

BAXTER CITY COUNCIL MINUTES
Work Session
July 17, 2018

Mayor Darrel Olson called the Work Session to order at 6:30 p.m.

Council Members Present: Mayor Darrel Olson and Council Members Steve Barrows, and Todd Holman

Council Members Absent: Council Member Quinn Nystrom and Mark Cross

Staff Present: Community Development Director Josh Doty, Public Works Director Trevor Walter, Finance Director Jeremy Vacinek, Police Chief Jim Exsted, and Assistant City Administrator Kelly Steele

Cedar Scenic Road Improvements

Chuck Rickert, consulting engineer with WSB, explained the council previously discussed two options for the removal of the peat layer on Cedar Scenic Road. Tonight, the council has a third option to consider.

Option one is a 26-foot wide typical section with one-foot shoulders. The narrower section reduces the quantities of pavement and aggregate base as well as the excavation and fill quantities in the section. The total estimated cost for the 26-foot section is approximately \$520,000. This cost includes the replacement of the peat with a clean, washed sand in the excavation to the elevation of the groundwater table. The washed sands will provide a better structural subgrade for the road over its life.

Option two is a 40-foot typical section with 12-foot drive lanes and an eight-foot trail on each side. The total estimated cost for the 40-foot section is approximately \$590,000. Similar to option one, a clean, washed sand has been specified for backfill material in all excavations below the water table elevations.

Option three is similar to option two. The muck excavation could be completed, and the road bed constructed for the 40-foot section, but only 26-feet of pavement would be placed. This could save 14-feet of pavement and class 5 from option 2. The total savings in pavement and aggregate base costs would be approximately \$20,000.

Option four is to leave the surface unpaved and allow the peat layers below the surface to consolidate or settle out prior to placing the pavement. Because of the potential for up to 3.5 feet of settlement, this option is not recommended for a couple of reasons. First, with the unknown thickness of the peat layer adjacent to the areas where the borings were completed, it is difficult to anticipate the actual amount of settlement. The amount of settlement could be more than estimated but could also be less. In addition to the difficulty in anticipating the amount of settlement, this could potentially be a maintenance problem for not only the short term, but long term. With settlement taking place, the road will need routine grading.

Mr. Rickert recommends removing all of the peat to provide flexibility in the future with the paving options for the council to decide. Construction would not start until Labor Day. The remaining segment of Cedar Scenic Road has not been included in the current five-year capital improvement plan. Mr. Rickert explained the entire 40' roadway would be built up but only 26' would be paved. The shoulders would be grass rather than paved. Prior to the start of construction, the roadway will require some pothole patching.

The council consensus was to support Mr. Rickert's recommendation to remove all of the peat within the 40' roadway and pave a 26' top. Project assessments do not change with the selection of option three.

Mr. Rickert explained the entire roadway of Excelsior Road is expected to be paved by August 1 and the storm water lift station has been installed.

ADJOURN:

MOTION by Council Member Barrows, seconded by Council Member Holman to adjourn the council work session at 6:44 p.m. Motion carried unanimously.

Approved by:

Respectfully submitted,

Darrel Olson
Mayor

Kelly Steele
Assistant City Administrator