



**MOUNTAIN IRON  
CITY COUNCIL  
MEETING**

**MONDAY, JUNE 4, 2018**

**6:30 P.M.**

**MOUNTAIN IRON COMMUNITY CENTER**

**MOUNTAIN IRON ROOM**

**MOUNTAIN IRON CITY COUNCIL MEETING  
COMMUNITY CENTER  
MOUNTAIN IRON ROOM  
MONDAY, JUNE 4, 2018 - 6:30 P.M.  
A G E N D A**

- I. Roll Call
- II. Consent Agenda
  - A. Minutes of the May 21, 2018, Regular Meeting (#1-7)
  - B. Receipts
  - C. Bills and Payroll
  - D. Communications
- III. Public Forum
- IV. Committee and Staff Reports
  - A. Mayor's Report
  - B. City Administrator's Report
    - 1. Senior Center Wi-Fi (#8-10)
  - C. Director of Public Works Report
  - D. Library Director/Special Events Coordinator's Report
  - E. Sheriff's Department Report
  - F. City Engineer's Report
    - 1. Change Order Number 2 – Nichols Pond Decommissioning (#11-14)
    - 2. Pay Request Number 3 – Nichols Pond Decommissioning (#11-14)
  - G. Street and Alley Committee
    - 1. Intersection Control Evaluation Report (#15-31)
  - H. Liaison Reports
- V. Unfinished Business
- VI. New Business
  - A. Resolution Number 16-18 Reaffirming Membership (#32-34)
- VII. Communications (#35)
- VIII. Announcements
- IX. Adjourn

# Page Number in Packet

MINUTES  
MOUNTAIN IRON CITY COUNCIL  
May 21, 2018

Mayor Skalko called the City Council meeting to order at 6:32p.m. with the following members present: Councilor Joe Prebeg, Jr., Alan Stanaway, Steve Skogman, Susan Tuomela, and Mayor Gary Skalko. Also present were: Craig J. Wainio, City Administrator; Tim Satrang, Director of Public Works; Amanda Inmon, Municipal Services Secretary; Bryan Lindsay, City Attorney; Rod Flannigan, City Engineer and SGT John Backman, Sheriff's Department.

It was moved by Skalko and seconded by Tuomela that the consent agenda be approved as follows:

1. Approve the minutes of the May 7, 2018, regular meeting as submitted.
2. Approve the minutes of the May 7, 2018, Local Board of Appeals and Equalization
3. That the communications be accepted and placed on file and those requiring further action by the City Council be acted upon during their proper sequence on the agenda.
4. To acknowledge the receipts for the period May 1-7, totaling \$206,081.81 (a list is attached and made a part of these minutes).
5. To authorize the payments of the bills and payroll for the period May 1-7, totaling \$328,169.24 (a list is attached and made a part of these minutes).

The motion carried on roll call vote.

Public Forum:

- No one spoke during the public forum

The Mayor reported on the following:

- Condolences to the family and friends of Paul Peterson
- Condolences to the family and friends of Kenneth R. Lampi
- Condolences to those families and the community which was affected by the recent school shooting in Santa Fe, Texas
- Best of Luck to the Capitals and Matt Niskanen as they play Game six

Best wishes and a speedy recovery from the City Councilors to Claudia Skalko as she recovers from her recent surgery.

The City Administrator reported on the following:

- Attended IRRRB board meeting in St. Paul, awarded \$350,000 Grant for infrastructure work for development located in the Rock Ridge Development

Director of Public Works:

- Consumer Confidence Report, submitted to the Department of Health yearly, just a snap shot of power/water quality is for the City over the past year (posted on website and City Hall)
- Power outage located Parkville, West Virginia, due to feed source into Mountain Iron

- Nichols Town Lagoon project almost ready to start Wetlands planting
- Waterline break hopefully repaired during the week

It was moved by Skogman and seconded by Tuomela to approve Consumer Confidence Report as presented. The motion carried.

It was moved by Prebeg and seconded by Stanaway to hire the following as summer temporary employees:

Additional Coaches:

Cody Ellis	Jill Ellis
Corey Johnson	Josh Inmon
Justin Inmon	Lisa Stevens
Katie Hunter	

Additional Umpires:

Zach Lindseth

The motion carried.

Sherriff's Department:

- No formal report

City Attorney:

- No formal report

City Engineer:

- No formal report

It was moved by Prebeg and seconded by Skogman to approve the recommendation of City Engineer and award the Iron Range Tykes Learning Center project to Mesabi Bituminous of Gilbert, MN in the amount of \$344,059, contingent upon Contractor's acceptance of Change Order #1. The motion carried on a roll call vote.

It was moved by Prebeg and seconded by Tuomela to approve Change Order No. 1 for the Iron Range Tykes Learning Center project, with a decrease in the contract amount of \$53,382 to Mesabi Bituminous. The new contract price including change order will be \$290,677, the change order is to modify the contract quantities based on revised grading plan and elimination of chain link fence. The motion carried on roll call vote.

It was moved by Stanaway and seconded by Skogman to approve the recommendation of the Street Committee and approve Resolution #15-18; Ordering Preparation of Report of Improvement for the southern portion of Mountain Iron Drive between 12<sup>th</sup> Street and the Southerly Corporate Limits of the City of Mountain Iron as a potential 2019 road construction project. The motion carried.

The council reviewed the list of communications.

At 6:58p.m., it was moved by Skalko and seconded by Tuomela that the meeting be adjourned. The motion carried.

Submitted by:

A handwritten signature in black ink, appearing to read "Amanda", with a long horizontal stroke extending to the right.

Amanda Inmon  
Municipal Services Secretary  
[www.mtniron.com](http://www.mtniron.com)

**Communications:**

1. Thank you from Mesabi Family YMCA for the support for their Dinner & Auction Fundraiser.
2. The annual hearing on unmined iron ore assessments for the year 2018 will be at 10:00am, Monday, May 21, 2018 in the U.S. Bank Building, 230 1<sup>st</sup> Street S, Suite 102, Virginia, MN.

Distribution Summary

Category	Distribution	Amount
BUILDING RENTALS	BUILDING RENTAL DEPOSITS	800.00
BUILDING RENTALS	COMMUNITY CENTER	425.00
BUILDING RENTALS	NICHOLS HALL	25.00
CAMPGROUND RECEIPTS	CREDIT CARD FEES	152.41
CAMPGROUND RECEIPTS	FEES	4,422.70
CAMPGROUND RECEIPTS	LODGING TAX PAYABLE - W2 CAMP.	129.90
CAMPGROUND RECEIPTS	PAVILION FEES	180.00
CAMPGROUND RECEIPTS	SALES TAX PAYABLE-W2 CAMPGR.	339.40
CD INTEREST	CD INTEREST 101	1,814.62
CD INTEREST	CD INTEREST 378	152.73
CD INTEREST	CD INTEREST 602	283.65
CD INTEREST	CD INTEREST 603	43.64
CD INTEREST	CD INTEREST601	87.28
CHARGE FOR SERVICES	ELECTRIC-CHG FOR SERVICES	32.50
CHARGE FOR SERVICES	REFUSE REMOVAL-CHG FOR SERVICE	300.00
FINES	CRIMINAL	572.93
LICENSES	ANIMAL	20.00
METER DEPOSITS	ELECTRIC	1,900.00
MISCELLANEOUS	ASSESSMENT SEARCHES	50.00
MISCELLANEOUS	BLUE CROSS/BLUE SHIELD PAYABLE	853.50
MISCELLANEOUS	FAX CHARGES	.50
MISCELLANEOUS	LIBRARY-COPIES, FINES, MISC.	46.00
MISCELLANEOUS	REC DEPT-VARIOUS FEES/PMTS	1,030.00
MISCELLANEOUS	REIMBURSEMENTS	1,325.09
PERMITS	BUILDING	1,473.39
UTILITY	UTILITY	189,821.57
		<u>208,081.81</u>
Grand Totals:		

## Report Criteria:

Report type: Summary

Check.Check number = 151602,151603-151669

Check.Type = (&lt;=&gt;) "Adjustment"

