimate for the twin 56" CMP culvert was reduced to \$112,541.00. Due to the location of the City's sanitary sewer lift station downstream on Parkview Drive, it is suggested that the proposed dual culverts be placed to the east of the existing crossing. Placing both culverts in a single trench will minimize the open cut length of the track, the quantity of earthwork, and the amount of ditch grading required for the proposed design.

Ron Cooper with RCPE stated that 12 gauge CMP culverts require a minimum of 2' 6" clearance from the bottom of tie to the top of the pipe (a change from the 1' 6" stated at the February 2, 2022 meeting). An acceptable alternative is 3/4-inch thick smooth steel pipes, which have a minimum clearance of 1'-6" from the bottom of tie. Stephanie stated that the switch to smooth steel pipe will not affect the hydraulics of the crossing – the pipe sizing is dependent on the open area of the pipes. Stephanie stated that the existing pipe combined with the twin 56" pipes will provide 41.4 square feet of open area which is comparable to the 40 square feet of open area from the 10' x 4' RCB. Mike Keller will be in the area next Friday, May 13, 2022 and would like Todd Draper to show him the area so he can see where RCPE will be adding the two pipes and look at the trestle bridge.

Jesse Vlaminck inquired if RCPE would prefer to perform the work themselves and cost share. Mike Keller proposed that RCPE can perform the work of taking out the rail and ties, put the two pipes in and put it back to CWR status in a twelve hour period without having to hire a contractor or a flagger. The City, County and MnDOT can supply the materials to include two 56" pipes, riprap, and additional ballast-fill. Mike Keller then stated RCPE can schedule to complete this project this year or next year. The RCPE would perform all work within the railroad right-of-way – the remainder of the ditch grading to the north and south could be completed as part of the MnDOT TH 75 reconstruction project in 2027. The change in pipe material from CMP to smooth steel will affect the project cost – Stephanie Rathburn will prepare a revised cost estimate that includes the new breakdown for materials and labor between all parties after Michael Keller and Todd Draper complete their site visit on 5/13/2022.

Jesse Vlaminck asked if Joe Wilson had any input from the County. Joe Wilson stated that the nearby county roads have a soft road bed, so he is on board with the plan to improve the drainage of this area. He stated that the county has no concerns.

Jesse Vlaminck then informed the group they will all reconvene once more after MnDOT confirms the recommended fix is something we can move forward with and get updated cost estimates. The cost share for the non-RCPE portion of the work will be the primary responsibility of the City, with MnDOT and the County having a minor share in the cost participation. After that time, and all parties agree, agreements will need to be drawn up, to be signed by MnDOT, RCPE, the City of Lake Benton, and Lincoln County.

There being no further business to come before the Council at this time, a **MOTION** was made by Patrick Haynes, seconded by Rosie DeZeeuw and carried, the meeting adjourned.

MAYOR

ADMINISTRATOR/CLERK