

President's Message: Change is in the Air!

Dear friends -

They say the only thing constant in life is change and we are certainly experiencing a lot of changes here at Floan-Sanders.

Our new Warroad office, which we opened late last fall, is doing well and we are excited about the prospects of serving clients in that area. Land surveying, especially, may be an important service to land owners in that area as our cover story indicates.

Our East Grand Forks office will also be going through some changes as we plan a remodeling project to update our offices and make them more efficient. We are excited about getting a new look and hope the project is completed quickly.

We are also excited to announce our new website: www.fscps.com. It contains information about our firm and past projects and we hope it will eventually have bid opening dates and bid results available on it, too. If you get a chance, please take a look at it and tell us what you think. We value your

opinion.

We are also, of course, busy working on projects for our clients, including Waters Edge 2nd Addition and Point of Woods 5th Addition in East Grand Forks, where we are putting in underground utilities, curb and gutter, and a crushed concrete driving surface.

I hope you got a chance to enjoy that beautiful spring weather we had in April before it changed too - another constant in our life here in northern Minnesota!

- Greg Boppre, President



Gary Caskey and I share a laugh before the Warroad Office Open House in December.

Floan-Sanders, Inc.
1600 Central Avenue NE
East Grand Forks, MN 56721-0385

Phone: 218-773-1185
Toll-Free: 1-800-450-1185
Fax: 218-773-3348
Email: fsmail@fscps.com

Direct Lines:

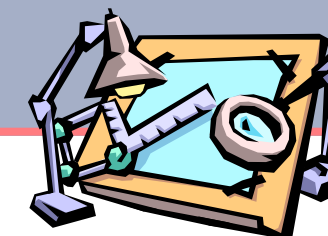
- Greg Boppre: 773-5627
- Brad Bail: 773-5621
- Lon Aune: 773-5633
- Steve Emery: 773-5626
- Shawn Muhle: 773-5625
- Tom Stenseth: 773-5623
- Randy Iverson: 773-5624
- Mark Anderson: 773-5629
- Marilyn Bren: 773-5622
- Nicole Marcott: 773-5620

Warroad Office:
305 Lake St. NE
218-386-2902

Civil Talk

May 2005

Issue 5



Land Surveys Protect Owners

John* (not his real name) thought he knew what he was buying: about five acres of land up in the Northwest Angle where he could enjoy the great outdoors. He and the landowner marked off the property – a parcel about 350 feet wide – and drew up a sketch and a land description for the sale. Afterwards, John moved a small cabin there, built a driveway, and happily settled into his new home. Unfortunately, things were not what they seemed.

A couple of years later, after an aerial photo provided by the DNR indicated a potential problem, John had a professional land survey performed on his property. He discovered that the land he thought he had bought was not his – they had marked off property on an adjacent lot by accident and John's cabin was sitting on someone else's land. He was forced to move his cabin about 200 feet and build a new driveway as well.

"Unfortunately, it's not an unusual situation," noted Doug Herzog, the

Registered Land Surveyor with Floan-Sanders, Inc. who handled John's survey. "There have been several instances where people think they know where their property lines are, but later find out that they were wrong. By then, there may be problems with encroachment, set-back requirements, or other issues."



Gary Caskey maps shoreline at Flag Island in Lake of the Woods County.

Because of these kinds of problems, Roseau County officials have been discussing the possibility of requiring newly created properties of less than 5 acres to be surveyed by a Registered Land Surveyor. According to Rick Kvien, the Roseau County Recorder, the County Commissioners have been considering an ordinance mostly because they want to make sure that new construction on smaller properties are built with the appropriate set-back requirements. No definite plan of action has been formulated yet, although Commissioners have been discussing their options. Lake of the Woods County enacted such an ordinance in April of 1999, too late to protect buyers like John.

According to Herzog, obtaining a professional survey is not difficult and doesn't have to be expensive. "The cost will depend on a number of factors including where the property is located and how large it is, how much background information is available, and how much sur-

Continued on Page 2

Lift Station Gets a Face Lift

"Everything old is new again" is a catchy phrase from an old song. And wouldn't it be nice if it were true? There are probably several things you would like to see new again - the car you drive, the house you live in, maybe even some of your . . . aging infrastructure (to put it politely).

Updating aging infrastructure is a never ending process for municipali-

ties and this year, Floan-Sanders is helping the City of East Grand Forks update Lift Station #6. Normally a straight-forward process, this time there's an added twist: the current lift station is located *under* the intersection of 7th St. NE and 1st Avenue NE. Built in the 1930s, the concrete structure is located between 25 and 6 feet

Continued on page 3

Inside this issue:

FS Behind the Scenes:	2
Laugh of the Day	
Meet Our Staff:	3
Randy Iverson	
Change is in the Air	4

Surveys . . . Continued from page 1

veyor's time is required," he explains. There are several different types of surveys, depending on a landowner's needs. Topographic surveys show everything that's located on the parcel including boundary lines, buildings, trees, and fences and are mostly used for construction projects. They can also include contours, if desired. ALTA (American Land Title Association) Surveys are also very detailed and are used for certification of property for title insurance. Section breakdowns are a simpler type of survey and involve breaking up a larger section of un-

"We have surveys on file that show buildings and fences built either partially or entirely on a neighbor's property and nobody realized it until one of the property owners tried to sell their land."

- Doug Herzog, RLS

platted land into smaller sections. This is the type of survey that would most likely be required under Roseau County's proposed ordinance. Some people also just want to know where their property lines are, a survey that can take a ½ day to a day to complete.

"We also do quite a few elevation surveys or certificates," noted Herzog, "which are used to establish flood insurance rates or in a Letter of Map Amendment (LOMA) to take a property out of the floodplain. We did many in Grand Forks and East Grand Forks after the flood – both cities will be removed from the floodplain once their levees are complete, but until then, individual properties can be removed if they are protected adequately. Some banks or mortgage companies also automatically require an elevation certificate when refinancing."