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
05/18	05/15/2018	151602	130011	UNITED STATES POSTAL SERVICE	601-20200	421.40
05/18	05/24/2018	151603	10056	A T & T MOBILITY	604-20200	1,597.04
05/18	05/24/2018	151604	10070	A-1 RENTAL SERVICES INC	101-20200	269.30
05/18	05/24/2018	151605	130017	AMERICAN BANK	101-20200	1,460.87
05/18	05/24/2018	151606	10021	ARROWHEAD LIBRARY SYSTEM	101-20200	22.50
05/18	05/24/2018	151607	10042	AUTO VALUE VIRGINIA	101-20200	8.99
05/18	05/24/2018	151608	20022	BENCHMARK ENGINEERING INC	101-20200	770.00
05/18	05/24/2018	151609	20047	BROCKWHITE CONSTRUCTION MAT.	602-20200	1,050.60
05/18	05/24/2018	151610	20051	BSN SPORTS, LLC	101-20200	873.01
05/18	05/24/2018	151611	30055	BTAC ACQUISITION CORP.	101-20200	141.57
05/18	05/24/2018	151612	30084	CARDMEMBER SERVICE	603-20200	6,361.50
05/18	05/24/2018	151613	170001	CENTURY LINK	101-20200	127.02
05/18	05/24/2018	151614	1017	CHRIS & DENISE KLAKOSKI	604-20200	111.53
05/18	05/24/2018	151615	220003	CITY OF VIRGINIA	101-20200	55.61
05/18	05/24/2018	151616	30072	COMPUTER WORLD	101-20200	2,591.75
05/18	05/24/2018	151617	230021	CRAIG J WAINIO	101-20200	210.60
05/18	05/24/2018	151618	1901024	CTC	101-20200	564.20
05/18	05/24/2018	151619	40060	DELTA DENTAL OF MINNESOTA	101-20200	1,911.40
05/18	05/24/2018	151620	90004	EMERGENCY SERVICES MARKETING	101-20200	735.00
05/18	05/24/2018	151621	50042	ESC SYSTEMS	603-20200	519.25
05/18	05/24/2018	151622	1218	FLOOR TO CEILING STORE	301-20200	7,990.00
05/18	05/24/2018	151623	20067	G & S SUPPLY	101-20200	72.00
05/18	05/24/2018	151624	1901034	GERRY KNAPPER	101-20200	30.00
05/18	05/24/2018	151625	70029	GUARDIAN PEST CONTROL INC	101-20200	88.60
05/18	05/24/2018	151626	80022	HAWKINS INC	601-20200	1,214.00
05/18	05/24/2018	151627	80001	HILLYARD/HUTCHINSON	101-20200	322.48
05/18	05/24/2018	151628	80037	HOMETOWN MEDIA PARTNERS	101-20200	1,043.25
05/18	05/24/2018	151629	606	IQ ACADEMY MINNESOTA	101-20200	100.00
05/18	05/24/2018	151630	1034	JAY RILEY JENSEN	604-20200	136.64
05/18	05/24/2018	151631	1035	JIM MCNULTY	604-20200	10.89
05/18	05/24/2018	151632	120006	L & M SUPPLY	604-20200	1,253.59
05/18	05/24/2018	151633	120032	LAKE COUNTRY POWER	101-20200	209.80
05/18	05/24/2018	151634	1018	LYNN KALNBACH	603-20200	140.04
05/18	05/24/2018	151635	130138	MIB YEARBOOK	101-20200	110.00
05/18	05/24/2018	151639	112	MICHELLE CLAVITER-TVEIT	101-20200	100.00
05/18	05/24/2018	151640	1032	MINNESOTA ASSISTANCE COUNCIL	604-20200	351.24
05/18	05/24/2018	151641	130116	MINNESOTA CITY/CO MGMT ASSOC.	101-20200	120.00
05/18	05/24/2018	151642	140026	MINNESOTA ENERGY RESOURCES	602-20200	2,598.03
05/18	05/24/2018	151643	130009	MINNESOTA POWER (ALLETE INC)	101-20200	107,100.56
05/18	05/24/2018	151644	130079	MN ASSOCIATION OF SMALL CITIES	101-20200	1,499.15
05/18	05/24/2018	151645	180086	MN STATE COMMUNITY & TECHNICAL	101-20200	1,600.00
05/18	05/24/2018	151646	130015	MOUNTAIN IRON PUBLIC UTILITIES	602-20200	14,368.83
05/18	05/24/2018	151647	150023	OSI ENVIRONMENTAL INC	604-20200	135.00
05/18	05/24/2018	151648	150022	OTIS-MAGIE INS. AGENCY INC	101-20200	204.00
05/18	05/24/2018	151649	160066	PACE ANALYTICAL SERVICES	602-20200	1,262.50
05/18	05/24/2018	151650	1204	PAUL THOMASSONI	101-20200	33.11
05/18	05/24/2018	151651	16000	PETERSEN WELL DRILLING INC.	601-20200	25,387.34
05/18	05/24/2018	151652	160058	PIONEER MFG. CO./PIONEER ATHLETICS	101-20200	560.00
05/18	05/24/2018	151653	160038	PITNEY BOWES GLOBAL FINANCIAL	101-20200	272.40
05/18	05/24/2018	151654	160023	POHAKI LUMBER	604-20200	110.16
05/18	05/24/2018	151655	605	SANDRA HADRAVA	101-20200	100.00
05/18	05/24/2018	151656	1901026	SCOTT NOVAK	604-20200	79.43

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
05/18	05/24/2018	151657	1019	SEAN ORCHER	604-20200	56.28
05/18	05/24/2018	151658	848	ST. PAUL PORT AUTHORITY	101-20200	2,947.28
05/18	05/24/2018	151659	9003	STEVE MORRISETTE	101-20200	100.00
05/18	05/24/2018	151660	190081	SULLIVAN CANDY & SUPPLY	802-20200	56.73
05/18	05/24/2018	151661	1033	TROY SCHMIDT	604-20200	130.48
05/18	05/24/2018	151662	210001	UNITED ELECTRIC COMPANY	101-20200	5,541.53
05/18	05/24/2018	151663	210009	USA BLUE BOOK	602-20200	467.29
05/18	05/24/2018	151664	220004	VIRGINIA DEPARTMENT OF PUBLIC	604-20200	48,686.55
05/18	05/24/2018	151665	220020	VISA OR AMERICAN BANK CC PMT	101-20200	4,690.20
05/18	05/24/2018	151666	230028	WISCONSIN ENERGY CONSERVATION	604-20200	227.82
05/18	05/24/2018	151667	80038	WRIGHT EXPRESS FINAN SERV CORP	602-20200	5,834.17
05/18	05/24/2018	151668	240001	XEROX CORPORATION	101-20200	89.04
05/18	05/24/2018	151669	130044	MINNESOTA DEPT OF HEALTH	601-20200	1,485.00
Grand Totals:						258,716.55
PP-ENDING 5/4/18						<u>69,452.69</u>
<b>TOTAL EXPENDITURES</b>						<b>\$328,169.24</b>





# CITY OF MOUNTAIN IRON

"TACONITE CAPITAL OF THE WORLD"

PHONE: 218-748-7570 ▪ FAX: 218-748-7573 ▪ www.mtniron.com  
8586 ENTERPRISE DRIVE SOUTH ▪ MOUNTAIN IRON, MN ▪ 55768-8260

## RESOLUTION NUMBER 15-18

### ORDERING PREPARATION OF REPORT ON IMPROVEMENT

**WHEREAS**, it is proposed to improve Mountain Iron Drive between 12th Street and the Southerly Corporate Limits of the City of Mountain Iron by Road Reconstruction, Alignment and Drainage Improvements and to assess the benefited property for all or a portion of the cost of the improvement, pursuant to Minnesota Statutes, Chapter 429.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF MOUNTAIN IRON, MINNESOTA** that the proposed improvement be referred to Benchmark Engineer for study and that that person is instructed to report to the council with all convenient speed advising the council in a preliminary way as to whether the proposed improvement is necessary, cost-effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvement as recommended; and a description of the methodology used to calculate individual assessments for affected parcels.

**DULY ADOPTED BY THE CITY COUNCIL THIS 21<sup>st</sup> DAY OF MAY, 2018.**

ATTEST:

\_\_\_\_\_  
City Administrator

  
\_\_\_\_\_  
Mayor Gary Skalko

**COUNCIL LETTER 060218-IVB1**

**ADMINISTRATION**

**INTERNET ACCESS**

**DATE:** May 31, 2018

**FROM:** Craig J. Wainio  
City Administrator

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Enclosed, please find a quote for the purchase and installation of equipment to provide public Wi-Fi and access to computer terminals in the Senior Center. In order to provide internet access at the Senior Center we need to link it to the Library. Also we received four computers from PCs for People for use at the Center that will be installed and have internet access. All of this will be paid for through a broadband grant we received from the Blanding Foundation as part of our local broadband initiative. It is recommended that the City Council accept the quote form CW Tech in the amount of \$6,002.00.

