

**CONTINUATION MEETING  
DREAM ISLAND BRIDGE REPLACEMENT  
CITY OF CROSSLAKE  
MONDAY, FEBRUARY 1, 2016  
6:00 P.M. – CITY HALL**

The Crosslake City Council met in the Council Chambers of City Hall on Monday, February 1, 2016 for the purpose of continued discussion of the Dream Island Bridge Replacement. The following Council Members were present: Mayor Steve Roe, Gary Heacox, Dave Schrupp, Brad Nelson, and Mark Wessels. Also present were Finance Director/Treasurer Mike Lyonais, City Clerk Char Nelson, Public Works Director Ted Strand, City Engineer Dave Reese, and Northland Press Reporter Kate Perkins. There were approximately eight people in the audience.

Mayor Roe called the meeting to order at 6:00 P.M. Dave Schrupp stated that as the Public Works liaison, he put together a timeline of the work that has been done on the bridge study up to this point and requested that he present the information to the Council.

Dave Schrupp reviewed the timeline of the bridge project which started in January 2015 when the Council authorized WSN to move forward with basic bridge design at a cost not to exceed \$35,000. The first type of bridge considered was a box culvert, but the DNR was not favorable to that type of bridge and Mr. Schrupp shared correspondence that took place with Area Hydrologist Heidi Lindgren regarding the rules and standards of the DNR. Mr. Schrupp compared the 2014 and 2015 annual bridge inspections conducted by Crow Wing County and noted that the sufficiency rating went from 46 down to 32. He also noted the 35W bridge that collapsed had a sufficiency rating of 50. The Council received the 2015 inspection report from the County on January 27 and the report will be included as a consent item in the packet for the Regular Meeting of 2/8/16. Mr. Schrupp shared a letter from the State Bridge Office stating that both a box culvert or a short span bridge would be eligible for State funding. Mr. Schrupp also noted that the City of Isle, Minnesota had a similar bridge project a few years ago. Isle's initial replacement concept was to use two box culverts to replace an aging bridge. This approach was not recommended by the DNR and subsequently, Isle has decided to pursue a span type design, similar to what is being proposed for Dream Island. Mr. Schrupp stated that he is in favor of approving the 50' span bridge design and moving forward so that the City has a better chance of receiving aid from the State.

An audience member stated that because the 2015 annual bridge inspection has not been released to the public, a new public hearing should be held before the Council proceeds with the project so that residents can consider the information. Dave Reese replied that the County inspected the bridge after some minor improvements were made to the bridge in the spring of 2015. Mark Wessels questioned why the load limit did not change with the new rating. Dave Reese responded that the County Engineer determines signage.

Brad Nelson compared the box culvert construction to the span bridge construction and noted that with either project the bridge width will increase, the amount of trees removed is the same, and disturbance caused by road approaches is similar. After visiting the site over the weekend, Mr. Nelson stated that the current bridge is not aesthetically pleasing and that the Sunrise Island Bridge which was recently replaced has an appealing look to it because of the wood railings and

tinted concrete. Mr. Nelson noted that he would prefer to just have the bridge fixed rather than replaced. If the City builds a 50' span bridge, Mr. Nelson hopes that the DNR would allow dredging of the channel sometime in the future. Dave Reese replied that the design for the 50' span bridge includes wood railings and tinted concrete and that if the City chose to only repair the bridge, the County Engineer would oversee the project and require that it be repaired to State standards.

Mark Wessels had several questions and asked how much was in the budget for compensation to the property owner adjacent to the bridge to acquire a portion of his land. Dave Reese replied that there is \$10,000 for right-of-way acquisition. Mark Wessels asked Mr. Reese if he knew how many funding applications have been turned into the State so far. Mr. Reese replied that he could ask the State if that number is available. Mr. Wessels asked if the Council could continue to have input on the project if the proposed resolution was adopted tonight. Mr. Reese replied that there is opportunity for Council input as the design is finalized and that WSN will try to minimize the impact to residents as much as possible. Mr. Wessels stated that he would prefer a one-lane bridge. Mr. Reese replied that State standards require a two-lane bridge but that the City could request a variance from the State, however, he has not seen a variance granted for a bridge less than 20' in width. Mark Wessels suggested that pipe be installed at the same time as the bridge construction for future utilities. Mr. Wessels asked that the speed limit be lowered.

