

**MINUTES
JOINT MEETING
BROOKINGS PLANNING COMMISSION/CITY COUNCIL
October 13, 1997**

A joint meeting of the Brookings Planning Commission and City Council was called to order at 6:09 p.m. by Council President Larry Curry in the Council Chambers at Brookings City Hall on the above date with the following Commission and Council members and staff in attendance.

Councilor Dave Ham
Councilor Larry Curry
Commission Chair George Ciapusci
Commissioner Rick Dentino
Commissioner Marv Lindsey
Commissioner Ted Freeman

Commissioner Keith Pepper
Community Development Director Leo Lightle
Planning Director John Bischoff
City Manager Tom Weldon
City Attorney Marty Stone

Mayor Nancy Brendlinger arrived at 6:12 p.m.. Commissioners Judi Krebs and Earl Breuer and Councilors Bob Hagbom and Julie Cartwright were not in attendance. The press was represented by Chuck Hayward, Curry Coastal Pilot.

Tom Weldon, City Manager reviewed his memo on the parking situation at the two post offices in Brookings.

After John Bischoff, Planning Director recapped his memo on Deferred Improvement Agreement (DIA) options, discussion ensued concerning difficulties of calling in DIAs and forming Local Improvements Districts (LIDS). Cost of these types of projects was discussed including the fact that the city could put money "up front" and not get any of it back thru the LID process if the project was not completed .

Staff was directed to prepare an overlay of city streets showing what condition the streets are in and which streets could be improved. The consensus was to proceed under alternative #3, prioritizing through the Capital Improvements Plan. A committee will be formed of two City Councilors, two Planning Commissioners and staff to study this alternative.

The next joint meeting will be held in the Council Chambers at 6:00 p.m., December 8, 1997.

There being no further business before the joint body, the meeting was adjourned at 6.55 p.m.

Respectfully submitted,



Tom Weldon, City Manager

City of Brookings Memorandum

TO: Mayor, City Council

FROM: Leo Lightle,
Community Development Director

THROUGH: Tom Weldon, City Manager *Tom*

DATE: October 13, 1997



Issue: Sewer line plug, collapse adjacent to Ray's Food Place

Synopsis: The line west of Ray's Food Place plugged to the point of flooding the bakery, produce section and three aisles east of those sections. The city crews spent most of the day trying different methods to unplug the line. Late in the afternoon we started getting a thick brown water which indicates large amounts of mud, indicative of pipe failure.

Dennis and I determined an emergency existed, contacted B & B Excavation and proceeded with emergency repairs.

Recommendation: The Council determine that a emergency exists and authorizes the repair work to the sewerline immediately adjacent to the west side of Ray's Food Place.

Background: The sewer lateral that serves the west side of Ray's Food Place and several other buildings plugged solid Wednesday morning, October 8, 1997. The plugged line flooded the deli section, the produce section and approximately three aisles past those areas. The manager at Ray's described the water as gushing out of the floor drains. Ray's Food Place employees worked nine hours in cleaning up the mess in the store. This lateral also serves three residences, and an office complex.

City crews spent approximately six hours attempting to unplug the line. They tried various methods to unplug the line. As soon as they unplugged the line it plugged back up. The major reason for plugging is massive amounts of grease. One major obstacle was that the line was a sewer lateral instead of a main and there was no manhole on the lower end of the line. Sewer cleaning equipment only works efficiently if you pull the material out with the flow. The line was plugged downstream the complete length of the lateral.

The uphill portion became or was plugged. After several hours we started getting a thick brown water indicating a collapsed line. We were not making any progress.

Dennis and I had exhausted all remedies available to us other than digging up the line and replacing pipe and installing a manhole.

We discussed the approximate depth of the pipe, signs of asphalt cracking which indicate trench failure, and obvious concerns of the possibility of having to excavate into Highway 101 and uphill which would increase the depth of the trench. We also discussed the problem of securing pipe and getting a manhole.

With the concern of deeper trenches we were both aware that B & B Excavation was the only local company who had a "coffin" (a box-type devise that people can work inside of) and that B & B had the other necessary equipment. We have used B & B Excavation previously and their work is of high quality and competitively priced.

Dennis and I discussed "does an emergency exist?" The fact we could not clear the line and that if we did not do something very soon Ray's Food Place would flood again, made the situation an emergency. We discussed that to be in line with doing the work under an emergency situation we need to do only the emergency repair work.

We put in a call to B & B Excavation and started arranging to get pipe material and trying to locate a manhole. We discovered that B & B Excavation could do the work and had the pipe and manhole available. We asked them to provide the material and do the job.

We excavated near Highway 101 and cut out a section of pipe. We attempted to clean the lines in both directions. We hired Roto-Rooter to try another method to open the pipe that extended out into Highway 101. We noted in the area that we excavated the pipe was deteriorated to the point of having holes in it. In the cleaning process we had several areas where we had difficulty in getting the cleaning equipment through. We attempted to T.V. the line but were unable to view the obstructions. We determine we were going to have to replace the line out into Highway 101.

We contacted ODOT for an emergency permit and asked to have their personnel review our signage and traffic control.

Construction was hampered in keeping the lines open and manipulating around interfering underground structures.

With the multiple unknowns and daily changes to our work plan we are not able to make a reasonable estimate of expenses. We will review the invoices against actual work. I personally was on site for hours at a time, even through the weekend, and visited the site several times every day. This will help in the review of invoices and time.

Rationale:

With the flooding of the store and sewage entering the storm drainage system we have little choice but to fix the situation as soon as possible.