# QUOTATION



QUOTE #	AAAQ14945
DATE	5/22/2018

Thank you for your business!  
cwtechnology.com

Prepared For: Craig Wainio  
City of Mountain Iron  
8586 Enterprise Drive S  
Mountain Iron, MN 55768  
Phone: (218) 748-7575  
Email: cwainio@ci.mountain-iron.mn.us

Prepared By: Myke Connelly  
Client Solutions Specialist  
Phone: 218-336-2328  
Email: mconnelly@cwtechnology.com

QTY	DESCRIPTION	UNIT PRICE	TOTAL PRICE
Setup Wireless Bridge from Library to Senior Center (867MB)			
1	EnGenius EnStationAC IEEE 802.11ac 867 Mbit/s Wireless Bridge - 5 GHz - 1 x Antenna(s) - 1 x Internal Antenna(s) - MIMO Technology - 2 x Network (RJ-45) - PoE Ports - PoE - Pole-mountable, Wall Mountable - 2 Pack - Connect and extend power to the AP via its included passive 54v Gigabit PoE Adapter up to 328 feet.	\$249.00	\$249.00
1	HPE OfficeConnect 1920S 8G Switch - 8 x Gigabit Ethernet Network - Manageable - Twisted Pair - 3 Layer Supported - 1U High - Rack-mountable, Desktop - Lifetime Limited Warranty	\$115.00	\$115.00
1	HPE 1820-8G-PPoE+ (65W) Switch - Manageable - 2 Layer Supported - 1U High - Rack-mountable, Desktop, Under Table, Wall Mountable - Lifetime Limited Warranty	\$176.00	\$176.00
3	Schneider Electric Back-UPS 600VA Desktop UPS - 330 W - Input Voltage: 120 V AC - Output Voltage: 115 V AC - Desktop	\$69.00	\$207.00
4	HP Slim USB Keyboard and Mouse - USB Cable USB Cable Scroll Wheel - Symmetrical - Compatible with Desktop Computer, Notebook	\$32.00	\$128.00
Infrastructure Environment: Power Cycle Management			
2	Controllable 3 Outlet (2 Controlled) Compact Power Conditioner with Auto Reboot	\$300.00	\$600.00
Provides premium surge protection and noise filtration, offers two controlled outlets, and will be set to automatically reboot the device when network connectivity is lost. Additionally, remote management and scheduled reboots create proactive services to keep the network up and running.			
Installation and Configuration:			
1	Estimated 1-2hrs	\$238.00	\$238.00
2	POE Injector (Meraki and ShoreTel Phone)	\$35.00	\$70.00
Software			
4	Deep Freeze Standard	\$49.00	\$196.00
4	Deep Freeze Std 1yr Maintenance	\$9.00	\$36.00
1	Setup and Configuration - Deep Freeze	\$357.00	\$357.00

# QUOTATION



QUOTE #	AAAQ14945
DATE	5/22/2018

Thank you for your business!  
cwtechnology.com

**Cabling**

1	<p>Cable Run Details - (6) Total</p> <p>(1) From Library Switch to Wireless Bridge WAP</p> <p>From Senior Center POE Switch to:</p> <ul style="list-style-type: none"> <li>- (1) Wireless Bridge WAP (outside the front window)</li> <li>- (3) new computers (for general use)</li> <li>- (1) Meraki (client owns)</li> </ul>	\$1,200.00	\$1,200.00
1	<p>Scope Of Work: (Estimated 18-20 Hours)</p> <ul style="list-style-type: none"> <li>- Configure Pt to Pt Wireless</li> <li>- Install/Mount Point to Point Wireless Bridge</li> <li>- Configure/Install Switch</li> </ul> <p>Senior Center</p> <ul style="list-style-type: none"> <li>- All equipment will be located near outlet on top of wooden cabinet in office.</li> </ul> <p>(4) Workstations</p> <ul style="list-style-type: none"> <li>- Configure/Setup along wall left wall as you walk into office.</li> <li>- Install AV and CW Monitoring Tools</li> <li>- Install (2) UPS'</li> <li>- Install DeepFreeze (Automate thaw to allow AV &amp; Windows Updates)</li> </ul> <p>Meraki Wireless AP (client owns)</p> <ul style="list-style-type: none"> <li>- Connect to existing cloud controller</li> <li>- Install/Mount AP</li> </ul> <p>Wattboxes</p> <ul style="list-style-type: none"> <li>- (1) at the Library</li> <li>- (1) at the Senior Center</li> </ul>	\$2,380.00	\$2,380.00
1	<p>Estimate Miscellaneous Material (cables/connectors/etc)</p> <p>Billed for Actual Use Only</p>	\$50.00	\$50.00

**Notes:**

- \*Lift Rental will be additional if needed.
- \*Travel and Mileage Will Be Billed Separately

\*Returns of in-stock items will be accepted within 10 days of purchase, if merchandise is unopened.  
 \*Special order items must be paid for when ordered and cannot be returned.  
 \*Defective merchandise must be returned within 14 days of receipt.  
 \*Finance charges of 1.5% per month will be levied on the unpaid balance of all accounts past due.  
 \*Travel time billed half rate plus mileage.  
 \*CW Technology makes NO WARRANTY either expressed or implied, regarding the performance or suitability for any purpose of the above products. The customer assumes the responsibility for understanding the warranty, if any, of the manufacturer.  
 \*Freight/Shipping costs not included in pricing.

SUBTOTAL	\$6,002.00
SALES TAX	\$0.00
<b>TOTAL</b>	<b>\$6,002.00</b>

Accepted by: \_\_\_\_\_ Date: \_\_\_\_\_ PO: \_\_\_\_\_

All information contained within this quote is valid for 30 days. Thereafter, all prices and applicable charges are subject to change.



CIVIL AND ENVIRONMENTAL ENGINEERING • PLANNING  
MINING • LAND SURVEYING • LAND DATA BASE MAPPING

8878 Main Street • P.O. Box 261  
Mt. Iron, MN 55768-0261  
tel: 218-735-8914 • fax: 218-735-8923  
email: info@bm-eng.com

May 29, 2018

Mr. Craig Wainio, City Administrator  
City of Mountain Iron  
8586 South Enterprise Drive  
Mountain Iron, MN 55768

Re: Nichols Wastewater Pond Decommissioning  
City of Mountain Iron  
Project No.: MI15-05

Dear Mr. Wainio;

Enclosed please find Pay Request No. 3 for the Nichols Wastewater Pond Decommissioning project in the amount of **\$67,581.62**, for approval at your next scheduled City Council meeting. This amount includes withholding 5% retainage on work completed to date.

Also, enclosed, please find Change Order No. 2. Change Order No. 2 includes the cost increase for the wetland seed to be placed. This Change Order increases the Contact Amount by **\$3,514.25**. If approved, please sign all three (3) copies of Change Order No. 2 and return all three (3) copies to our office.

Please refer to the enclosed pay request breakdown for a summary of items completed.

If you have any questions or need additional information please do not hesitate to contact me.

Sincerely,  
Benchmark Engineering, Inc.

  
Alan J. Johnson, P.E.

Project Engineer  
Enclosure  
Pc: Andy Dammer, Veit Company

RECOMMENDATION OF PAYMENT

No. 3

Owner's Project No.: \_\_\_\_\_

Engineer's Project No.: MI15-05

Project: Reconstruction of Mountain Iron Drive

CONTRACTOR: Veit Company, 1100 West Gary Street, Duluth, MN 55808

For Period Ending: May 29, 2018

To: City of Mountain Iron  
Owner

Attached hereto is the CONTRACTOR's Application for Payment for Work accomplished under the Contract through the date indicated above. The application meets the requirements of the Contract Documents for the payment or work completed as of the date of this Application.

In accordance with the Contract the undersigned recommends payment to the CONTRACTOR of the amount due as shown below.

BENCHMARK ENGINEERING, INC.

Dated May 29, 2018

By 

STATEMENT OF WORK

Original Contract Price	\$ <u>593,330.84</u>	Work & Materials to Date	\$ <u>270,767.20</u>
Net Change Orders	\$ <u>-8,601.75</u>	Amount Retained (5%)	\$ <u>13,538.36</u>
Current Contract Price	\$ <u>584,729.09</u>	Subtotal	\$ <u>257,228.84</u>
		Previous Payments	\$ <u>189,647.22</u>
		Amount Due this Payment	\$ <u>67,581.62</u>



