

PINE BAY ROAD/WOLF TRAIL PUBLIC HEARING  
CITY OF CROSSLAKE  
DECEMBER 2, 1999  
11:00 A.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 Pine Bay Road/Wolf Trail. Wolf Trail begins on Pine Bay Road and extends southwesterly approximately 1,420 feet until it intersects Pine Bay Trail. Pine Bay Road begins at the intersection with Pine Bay Trail and extends approximately 1,050 feet to the intersection with Wolf Trail to the north. 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 11:00 A.M. and stated that the purpose of the hearing was to review the feasibility report for Wolf Trail/Pine Bay Road. City Administrator Swenson read the Affidavit of Mailing and Publication which verified that the notice was published and mailed which indicated the time and date of the hearing. Also included with the affidavit was a copy of the postage paid, dated envelope mailed to 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. He stated that Wolf Trail/Pine Bay Road currently abuts 25 lots/parcels of land and provides driveway access for 15 residences. Currently Wolf Trail and Pine Bay Road are 20 foot wide aggregate surfaced roads. Roadside ditches appear to be wide enough and deep enough to handle runoff from storm events in most places. Right-of-way is currently 60 feet in width along Wolf Trail and 66 feet along Pine Bay Road. A right-of-way survey completed for a portion of Wolf Trail would indicate that some right-of-way should be acquired if the road is to remain in its present location and meet current City standards. Based on right-of-way width and total number of lots on these roads, Wolf Trail/Pine Bay Road would be constructed as a minor rural roadway section with 18 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and 2 foot wide aggregate shoulders. Pine Bay Road would be constructed 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. This section includes a minimum two-foot deep ditch in cut areas and ten foot wide clear zones outside the shoulders. Grading will need to be done prior to placement of the bituminous surfacing. It was noted that the existing Pine Bay Road is not centered in the right-of-way and that the road will not be changed, but will be improved where it lies. The report was reviewed by the Public Works Commission and forwarded to the City Council for a hearing. The estimated construction cost is \$70,070 plus \$7,070 (10% additional for contingencies) plus \$19,270

for engineering, legal and administrative expenses for a total estimated project cost of \$96,370. The City will use the equivalent lot basis for assessing the project with the City paying 50% of the cost. The estimated number of equivalent lots is 25 for an estimated cost of \$1,927 per lot. It was noted that the State of Minnesota, who owns property along the road will also be assessed. 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. Existing paved driveways, which extend into the right-of-way, will be matched with bituminous. 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.

City Administrator Swenson read a letter dated December 1, 1999 from Diane and Patrick Curran and Constance and Robert Miller who were opposed to the project. The letter was unsigned, however, Mr. Curran was in the audience and signed the letter. One of the concerns expressed by Mr. Curran was the runoff of oils from the blacktop that pollutes the lake. City Engineer Dave Reese stated that blacktop has been proven as an acceptable means of servicing a road since the oils used to bind the aggregate do not leech into the road bed. The oil seen on blacktop roads comes from automobiles. Also, runoff from the road would be directed into the ditch. If there is an outlet that would lead to the lake, sedimentation would be reduced. Studies and research done by MN DOT, MPCA and lake associations indicate that most of the lake pollution is due to septic systems and fertilizers and not road materials.

The hearing was opened to the public for comments. Dean Brodin, who resides at 14700 Wolf Trail, stated that he is in favor of the project and initiated the petition. He stated that he spoke directly with 11 of the 13 lot owners on the Daggett Lake side of road. He stated that all 11 enthusiastically signed the petition. He expressed a concern with the sharp curve where Pine Bay Trail and Pine Bay Road intersect. He stated that the Class 5 gets greasy and becomes very slippery. Bob Garin, who resides on the corner of Pine Bay Trail and Pine Bay Road, stated that the road is bad when slippery. He suggested that if the road is blacktopped that something be done to slow the traffic down. He suggested that rumble bumps be put in since no one stops at the stop sign. City Administrator Swenson suggested looking at a three way stop at that intersection. Dean Brodin agreed that the corner was bad. Patrick Curran, who resides at 14652 Wolf Trail, stated that he knows neighbors who are not in favor of the blacktop and agreed that people need to slow down and that it is not the road surface but the drivers. He stated that "13" should be added to the letter submitted by himself. Richard Tinge, who lives in St. Paul, but is a property owner along the project, stated that he was not aware of a petition and doesn't really want the blacktop, but will put up with it and pay his share of the assessment. He was concerned about having received two assessment notices, since one property is not adjacent to the road. He provided a copy of a survey for his property, which City Staff will review. Jim Nauman, who resides at 16096 Wolf Trail, inquired as to why Wolf Trail was not being paved to the end of the road. City Administrator Swenson stated that when the DNR sold the lots and provided an easement to the property owners, no right-of-way was given to the City for the road. The DNR is requesting that the City purchase the timber and buy property to maintain a right-of-way.

It was suggested that property owners contact Representative Hasskamp and Senator Samuelson for assistance in this matter. The City has exhausted their efforts in an attempt to obtain right-of-way.

A decision will be made whether to accept or reject the project at the Regular Council Meeting scheduled for December 13, 1999. MOTION PH4-12-01-99 WAS MADE BY RICHARD UPTON AND SECONDED BY DEAN SWANSON TO CLOSE THE PUBLIC HEARING TO REVIEW THE FEASIBILITY STUDY FOR IMPROVEMENT TO WOLF TRAIL/PINE BAY ROAD AT 11:40 A.M. MOTION CARRIED WITH ALL AYES.

Recorded and transcribed by:



Darlene J. Roach  
Deputy Clerk



## RESOLUTION 99-85

### RESOLUTION RECEIVING REPORT AND CALLING HEARING ON IMPROVEMENT

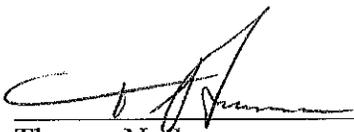
WHEREAS, pursuant to Resolution of the Council adopted August 23, 1999 a report has been prepared by Widseth, Smith and Nolting with reference to the improvement of Pine Bay Road, from the intersection of Pine Bay Trail, North, to the intersection of Wolf Trail, and Wolf Trail from the intersection of Pine Bay Road to the intersection of Pine Bay 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 \$96,370.
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 11:00 a.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



Darrel Swanson  
Mayor