

EAST SHORE BOULEVARD PUBLIC HEARING
CITY OF CROSSLAKE
JANUARY 28, 2004
6:00 P.M. – CITY HALL

Pursuant to proper notice duly given as required by law, the City Council met in the Chambers of City Hall on Wednesday, January 28, 2004 at 6:00 P.M. Present at the hearing was Mayor Darrell Swanson and Councilmembers Dean Eggena, Dick Phillips, and Irene Schultz. Absent was Chuck Miller. Also present was City Administrator Thomas Swenson, City Engineer Dave Reese, City Attorney Paul Sandelin, Public Works Director Ted Strand and Clerk/Treasurer Darlene Roach. Also present were Cindy Holden and three East Shore Boulevard property owners. (Sign in sheet attached as a permanent part of the minutes.)

Mayor Swanson called the public hearing to order at 6:00 P.M. and stated that the purpose of the hearing was to hear information regarding the proposed improvement to East Shore Boulevard.

City Administrator Tom Swenson read the Affidavit of Mailing confirming that a copy of the notice of hearing was deposited in the U.S. Post Office on December 31, 2003 with postage prepaid in an envelope containing the name and address of the property owner based on current tax records received from the Crow Wing County Auditor's Office. On January 8th and January 15th, the Notice of Hearing was published in the City's official newspaper, the Lake Country Echo. There was no correspondence received regarding the project.

The meeting was turned over to City Engineer Dave Reese who presented an overview of the feasibility report prepared by Widseth Smith Nolting. The full report is available at City Hall. The project area begins on East Shore Road and extends north approximately 1,210 feet to a small turn-around area near a peninsula on the east shore of Cross Lake. This turn-around is the extent of the City maintained roadway. East Shore Boulevard was a part of the sanitary sewer project and has been restored to a gravel surfaced condition at the present time. The width of the gravel surface is approximately 20 feet and was replaced to the original road elevations. There is limited to non-existent ditching. Vegetation encroaches in the right of way and the clear zone is less than 10 feet from the road shoulder in some areas. A wetland intrudes extensively into the platted 66 foot wide right of way at one location, which requires the road to be on the west side of the platted right-of-way. Organic materials encountered during the utility project were removed and granular materials were used to backfill the excavation. No discernible soft spots or deflections have been noted since this work was completed. One cross-drainage culvert was replaced during the sewer project. A private drive joins East Shore Boulevard approximately $\frac{3}{4}$ of the way to the end and extends eastward. This drive, known as Wetland Drive serving three homes, is not included in the proposed project. Based on right-of-way conditions and the estimated number of properties currently served by this street, East Shore Boulevard is recommended as a Minor Rural roadway with 18 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and

topsoil shoulders. Some ditching and swaling is recommended to improve drainage and a culvert may be required. Minor brushing or trimming may be implemented to improve some sight zones. No tree removal is anticipated. Improvements to approaches and driveways at the end of the project will consist of a bituminous apron or kickout and Class 5 surfacing to match into existing drive widths. As a result of the sewer project there are some manholes which will need to be raised to meet the blacktop. WSN is aware of some drainage problems in the area and Mr. Brustman has helped in identifying some of the areas. These will be addressed during the road project. Councilmember Eggena asked if this road would be completed at the same time East Shore Road is done and Reese stated that it depends on who the contractor is for the project. Anderson Brothers has the contract for the sewer project paving. It was noted that property owners who wish to pave their driveways, should contact City Hall after the bids are awarded for the name of the contractor, however the property owner needs to contract separately for this work. The estimated costs for project construction is \$22,082 plus \$2,208.20 (10% contingency) plus \$6,000 for engineering design, surveying and construction observation, \$1,500 for legal and \$2,000 for administrative costs for a total estimated project cost of \$33,790.20. Since this is a City maintained road, 50% of the cost of the project will be paid by the City. The remainder of the cost will be paid by the benefiting property owners. The estimated number of equivalent lots is 15 for an estimated cost of \$1,126.34 per lot. The actual number of equivalent lots will be determined at the end of the project. Financing terms will be decided at the final assessment hearing, however the City has used a financing term of ten years on previous assessment projects. For purposes of examples of costs spread over five and ten years, an interest rate of 8% was used with a yearly cost of \$282 and \$168 respectively. The assessment can be paid in full within thirty days of the final assessment hearing without any interest being accrued.

The hearing was open to the public for questions. Merrie Schintgen, of 34970 East Shore Boulevard, addressed the Council and asked whether the lots on Wetland Drive would be assessed. City Administrator Swenson stated that the property owners immediately adjacent to East Shore Boulevard will receive an assessment but the other two property owners have access on Super Boulevard. A second question involved the 10' clear zone and whether it would be clear-cut and Reese stated that the intent is to try and have a 10' clear zone for pedestrians but that is not always possible. Gerald Brustman, owner of Lot 10, addressed the Council and stated that he has some potential water problems in his area and submitted a copy of his survey to Dave Reese. Brustman stated that the road has already been raised with Class 5 and expressed concern with the proposed culvert and what will happen when it freezes. Mr. Brustman did feel that the problems could be worked out. Reese stated that a sump could be put in but a drainage easement would need to be obtained. City Engineer Reese stated that the area was surveyed prior to the start of the Sewer Project and every effort was made to get the road back to its original condition which was confirmed when a second survey was conducted after the road was restored. Public Works Director Ted Strand agreed that Class 5 has been added to the road. Councilmember Eggena recommended that Mr. Brustman raise the elevation at the back of his lot and Mr. Brustman agreed that he could raise it some.

City Administrator Swenson noted that the Council will make a decision on whether to proceed with the improvement project at the Regular Council meeting which will be held on February 9th at 7:00 P.M. There being no further comments, MOTION PH1-01-04 WAS MADE BY DICK PHILLIPS AND SECONDED BY IRENE SCHULTZ TO ADJOURN THIS PUBLIC HEARING AT 6:36 P.M. MOTION CARRIED WITH ALL AYES.

Recorded and transcribed by,

A handwritten signature in cursive script that reads "Darlene J. Roach". The signature is written in black ink and is positioned above the printed name and title.

Darlene J. Roach
Clerk/Treasurer

