

**FINANCE COMMITTEE
SEPTEMBER 12, 2011 AT 7:00 P.M.
LINCOLN CENTER – 1519 WATER STREET**

PRESENT: Alderperson Molski, Stroik, and Suomi

EXCUSED: Alderpersons Moore and Brooks

ALSO

PRESENT: C/T Schlice; Mayor Halverson; City Attorney Molepske; Clerk Moe;
Ald. Slowinski, Trebiatowski, O'Meara, M. Stroik, Beveridge;
Directors Halverson, Schrader, Lemke, Ostrowski, McGinty; Assessor Siebers;
Human Resource Manager Jakusz; Asst Chief Kudronowicz;
Civil Engineer Saunders; Deputy C/T Freeberg; Asst to the Mayor Pazdernik;
Secretary Church; Matthew Brown; Brian Kowalski; Sandra Butz-Siebers;
Carl Rasmussen; Joe Senn; Reid Rocheleau; John Jones; Tom Patterson;
Lisa Patterson; Paul Stroik; Krista Olson; Jack Negaard; Sam Dinga; Cathy Dugan

1. ASSESSOR'S REPORT.

Motion made by Ald. Stroik, seconded by Ald. Suomi to approve the Assessor's report and place it on file.

Ayes: All Nays: None Motion carried.

2. AMERICORP APPLICATION.

C/T Schlice stated this is the second year of this application and our local share would be \$3,025, which is considerably down from last years amount of \$30,000. Staff recommendation is approval for another year.

Mayor Halverson stated that money is associated with the Iverson Park Project, which is a multi-year project that this program participates in.

Motion made by Ald. Stroik, seconded by Ald. Molski to approve the Americorp Application.

Ayes: All Nays: None Motion carried.

3. GRANT APPLICATION FOR FIRE DEPARTMENT – CARDIAC MONITORS.

C/T Schlice stated the Fire Department is requesting to apply for a grant. It is a 90/10 split and our share would be about \$8,000 if received. Recommendation is to approve.

Ald. Stroik questioned where the money would come from.

C/T Schlice stated that we would appropriate that if and when they have the grant. Probably contingency, but that would come back to Committee for funding.

Motion made by Ald. Molski, seconded by Ald. Suomi to approve the grant application for the Fire Department cardiac monitors.

Ayes: All Nays: None Motion carried.

4. 2ND QUARTER ROOM TAX REPORT.

C/T Schlice stated a couple months ago there was a discussion on areas pushing into the red due to prior year commitments so Director Schrader went through and removed about \$63,000 to \$64,000 worth of prior commitments that either came in under budget or they cease to exist. Everything else is tracking as expected.

Motion made by Ald. Stroik, seconded by Ald. Suomi to approve the report and place it on file.

5. FUNDING FOR STUDY OF ADVANCED WARNING BEACON – COUNTRY CLUB DRIVE.

C/T Schlice stated that this is on the Public Works agenda, which is after our meeting, so approval would be contingent upon Public Works approving it as well.

Ald. Molski stated they are needed.

Ald. Stroik agreed but stated in light of budget concerns, when all the hours are broke down it looks like we are paying \$100 an hour for 170 hours worth of work. He questioned if there is any work that internal staff could do to limit the \$18,000. He wants to make sure that the \$18,000 is spent the best way at this time.

Mayor Halverson replied that there is going to need to be a much more specific dialog between AECOM and the railroad versus what we would be capable of. The expenditures for this are going to either come out of the Industrial Park Development Fund or it will be charged back to the TIF. The expenditures are warranted considering the impact on productivity that this will allow and for ease of life for people to be able to avert from Country Club, Main Street, Industrial Park, Hoover and HH.

Ald. Stroik feels that spending \$18,000 on a study to find out what we already know may not be the best way to spend money.

Director Lemke reviewed the breakdown of the pricing structure stating that with most of the items, they will be far more equipped than we will be to do these services. He stated that the bigger questions is going to be how are we going to make the communication happen, such as can we or will we be able to use equipment that is already there for telepathy.

Ald. Stroik questioned if the study will make the end result cheaper. This study will just tell us if it is feasible.

Director Lemke stated this study will come up with recommendations based on knowing what we want the end product to be. The study will show more than just the traffic engineering end of it to make sure we are doing everything we need to for safety, etc., but there is also a coordination between what is out there and what we can use.

