

BRITA LANE/PINEVIEW LANE PUBLIC HEARING
CITY OF CROSSLAKE
DECEMBER 11, 2002
5:00 P.M. – CITY HALL

Pursuant to proper notice duly given as required by law, the City Council met in the Chambers of City Hall on Wednesday, December 11, 2002 at 5:00 P.M. Present at the hearing was Mayor Darrell Swanson and Councilmembers Sandy Eliason, Charles (Chuck) Miller, Irene Schultz and Dean Swanson. Also present was City Administrator Thomas Swenson, City Engineer Dave Reese, City Attorney Steve Qualley, Public Works Director Ted Strand and Clerk/Treasurer Darlene Roach. Also present were Councilmember's Elect Dean Eggena and Dick Phillips. (Sign in sheet attached as a permanent part of the minutes.)

Mayor Swanson called the public hearing to order at 5:00 P.M. and stated that the purpose of the hearing was to hear information regarding the proposed improvement to Brita Lane and Pineview Lane.

City Administrator Tom Swenson read the Affidavit of Mailing confirming that a copy of the notice of hearing was deposited in the U.S. Post Office with postage prepaid in an envelope containing the name of the property owner on labels received from the Crow Wing County Auditor's Office based on current tax records. On November 21st and November 29th, the Notice of Hearing was published in the City's official newspaper, the Lake Country Echo. Since this is a non-maintained city road, the request for improvement was based on a petition to the City from the property owners. If the project proceeds, the cost will be assessed to the property owners at 100%.

The meeting was turned over to City Engineer Dave Reese who presented an overview of the feasibility report prepared by Widseth Smith Nolting. The full report is available at City Hall. The project area of Brita Lane and Pineview Lane currently provides access to approximately 28 platted lots and one outlot and would consist of a roadway of approximately 3700 feet, which includes one cul de sac and one additional turn-around area near Outlot A. The project begins at the end of the pavement on Shafer Road near Lot 6, Block 2 of Johnson's Pine View Plat. Currently the road consists of sand trails with some gravel added by residents in low wet areas. The width of the traveled way varies from 8 to 14 feet. There are no significant trees in some portions of the right of way; however, there is low brush growth up to the edge of the traveled way. Other areas have significant trees that appear to be in the right-of-way. There is no ditching in most areas. Visibility is poor and drainage appears to lie upon the roadway in most areas, as the road is lower than the surrounding ground surface. Some steep grades were noted to be eroded but there is no evidence of wetlands except for a small area near Outlot A. No existing culverts or drainage structures were observed during a review of the roadway. A 66 foot wide right of way is shown in the plat, however the northernmost portion of Brita Lane does not lie within the plat and may exist by private easement. A field survey was not completed as part of the feasibility study.

Based on right-of-way width, number of properties served and potential for thru traffic, Brita Lane would be categorized as a rural roadway. The recommended road improvements for this road includes a 20 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and topsoil shoulders. Clearing and widening of the existing right-of-ways and easements will be necessary to conform to these standards. Grading will be required to elevate the road surface and to construct ditches. The portion of Pineview Lane connecting Shafer Road and Brita Lane would be constructed to the same standards as Brita Lane to provide a continuous loop to CASH-36. The portion of Pineview Lane that ends in a cul de sac is recommended as a 18-foot wide pavement surface, 2 inch thick bituminous on a 4 inch thick aggregate base and topsoil shoulders. The southern segment of Pineview Lane is recommended as a 16-foot wide pavement surface, which would require significantly less grading resulting in less cost overall. A branch style turn around is recommended. Approaches or bituminous kick-outs will be constructed to existing entrances.

The estimated construction cost is \$127,200 plus \$12,700 (10% contingency) plus \$35,000 for engineering, legal and administrative expenses for a total estimated project cost of \$175,000. The estimated number of equivalent lots is 30 for an estimated cost of \$5,800 per lot. 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 purposes 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.

The hearing was open to the Council for questions. City Administrator Swenson asked if there was a prescriptive easement on Outlot A. There was some discussion regarding whether the road should end in Outlot A or beyond. Councilmember Swanson stated that the road takes a 90 degree angle at that point. City Engineer Dave Reese stated that there are two options. The road could be located in the same vicinity where it is currently cut through, which until a survey is done it would be unknown whether or not it's a private easement, or additional right-of-way could be acquired. It was agreed that a determination needed to be made regarding the easement.

The hearing was open to the public for questions and comments. Jason Amsden, owner of Lot 1, asked where the water would run to besides into his back yard. City Engineer Reese stated that ditches could be constructed. Mayor Swanson suggested sumps and City Engineer Reese stated that may be the end result but the design needed to be looked at very closely. Public Works Director Ted Strand asked if there were any lots on Pineview Lane that were outlots and he was told there were no outlots along Pineview Lane that could be used for drainage. Steve Genereaux asked if the road could be widened. City Engineer Dave Reese stated that it could be constructed at 18' rather than 16', but that would affect the cost of the project.

The Council will make a decision on whether to proceed with the improvement project at a meeting to be held on December 20th at 1:00 P.M. There being no further comments, MOTION PH12-01-01-02 WAS MADE BY CHUCK MILLER AND SECONDED BY

SANDY ELIASON TO ADJOURN THIS PUBLIC HEARING AT 5:35 P.M. MOTION
CARRIED WITH ALL AYES.

Recorded and transcribed by,

A handwritten signature in cursive script that reads "Darlene J. Roach". The signature is written in black ink and is positioned above a horizontal dashed line.

Darlene J. Roach
Clerk/Treasurer

Shared/Brita Lane-Pineview Lane Public Hearing – December 11, 2002

