

**CITY OF JOHN DAY
CITY COUNCIL MINUTES
JOHN DAY, OREGON**

October 8, 2013

Adjourned Meeting

COUNCILORS PRESENT:

Ron Lundbom, Mayor
Steve Schuette, Council President
Don Caldwell, Councilor
Donn Willey, Councilor
Paul Smith, Councilor
Doug Gochnour, Councilor

COUNCILORS ABSENT:

Gene Officer, Councilor

STAFF PRESENT:

Peggy Gray, City Manager
David Holland, Public Works Director
Richard Gray, John Day Police Sergeant

GUESTS PRESENT:

Chris Labhart, Grant County Commissioner

Agenda Item No. 1 – Open and Note Attendance

The John Day City Council meeting opened at 7:00 p.m. Mayor Ron Lundbom noted that all Councilors were present with the exception of Councilor Gene Officer, who was absent and excused.

Agenda Item No. 2 – Approval of City Council Minutes of September 24, 2013

The minutes of the September 24, 2013 adjourned meeting were included in the agenda packets and presented for the Council's approval. **Councilor Doug Gochnour made a motion that the minutes of September 24, 2013 be approved as presented; Councilor Donn Willey seconded the motion. The motion passed unanimously.**

Agenda Item No. 3 - Appearance of Interested Citizens

Mayor Ron Lundbom welcomed those in attendance and asked everyone to please sign in. He asked if there were any additional items that anyone would like to add to the agenda. Grant County Commissioner Chris Labhart stated he was here to remind the City Council of an important meeting coming up on Monday, October 14, 2013.

Agenda Item No. 4 – Discuss for Signature Application for City County Insurance (CIS) Risk Management Incentive (RMI) Program

City Manager Gray informed the City Council that once again CIS is offering a risk management incentive program. The Risk Management Incentive Program offers funding to their members for projects that will reduce liability claims. The formula for each member's available funding is based on the 2013-14 liability contribution paid by the member. All members are entitled to receive an amount equal to 25% of their 2013-14 liability contribution not to exceed \$5,000, which can be used over the 3-year time period from July 1, 2013 to May 31, 2016. Members whose liability contribution is over \$30,000 can receive an additional \$2,500, if they match that amount. Members whose contribution is between \$20,000 and \$30,000 can receive a prorated amount of additional funding if they match the amount.

City Manager Gray met with the department heads to discuss projects that could reduce liability claims. In the past we used this program to remodel our Dispatch Center and to purchase new narrow band radios for the Police Department. The department heads decided a good project would be to purchase sewer video inspection camera equipment for the Public Works Department.

The City budgeted \$6,000 in the Sewer Fund and \$6,000 in the Jt. Sewer Fund for this purchase in our current year's budget. Public Works Director David Holland estimates the cost of used sewer video inspection camera equipment anywhere from \$15,000 - \$25,000.

Our liability premium for 2013-14 was over the \$30,000 which gives us the \$2,500 "Member Match." That amount is already incorporated into our total listed; so we are eligible for a total of \$10,000 if we contribute \$2,500. There is no additional pro-rated amount above that according to Joleen Fink of CIS.

With the \$10,000 grant and the \$12,000 we have already budgeted; Public Works Director Holland believes he should be able to find good used sewer video inspection camera equipment.

The equipment would be used to inspect the sewer mains and to locate the problem areas. Seasonally, the City experiences excessive infiltration and inflow (I/I) into the collection system. To determine potential areas of the system that may be experiencing excessive I/I, the City would like to purchase this equipment in order to reduce I/I and to reduce and/or eliminate sewer backups in the City's sewer system. By purchasing this equipment the City would also have the ability to keep and maintain accurate records for maintenance in order to be in compliance with the latest State and Federal Guidelines.

Councilor Steve Schuette moved to allow City Manager Gray to sign and submit the application for the CIS Risk Management Incentive program for the purchase of sewer video inspection camera equipment. Councilor Donn Willey seconded the motion. The motion passed unanimously.