PAY REQUEST NO. 3  
 CITY OF MOUNTAIN IRON, MINNESOTA  
 PROJECT NO: MI15-05  
 NICHOLS WASTEWATER POND DECOMMISSIONING

DATE: May 29, 2018

VEIT COMPANIES DULUTH, MN										
SPEC. NO.	ITEM	UNITS	ESTIMATED QUANTS	UNIT COST	QUANTITY THIS PERIOD	QUANTITY LAST PERIOD	QUANTITY TO DATE	TOTAL AMOUNT		
2021.501	MOBILIZATION	LUMP SUM	1.0	\$37,875.00	0.50		1.00	\$37,875.00		
2101.511	CLEARING AND GRUBBING	LUMP SUM	1.0	\$23,245.00	0.20		1.00	\$23,245.00		
2104.501	REMOVE PIPE SEWER	LIN. FT.	1710.0	\$15.70			0.00	\$0.00		
2104.501	REMOVE VALVES	EACH	3.0	\$217.00			1.95	\$623.15		
2104.501	ABANDON PIPE IN PLACE	EACH	2.0	\$1,195.00			0.00	\$0.00		
2104.501	ABANDON MONITORING WELLS	EACH	4.0	\$1,693.00			4.00	\$6,772.00		
2104.507	REMOVE CONCRETE HEADWALL/PAD	EACH	4.0	\$1,204.00			2.00	\$2,408.00		
2104.509	REMOVE MANHOLE OR CATCH BASIN	EACH	3.0	\$989.00			3.00	\$2,967.00		
2104.509	REMOVE CONCRETE OUTLET STRUCTURE	EACH	1.0	\$767.00			0.00	\$0.00		
2104.509	REMOVE LIFT STATION	EACH	1.0	\$2,852.00			1.00	\$2,852.00		
2105.501	COMMON EXCAVATION	CU. YD.	10014.0	\$6.00	2703.78		6709.38	\$40,256.28		
2105.503	SLUDGE EXCAVATION	CU. YD.	7215.6	\$11.50	1948.21		4834.45	\$55,596.20		
2105.535	SALVAGE TOPSOIL	CU. YD.	4265.2	\$7.75	1151.60		2857.68	\$22,147.05		
2105.601	DEWATERING	LUMP SUM	1.0	\$17,352.00			0.30	\$5,205.60		
2105.604	GEOTEXTILE FABRIC TYPE V	SQ. YD.	890.7	\$1.50			890.70	\$1,336.05		
2105.604	GEOTEXTILE FABRIC TYPE IV	SQ. YD.	1346.2	\$1.80			0.00	\$0.00		
2221.503	AGGREGATE BASE (CV), CLASS 5	CU. YD.	198.9	\$34.30			198.90	\$6,822.27		
	SWAMP PADS	LIN. FT.	568.0	\$137.00		142.00	340.80	\$46,689.60		
2506.601	CONSTRUCT 2007X50' CLAY LINED SUMP	EACH	2.0	\$5,250.00			1.00	\$5,250.00		
2511.501	CLASS 2 FIELD STONE (SWALE CONSTRUCTION)	CU. YD.	673.1	\$34.80			0.00	\$0.00		
2563.601	TRAFFIC CONTROL	LUMP SUM	1.0	\$2,822.00			1.00	\$2,822.00		
2575.502	SILT FENCE, TYPE PREASSEMBLED	LIN. FT.	7500.0	\$1.20			6750.00	\$8,100.00		
2575.502	SEED, MIXTURE EMERGENT WETLAND	ACRE	19.1	\$3,704.00			0.00	\$0.00		
2575.502	SEED, MIXTURE WET MEADOW	ACRE	2.9	\$3,363.00			0.00	\$0.00		
2575.502	SEED, MIXTURE DRY PRAIRIE	ACRE	10.6	\$2,565.00			0.00	\$0.00		
2575.502	SEED, MIXTURE STORM WATER NORTHEAST	ACRE	0.3	\$3,650.00			0.00	\$0.00		
2575.523	EROSION CONTROL BLANKET, CAT. 3	SQ. YD.	244.9	\$3.50			0.00	\$0.00		
2575.525	TURF REINFORCEMENT MAT, CAT. 3	SQ. YD.	244.9	\$9.70			0.00	\$0.00		
2575.555	TURF ESTABLISHMENT	LUMP SUM	1.0	\$15,959.00			0.00	\$0.00		
2575.555	VEGETATIVE MAINTENANCE 2018	LUMP SUM	1.0	\$14,250.00			0.00	\$0.00		
2575.555	VEGETATIVE MAINTENANCE 2019	LUMP SUM	1.0	\$14,250.00			0.00	\$0.00		

ORIGINAL CONTRACT PRICE: \$993,330.84  
 CHANGE ORDER NO. 1: -\$8,601.75  
 CURRENT CONTRACT PRICE: \$984,729.09

COMPLETED TO DATE: \$270,767.20  
 LESS RETAINAGE: (\$13,538.36)  
 SUBTOTAL PAY REQUEST #2: \$257,228.84  
 LESS PREVIOUS PAYMENTS: -\$189,647.22  
 TOTAL PAY REQUEST #2: \$67,581.62

*Alan J. Johnson*

BENCHMARK ENGINEERING, INC.

**CHANGE ORDER**

Order No. 2

Date: 5/30/2018

NAME OF PROJECT/PROJECT NO: Nichols Wastewater Pond Decommissioning MI15-05

OWNER: City of Mountain Iron

CONTRACTOR: Veit Company  
1100 West Gary Street, Duluth, MN 55808

ENGINEER: Benchmark Engineering, Inc.

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**Reason for Change Order:**

This change order is for the increase in cost to the seed.

**The following changes are hereby made to the CONTRACT DOCUMENTS:**

The contract amount is increased by **\$3,514.25**

---

Change to CONTRACT PRICE:

Original CONTRACT PRICE \$ 593,330.84

Current CONTRACT PRICE adjusted by previous CHANGE ORDERS \$ 581,214.84

The CONTRACT PRICE due to this CHANGE ORDER will be increased by: \$ 3,514.25

The new CONTRACT PRICE including this CHANGE ORDER will be: \$ 584,729.09

---

Recommended by:   
Engineer (Authorized Signature)

5-30-18  
Date:

Approved by: \_\_\_\_\_  
Owner (Authorized Signature)

\_\_\_\_\_  
Date:

Accepted by: \_\_\_\_\_  
Contractor (Authorized Signature)

\_\_\_\_\_  
Date:



**COUNCIL LETTER 060418-IVG1**

**STREET COMMITTEE**

**REPORT**

**DATE:** May 31, 2018

**FROM:** Street Committee

Craig J. Wainio  
City Administrator

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The Street Committee reviewed the enclosed Intersection Control and Evaluation Report and is forwarding said report to the City Council for their consideration. The author of the report, Mr. Victor Lund, maybe present at the meeting to address the City Council and answer any questions. Law Enforcement, City Staff and City Engineer all concur with the recommendations being forwarded by Saint Louis County.

# **Intersection Control Evaluation Report**

## **Mineral Avenue (CSAH 102) at Mud Lake Road (CSAH 103) and Greenwood Lane Mountain Iron, Minnesota**

**May 3, 2018**



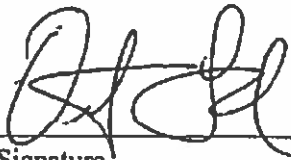
# Intersection Control Evaluation Report

## Mineral Avenue (CSAH 102) at Mud Lake Road (CSAH 103) and Greenwood Lane Mountain Iron, Minnesota

I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Victor Lund

Print Name



Signature

48160

Lic. No.

5/3/2018

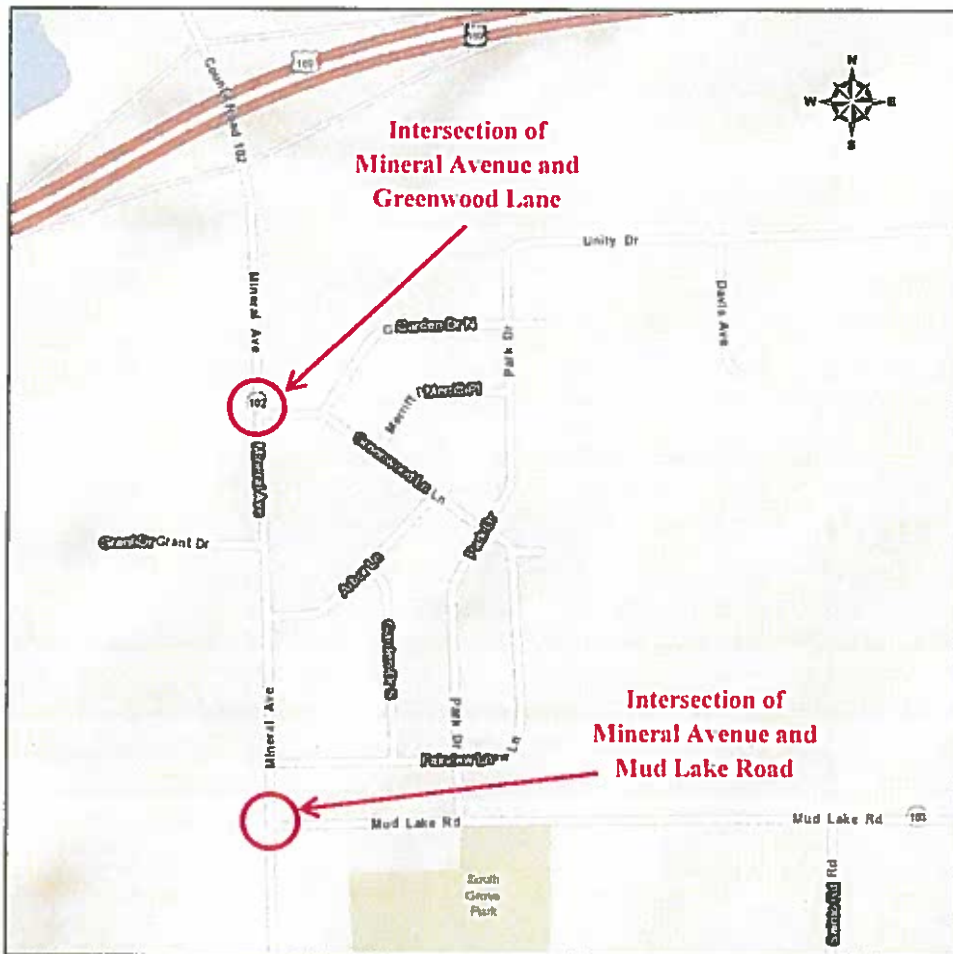
Date

## INTRODUCTION

The purpose of this report is to summarize the study to determine the best form of traffic control for the intersections of Mineral Avenue (CSAH 102) at Mud Lake Road (CSAH 103), and Mineral Avenue (CSAH 102) at Greenwood Lane, which are located in the City of Mountain Iron.