Ald. Stroik questioned if this study would give us the detail and have a solution in hand to tell us how to proceed.

Motion made by Ald. Stroik, seconded by Ald. Molski to approve funding the study of the advanced warning beacon for Country Club Drive.

Ald. Slowinski clarified this was a warning signal that is placed on Hwy 66 to notify motorists that there is a train at Country Club Drive. He stated that he thought that in the near future, there was going to be a grade separation there.

Meeting adjourned to go to Special Common Council meeting at 6:10 P.M.

Meeting reconvened back to Finance Committee at 6:12 P.M.

Ald. Slowinski stated that if the grade separation is put in place, these signals are going to be obsolete. He is struggling with spending the money on something that is going to be temporary.

Mayor Halverson stated that the vast majority of the ideas for this mechanism as well as the vast majority of complaints for this crossing emanates from Ald. Slowinski's district. The concern also is going to be that construction at the earliest is at least five years away. The study that we have, which Congressman Obey secured a \$500,000 earmark, will only get us to 30% design and feasibly of an over or underpass. We would still have to pay probably between \$300,000 and \$500,000 to get the design to 60% and probably another \$150,000 to get it to 90% design. Once we have it to 90% design, then we have to work with our engineers at AECOM to go out and facilitate conversations at the State and Federal level to try and secure, probably in excess of, \$10-\$12 million dollars, if that is to be an underpass. Even if it is to be an overpass, which will probably be unlikely considering the approach distances that are going to be necessary for that crossing, we are still talking multi millions of dollars that we have to secure, assuming that we will even have the ability to levy maybe two or three million directly from the City for that grade separation, we will still have a gap of at least seven to ten million that we are going to have to secure from outside sources. With us not having the Chairman of the House of Appropriation Committee as our representative, is going to make that difficult. We are going to have to work through the senate side to get the project through. Although this may be a temporary fix, he has never explained that this is a stop gap until that particular grade separation over or under is constructed. The amount of complaints that we receive and the amount of action that is being demanded of us, basically from the 6th district, we have to do something. There are 3,300 jobs that are within one half mile and almost 2,000 that are within a quarter of a mile of that crossing. All of the major employers in the area have voiced their concern. It is an expenditure and will come out of two isolated sources, either charge back and be completely TIF eligible or the Industrial Park Development Fund.

C/T Schlice stated his recommendation was to take it out of the Industrial Park Fund because that is restricted for improvement from that area and if we can get it reimbursed from a TIF later, we would do that through the accounting process.

Ald. Trzebiatowski stated his concern is technical. He questioned if we know what the trigger point would be. He is concerned about the expense and would like more details as to what the triggers would be.

Mayor Halverson replied that the study would tell us and would also give us the recommendations. We would be alerted, via this warning system, when the gates were down and when they are up. When they are down, they would warn for the entire time they were down. The technicalities of that and the specifics would come back to us in the study.

Ayes: All Nays: None Motion carried.

6. APPROVAL OF PAYMENT OF CLAIMS.

Motion made by Ald. Suomi, seconded by Ald. Molski to approve the payment of claims in the amount of \$1,452,288.62.

Ayes: All Nays: None Motion carried.

7. DISCUSSION AND POSSIBLE ACTION ON DAM REPAIR COST BREAKDOWN & DAM REPAIR OPTION.

Mayor Halverson gave a brief overview of the slide presentation that was sent out (attached). He stated that it covered the options, a breakdown of the history, some of the definitions of what was being talked about and some highlights of what AECOM did in their study and what their findings were. There needs to be a discussion so that we can give guidance to AECOM and the Village of Whiting as far as what we feel the repair option should be on their grant application. There are options 1, 2 and 3, which go up in ascending dollar amounts. The difference in amounts is the distance of the concrete slurry wall. The repairs to the culvert, the diversion drainage ditches that will be installed as well as the coring through the concrete box culvert, is the same in all options. The Lake District has met and went through all the options and they voted for Option 2 with over 2/3's majority. We have discussed this also, internally with Public Works, and they have concur that Option 2 makes the most sense, primarily because the slurry wall runs to the east which was over-excavated for the diversion channel to go through when they replaced the dam. Option 2 was the original suggestion of AECOM and also seems to make the most sense to us. He also wants to discuss the breakdown of the repair costs. It has been suggested that the repair costs be split 1/3 Lake District, 1/3 City, 1/3 County. He would like an affirmation from the Finance Committee that this is an acceptable breakdown and that he could continue to proceed with that as the general mindset. The Option 2 assumes 50% of the first \$400,000, which is cap that the DNR will ultimately cover and the specific amount over and above that is 25% going up to \$800,000, so Option 2, would be \$87,917, assuming a grant is awarded. If a grant is not awarded, the amount becomes \$161,667. There was brief discussion at the Lake District meeting about extending the length of the slurry wall to the east about 50-80 feet and leaving the distance to the west. The