Depending on the type of survey desired, costs can range between a few hundred dollars for a simple property line survey to several thousand dollars for a detailed topog-

raphic survey.

Even if it's not required by a governmental entity, getting a professional land survey is a good idea for a number of situations, including when buying or selling land, before constructing a building or fence near an indefinite property line, before land is divided by a deed or a will, and when a line or corner location is unknown or in dispute.

Herzog agrees. "We have surveys on file that show buildings and fences built either partially or entirely on a neighbor's property and nobody realized it until one of the property owners tried to sell their land," he explains. "Then it can get messy and expensive trying to find a solution."

Whether Roseau officials ultimately decide to require a professional land survey for newly subdivided land may not be known for some time. Regardless of their decision, however, property owners should seriously consider commissioning a land survey to protect their investment. ◇

FS Behind the Scenes : Laugh of the Day

Three lawyers and three engineers are traveling by train to a conference. At the station, the three lawyers each buy tickets and watch as the three engineers buy only a single ticket.

"How are three people going to travel on only one ticket?" asked one of the three lawyers.

"Watch and you'll see," answers one of the engineers.

They all board the train. The lawyers take their respective seats but all three engineers cram into a restroom and close the door behind them. Shortly after the train has departed, the conductor comes around collecting tickets. He knocks on the restroom door and says, "Ticket, please."

The door opens just a crack and a single arm emerges with a ticket in hand. The conductor takes it and moves on. The lawyers saw this and agreed it was quite a clever idea. So after the conference, the lawyers decide to copy the engineers on the return trip and save some money. When they get to the station, they buy a single ticket for the return trip. To their astonishment, the engineers don't buy a ticket at all.

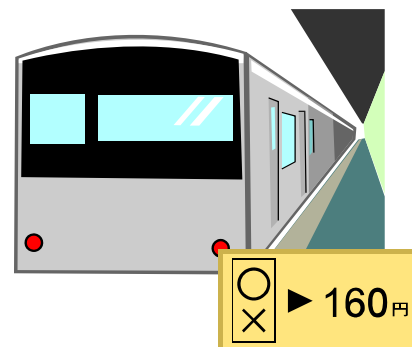
"How are you going to travel without a ticket," asks one perplexed lawyer.

"Watch and you'll see," says one of the engineers.

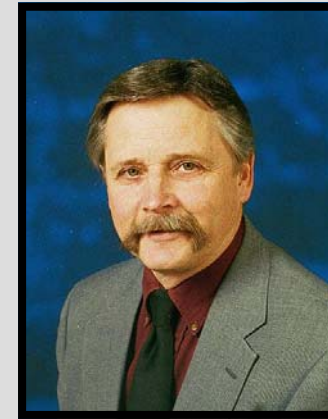
When they board the train the three lawyers cram into a restroom and the three engineers cram into another one nearby.

The train departs.

Shortly afterward, one of the engineers leaves his restroom and walks over to the restroom where the lawyers are hiding. He knocks on the door and says, "Ticket, please." ◇

**Meet our staff: Randy Iverson, SET**

Born in Grafton, North Dakota, Randy Iverson lived on a farm northwest of Lankin, ND until moving to Grand Forks at the age of 4. He graduated from Red River High School and went on to complete his Associates of Science Degree in Architectural Drafting and Estimating at the North Dakota State College of Science (formerly the ND State School of Science). Randy and his wife Patty, a hair-



dresser for 32 years, have been married for 29 years and have a son, Chad, 23 who works for Expo Drywall and a daughter, Krystal, 18 who will be graduating with honors from Red River and plans on attending UND. Randy has worked at Floan-Sanders since 1987 serving as a CADD draftsman and project inspector.

When did you know you wanted to do this type of work? I became interested in Junior High shop class then more interested in High School wood and metals shop class.

Do you have a favorite memory of a project? Observing a project progress from a working drawing through completing the construction phase.

What is your favorite part of your job? These days it's conquering the frustrations of the computer!

Did you or do you have a mentor or person that inspired you? A great teacher in high school who taught wood and metals class.

What are your hobbies? Woodworking, restoring antique cars, presently building a hot rod.

If you couldn't do your current job, what would you want to do instead? Work in a hot rod shop or a job doing design, testing & development in the auto industry. ◇

Lift Station 6 . . . Continued from page 1

underground. The equipment was updated in 1958 and again in 1980, but it has become outdated and its location under the street makes it difficult to upgrade. Now it will be completely replaced with a new facility built on a vacant lot on the Southeast corner of the intersection.

"The most challenging part will be keeping the existing lift station in operation while we build the new one," explained Steve Emery, PE, the project engineer at Floan-Sanders. "We'll have to put the new gravity sewers in place first, then build the new station, and then switch the service from one to the other."

The estimated cost of the project is \$231,000 and Spruce Valley Corporation out of Middle River, Minnesota will be doing the construction. The estimated completion date is August 15, 2005.

"Unfortunately we'll have to close off the intersection for almost the entire course of the project since we'll be tearing out about 250 feet of 7th Street in order to install the new gravity sewer," said Emery.

After the new station is up and running, all of the equipment in the old station will be removed and the top of the concrete structure, including the top 6 feet of the walls, will be removed and the remainder filled in with sand with a top cap of clay. The old equipment will most likely be kept on hand

for parts or for use as emergency backup equipment.

The new structure will have all new equipment of course, plus be much easier to upgrade in the future. Just like the song says. ◇



New gravity sewers and a forcemain (yellow lines) will lead to the new lift station (above ground structures in red). An access road (light blue) will be constructed as well.