## DESCRIPTION OF LOCATION

Mineral Avenue, which is a two-lane county state aid highway and is classified as a major collector, connects Hwy 7 (CSAH 7) to US-169. Mud Lake Road, which is a two-lane county state aid highway and is classified as a minor collector, connects Mineral Avenue to US-169. Greenwood Lane, which is a two-lane city street and is classified as a local road, serves to access a residential neighborhood. The following map provides an overview of the study area.



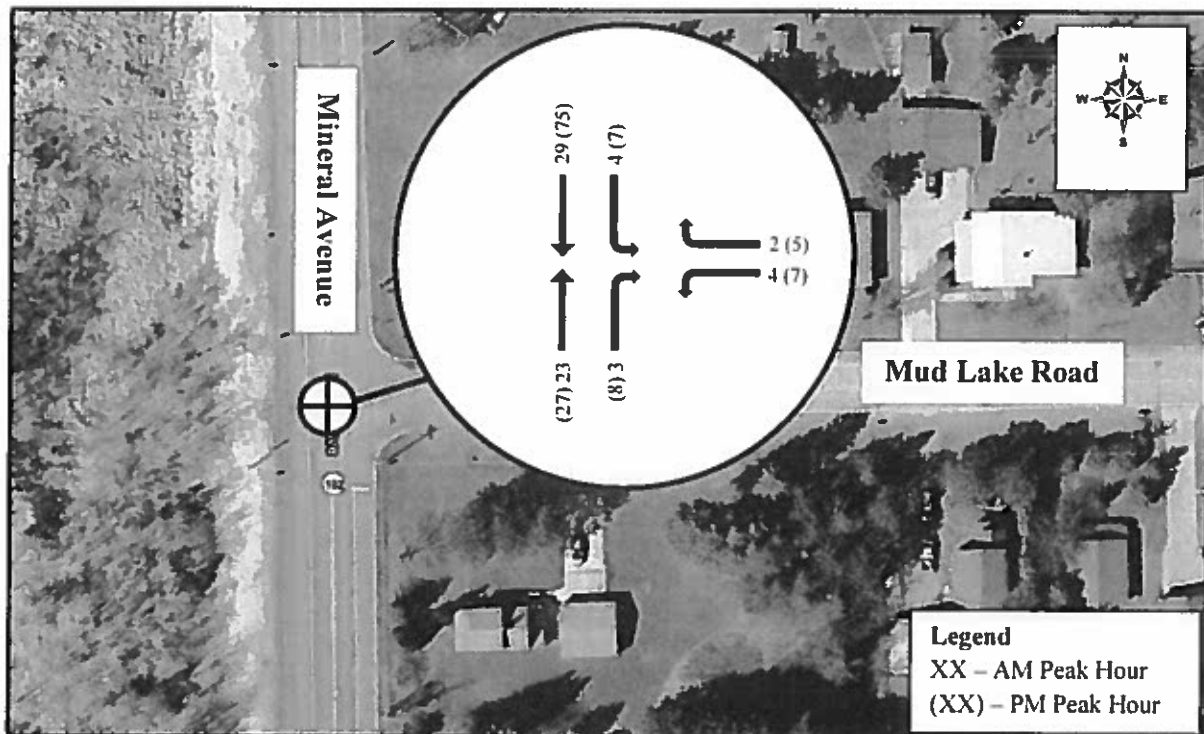
**Study Map**

## EXISTING (YEAR 2018) CONDITIONS

Turning movement counts were performed at the intersection of Mineral Avenue and Mud Lake Road on Thursday, June 29, 2017, and at the intersection of Mineral Avenue and Greenwood Lane on Tuesday, July 11, 2017 using the Miovision system. Crash data were obtained from the Minnesota Crash Mapping Analysis Tool (MnCMAT). The following items summarize the existing conditions.

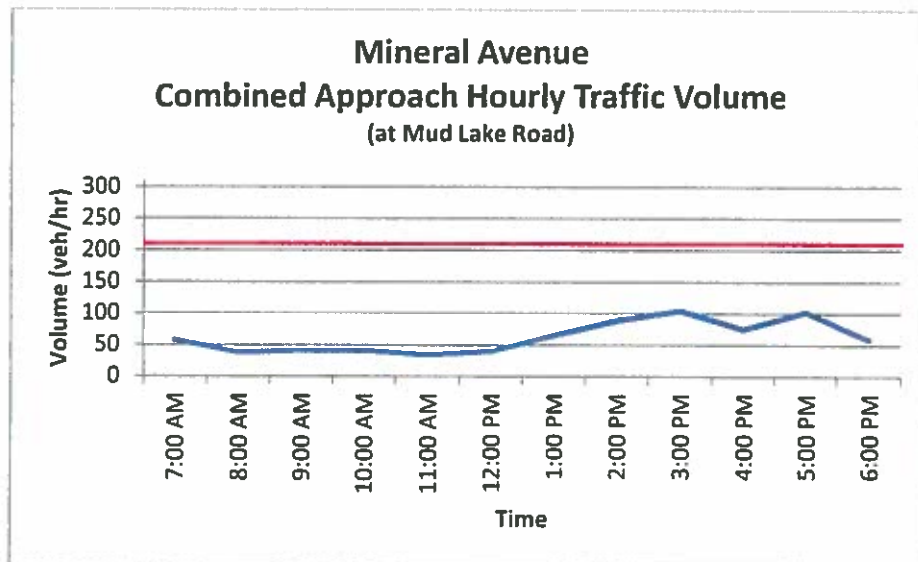
### Intersection of Mineral Avenue and Mud Lake Road

- The intersection is controlled as an all-way stop.
- The intersection geometry is a T-intersection configuration.
- The 2015 AADT on Mineral Avenue was 1,500 vehicles per day north of Mud Lake Road and 840 vehicles per day south of Mud Lake Road. The 2015 AADT on Mud Lake Road was 290 vehicles per day. The following chart displays the turning movement count data for the peak hours of the day.

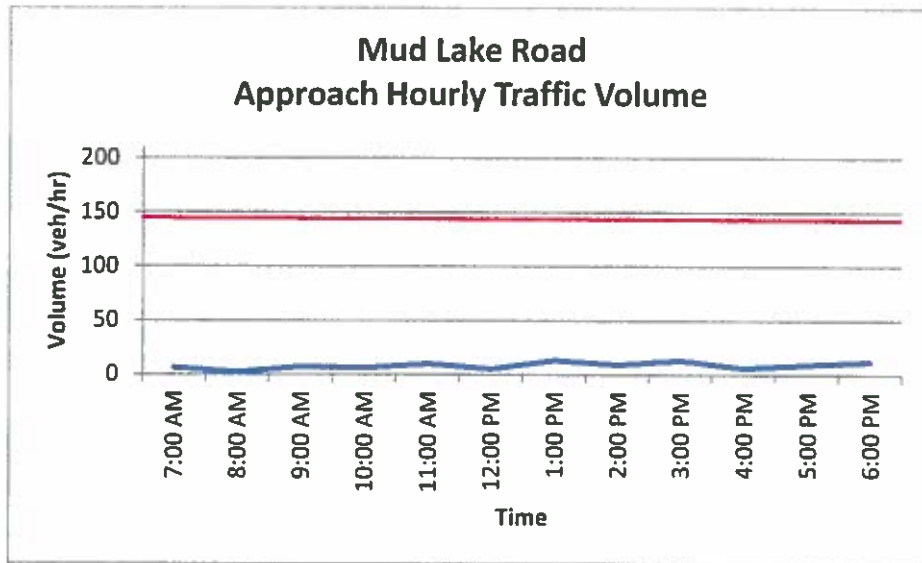


**Intersection of Mineral Avenue and Mud Lake Road Turning Movements**

- The speed limit on Mineral Avenue is 55 mph south of Mud Lake Road and 30 mph north of Mud Lake Road. The speed limit on Mud Lake Road is 30 mph.
- There were zero (0) reported crashes for the ten year period of 2006 through 2015.
- The adjacent land use is rural and urban residential.
- The All-Way Stop Control Warrant in the Minnesota Manual on Uniform Traffic Control Devices (MUTCD) is not warranted for current conditions or future conditions (Year 2038). The following charts display the actual entering traffic volume compared to the warrant requirements.



