

LOG LANDING, HEADQUARTERS DRIVE, MILLER ROAD, LUMBERJACK  
LANE, BUNKHOUSE ROAD, BLACKSMITH PLACE, TALL TIMBERS TRAIL  
PUBLIC HEARING  
CITY OF CROSSLAKE  
DECEMBER 2, 1999  
2:00 P.M. -- CITY HALL

Pursuant to proper notice duly given as required by law, the City Council met in the Council Chambers of City Hall to review the feasibility study prepared by Widseth Smith Nolting for improvements to Log Landing, Headquarters Drive, Miller Road, Lumberjack Lane, Bunkhouse Road, Blacksmith Place, Tall Timbers Trail. Tall Timbers Trail currently abuts 26 lots/parcels and provides driveway access for 10 existing residences. The road begins at Miller Road and runs east for 1700 feet then runs southeast for 700 feet and finally runs northeast for 500 feet where it ends with a cul-de-sac. Lumberjack Lane extends south off of Tall Timbers Trail for 1050 feet providing access for 18 residences. Bunkhouse road also extends south off of Tall Timbers Trail for 1050 feet providing access for 20 residences. These two roads both terminate at Kimball Road. Blacksmith Place extends south off of Tall Timbers Trail for 400 feet where it ends with a cul-de-sac providing access for 8 residences. Log Landing extends west off of Lumberjack Lane for 1450 feet terminating at CSAH 66 where it provides access for twelve residences. Headquarters Drive also extends west off of Lumberjack Lane for 1150 feet terminating at Log Landing and providing access for 13 residences. Crosscut way begins at Log Landing and extends south for 350 feet where it meets Headquarters 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, Deputy Clerk Darlene Roach and Public Works Foreman Pat Hoag. (Sign in sheet attached as a permanent part of the minutes.)

Mayor Swanson called the public hearing to order at 2:04 P.M. and stated that the purpose of the hearing was to review the feasibility report for the aforementioned roads. City Administrator Swenson read the Affidavit of Mailing which verified that the notice was mailed indicating the time and date of the hearing. Also included with the affidavit was a copy of the postage paid, dated envelope mailed to all benefiting property owners on the road along with estimated costs included on Page 10 of the Feasibility Report.

City Engineer Dave Reese presented the feasibility study completed by Widseth Smith Nolting as required under Minnesota Statute 429. 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. Currently, all of aforementioned roads are an aggregate surfaced road varying in width from 18 to 22 feet. Roadside ditches along all of these roadways are wide enough and deep enough to handle runoff from storm events in many places. Tall Timbers Trail borders wetland and other lowland areas, which may be used as a natural drainage way for portions of the roadway. Crosscut Way is an undeveloped road and has a width of 16 feet. Based on anticipated through traffic and total number of lots on these streets, a portion of Tall Timbers Trail, Miller Road, a portion of Lumberjack Lane

and Log Landing will be categorized as major rural roadways constructed with 24 foot wide pavement, 3 inch thick bituminous on a 5 inch thick aggregate base and 2 foot wide aggregate shoulders. Based on the same criteria, Headquarters Drive, a portion of Lumberjack Lane, Bunkhouse Road, Blacksmith Place and a portion of Tall Timbers Trail would be categorized as minor rural roadways with 18 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and 2 foot wide aggregate shoulders. The south end of Blacksmith Place will receive a cul-de-sac.

The estimated construction cost is \$212,300 plus \$21,230 (10% additional for contingencies) plus \$46,700 for engineering, legal and administrative expenses for a total estimated project cost of \$280,230. The City will use the equivalent lot basis for assessing the project with the City paying 50% of the cost. The estimated 95 equivalent lots would pay an estimated \$1,475 per lot. Financing terms will be decided at the final assessment hearing, however, the City has used a financing period of ten years on previous assessment projects. A one-to-two foot kickout or apron will be extended from the roadway for gravel driveways. Homeowners who wish to blacktop driveways will need to make separate agreements with the contractor for this work.

There were no letters received regarding this proposed improvement.

Councilmember Upton left the hearing at 2:17 P.M., however, the Council still has a quorum present.

