

MANHATTAN DRIVE PUBLIC HEARING  
CITY OF CROSSLAKE  
NOVEMBER 28, 2000  
8:00 P.M. – CITY HALL

Pursuant to proper notice duly given as required by law, the City Council met in the Chambers of City Hall to review the feasibility report prepared by Widseth Smith Nolting for improvements to Manhattan Drive. Present at the hearing was Mayor Darrell Swanson, Councilmembers Charles Miller, Irene Schultz, Dean Swanson and Richard Upton. Also present was City Administrator Thomas Swenson, City Engineer Dave Reese, City Attorney Paul Sandelin, Public Works Director Ted Strand and Deputy Clerk Darlene Roach. (Sign in sheet attached as a permanent part of the minutes.)

Mayor Swanson called the public hearing to order at 8:26 P.M. and stated that the purpose of the hearing was to review the feasibility report for improvements to Manhattan Drive. Following City Engineer Dave Reese's review of the feasibility study, the meeting will be open to the Council and public for questions and comments.

City Administrator Swenson read the Affidavit of Mailing and Publication. Included with the Affidavit is a copy of the hearing notice which was mailed to all affected property owners noting the time and date of the hearing, a copy of the prepaid addressed envelopes showing the benefiting property owners name and address which was obtained from the County Auditor's Office and a copy of Page 10 of the Feasibility Report which shows a summary of the cost estimate for this project. On November 2<sup>nd</sup> and November 9<sup>th</sup> a notice of hearing was published in the Lake Country Echo. One notice was returned with the notation "no such street". It was a Brainerd address, but no telephone number was listed for this name. A letter was received from Walter Wilder opposed to the proposed project. A letter was received from Mary Keith dated November 15<sup>th</sup> representing her father, who owns Lots 1, 2 & 3. She stated that the street is a "little used" dead-end street and if the project moves forward requested that the street not be widened. City Administrator Swenson informed the Council that the notice of hearing that was sent to the property owners contained an error in the description of the road. City Attorney Paul Sandelin advised the Council to proceed with the hearing tonight, but to recess the meeting and reconvene at a later date.

City Engineer Dave Reese presented the feasibility study completed by Widseth Smith Nolting as required under Minnesota Statute. A copy of the report is available at City Hall. He stated that the City has developed road standards that will be used to construct the road. He showed the project location for Manhattan Drive, which runs northeast from the intersection with County Road 140 for approximately 423 feet. The road abuts 14 lots/parcels. Currently Manhattan Drive is an aggregate surfaced road and has a width of 12 feet. Right-of-way width is approximately 66 feet. Although there is very little ditching, there does not appear to be any significant erosion or drainage problems. Based on right-of-way width, Manhattan Drive would be categorized as a Drive with 14 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and 1 foot turf shoulders. The estimated construction cost is \$7,949 plus \$795 (10% contingency) plus \$4,000 for engineering, legal and administrative expenses for a total estimated project cost of \$12,744. City Engineer Dave Reese reviewed the methodology of assessing the project

using the equivalent lot basis. The City will pay 50% of the cost of the project and the benefiting property owners will pay 50% of the cost of the project. The City's portion of the cost is estimated at \$6,372. The estimated number of equivalent lots is 12 for an estimated cost of \$531 per equivalent lot for a total of \$6,372 being assessed to the property owners. 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 purpose of examples of costs spread over five and ten years, an interest rate of 8% was used. The assessment can be paid in full within thirty days of the final assessment hearing without any interest being accrued. Existing paved driveways, which extend into the right-of-way, will be matched with bituminous. A one-to-two foot kick-out or apron will be extended from the roadway for gravel driveways. Homeowners who wish to blacktop driveways need to make separate agreements with the contractor for this work.

The meeting was opened to the Council and audience for questions and comments.

Councilmember Swanson inquired whether a turn-around would be developed within the right-of-way. City Engineer Dave Reese stated that based on the width, there appears to be room, but this will need to be reviewed during design.

Dick Dietz stated from a legal standpoint the meeting may have to be recessed, but all of the residents prefer this to be the final hearing. He stated that four other property owners requested that he represent them and all are opposed to the road improvement project. He stated that the road has no drainage problems, no wash boarding and commended the City on their snow removal. He felt there were several disadvantages. He stated that the blacktopping would create a drainage problem and increase the amount of traffic. He stated that he disagreed with the City that maintenance costs would be minimized. Mayor Swanson commented that an option would be to vacate the road or to request that it become a minimum maintenance road. Mr. Dietz asked if minimum maintenance meant no plowing and Mayor Swanson replied that the only maintenance that would be performed would be a grading of the road possibly once every Spring.

Notices will be sent to all affected property owners advising them that the hearing will be reconvened on Friday, December 29, 2000 at 9:00 A.M.

MOTION PH20-11-01-00 WAS MADE BY CHUCK MILLER AND SECONDED BY RICHARD UPTON TO RECESS THIS PUBLIC HEARING TO REVIEW THE FEASIBILITY STUDY FOR IMPROVEMENT TO MANHATTAN DRIVE TO DECEMBER 29, 2000 AT 9:00 A.M. MEETING RECESSED AT 8:51 P.M. MOTION CARRIED WITH ALL AYES.

Recorded and transcribed by:



Darlene J. Roach, Deputy Clerk