**Combined Approach Hourly Traffic Volume on Mineral Avenue at Mud Lake Road**



**Approach Hourly Traffic Volume on Mud Lake Road at Mineral Avenue**

The red lines represent the minimum traffic volume necessary to meet the All-Way Stop Control Warrant. Where the 85<sup>th</sup> percentile speed is greater than 40 mph on the major street, the total vehicular volume entering the intersection on the major street approaches (total of both approaches) must average at least 210 vehicles per hour for eight (8) hours and the total vehicular volume entering the intersection on the minor street approaches (total of both approaches) must average at least 140 vehicles per hour for the same eight (8) hours.

- The peak hour is 3:00 pm to 4:00 pm. The turning movement count reported a total of 117 vehicles entered the intersection during the peak hour of which 104 vehicles entered the intersection on Mineral Avenue. On average, one vehicle entered the intersection every 34 seconds on Mineral Avenue during the peak hour.
- For the average hour of the day, 70 vehicles enter the intersection of which 62 vehicles enter the intersection on Mineral Avenue. For this average hour of the day, one vehicle enters the intersection every 58 seconds on Mineral Avenue. Also for the average hour of the day, it is estimated that 87 percent of vehicles on Mineral Avenue arrive at the intersection when there was no vehicle on Mud Lake Road stopped at the STOP sign.

- The traffic data was collected using the Miovision system. This method includes the collection of video of the intersection. This video was reviewed to identify the percent of vehicles that did not stop at the STOP signs (rolled through the STOP sign). Vehicles were classified into three categories. First, vehicles that came to a complete stop. Second, vehicles that came to a rolling stop. Third, vehicles that rolled-through the STOP sign. Vehicles that came to a complete stop or a rolling stop were considered to have stopped at the STOP sign. Vehicles that rolled through the STOP sign were considered to have not stopped at the STOP sign (violated the STOP sign). Because of the volume of video data (total of 12 hours), three random hours were selected because the video had to be reviewed in-person. The following table summarizes this review of the percentage of roll-through vehicles. The movement with the highest percentage of vehicles rolling through the STOP sign is the southbound left turn at 70 percent. The movement with the lowest percentage of vehicles rolling through the STOP sign is the northbound through at 22 percent. Combining both through movements on Mineral Avenue, the total percent of roll-through vehicles is 39 percent. This means approximately 4 out of 10 vehicles traveling through on Mineral Avenue do not stop at the STOP signs.

**Intersection of Mineral Avenue and Mud Lake Road Summary of STOP Sign Violations**

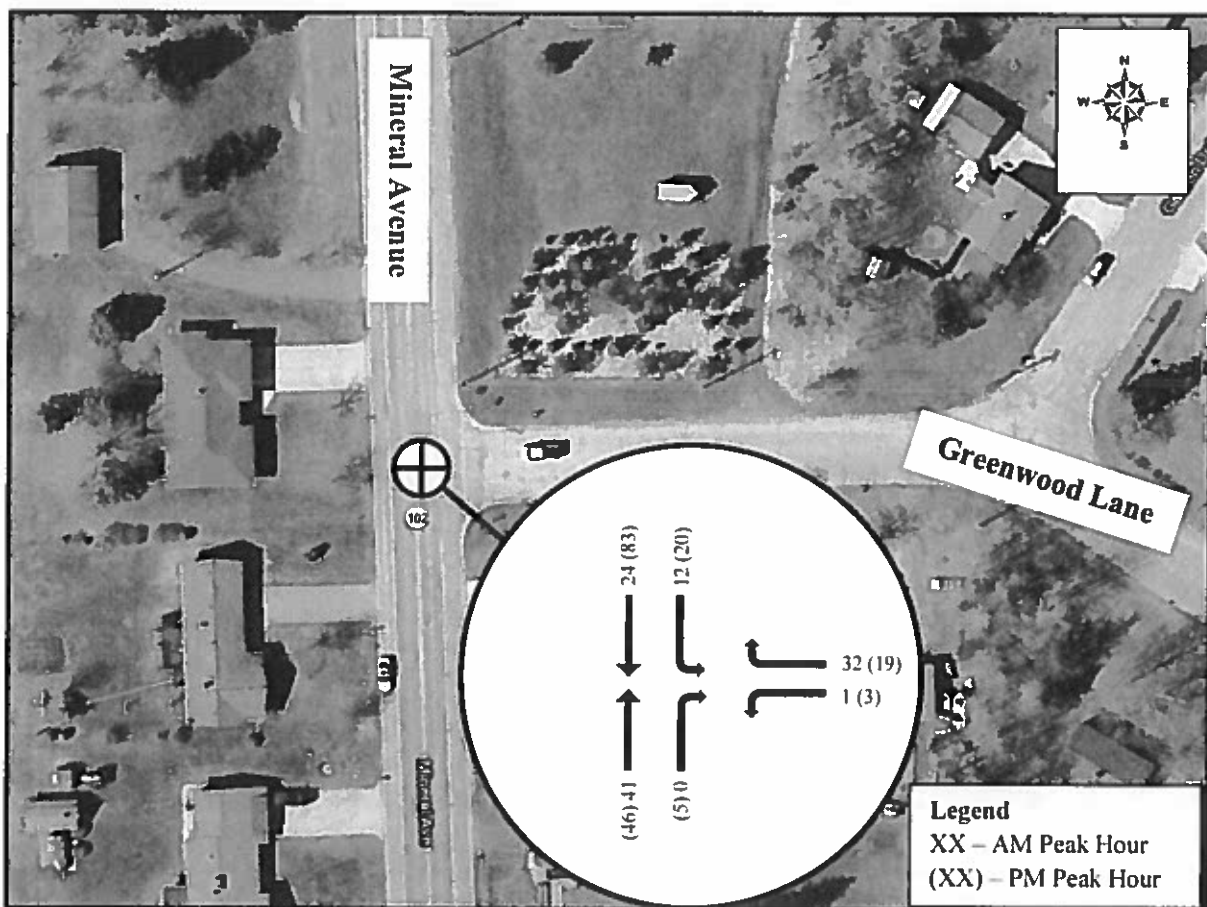
Time Period	Mineral Avenue (Northbound)				Mineral Avenue (Southbound)				Mud Lake Road			
	Through		Right		Through		Left		Left		Right	
	S	R	S	R	S	R	S	R	S	R	S	R
7:00 am to 8:00 am	17	5	1	2	14	16	0	2	3	0	2	1
1:00 pm to 2:00 pm	29	5	1	3	8	16	1	1	6	3	2	2
6:00 pm to 7:00 pm	14	7	2	2	15	13	2	4	2	4	3	3
Total	60	17	4	7	37	45	3	7	11	7	7	6
Percent	78%	22%	36%	64%	45%	55%	30%	70%	61%	39%	54%	46%

\*S = stop or rolling stop, R = roll-through



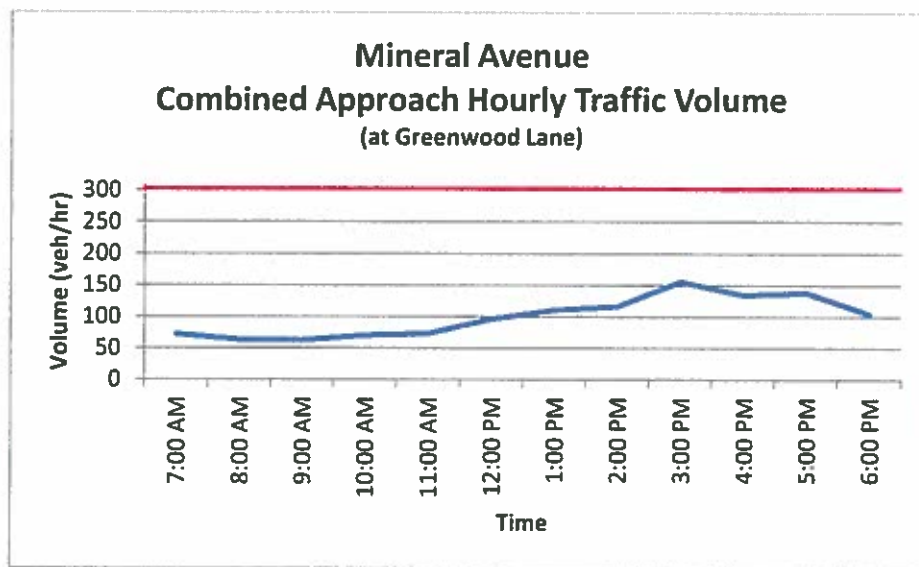
## Intersection of Mineral Avenue and Greenwood Lane

- The intersection is controlled as an all-way stop.
- The intersection geometry is a T-intersection configuration.
- The 2015 AADT on Mineral Avenue was 1,500 vehicles per day. The estimated ADT on Greenwood Lane is 550 vehicles per day (this value was determined based upon the turning movement count). The following chart displays the turning movement count data for the peak hours of the day.