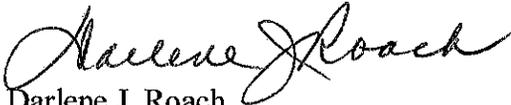
Councilmember Swanson stated that the same issue exists for this road as for Backdahl Road where the cost factor involved in opening the road should be looked at for Tall Timbers Trail and Miller Road as far as the City picking up a larger portion of the cost. Public Works Foreman Pat Hoag indicated that if the road is opened up, there would be a cost savings of \$4000 if the Public Works Department does the clearing and grubbing. Mayor Swanson stated that the City needs to acquire land or obtain easements in order to open the road, if the findings of fact prove that this would be a safety issue. Mayor Swanson asked if the City would have rights of condemnation and City Administrator Swenson stated that the City could try to obtain the property or an easement for the property, however, condemnation proceedings could be a last resort.

The meeting was opened to the public for comments.

Andy Anderson, who resides at 37153 Lumberjack Lane, stated that he felt the City should pay the extra costs associated with opening the balance of Miller Road. He stated that as a property owner, Miller Road does not benefit him, but makes Lumberjack Lane a major thoroughfare past his residence. He provided a letter to the Council, which he stated was rather coarse, but gets his point across. He stated that a significant amount of grading and Class 5 is placed on these roads and feels that approximately \$28,000 in savings will be realized by the City if the improvement project is approved. He feels this savings should be applied toward the cost of the project. He asked Councilmember Miller if he was in agreement with opening Miller Road. Councilmember Miller stated that if opening the road improves the City as a whole, he has no problem since it would

give ingress and egress. He also stated that the road has a 66' right-of-way as was obtained when Old Log Landing was platted. City Administrator Swenson asked for a clarification from Councilmember Swanson regarding costs associated with punching through Miller Road and what residents should be assessed. Councilmember Swanson stated that he felt the property owners should be given some relief on the assessment. City Administrator Swenson stated that the City Council needs to have it clarified as to what expense the City is picking up. Mayor Swanson stated that the Public Works Commission should review these issues. Councilmember Miller stated that property owners on both ends of the road need to be treated equally. Kevin Hummel, who resides at 14284 Tall Timbers Trail, stated that he has a signed petition with five names plus himself who are in favor of the blacktop. He asked when the improvement project would take place and was told it would be done next summer, if approved. There being no further comments, MOTION PH8-12-01-99 WAS MADE BY CHUCK MILLER AND SECONDED BY DEAN SWANSON TO CLOSE THE PUBLIC HEARING AT 2:37 P.M. TO REVIEW THE FEASIBILITY STUDY FOR IMPROVEMENT TO LOG LANDING, HEADQUARTERS DRIVE, MILLER ROAD, LUMBERJACK LANE, BUNKHOUSE ROAD, BLACKSMITH PLACE, TALL TIMBERS TRAIL MOTION CARRIED WITH ALL AYES.

Recorded and transcribed by:

  
Darlene J. Roach  
Deputy Clerk



**RESOLUTION 99-89**

**RESOLUTION RECEIVING REPORT  
AND  
CALLING HEARING ON IMPROVEMENT**

WHEREAS, pursuant to Resolution of the Council adopted August 23, 1999 a report has been prepared by Widseth, Smith and Nolting with reference to the improvement of Miller Road from the intersection of Mary Lane, South, to the intersection of Tall Timbers Trail, Log Landing, Headquarters Drive, Lumberjack Lane, Bunkhouse Road, Tall Timber Trail, and Blacksmith Place within the Plat of Old Log Headquarters and Tall Timber Trail within the Plat of Timber Trail by constructing road and drainage improvements, and this report was received by the Council on November 8, 1999, and

WHEREAS, the report provides information regarding whether the proposed project is necessary, cost-effective, and feasible,

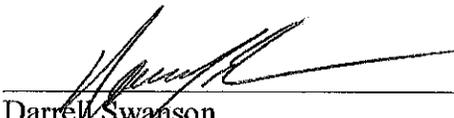
NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CROSSLAKE, MINNESOTA:

1. The Council will consider the improvement of such street in accordance with the report and the assessment of abutting and/or benefiting property for all or a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429 at an estimated total cost of the improvement of \$280,230.
2. A Public Hearing shall be held on such proposed improvement on the 2<sup>nd</sup> day of December, 1999 in the Council Chambers in City Hall at 2:00 p.m. and the Administrator shall give mailed and published notice of such hearing and improvement as required by law.

Adopted by the Council this 8<sup>th</sup> day of November, 1999.



Thomas N. Swenson  
City Administrator

  
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Darrell Swanson  
Mayor