

PUBLIC HEARING  
CITY OF CROSSLAKE  
MONDAY, NOVEMBER 5, 1998  
7:00 P.M. – CITY HALL

The Council for the City of Crosslake met in the Council Chambers of City Hall on Monday, November 5, 1998 at 7:00 P.M. for the purpose of receiving public input on proposed road and drainage improvement to Lakeshore Drive and Park Drive. Councilmembers present for the hearing were Mayor Robert Scott, Charles (Chuck) Miller, Raymond (Ray) Smyth and Richard Upton. Absent was Donna Keiffer. Also present was City Administrator Thomas Swenson, City Engineer Dave Reese, Deputy Clerk Darlene Roach, Zoning Administrator Teri Hastings, Public Works Supervisor Pat Hoag, Mayor Elect Darrell Swanson, and Councilmember Elect Dean Swanson. (Public Hearing sign in sheet included as part of these minutes.)

Mayor Scott called the Public Hearing to order at 7:00 P.M. He welcomed everyone to the meeting and stated that this hearing was one of several steps involved in the road improvement process. The purpose of the hearing is to allow public input prior to the City Council accepting or rejecting the project. The meeting was turned over to City Engineer Dave Reese who reviewed the details of the road feasibility study which was completed by Widseth Smith Nolting. The feasibility study examines the existing conditions, proposes improvements to the road, details approximate project costs and provides approximate costs to be assessed to benefiting property owners. It was noted that a change was made in the Feasibility Report which was read into the record as follows: *"Disturbance to existing driveways will be minimized and adjustments to driveways due to roadway construction will be made as needed. However, improvements to, and/or paving of driveways, is not anticipated to be a part of this project. Existing paved driveways (i.e. brick, paver stone, concrete, etc.) will be matched with new bituminous pavement when the distance to the existing paved driveway is within the public road right of way. All other existing driveway entrances will receive a bituminous apron, or kickout, of one to two feet that matches the existing driveway width."* The City has determined that assessments for this project will be based on equivalent lot units. An explanation of an equivalent lot assessment was read into the record which changes and supercedes the explanation contained in the feasibility study as follows: *"The number of equivalent lots that have been estimated in the feasibility study are based on the total number of platted lots, metes and bounds subdivision lots, benefiting lots, and potential number of lots on property that can be divided in accordance with current city zoning and subdivision requirements.* Park Drive intersects Lake Shore Drive in two locations. The southern location intersects in the feasibility study area. The roadway loops to the east of Lake Shore Drive and intersects to the north of the first intersection. Both roads are currently gravel and are in good shape as far as ditching and width. The City has been maintaining the roads by adding gravel so drainage has been handled adequately. Drainage will be looked at in more detail before any paving is done to determine if more culverts are needed. The feasibility study for the proposed road improvements to Lakeshore Drive was the result of a petitioned request by more than 35% of the front footage property owners.

The proposed improvements to Park Drive were initiated by the City and will be combined with the Lakeshore Drive improvements into one project. The proposed improvement for Lake Shore Drive is for a major rural roadway with 24 foot wide pavement, 3 inch thick bituminous on a 5 inch thick aggregate base and 2 foot wide aggregate shoulders. Park Drive will be a rural roadway with 20 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base, and 2 foot wide aggregate shoulders. As part of the improvements to bring the street up to City standards, a cul-de-sac will need to be installed on Lake Shore Drive. The estimated cost for the proposed improvements is \$205,000 plus 10% for contingencies (\$21,000) and (\$34,000) for engineering, legal and administration for a total estimated project cost of \$260,000. The estimated number of equivalent lot units is 68 for an estimated cost of \$1,912 per equivalent lot.

The meeting was opened up to the public for comments.

Sonia Slack addressed the Council and stated that, while she was in favor of the improvement, she questioned the cost. She stated that an estimate was requested by the property owners and received from Anderson Brothers and the cost projection in the feasibility study was approximately four times higher than the quote received from Anderson Brothers. The City Council and the City Engineer concurred that what was quoted may have only included Class 5 and pavement. The City's projected costs includes shoulders, drainage improvements, engineering, design, building the road to City standards and a 10% contingency.

Stan Michael asked what would be done at the driveways to make the approach even if the roadway grade was raised 8". Dave Reese stated that gravel will be added at the approach.

Dale Reiger stated that he did a "spade" check on the road and there appears to be a considerable amount of gravel. He stated that he was in favor of the project.

Councilmember Miller stated that once the engineer completes the design study, more accurate cost estimates will be available. Then at the final assessment hearing, property owners will know the exact charges based on what was needed to construct the road to city specifications.

There being no further input from the public, MOTION PH2-01-98 WAS MADE BY RAY SMYTH AND SECONDED BY CHUCK MILLER TO CLOSE THE PUBLIC HEARING FOR LAKESHORE/PARK DRIVE AT 7:44 P.M. MOTION CARRIED UNANIMOUSLY.

Recorded and transcribed by:

  
Darlene J. Roach  
Deputy Clerk/Treasurer