conversation led to if we are able to submit the grant and, if successful, and if the 1/3, 1/3, 1/3 split was approved, if we wanted to add more to that grant, we could do that.

Ald. Suomi questioned where the money would come from.

Mayor Halverson stated it would come from the borrowing in 2012. The borrowing includes 3 – 3.5 million every year and includes road projects, equipment replacement, etc. Our interest rate has historically been extremely good because of our double Aa2 bond rating.

Ald. Stroik questioned what this would cost the average taxpayer on the \$87,917. He would like preliminary thoughts on tax implications and for how long.

C/T Schlice stated very minimal, maybe a penny a thousand.

Ald. Stroik believes it is very important, but when there are budget concerns, it is easy for a lot of people to say stop spending. In this case, stopping the spending means far more harm from a valuation perspective than what the upside of having the dam restored. He supports it.

Mayor Halverson stated we have to be able to split operational budget challenges from borrowing initiatives that we look at. Those two items are very different in terms of restrictions that we fall under as a community, but ultimately the types of projects that are eligible for either one of those two different tools. All of our budget problems in terms of the levy restrictions that we face as well as the loss of revenue from the State has nothing to do with borrowing. It has everything to do with our annual expenditures which is going to become the real challenge that we have to face, we have to cut operations but will still re-pave roads and borrow just like we have done every year. We pay for it either way because if this reservoir goes unfilled, even under the most conservative assumptions on value, we are going to lose probably 20% of value because without waterfront property, the value goes down. The value of the City parcels that are on McDill is \$30,000,000 and they would lose 20% of their value if they were no longer waterfront, which ends up being \$6 million in tax base that we lose. For the pennies that we could spend even up to \$100 or \$150,000, as far as our part of the fix, the impact to the general tax rate would be different if we didn't do anything versus if we act.

C/T Schlice stated that it would be under a penny a thousand, so on a \$100,000 house, you would be talking about a dollar a year.

Ald. O'Meara stated he agrees with Option 2 based on risk management. He stated the risks are minimized sufficiently by using Option 2 and that it is reasonable and will take care of the problem, so he supports it.

Ald. Trzebiatowski stated his concerns are with the design and would like to see a modification going more to the east to make sure the whole area is covered.

Reid Rocheleau, 408 Cedar, voiced his concerns ranging from the ownership of the dam to dredging to the cost of repairing the dam. He would like to see the vote postponed and let the people make the decision.

Cathy Dugan, 615 Somers Street, questioned borrowing the money or not borrowing the money to help offset some of the cuts the City is currently facing. She questioned if we did not borrow the money, could we save some of the things that are being cut in operations. She wanted to know where the money comes from to pay the borrowings back.

Mayor Halverson replied that the operational restrictions that we are under, the levy restraints we fall under by Madison, specifically restrict what we can levy for annual operational expenses. Operational expenses only result in a one year time frame and are annual operational expenses that the City incurs for its running. The City has two levies, the operational levy and the debt service levy. The debt service levy is the amount of money that goes back to pay bonds and notes and that number is not under the restrictions, so we have the ability to borrow as much as the Council would see fit, right up to our debt capacity. However, that would not sit well with the property owners because that has a tax rate implication in terms of the amount of levy associated with paying that back on an annual basis. We cannot say that we will not borrow anything next year and transfer that to operations as that is not allowed. Our bond rating would fall if we started borrowing for annual operations, we can borrow for capital improvements (road reconstruction, parking lots, repairing a dam, etc.). The more we levy, the tax rate will go up or it will stay the same based on the amount of new growth that we have, but the problem that we face is on the operational levy, the amount of money that we spend on annual operations and expenses is what is leading to the proposed increase of our operational levy of 1.9 million dollars for next year. We mitigated that by hopeful approval from the Council where the Board of Water and Sewage Commissioners moved \$463,000 out of that operational levy to the water bill today, so that dropped our problem down to 1.5 million. Those dollars have to disappear by law, by actions of Governor Walker, reaffirmed by the Wisconsin Legislature. There is not a direct correlation between our budget problem (operational levy) and debt service for borrowing, they are not associated. The only association with that is the amount of actual taxes that a property would pay. We all know that our tax rate will be increasing by a minimum of .31 per thousand, passed via referendum for the mall borrowing. Anything over and above the three million we borrow for every year will ultimately raise the tax rate, which we can do for borrowings.

