Lake Shamineau Lake Improvement District
High-Water Project - Update October 2025
Extended Forcemain

Background

In August 2022, the membership of the LSLID authorized the LSLID Board to proceed with a project with a maximum local cost of $5.55 million. The LID Board voted at a Public Hearing on June 27, 2023, to move forward with improvement. On June 1, 2023, the LID received news of DNR Grant Funding of up to $3,000,000 for the project. In July 2023 bids were received and opened. In August, the LSLID Board voted to move forward with Lowest Responsible Bidder, Landwehr Construction, and the contract was signed. Temporary financing was acquired for the project and construction began in the fall of 2023.

Pipe has been installed, ditches were graded, and a cofferdam was completed at the inlet area of the lake to allow of dewatering, and the installation of an inlet structure. The pump house has been built, the pump has been installed, and electrical has been completed. In the spring of 2024, an issue was discovered with a portion of the gravity pipe on the west side of Highway 10. The original project completion date was scheduled for September 30, 2024. The project completion has been delayed.

Construction Issue

The LID has halted payments to the contractor. The LID has worked with the contractor and engineer to determine a plan for repair of the piping by the contractor to ensure that water will flow appropriately through the route. Despite the Board's substantial efforts, the dispute remains unresolved because of Houston's and Landwehr's differing opinion on who is at fault and which party should be responsible for financing the analysis and repair. The LID continues to assert that both Landwehr and Houston are responsible for financing the repair and resolution; and that they need to find a solution for a functioning system that they are contractually obligated to provide. A conflict counsel attorney has been hired to assist with the analysis and resolution of the construction issues, and to negotiate with the parties to determine a plan and timeline to resolve the issue or move forward with legal action. A mediation was held in May with the parties, but they could not come to a final resolution at that time. After the mediation, a legal complaint was filed against Houston Engineering and Landwehr Construction.

Alternative Option

The parties continue to negotiate toward a solution. To assist with determining a solution, two engineering firms have been hired to perform additional soil testing. One firm completed 8 split spoon soil borings with depths of 40 to 50 feet, and another firm completed 13 split spoon borings with depths to 7 feet. The engineering firms performed laboratory analysis on select soil samples to aid in classification and review, and they prepared a factual report summarizing the results of the laboratory testing. A pump analysis has also been completed to review technical considerations for an option to extend the forcemain as a solution. Completion of the borings, the laboratory analysis, the factual report, and the pump analysis will assist with the engineering final design.

The option that is under consideration is to extend the forcemain along the current route to the west through the wetland south of Atlantic Road. This would eliminate the need for that portion of the existing gravity pipe and add approximately 1,375 feet of forcemain pipe. This new forcemain would be less buoyant and be approximately 2 to 3 feet further underground, which should eliminate the problem with the previous gravity pipe. This additional length of pipe may add additional friction loss of approximately 5% which could minimally affect the pumping rates. However, the initial analysis and review has determined that the Extended Forcemain option is viable and cost effective. The next steps include estimating costs and determining responsibility.

A detailed design of this option will also need to be completed. This design will need to address the constructability of the forcemain extension including geotechnical considerations that may be necessary. In addition, the design should include details such as the connection method to the existing forcemain or final alignment and grade of the forcemain extension. The design will also need to consider the abandonment (or removal) of the current gravity pipe and include substantial details to allow for the construction of the forcemain extension and a full determination of costs. In addition, the design should provide consideration of possible construction issues and provide an estimated timeline. It should be noted that if this repair option is selected, construction could be completed any time of the year, regardless of soil and surface water conditions.