

PUBLIC HEARING
CITY OF CROSSLAKE
MONDAY, NOVEMBER 5, 1998
8:30 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 8:30 P.M. for the purpose of receiving public input on proposed road and drainage improvements to Ox Lake Road including Ojibway Trail, Ojibway Circle, Moccasin Drive and Buckskin Lane. 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 8:30 P.M. He welcomed everyone to the meeting and stated that a public hearing is one of several steps involved in a 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.* In the feasibility study, there was identified approximately 91 subdivided lots and currently undeveloped parcels of land providing driveway access for about 40 existing residences and businesses. Ox Lake Road runs north off Daggett Pine Road. Buckskin Lane and Moccasin Drive are dead end roads that run to the east off Ojibway Trail and both end in cul-de-sacs. Ox Lake road becomes Ojibway Trail which winds generally to the north. Ojibway Trail ends in a dead end just beyond the intersection with Ojibway Circle, a short dead end road extending to the northeast off of

Ojibway Circle. From a visual survey, there appears to be good ditching and clearing with a roadway surface that has been maintained with gravel. There did not appear to be any erosion or drainage problems although some areas have experienced runoff problems in the past. The visual survey identified vegetation encroaching in the clear zone areas, particularly on some of the tight corners of Ojibway Trail. There is also an area on Ox Lake road and another on Ojibway Trail where vegetation encroaches into the roadway. In these areas the road splits with one direction of travel on each side of a center island containing mature red and white pines. The road improvement was the result of a petitioned request by more than 35% of the front footage property owners.

Based on right-of-way width and total number of lots on each street, Ox Lake Road would be categorized as 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. Ojibway Trail would be categorized as 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. Buckskin Lane, Moccasin Drive and Ojibway Circle would be categorized as minor rural roadways with 18 foot wide pavement, 2 inch thick bituminous on a 4 inch aggregate base and 2 foot wide aggregate shoulders. Because of the commercial zoning at the beginning of Ox Lake Road, the Public Works Commission is proposing commercial standards for that portion of the road. This will result in additional costs of approximately \$3500 which will be assessed to the front footage property owners along this commercial section. The split roadway sections are proposed as one-way traffic only at a reduced width to preserve the trees in these areas. The road width is proposed as 12 foot wide pavement with 2 foot gravel shoulders. As part of the improvements to bring the street up to City standards, cul-de-sacs will need to be installed on Buckskin Lane, Moccasin Drive and Ojibway Circle. A branch style turnaround will be constructed at the end of Ojibway Trail. Grading will need to be done in all these construction areas to provide drainage. A culvert will be installed on Ojibway Trail so water can drain into the natural low areas. Signage and pavement markings will be determined in the final design. It is estimated that existing conditions will not support a 30 mph speed limit for all road segments. The City will need to establish speed limits based on final selected design. The estimated cost for the proposed improvements is \$200,000 plus 10% for contingencies (\$20,000) and 20% (\$44,000) for engineering, legal and administration for a total estimated project cost of \$264,000. The estimated cost to increase 800 feet of the roadway section to a commercial section is estimated at \$3500. The estimated number of equivalent lot units is 114 for an estimated cost of \$1,160 per equivalent lot. The additional cost (estimated at \$3500) for the commercial road section will be assessed to commercial zoned lots on a per foot basis. Cost should range between \$2.00 and \$3.00 per foot for each side of the road

The meeting was opened up to the public for comments.

John Leidig asked about drainage along his property on Ox Lake Road. He stated that he has had problems in the past which he corrected and was reimbursed for by the City. City Engineer Dave Reese stated that WSN was aware of his situation and, if the project

proceeds, a survey will be done which will determine placement of the road and whether any drainage easements are required.

Hugo Lindner asked if bike trails would be installed along the roadway. Dave Reese stated that the cost of a bike path was not included in the study.

A resident asked why the name of Arrowhead Drive was changed. City Administrator Swenson stated that due to the implementation of E911 many road names needed to be changed.

David Schoessow asked what the plans were for areas in the current roadway where the road is close to wetlands. Dave Reese stated that silt fences and bale checks will be installed on a temporary basis during construction to address erosion. Turf with 4 inches of topsoil and berming may be required after construction.

Leo Fraser asked what the road tonnage would be in the commercial area of the roadway. Dave Reese commented that the road would be a 7 ton road based on the type of road base prevalent in Crosslake.

Jill (unknown) asked why the interest rate was proposed at 8% for yearly assessments when the current interest rate is much lower. She also stated that she would have liked the information mailed to her to have avoided having to attend the meeting. City Administrator Swenson stated that it is difficult to know what the rate will be until the City goes out for bonds.

Francis Fraser asked if the first portion of Daggett Pine Road was planned to be rebuilt to a commercial section of roadway since a portion of Ox Lake Road was proposed as commercial and traffic needed to access Ox Lake Road from Daggett Pine Road.

John Leidig asked when the project would start. If the project proceeds, it is anticipated construction would begin in Spring 1999.

Mark Wessels was in support of the project but noted that he wanted to see the area preserved as much as possible.

Tom McGuire asked if the road would be posted for road restrictions. Pat Hoag responded that the City does not currently post the roads since State Law is enforced in the City which requires load limits of 5 tons per axle.

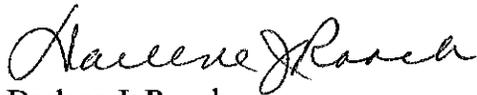
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Marge Herron asked what provision was being made for property owners who have more than one lot but their structure is situated on both lots. The City will review those situations prior to assessing the project and anyone with a similar situation should put this on record with the City.

There being no further input from the public, MOTION PH4-01-98 WAS MADE BY CHUCK MILLER AND SECONDED BY RAY SMYTH TO ADJOURN THIS PUBLIC HEARING AT 9:20 P.M. MOTION CARRIED UNANIMOUSLY.

Recorded and transcribed by:



Darlene J. Roach
Deputy Clerk/Treasurer