Cathy Dugan asked if the taxes will go up for this borrowing.

Mayor Halverson replied that we will not know until we have a total of all the borrowings.

Ald. Stroik questioned what is needed of the Committee today.

Mayor Halverson replied that we would like a motion to recommend Option 2 as the overall repair option that Whiting should submit with AECOM on their grant and give him the authority to approach the County, as well as the Lake District, with a 1/3, 1/3, 1/3 split of the eventual repair cost, with or without a grant.

Ald. Stroik questioned if we are at a point now that we know that nobody is to blame, no faulty contractor, there wasn't sand put in instead of clay, etc.

Mayor Halverson read the summary of findings from the report and asked AECOM to elaborate on

why there is not any clay.

Dave Hanson, AECOM, stated that they did find minimal traces of clay with the exception of the area where the utilities are as that has more. The firm that did the work has been bankrupt for many years and it was a State project, which only had a one year guarantee and the dam is now 12 years old. It was our job to find out what was out there and what we need to do to rectify the problem.

Mayor Halverson stated that there multiple reasons why this problem exists, but what we have is a choice to either not do anything or make a decision on what to do.

Dave Hanson stated that it is going to cost too much money to investigate what exactly happened and after that we are in the same situation and you will need to make a decision on where to go from here.

Mayor Halverson questioned Mr. Hanson if Option 2 covers the area that was excavated for the diversion channel for McDill.

Dave Hanson replied it does.

Mayor Halverson also stated that eventually this will become a conversation between the Lake District, the County and the City on who is going to control this facility moving forward. The Village of Whiting has made it very clear that they do not want to be burdened with the repair costs and they do not want to be burdened with the control or responsibly of this device moving forward, so there will need to be a conversation at some point about who, whom or what partnership will take on this responsibility and operate the dam. He has requested all operational costs that Whiting has with the dam so we have an idea of how much money we are talking. The practicality of that is in a conversation with the DNR, they make it very clear that a County Truck highway going over the top of it so the County is the jurisdiction that could easily bridge the City, Village of Whiting and the Lake District and have control of it. The agency that would make the most sense would be the Lake District to control it and we would have a partnership where we would assist, much like we do now with the weed harvester. He is just making everyone aware of the conversations that will be coming.

Ald. Stroik questioned if we should make the funding contingent on funding.

C/T Schlice stated that it will come back to Committee for funding.

Motion made by Ald. Stroik, seconded by Ald. Suomi to recommend Option 2 to be pursued and to give authority to the Mayor to work between the Lake District, Portage County and the City of Stevens Point towards the 1/3, 1/3, 1/3 cost split for dam repairs.

Ayes: All Nays: None Motion carried.

Adjournment at 6:59 P.M.

McDill Dam Damage Survey

History and overview of McDill Pond Dam



The dam is comprised of an earthen embankment approximately 500 feet long with a structural height of 20.6 feet. CTH HH is located on the dam crest and consists of 4 lanes of traffic, a median, and sidewalks on each side of the roadway. The width of the dam crest is typically 80 feet. The upstream embankment slopes are 2 horizontal to 1 vertical (2H:1V) and protected with heavy rip-rap. The downstream slopes vary between 2H:1V and 4H:1V and are also protected with heavy rip-rap along the majority of the embankment.

Text from AECOM's preliminary report

McDill Dam Damage Survey



Bore Drilling and Sampling

The borings were completed by a two-person NTS drill crew using an all-terrain CME-75 drill rig. The borings were advanced using continuous solid stem flight augers to a termination depth of 25 feet, or practical auger refusal, whichever occurred sooner. Soil sampling was generally performed at a continuous interval to the termination depth or point of practical refusal.