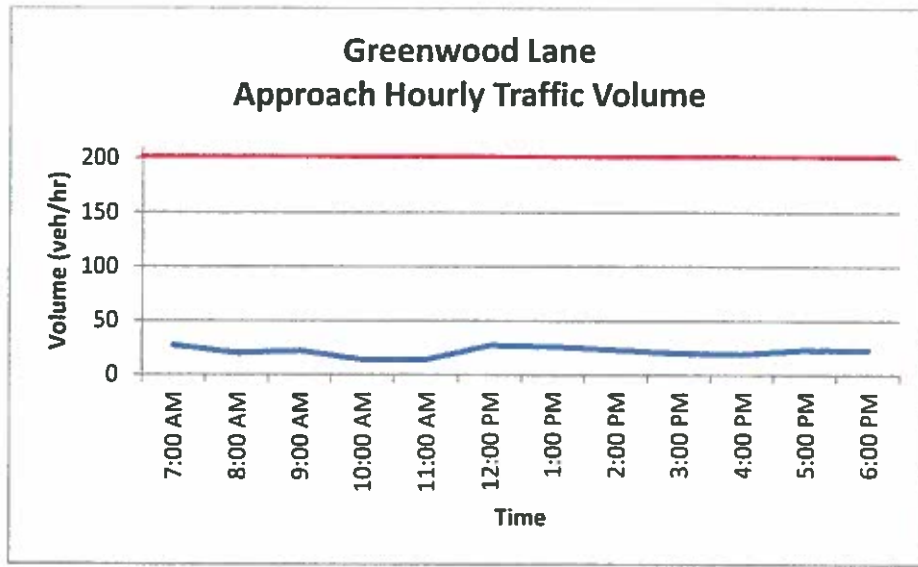


Intersection of Mineral Avenue and Greenwood Lane Turning Movements

- The speed limit on Mineral Avenue and Greenwood Lane is 30 mph.
- There were two (2) reported crashes for the ten year period of 2006 through 2015. Of these crashes, one was a non-incapacitating injury crash and the other was a property only damage crash. Both crashes were rear-end crashes. One of the crashes occurred between two southbound vehicles (crash occurred on July 25, 2013 during the daylight with dry pavement conditions; non-incapacitating crash). The other crash occurred between two westbound vehicles (crash occurred on January 8, 2012 during the dark with ice/packed snow on the pavement; property damage only crash).
- The adjacent land use is rural and urban residential.
- The All-Way Stop Control Warrant in the Minnesota MUTCD is not warranted for current conditions or future conditions (Year 2038). The following charts display the actual entering traffic volume compared to the warrant requirements.



**Combined Approach Hourly Traffic Volume on Mineral Avenue at Greenwood Lane**



**Approach Hourly Traffic Volume on Greenwood Lane at Mineral Avenue**

The red lines represent the minimum traffic volume necessary to meet the All-Way Stop Control Warrant. Where the 85<sup>th</sup> percentile speed is less than 40 mph on the major street, the total vehicular volume entering the intersection on the major street approaches (total of both approaches) must average at least 300 vehicles per hour for eight (8) hours and the total vehicular volume entering the intersection on the minor street approaches (total of both approaches) must average at least 200 vehicles per hour for the same eight (8) hours.

- The peak hour is 3:00 pm to 4:00 pm. The turning movement count reported a total of 175 vehicles entered the intersection during the peak hour of which 155 vehicles entered the intersection on Mineral Avenue. On average, one vehicle entered the intersection every 23 seconds on Mineral Avenue during the peak hour.
- For the average hour of the day, 120 vehicles enter the intersection of which 99 vehicles enter the intersection on Mineral Avenue. For this average hour of the day, one vehicle enters the intersection every 36 seconds on Mineral Avenue. Also for the average hour of the day, it is estimated that 79 percent of vehicles on Mineral Avenue arrive at the intersection when there was no vehicle on Greenwood Lane stopped at the STOP sign.

- The traffic data was collected using the Miovision system. This method includes the collection of video of the intersection. This video was reviewed to identify the percent of vehicles that did not stop at the STOP signs (rolled through the STOP sign). Vehicles were classified into three categories. First, vehicles that came to a complete stop. Second, vehicles that came to a rolling stop. Third, vehicles that rolled-through the STOP sign. Vehicles that came to a complete stop or a rolling stop were considered to have stopped at the STOP sign. Vehicles that rolled through the STOP sign were considered to have not stopped at the STOP sign (violated the STOP sign). Because of the volume of video data (total of 12 hours), three random hours were selected because the video had to be reviewed in-person. The following table summarizes this review of the percentage of roll-through vehicles. The movement with the highest percentage of vehicles rolling through the STOP sign is the westbound right-turn at 55 percent. The movement with the lowest percentage of vehicles rolling through the STOP sign is the southbound through at 19 percent. Combining both through movements on Mineral Avenue, the total percent of roll-through vehicles is 25 percent. This means approximately 3 out of 10 vehicles traveling through on Mineral Avenue do not stop at the STOP signs.

**Intersection of Mineral Avenue and Greenwood Lane Summary of STOP Sign Violations**

Time Period	Mineral Avenue (Northbound)				Mineral Avenue (Southbound)				Greenwood Lane			
	Through		Right		Through		Left		Left		Right	
	S	R	S	R	S	R	S	R	S	R	S	R
8:00 am to 9:00 am	22	12	0	1	17	7	4	2	1	1	6	11
10:00 am to 11:00 am	17	10	0	0	23	9	8	5	1	1	6	6
4:00 pm to 5:00 pm	23	7	3	1	58	7	19	6	5	0	5	4
Total	62	29	3	2	98	23	31	13	7	2	17	21
Percent	68%	32%	60%	40%	81%	19%	70%	30%	78%	22%	45%	55%

\*S = stop or rolling stop, R = roll-through

## INTERSECTION TRAFFIC CONTROL STRATEGIES CONSIDERED

This study considered two intersection traffic control strategies for both intersections. They are listed below with a short summary of their advantages and disadvantages.

1. **No-Build (Keep Existing Traffic Control):** The Minnesota MUTCD provides guidance for the appropriate use of STOP signs. First, the Minnesota MUTCD states that the decision to install all-way stop control should be based upon an engineering study. The primary criterion that is considered for the decision to install all-way stop control is traffic volume. Generally, traffic volumes should either exceed a minimum threshold and/or be balanced across all intersection approaches. Another appropriate use of all-way stop control is when the function of the intersecting roadways is equal such as the intersection of two major arterial highways. In the case of both intersections being studied, neither matches these criteria of a minimum traffic volume threshold, balanced traffic volumes or equal functional classification.

Second, the Minnesota MUTCD states that the consideration of using a STOP sign should be given when the total entering traffic volume of the intersection is greater than 2,000 vehicles per day which suggests that STOP signs are not critical at low volume intersections. The total entering traffic volumes at the intersections being studied are 1,315 vehicles per day at the intersection of Mineral Avenue and Mud Lake Road, and 1,775 vehicles per day at the intersection of Mineral Avenue and Greenwood Lane. Engineering judgement does suggest a STOP sign is appropriate on the side streets of both of these intersections.

Third, the Minnesota MUTCD states that STOP signs should not be used for speed control. A report published by the Federal Highway Administration (*STOP, YIELD and NO CONTROL at Intersections*, Report No. FHWA/RD-81/084) found that increasing levels of traffic control did not result in a reduction of crashes. In fact, this report found the fraction of intersections with no crashes is inversely related to the level of control – 95% of the intersections with No Control had no crashes compared to 69% for STOP controlled intersections. This same report documented that between the years 1931 and 1977 there was a decrease in the percentage of full stops at intersections controlled by STOP signs over which the same period there was an increase in the total number of STOP signs.

As documented at the intersection of Mineral Avenue and Greenwood Lane, there was a rear-end crash during the daylight with dry pavement conditions that resulted in an injury. An underlying principle of traffic engineering is the need for traffic control and highway

designs to meet driver expectations. As noted in the existing conditions, for the average hour of the day, between 79 and 87 percent of vehicles on Mineral Avenue arrived at either intersection when there was no vehicle on the side street stopped at the STOP sign. This strongly suggests that the STOP signs on Mineral Avenue violate the expectations of drivers. In other words, drivers on Mineral Avenue likely are frustrated that they are stopping most often when there is no conflicting vehicle. This would explain the observed behavior that between 3 and 4 vehicles out of 10 vehicles traveling through on Mineral Avenue do not stop at the STOP sign. Unfortunately, this experience of most drivers on Mineral Avenue (no conflicting vehicle on the side street) likely diminishes the respect of these STOP signs and possibly others.

- 2. Remove All-Way Stop Control and Place Stop Control on the Side Streets Only:**  
This is a low cost strategy. The largest benefit of this alternative is to remove unwarranted STOP signs and better conform the traffic control on Mineral Avenue to drivers' expectations. There is not expected to be a significant change in crashes after the implementation of this alternative. There is also not expected to be a significant increase in delay for the side-streets.