Agenda Item No. 5 – Update from Public Works Director David Holland; NW 3rd Street Bridge Structural Deficiency

Public Works Director David Holland presented additional information to the John Day City Council as follows:

- September 26, 2013 letter from Ferguson Surveying Engineering
- October 7, 2013 electronic message from Levi Voigt

- October 8, 2013 letter from Sisul Engineering
- Photos taken of the 3rd Street Bridge

The City received two different opinions from the two engineering firms. Ferguson Engineering's opinion is that when the slab was drilled, one or more stress tendons were severed. The letter stated that the slabs are designed so the bending stresses in the slabs are addressed by the tension in these wire tendons (pre-stressing); the tension in those wire tendons is tremendous. The letter also noted that many of the strands that resist the stresses are located in the bottom 2 inches of the slab at the location of the crack. Pre-stressed members are very fragile if handled or supported in a manner which they are not designed. Anything which would upset the balance in the tendons (wires) could cause a failure like witnessed here. The failures of one or more tendons will increase the stress distribution to the other tendons and may very well result in the failure of others.

Ferguson Engineering concluded that the structural stability of the damaged slab and thus the bridge has been severely compromised and if left unattended could result in a catastrophic failure. Part of this slab is under a traffic load which further exacerbates the risk while another part of the slab is supporting a pedestrian walk and rail system.

Ferguson suggests the only viable fix is to completely remove the rail system and sidewalk from the slab and remove and replace the pre-stressed slab. Reconstruction of the sidewalk and rail system would then be required.

Joe Hitz of Sisul Engineering spoke directly with Greg Sharp of Anderson Engineering and Surveying, the Bridge Inspector for ODOT and several others about the issues with the bridge. His letter stated that he is not sure that any of them have been able to "for sure" determine what the exact cause of the problem is. He noted the following:

- Some time ago, at least pre 1995 (per available bridge reports), and probably closer to 30 years ago; a hole was drilled in the deck of the bridge for drainage. This hole penetrates through one of the pre-stressed bridge slabs. Moisture is draining through this hole and wicking along the bottom edge of the slab. Any small cracks will capture this moisture and freeze/thaw cycles are likely causing damage.
- The bridge reports and the inspector confirm that this issue has remained the same until this last year or so. Had any structural damage been done due to a cable being cut, likely evidence of this would have shown up sooner. Joe attached a sketch of the beam section based on current ODOT beams; the likely configuration of the beam on this bridge is smaller. All the cables in this area are visible due to the hole drilled in the slab, and are not cut.
- The bridge slabs are constructed with voids in some areas, per the bridge inspector, they are seeing failure similar to this caused by these voids filling with water over the years from small hairline cracks and eventually they are full enough that freezing causes them to crack the slab. Seems to be something that is coming up with bridges of this age.
- Typically these slabs are installed with some space between them to allow for them to flex and move. This slab is very tight against the neighboring slab in the damaged area (a piece of paper can barely be slid between the two and at the other end and between the other slabs a quarter inch pad of paper can easily be slid between). Joe believes this may also be an additional cause of the damage. The damaged slab has the largest dead load from the sidewalk and railing, if the two

slabs hit when loads cross it, the loaded slab will be weaker and more likely to give or crack than the other.

- The bulk of the loading on this slab is from the sidewalk, curb, and rail. Less than 25 percent of the slab is directly under the asphalt, and this is right along the curb line.

Joe stated that one factor that must be addressed is the moisture getting to the underside of the slab through the drain hole. As long as the slab is exposed to this moisture it will continue to cause damage. Joe gave the City three options to address the damage to this pre-stressed bridge slab, the cost provided are assuming the work is done by a contractor, not by City forces:

Option 1: Close the sidewalk and correct the drainage problems. If the pedestrian traffic was shifted to only the other side of the street – jersey barriers and some re-alignment of the guardrail would accomplish this. Also drainage must be corrected. Total Construction Cost Estimate: \$10,180.00.