McDill Dam Damage Survey



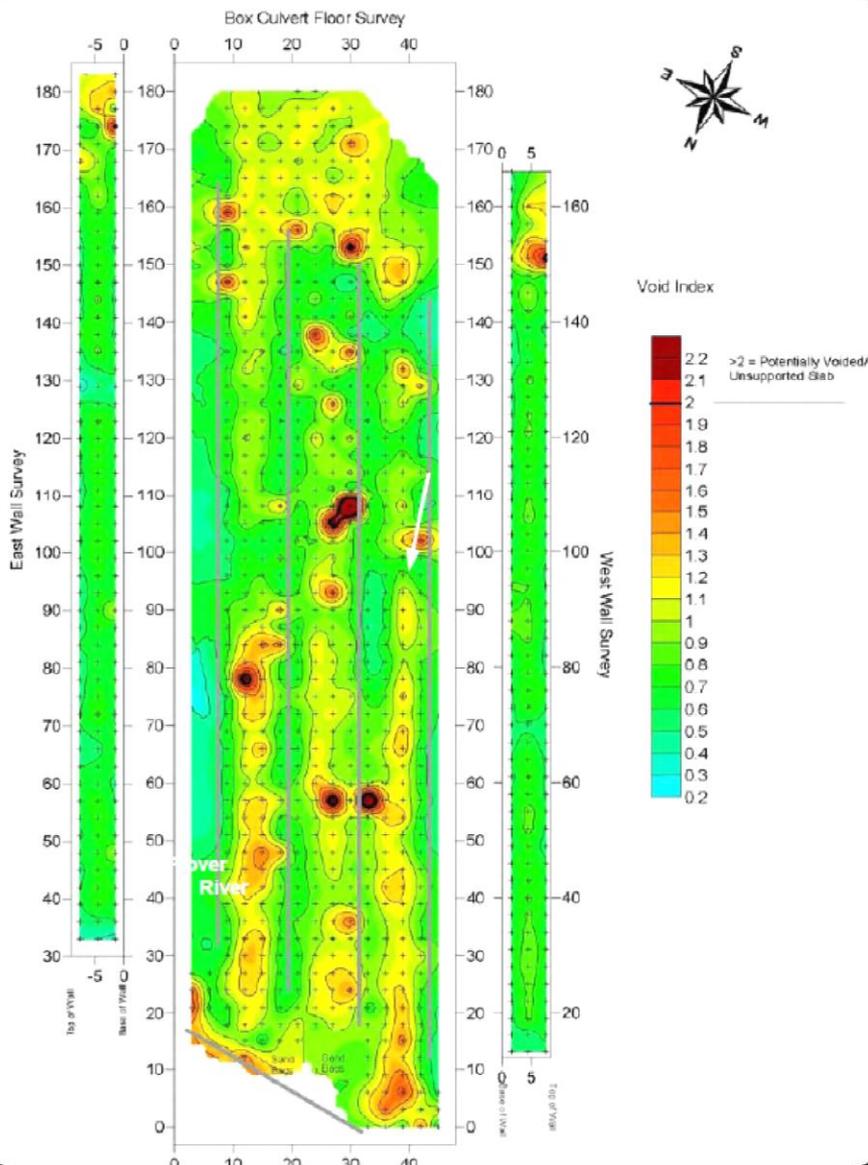
The Impulse Response Spectrum (IRS) Test

To perform the IRS test on a concrete slab floor or wall, the slab is instrumented with a geophone velocity transducer. The slab adjacent to the geophone is struck with a small hammer containing a piezo-ceramic load-cell. The response of the slab to the compression wave generated by the hammer blow is monitored by the geophone. The signals from the two instruments are recorded via a data acquisition card in a portable PC computer.

McDill Dam Damage Survey

The Impulse Response Spectrum (IRS) Test Results

The floor of the three culvert channels and the two outer walls of the culvert were marked out on a three foot by three foot grid so that there were four parallel rows of tests along each channel, and three rows along each wall. The test grid extended across the concrete apron at each end of the culvert, as shown in the attached contour map. **The areas that are interpreted to be most likely voided are shown on the contour map in dark red, with a bold black outline.** There are only five such areas beneath the culvert floor slab, and one behind each outer wall. **It can readily be seen that all of these areas are limited in extent. There is no evidence in this data of any significant undermining or channeling along the exterior of the culvert.**