There is a very similar case on Hwy 7, where it enters the City of Mountain Iron between Tamarack Drive and 9<sup>th</sup> Street South, to justify the adoption of this strategy on Mineral Avenue. In this comparative case, the speed limit on Hwy 7 is 55 mph prior to Tamarack Drive and it is reduced to 40 mph at a point approximately 400 feet south of Tamarack Drive, and then it is reduced again to 30 mph at Jasmine Street. The traffic control along this corridor is exclusively side-street stop control. There are no stop conditions on Hwy 7, except at Unity Drive.

## **EXISTING (YEAR 2018) TRAFFIC OPERATIONS ANALYSIS**

A traffic operations analysis was completed for the existing traffic volumes (year 2018) for each of the strategies considered in this study. Synchro 8 was used to analyze the traffic operations.

The following tables summarize the traffic model results for both intersections for all-way stop control and side-street stop control.

**Mineral Avenue and Greenwood Lane – All-Way Stop Control**

Approach	Delay (sec/veh)	LOS	Intersection Delay (sec/veh)	Intersection LOS
Mineral Avenue – Northbound	7.3	A	7.5	A
Mineral Avenue – Southbound	7.7	A		
Greenwood Lane	6.9	A		

**Mineral Avenue and Greenwood Lane – Side Street Stop Control**

Approach	Delay (sec/veh)	LOS	Intersection Delay (sec/veh)	Intersection LOS
Mineral Avenue – Northbound	N/A	N/A	2.0	A
Mineral Avenue – Southbound	N/A	N/A		
Greenwood Lane	8.8	A		

The total intersection delay for Mineral Avenue and Glenwood Lane decreased from 7.5 seconds per vehicle to 2.0 seconds per vehicle when the control was converted to side-street stop control. Under the side-street control scenario, the delay of Glenwood Lane increased marginally from 6.9 seconds per vehicle to 8.8 seconds per vehicle.

**Mineral Avenue and Mud Lake Road – All-Way Stop Control**

Approach	Delay (sec/veh)	LOS	Intersection Delay (sec/veh)	Intersection LOS
Mineral Avenue – Northbound	7.1	A	7.3	A
Mineral Avenue – Southbound	7.5	A		
Mud Lake Road	7.1	A		

### Mineral Avenue and Mud Lake Road – Side Street Stop Control

Approach	Delay (sec/veh)	LOS	Intersection Delay (sec/veh)	Intersection LOS
Mineral Avenue – Northbound	N/A	N/A	1.2	A
Mineral Avenue – Northbound	N/A	N/A		
Mud Lake Road	8.9	A		

The total intersection delay for Mineral Avenue and Mud Lake Road decreased from 7.3 seconds per vehicle to 1.2 seconds per vehicle when the control was converted to side-street stop control. Under the side-street control scenario, the delay of Glenwood Lane increased marginally from 7.1 seconds per vehicle to 8.9 seconds per vehicle.

In summary of the operational analysis, there is no significant change in delay expected for either intersection if the traffic control is converted to side-street stop control.

### RECOMMENDATION

Based upon the traffic volumes, observed traffic behavior and estimated traffic operations, and guidance in the Minnesota MUTCD, it is recommended that the STOP signs be removed on Mineral Avenue at the intersections of Mud Lake Road and Greenwood Lane. The STOP signs should remain in place for the side streets. It is also recommended that a plaque with the legend CROSS TRAFFIC DOES NOT STOP be installed temporarily under the STOP signs at Mud Lake Road and Greenwood Lane.



## Craig Wainio

---

**From:** John Backman <Backmanj@StLouisCountyMN.gov>  
**Sent:** Thursday, May 17, 2018 1:09 PM  
**To:** Craig Wainio  
**Subject:** Recommendation Mineral Ave.

This message was sent securely using Zix®

After getting called out of today's meeting I would like to assert a recommendation as a contractual service provider to the City in their decision making process. Clearly it is in the interest of public safety and the avoidance of liability exposure to support the St. Louis County Traffic Engineer's recommendation of removing the stop signs on Mineral Avenue at the two intersections of Mud Lake Rd. and Greenwood Dr.

Of note, a person present alleges a specific County Commissioner will follow whatever the City Council recommends, I feel the exposure to liability is increased significantly if this statement were to be accurate. It, in essence, offers the City decision making power by proxy.

Sgt. John Backman  
St. Louis County Sheriff's Office  
8586 Enterprise Dr. S.  
Mountain Iron, MN 55768  
(218)748-7578  
[backmanj@stlouiscountymn.gov](mailto:backmanj@stlouiscountymn.gov)

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**COUNCIL LETTER 060418-VIA1**

**PUBLIC UTILITIES**

**RESOLUTION NUMBER 16-18**

**DATE:** May 31, 2018

**FROM:** Public Utilities

Craig J. Wainio  
City Administrator

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Resolution Number 16-18 Affirming Membership in the Northeastern Minnesota Municipal Power Agency is a confirmation that the City will remain a part of that Agency. The Agency was initially established in 1979 and included 9 members most from the iron range area. There is no cost associated with the adoption of the Resolution or our membership in the Agency. It is recommended that the City Council adopt Resolution Number 16-18 as presented.



# CITY OF MOUNTAIN IRON

"TACONITE CAPITAL OF THE WORLD"

PHONE: 218-748-7570 • FAX: 218-748-7573 • www.mtniron.com  
8586 ENTERPRISE DRIVE SOUTH • MOUNTAIN IRON, MN • 55768-8260

## RESOLUTION NUMBER 16-18

### AFFIRMING MEMBERSHIP IN THE NORTHEASTERN MINNESOTA MUNICIPAL POWER AGENCY

**WHEREAS**, the City of Mountain Iron ("City") is authorized either by the laws of the State of Minnesota or by its city charter adopted pursuant thereto to engage in the local distribution and sale of electric energy;

**WHEREAS**, City is party to the "Agency Agreement", dated as of December 1, 1978 and relating to the creation of the Northeastern Minnesota Municipal Power Agency (the "Agency") for the purpose of exercising certain rights and powers as a member of the Agency in accordance with Minnesota statutes, section 453.51 through 453.62, inclusive (the "Act");

**WHEREAS**, the information set forth in Sections 1 through 8, inclusive, of the Agency Agreement is the information required by Section 3, Subdivision 1, Paragraphs (1) through (8), inclusive, of the Act, and is and remains valid;

**WHEREAS**, the Agency Agreement was filed with the Secretary of State of the State of Minnesota in accordance with the Act and certified on February 12, 1979;

**WHEREAS**, it has been determined that the Agency Agreement need not be restated or amended at this time;

**WHEREAS**, the City Council of the City of Mountain Iron has determined that it is in the best interests of City and its electric ratepayers to remain a member of the Agency;

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF MOUNTAIN IRON, MINNESOTA:**

Section One: The City agrees to remain bound as a party by all the terms and conditions of the Agency Agreement.

Section Two: The following individuals have been designated by Commission Resolution to serve as the Representative and alternative Representative of City in accordance with Section 5 of the Agency Agreement and shall be each accorded the power and authority to serve in that capacity on behalf of City in any matter regarding the Agency:

Name of Representative

Address

Craig J. Wainio  
City Administrator

8586 Enterprise Drive South  
Mountain Iron MN 55768

Name of Alternative Representative

Address

Tim Satrang  
Director of Public Works

8586 Enterprise Drive South  
Mountain Iron MN 55768

**DULY ADOPTED BY THE CITY COUNCIL THIS 4<sup>th</sup> DAY OF JUNE, 2018.**

ATTEST:

---

Mayor Gary Skalko

---

City Administrator



CONNECTING & INNOVATING  
SINCE 1913

May 18, 2018

Dear Mayors and Administrators,

With a long winter behind us, we hope that you are doing well and that your city is gearing up for a successful summer.

We are writing to let you know that the League of Minnesota Cities Board of Directors voted at its May meeting to set a preliminary maximum member dues schedule increase of zero percent (or, no dues increase) for the League's 2019 fiscal year that runs from September 1, 2018 through August 31, 2019.

The League's final dues schedule is similar to how your city sets its preliminary levy increase in that it cannot be higher than the maximum that is set. Please note that while there is no proposed dues increase, you may still see a slight increase or decrease in dues based on any shifts in your city's population (to learn more about how your dues are calculated, visit [www.lmc.org/dues](http://www.lmc.org/dues)). The Board will make its final decision on annual dues when it meets on July 19 to approve the League's FY 2019 budget.

The League's finances continue to be strong so that we can provide you with the many services you rely on—from advocating for local control at the state Capitol and transportation funding in Washington, D.C.; providing a variety of big-picture and skills-focused training for your city officials and staff; to answering your questions about laws, statutes, and trending topics like data privacy and drones, among many others. We take our responsibility to carefully manage member assets very seriously, and we thank you for your continued support of our work. It is an honor to serve your city.

Please let us know if you have any questions about your dues or if you have comments about how we can better serve your needs. Feel free to call or email Dave Unmacht at (651) 281-1205 or [dunmacht@lmc.org](mailto:dunmacht@lmc.org)—and if you're ever near St. Paul, be sure to stop by for some coffee and conversation.

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