

Lake Shore Wastewater / Road Committee
Minutes May 12, 2015

Present: Wayne Anderson, Andy Swift, Terry Hanson, Gene Hagen, John Terwilliger, Mark Hallan - WSN, John Poston. Bill Schultz absent

Meeting was called to order at 6:55 PM by Chairman Wayne Anderson.

Road tour was reviewed. Schaefers Point, Harold Lane, and Wenzel Point roads need filling in large cracks.

Teri Hastings will coordinate calcium chloride - grading treatments.

72nd street will not have guard rails put in over culverts. There is no place to put posts above the culverts.

We will continue to monitor the bumps in Dettbarn Road.

Wayne would like to see a traffic counter for Jacobs road. Mark said that a traffic counter would not show the difference between cars and large trucks. A counter could be set up in each lane so a specific traffic count related to direction could be provided if this was needed. However, for low volume roads (less than 1,000 vehicles per day) a simple traffic count is typically all that is used. City will check with the county to see what they have. Also, road edges are crumbling in places.

Lake Shore will put \$2500 in class 5 on Bass Lake Road. Question if Nisswa will contribute. They have new mayor and council. John Poston will coordinate.

Hwy 78 Lift Station. Mark Hallan said he, Dave R. and Andy from Pine River Sewer district reviewed lift station 4 (off County 78) on Monday morning and the following items are noted.

- The precast wet will structure is in good shape for 24 years of age. The interior walls were impacted/scraped and very little material was removed. The precast barrel section will easily last another 15 to 25 years based on existing conditions. Lining or replacement is not needed at this time.
- The aluminum access hatch is in fair condition. The aluminum hatch frame is aluminum but the 4" extension plate (to match the 6" total precast cover thickness) is carbon steel. This was typical of Haliday or Bilco hatches from the early 1990's. The steel extension plate is considerably rusted and thin layers could be pulled off by hand. The carbon steel extension plate should be replaced in the near future.
- Steel plates have been installed under the pump base elbows as the "waterfall action" from the 4" forcemain entering the lift station has eroded the precast floor over 24 years. Area under the plates are hollow. Part of any work on this lift station in the future should include full grouting under the steel plates and likely a new steel plate.
- Existing pumps are a Hydromatic and KSB and have quite different pump

capacities. Any future pump replacements should be based on the lift station system curve with a proper pump impellor/motor speed selected. Existing pumps are a bit of a miss match for this lift station.

- Electrical control panel is aged and has been “modified” several times in the past without removal of unused wires or components. Can continue to limp the panel along for 3 to 5 years but is one of the major items to address at this lift station.
- Valve vault is in very good conditions and both 4” gate valves operated smoothly. Flap check valves have a small amount of leakage (could hear the high pitched hissing noise) but backflow could not be observed into the wet well indicating the backflow rate is very low and not a concern at this time.

Mark has a proposal from WSN to review the remaining lift stations (6 more) and come up with recommendations and a plan for the city to use in budget preparations for the next 5 to 10 year period on lift station maintenance. Proposal will be presented to the council. Questions were asked about the Omni System capabilities. Will check with Teri.

Sewer rate increase was discussed. Now \$100 per quarter. We need to know how many equivalent units are currently connected and what nearby communities are charging.

Next meeting June 16

Adjourned at 7:50