McDill Dam Damage Survey

Summary of Findings

Based on the information gathered during the subsurface investigation, **the predominate soil types present throughout the McDill Dam are granular soils consisting of fine to medium-grained sand with varying amounts of gravel. The majority of the soils encountered do not contain significant amounts of silt or clay sized particles.** Fine to coarse gravel containing no noticeable amounts of sand, silt, or clay was encountered beneath the box culvert floor. **The granular soils present at the site are considered permeable. As such, water migrates through them at rates higher than desired for water retaining earth embankments.** Based on our on-site observations, we suspect water flows from McDill Pond into the gravel layer beneath the culvert floor and migrates towards the sandy soils along the sides of the box culvert as it flows downstream. **The sandy soils are susceptible to erosion and piping.** As water continues to flow through the sandy soils, the smaller sized soil particles are removed from the soil matrix. This process continues to increase the permeability of the soil backfill until piping occurs as witnessed at the sink hole that developed along the east wing wall of the outfall structure. **If water seepage is not reduced, a significant failure of the earth embankment and damage to CTH HH could occur.** Currently, seepage has been reduced by drawing down McDill Pond. The lower Pond elevation reduces the hydraulic head that forces water under and through the embankment soils. In order to restore McDill Pond to its normal water surface elevation, water seepage through the embankment soils must be reduced by other means.

McDill Dam Repair Options

AECOM has outlined three possible repair options. Each bigger, better and more costly than the previous



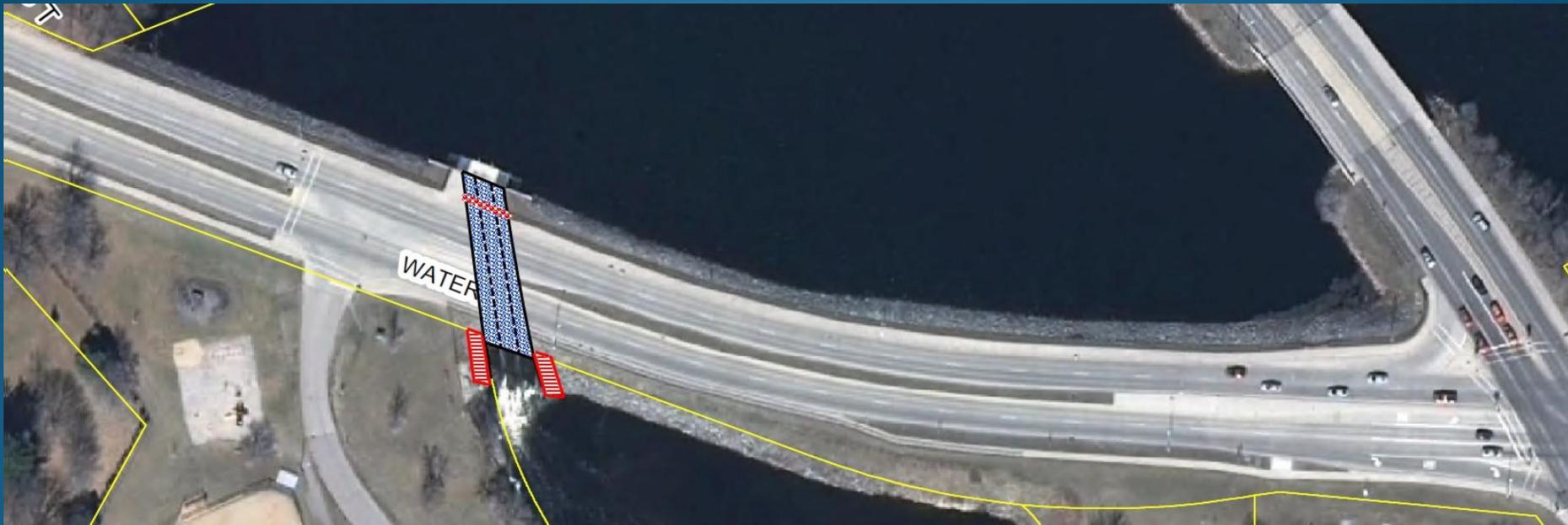
McDill Dam Repair Options

Option Number	Option Description	Probable Range of Cost
1	Culvert Foundation Grouting, Reverse Filter Drainage System, and Cement-Bentonite Seepage Cutoff Wall Extending 50 feet East and West of the Box Culvert	\$375,000 - \$395,000
2	Culvert Foundation Grouting, Reverse Filter Drainage System, and Cement-Bentonite Seepage Cutoff Wall Extending 150 feet East and 50 feet West of the Box Culvert	\$465,000 - \$485,000
3	Culvert Foundation Grouting, Reverse Filter Drainage System, and Cement-Bentonite Seepage Cutoff Wall Extending Over Entire Earth Embankment.	\$925,000 - \$945,000

