

NOVEMBER 16, 2021

A Special Meeting of the Lake Benton City Council was held on Tuesday, November 16, 2021 at 5:30 PM in the Lake Benton Area Community and Event Center. Mayor Michael Carpenter presided. Trustees Rosie DeZeeuw, Mark Dunn, David Enke and Daryl Schlapkohl were present. City Administrator/Clerk Eileen Christensen, Maintenance Supervisor Todd Draper, Jesse Vlaminc-MnDOT, Stephanie Rathburn-Alliant Engineering, Jordan Jessen-Alliant Engineering, and Joe Wilson, Lincoln County Highway Engineer were also present.

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

Introductions were made and Jesse Vlaminc with MnDOT presented the Council with two layout concepts for the 2027 Trunk Highway 75 reconstruction. Layout Option 1A included 11' driving lanes, 9' parking lanes, an 8' sidewalk on the east side of TH 75 and a 6' sidewalk on the west side of TH 75. Layout Option 3 included 12' driving lanes, 10' parking lanes and 6' sidewalks on both sides of TH 75. Both layouts showed bumpouts on the south end of town and were not included on Bluff Street because a school bus would not be able to make the turn with bumpouts installed. The bumpouts are still being considered at Center Street and TH 75 to help pedestrians cross the intersection, but it was Jesse's preference not to have a bumpout on the north end of TH 75. The Council agreed unanimously to go with Layout Option 3 with the wider driving lanes, wider parking lanes, sidewalks that will be wider than what are currently installed, and bumpouts on the south end of town. The next step in the layout concept is to present them to the City residents at an open house.

The next item of business was the drainage evaluation by Alliant Engineering Hydrologists (hired by MnDOT) Stephanie Rathburn and Jordan Jessen. Jordan showed the Council pictures of the existing televised structural storm sewer and pipes. The pipes were installed in the 1950's and most of it is still functional. However, the relevancy lies in the deficiencies from the televising showing cracked pipes, holes in pipes, exposed rebar, sediment conditions, and scale deposits. One issue is the capacity analysis of the storm sewer in front of the Fire Department on Center Street which may need to be larger to manage the heavy trucks coming and going, and around the corner proceeding north on Grant Street. The City will need to replace the catch basin on Grant Street and Lincoln Street and replace the lateral line south of TH 14 on Benton Street by the School. Jordan and Stephanie presented assorted options that include replacing existing pipes, installing a secondary pipe and doing minimal repairs around intersections.

The City needs to acquire easements on the drainage ditch along Lincoln Avenue that was vacated several years ago, and MnDOT cannot perform any work in that area without an easement from the property owners east of the MnDOT shed on the north side of Benton Street. There are approximately seven or eight property owners in that area.

Stephanie and Jordan then presented five cost analysis for the storm sewer TH 75 Reconstruction, TH 14 Rehabilitation, Alternative for Center Street – Low Water Crossing, Alternative Railroad 10' x 4' RC Box Cover, and Alternative for Grant Street Improvements – MnDOT is 4.3%, Lincoln County is 2% and the City of Lake Benton is 93.7%:

Preferred Alternative Shared Cost = MnDOT – \$767,560.00, Lincoln County – \$19,090.00, City of Lake Benton – \$776,919.00, and RCPE Railroad TBD for a total cost of \$1,563,569.00.

Secondary Alternative Shared Cost = MnDOT – \$780,476.00, Lincoln County – \$25,098.00, City of Lake Benton – \$1,058,379.00, and RCPE Railroad TBD for a total cost of \$1,863,953.00.

Railroad and Fall Back Alternative = MnDOT – \$750,629.00, Lincoln County – \$11,215.00, City of Lake Benton – \$407,981.00, and RCPE Railroad TBD for a total cost of \$1,169,825.00.

Railroad, and Less Expensive Secondary Alternative = MnDOT – \$769,507.00, Lincoln County – \$19,995.00, City of Lake Benton – \$819,339.00, and RCPE Railroad TBD for a total cost of \$1,608,841.00.

Railroad, and Outfall Diversion Alternative = MnDOT – \$787,657.00, Lincoln County – \$28,437.00, City of Lake Benton – \$1,214,843.00, and RCPE Railroad TBD for a total cost of \$2,030,937.00.

Railroad and Non-Workable, Non-Desired Pond Alternative = MnDOT – \$1,347,095.00, Lincoln County – \$7,358.00, City of Lake Benton – \$227,263.00, and RCPE Railroad TBD for a total cost of \$1,581,717.00.

Stephanie Rathburn and Jesse Vlamincck informed the Council and City staff they have been talking with Rapid City Pierre & Eastern (RCPE) Railroad regarding the 10' x 4'x RC Box Cover and Culvert. The next step is for Jesse Vlamincck to set up a meeting with the City of Lake Benton, City Attorney Mike Cable, MnDOT and RCPE Railroad to discuss payment for the box cover and culvert; and provide easements for MnDOT to clean the drainage ditch.

The decision timeline for the layout preference is complete, and the decision timeline for the storm sewer is scheduled for January 2022 with a preferred option (4C). Jesse Vlamincck informed the Council he would like to schedule a community meeting in the spring to present the layout to the citizens of the community.

Maintenance Supervisor Todd Draper asked Jesse Vlamincck at what point does the City get their engineers involved with the water, sewer and sanitary sewer and was informed during the design phase in 2024 or 2025. The Council gave Maintenance Supervisor Todd Draper authorization to talk with City Attorney Mike Cable about obtaining easements and speaking with the railroad.

There being no further business to come before the Council at this time, a **MOTION** was made by Daryl Schlapkohl, seconded by Mark Dunn and carried, the meeting adjourned.

MAYOR

ADMINISTRATOR/CLERK