Option 2: Repair the slab with epoxy grouting, moving the slab enough to provide space between it and the neighboring slab, and correct the drainage problems. This would involve cleaning the damaged area of the slab, removing rust from rebar and cables, and forming and pressure epoxy grouting the slab to bind it back together. The slab would need to be jacked-up and install a new bearing pad to create more space between the slabs. The drainage must also be corrected. Total Construction Cost Estimate: \$21,030.00.

Option 3: The last option is to replace the existing slab with a new one. This would involve taking the bridge apart, removing the damage slab, and installing a new one. The sidewalk and rail would also need to be removed and replaced. While this is being done the drainage could also be corrected: Total Construction Cost Estimate: \$128,135.00.

Sisul Engineering recommended Option 2 since it will likely solve the problem and extend the life of the bridge at minimal cost. In order to do this type of work it is best done during warmer weather to help cure the epoxy. The hole drilled in the deck and spall on the bridge slab has been there at least since 1995, as shown in the inspection report. The bridge inspector did say that between the last two inspections he did see some noticeable changes. Joe Hitz stated this needs to be addressed, but that the slab is not failing at this time to the point that this is an emergency. If the City can budget and complete the repairs in the next year or so it would be best, since the longer the area is exposed and moisture is allowed to drain onto the cracks, the more damage will be done.

After the Council reviewed the information; Councilor Steve Schuette asked Public Works Director David Holland if Option 2 cost estimate in the Sisul Engineering letter would fix the problem. Public Works Director said the opinion from the people that Joe spoke with stated option 2 would suffice.

Dave said Joe was looking for someone that did that type of epoxy work, so Joe contacted ODOT to see who they used. He was informed that they have their own bridge maintenance crew that does that type of work. The person in charge is out of the Pendleton office for this region. Presently he is in Unity doing some work but had some business in John Day and agreed to meet with Joe Hitz and Dave to look at our bridge. Joe described the issue to him and that person felt from Joe's description that the bridge would be repairable but wanted to look at it. The ODOT person Joe spoke to also suggested that ODOT bridge maintenance crew could do the work for us. After checking with his superior's ODOT stated they could do the work for us through our intergovernmental agreement that we have with them.

Without looking at the bridge, he estimated the total cost somewhere from \$3,500 to \$4,000. Public Works Director Holland stated that opinion may change when the ODOT person sees the bridge. Dave

said the ODOT maintenance bridge crew person will be in John Day the next day and will have more information once he meets with him. Dave felt it was positive news, however, it may turn once the ODOT person sees the bridge in person, we just don't know at this time.

Public Works Director Holland stated regardless of the option we select; the first thing that needs to be done is that drain hole needs to be sealed and an alternate drain system put in. The City crew can do that work. Dave presented the photos to the City Council; one photo shows the drain hole that was drilled through the asphalt. The sidewalk panel to the right side of the picture could be removed, cut the curb line and installed a drain pipe slightly below ground level, do a little bit of asphalt work to make sure everything drained to it. The second picture with the big round hole in the cement, shows a cast pour through the bridge abutment for a potential future water line crossing (currently the waterline goes under the creek bed). Presently we don't need the hole for the water line crossing; this cast pour is directly under that panel of concrete, it would be very simple to take out the pad; dig down to the hole and pipe the drain water into that. He estimated less than a day to do the work; the City crew would then use crack seal to plug the hole that is drilled through the bridge deck. The third picture showed the underneath of the bridge and shows part of the concrete that is broken out, it was raining when the picture was taken. Sealing the hole will prevent any further damage to the bridge.

Dave reminded the council if ODOT does do the work, it wouldn't be done until next summer as they will have to be in the creek to get the work done. Dave stated we have two very different opinions from two different engineers. He stated Joe did a lot of research, talked to a lot of different people who felt that the bridge was repairable; replacement is always better but felt that the repairs could last for years if we can keep the pre-stressed cables from being damaged. They don't feel any of those pre-stressed cables were cut.