AECOM has developed three conceptual seepage repair alternatives for the McDill Dam. The three alternatives all include installing a contiguous seepage cutoff wall beneath and around the box culvert, as well as a drainage system along the downstream wing walls of the outfall structure. **The three options presented in this section all include grouting a portion of the foundation soils beneath the culvert floor, a cement-bentonite seepage cutoff wall, and a reverse filter drainage system.**

McDill Dam Repair Options

All three repair options contain the same base fixes



- Culvert Foundation Grounding
- Reverse Filter Drainage System

McDill Dam Damage Survey

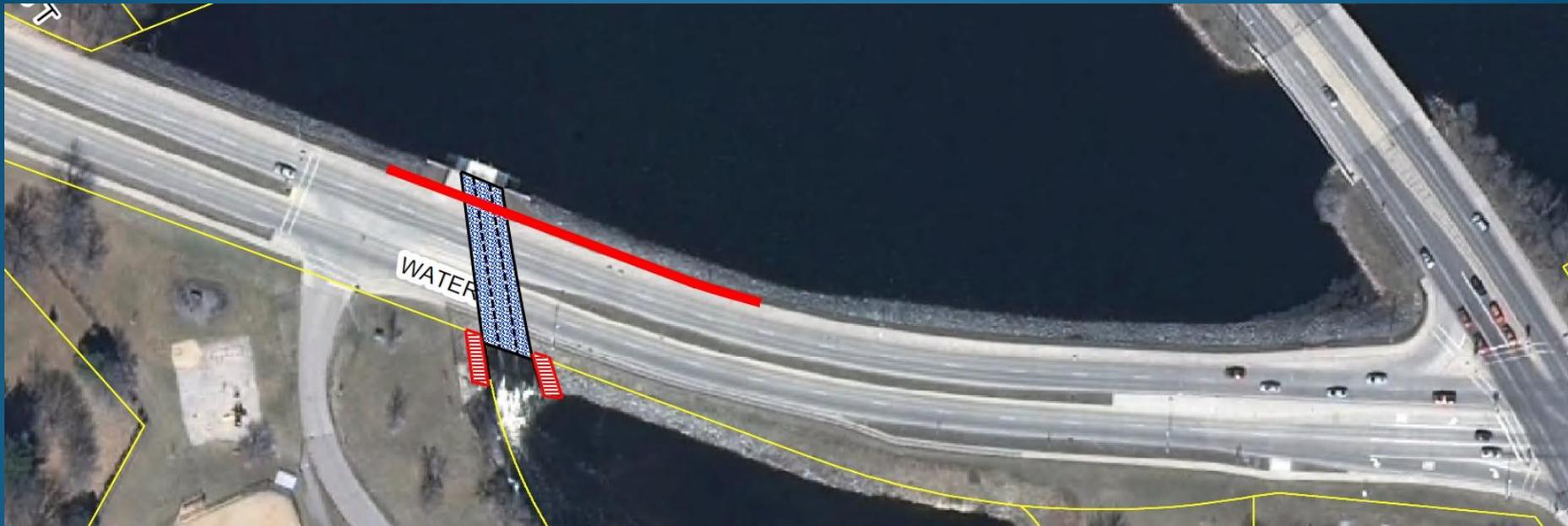
Option #1



- Cement-Bentonite Seepage Cutoff Wall Extending **50 feet** East and West of the Box Culvert
- \$375,000 - \$395,000

McDill Dam Damage Survey

Option #2



- Cement-Bentonite Seepage Cutoff Wall Extending 150 feet East and 50 feet West of the Box Culvert
- \$465,000 - \$485,000

McDill Dam Damage Survey

Option #3



- Cement-Bentonite Seepage Cutoff Wall **Extending Over Entire Earth Embankment.**
- \$925,000 - \$945,000

McDill Dam Repair Options

How do we pay for the repairs?