MOTION SP1-03-16 WAS MADE BY STEVE ROE AND SECONDED BY DAVE SCHRUPP TO ADOPT RESOLUTION 16-05 ORDERING IMPROVEMENT AND PREPARATION OF PLANS FOR DREAM ISLAND BRIDGE REPLACEMENT. Mark Wessels apologized to the Public Works Commission and Dave Schrupp for being disappointed with the process and results of their work. Gary Heacox stated that the speed limit should remain as is. MOTION CARRIED WITH ALL AYES.

MOTION SP1-04-16 WAS MADE BY DAVE SCHRUPP AND SECONDED BY GARY HEACOX TO APPROVE THE PROPOSAL FROM WSN FOR FINAL BRIDGE DESIGN INCLUDING SUBMITTAL TO STATE BRIDGE BOND PROGRAM AT A COST OF \$25,000. The proposal from WSN included \$65,000 for bidding and construction engineering services but Dave Reese noted that the Council could approve that portion after the State selects the recipients for bridge funding. Mark Wessels noted that this amount brings the total spent on engineering to \$67,000. Dave Reese replied that if the City receives funding from the State, the City would be reimbursed up to 75% of the engineering costs. MOTION CARRIED WITH ALL AYES.

There being no further business at 7:08 P.M., the Mayor adjourned the meeting.

Respectfully submitted by,



Charlene Nelson  
City Clerk  
City Clerk/Minutes/2-1-16

**CITY OF CROSSLAKE  
RESOLUTION NO. 16-05**

**RESOLUTION ORDERING IMPROVEMENT AND PREPARATION OF PLANS**

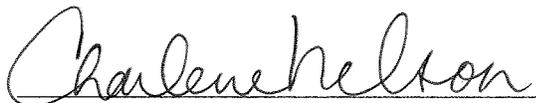
WHEREAS, Resolution No. 16-03 of the City Council adopted the 4th day of January, 2016, fixed a date for a Public Hearing on Dream Island Bridge, the replacement of the Dream Island Bridge, including portions of Dream Island Road comprising the bridge approaches, and

WHEREAS, ten days' mailed notice and two weeks' published notice of the hearing was given, and the hearing was held thereon on the 20<sup>th</sup> day of January, 2016, at which all persons desiring to be heard were given an opportunity to be heard thereon,

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CROSSLAKE, MINNESOTA:

1. Such improvement is necessary, cost-effective, and feasible as detailed in the feasibility report.
2. Such improvement is hereby ordered as proposed in the Council Resolution No. 16-03 adopted the 4<sup>th</sup> day of January, 2016.
3. Such improvement has no relationship to the comprehensive municipal plan.
4. Widseth Smith Nolting is hereby designated as the engineer for this improvement. The engineer shall prepare plans and specifications for the making of such improvement.
5. The City Council declares its official intent to reimburse itself for a portion of the costs of the improvement from the proceeds of State Bridge Bond funds.

Adopted by a 5/5ths vote of the Crosslake City Council, February 1, 2016.

  
Charlene Nelson, City Clerk

  
Steve Roe, Mayor

**PRELIMINARY IMPROVEMENT HEARING  
FOR  
PROPOSED REPLACEMENT OF BRIDGE L6376 (DREAM ISLAND)**

OPTIONS CONSIDERED	APPLICABLE FACTORS									
	BRIDGE TYPE	ROADWAY WIDTH, FT	CHANNEL WIDTH, FT	SPAN, FT (LENGTH OF BRIDGE)	CLEARANCE TO LOW MEMBER, FT	ESTIMATED PROJECT COST, \$	ESTIMATED LOCAL SHARE COST, \$	STATE BRIDGE BOND FUNDABLE	DNR PERMITTABLE	
EXISTING BRIDGE INFORMATION	SINGLE-SPAN TIMBER SLAB	14.7	12	18	6.5 (+/-)					
OPTION A	PRECAST CONCRETE BOX CULVERT	20	16	16	6.5 (+/-)	\$398,500	\$80,000	YES	NO	
OPTION B (RECOMMENDED)	PRECAST SINGLE-SPAN BEAM	20	20-25	50	6.5 (+/-)	\$567,500	\$80,000	YES	YES	
OPTION C	MULTI-SPAN CONCRETE SLAB	20	105-110	133	6.5 - 7.0 (+/-)	\$897,500	\$80,000	NOT MORE THAN OPTION B	YES	
OPTION D	PRECAST CONCRETE ARCH-SPAN	20	20	20	6.5 - 7.0 (+/-)	\$647,500	\$80,000	NOT MORE THAN OPTION B	YES	