Dave didn't know how much investigation Ferguson Engineering did, they didn't inform us of any. We don't know if they spoke with the bridge inspector or received schematic drawings as Sisul Engineering did.

Dave stated he is hoping we get good news from the ODOT bridge maintenance people tomorrow. Councilor Doug Gochnour asked if we should consider a temporary weight limit on the bridge or keeping big trucks from getting on that edge of the bridge. Dave stated there is already a 6" curb on the bridge, it's not a tight corner to where they would be cutting a tight corner to that edge of the bridge. Heavy trucks are not supposed to be on that bridge, there is already a 30,000 GVW weight limit on the bridge which allows fuel trucks, delivery trucks, loaded semi trucks are not supposed to be going over the bridge. Dave noted that he spoke with the ODOT bridge inspector about the weight limit; he did not feel it was an issue.

Councilor Steve Schuette stated the only problem he saw with having ODOT do the work is that in the summer is their busy time, would they have time to do the work. Dave stated they have already scheduled work in this area next summer and that's why he thought they could do the work while they're here and stated they would put it on their schedule.

Mayor Lundbom asked for confirmation that we are leaning towards option 2 with ODOT doing part of the work. Public Works Director Holland confirmed that we are keeping our fingers crossed that ODOT will do part of option 2 for less money as the estimate was based on a contractor doing all of the work.

Mayor Lundbom thanked Dave for the good report and stated the Council would wait for an update from him after ODOT bridge maintenance person does his inspection of the bridge the next day. Councilor Doug Gochnour stated he would like to be present when the ODOT person does his inspection of the bridge. Public Works Director David Holland stated he would give him a call when they came into town.

Agenda Item No. 6 – Discuss Logistics for the Community Potluck

Mayor Lundbom stated he did a recorded KJDY Coffee Time today announcing the Community Potluck; the newspaper would have something in tomorrow's paper. Mayor Lundbom ordered 200 hamburgers and 120 hotdogs with buns; napkins, forks, plates are covered. So far we have the following commitments:

- Jim Bellinger will bring a salad
- Russell's Custom Meats will provide a salad
- Chester's providing salad, condiments, tomatoes, lettuce, onions, chips
- Grill has been arranged for pickup
- Gardner's will provide the pop machine, w/cups

City Manager Gray stated the City has received \$380 in donations so far. Weather was discussed and City Manager Gray stated she had the pavilion confirmed as a backup for the 7th Street Complex. After discussion it was decided to change the venue to the Grant County Fairgrounds Pavilion, have KJDY announce it on the radio. It was decided to meet at the Pavilion at 10 a.m. to start setting up.

Agenda Item No. 7 – Other Business and Upcoming Meetings

1. Grant County Commissioner Labhart reminded the City Council about the meeting on Monday, October 14, 2013, 7 p.m. at the Grant County Airport. He encouraged as many city public officials to attend the meeting as possible; the purpose of the meeting is to discuss the county's possible involvement in city street projects. Mayor Lundbom asked Commissioner Labhart if Grant County Road Master Sue Horn conveyed to him the results of the Mayor's meeting from a couple of months ago; Commissioner Labhart stated he had spoken with Sue.
2. The October 4, 2013 LOC Bulletin was given to John Day City Council.
3. The September 2013 Statement of Revenue and Expenditure Budget to Actual Reports were given to the John Day City Council.

Adjourn

There being no further business before the Council, Councilor Steve Schuette made a motion to adjourn the meeting. Councilor Don Caldwell seconded the motion and the motion passed unanimously. The meeting was adjourned at 7:45 p.m.

Respectfully Submitted:

Peggy Gray
City Manager

ACCEPTED BY THE CITY COUNCIL, OCTOBER 22, 2013.

Mayor Ron Lundbom