- DNR Dam Repair Matching Grant
 - Applied for by the Village of Whiting
- 1/3 of the total cost paid for by the City of Stevens Point
- 1/3 of the total cost paid for by Portage County
- 1/3 of the total cost paid for by the McDill Pond Lake Association members

McDill Dam Repair Options

Wisconsin DNR Matching Grant

Purpose

The Municipal Dam grant program provides a cost-sharing opportunity for eligible engineering and construction costs for dam maintenance, repair, modification, or abandonment and removal **up to a maximum of \$400,000.00**. Funding sources outside the applicant's own resources can be used toward the local match for this grant.

Funding Limits

For **dam repair/reconstruction/modification** projects grant awards will cover:

- 50% of the first \$400,000 of eligible project costs
- 25% of the next \$800,000 of eligible project costs
- 0% of project costs above \$1.2 million

McDill Dam Repair Options

Wisconsin DNR Matching Grant

Application Deadline

Applications must be received at the DNR Central Office by **September 15, 2011**, to be considered for funding. Applications received after September 15th will not be eligible for consideration. Please allow transit time for your application so that it is received by the department by the application deadline. Faxed or emailed applications will not be accepted.

Application Score & Rank

Applications will be scored based on the following program criteria, as defined in the application:

- **Dam size.**
- **Dam hazard rating based on existing land use.**
- **Land use controls in place in the hydraulic shadow.**
- **Dam repair costs.**
- **Financial need of the municipality.**

Applications will be ranked based on score. Beginning at the top of the ranked list, DNR will award grants until all funds are exhausted. The DNR expects to establish the priority ranking list by November 15, 2011.

McDill Dam Repair Options

The Headline From the Last Time the DNR Offered a Matching Grant...

31 “Municipalities” Apply For DNR Municipal Dam Grants

Thirty-one (31) Wisconsin municipalities submitted applications for DNR's 2009 Municipal Dam Grant Program. This grant program provides a cost-sharing opportunity for eligible engineering and construction costs for dam maintenance, repair, modification, or abandonment and removal up to a project maximum of \$400,000. Applicants requested \$5.2 million in funding though only \$3.5 million was made available through the 2009-2011 Biennial Budget Bill.

A Priority Ranking List of the twenty-four (24) eligible applicants for Wisconsin's Municipal Dam Grant Program was established and is available for review. Funding is currently available for projects ranked 1 through 15 on this list. Actual grant awards will be based on construction bids for each project.

McDill Dam Repair Options

How do we pay for the repairs?

WITH DNR GRANT							
		DNR Grant Amount					
Option	Cost	50% of first \$400,000	25% of next \$800,000	Total Grant	Local Match	One Third	Lake District Cost each for 180 Properties
1	395,000	197,500	0	197,500	197,500	65,833	366
2	485,000	200,000	21,250	221,250	263,750	87,917	488
3	945,000	200,000	136,250	336,250	608,750	202,917	1,127

McDill Dam Repair Options

How do we pay for the repairs?

NO DNR GRANT							
		DNR Grant Amount					
Option	Cost	50% of first \$400,000	25% of next \$800,000	Total Grant	Local Match	One Third	Lake District Cost each for 180 Properties
1	395,000	0	0	0	395,000	131,667	731
2	485,000	0	0	0	485,000	161,667	898
3	945,000	0	0	0	945,000	315,000	1,750

MCDILL LAKE DISTRICT

MEMBER VOTING CARD

WEDNESDAY, SEPTEMBER 7, 2011

Check 1 Box only

Option 1

- Culvert Foundation Grouting,
- Reverse Filter Drainage System, and
- Cement-Bentonite Seepage Cutoff Wall Extending 50 feet East and West of the Box Culvert
- \$375,000 - \$395,000

Option 2

- Culvert Foundation Grouting,
- Reverse Filter Drainage System, and
- Cement-Bentonite Seepage Cutoff Wall Extending 150 feet East and 50 feet West of the Box Culvert
- \$465,000 - \$485,000

Option 3

- Culvert Foundation Grouting,
- Reverse Filter Drainage System, and
- Cement-Bentonite Seepage Cutoff Wall Extending Over Entire Earth Embankment.
- \$925,000 - \$945,000

- All attending Lake District members should have been given a voting card when they filled out the member sign in sheet.
- If you did not get one, please sign in and one will be provided for you.
- Only **ONE** card per McDill Lake District property address