

SHAFER ROAD PUBLIC HEARING
CITY OF CROSSLAKE
THURSDAY, DECEMBER 20, 2001
7:30 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 Thursday, December 20, 2001. The following Councilmembers were present: Mayor Darrell Swanson, Sandy Eliason, and Irene Schultz. Absent was Councilmembers Chuck Miller and Dean Swanson. Also present was City Administrator Thomas Swenson, City Attorney Steve Qualley, City Engineer Dave Reese, Public Works Director Ted Strand and Clerk/Treasurer Darlene Roach. (Sign in sheet attached as a permanent part of the minutes.)

Mayor Swanson called the Public Hearing to order at 7:30 P.M. and noted that with the absence of two councilpersons, a quorum of the Council was in attendance. City Administrator Tom 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 Crow Wing County Auditor's Office and a copy of Page 9 of the Feasibility Study showing the assessment summary. On November 22nd and November 29th a notice of hearing was published in the Lake Country Echo. No correspondence was received regarding this project.

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 Shafer Road currently abuts 9 lots/parcels. The project begins at the end of the paved portion of Shafer Road, then extends approximately 1,050 feet. The road continues on from this point into plated areas that have not been maintained by the City in the past; therefore, this project consists of only that portion that has been maintained by the City. This is a City initiated project. Currently Shafer Road is an aggregate surfaced road that has an average width of 18 feet. Ditching is minimal to non-existent. There was no evidence of erosion; however the road did not appear to have good drainage and evidence of standing water and soft rutted areas were witnessed. Clear zone is fair to poor, with thickly wooded areas that approach the roadway edge. Based on right-of-way width, total number of lots on this street and the potential for future extension of the road, Shafer Road would be categorized as a Minor Rural Roadway. An 18 foot wide pavement, 2 inch thick bituminous surface on a 4 inch thick aggregate base and 1 foot wide topsoil shoulders is proposed. Topsoil shoulders are proposed in lieu of aggregate shoulders due to the minimal traffic speed and volume anticipated. This deviates somewhat from the Minor Rural Roadway standard, but is an appropriate situation in which to use topsoil shouldering material. The benefit of this change is to minimize the clearing and widening necessary on the roadway and to enhance the residential characteristics of this particular area. Tree removal will be necessary to attain a safe clear zone and provide adequate area for snow storage.

Disturbance to existing driveways will be minimized and adjustments to driveways due to roadway construction will be made as needed.

The estimated construction cost is \$28,235 plus \$2,824 (10% contingency) plus \$10,870 for engineering, legal and administrative expenses for a total estimated project cost of \$41,929. 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 \$20,695. The estimated number of equivalent lots is 9 for an estimated cost of \$2,329 per lot for a total of \$20,694 being assessed. 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 of their choice for this work.

The meeting was opened to the Council for questions. Councilmember Eliason asked if the portion of Shafer Road which is already blacktopped is 18' in width and she was told that it was. Councilmember Schultz asked if Shafer Road went through to Pine View Lane and she was told that it did not connect.

The meeting was opened to the audience for questions and comments. Steve Little expressed concern over the proposed width of the road at 18'. He felt that too many trees would need to be removed for that size width. City Engineer Dave Reese stated that this area has the potential for development in the future which would result in increased traffic. Mrs. Gustafson, owner of Lot 5 didn't feel that she should have an assessment since her driveway is off of the currently paved section of road. City Administrator Swenson stated that the City would look at this at assessment time but as worse case scenario may have to pay a half of an assessment. Mrs. Gustafson stated that she sold the top portion of her lot to Mr. Porter and gave him an easement for access to his property. Mrs. Gustafson agreed to provide the City with a copy of the survey that she had prepared recently. Chad Schimmelpfenning, owner of Lot 9, stated that he would lose the most trees, but if they are in the right-of-way they would be the City's trees. He stated that it currently is a low traffic road with only six residents using the road. Harold Johnson, owner of Lot 4 expressed concern about drainage on his side of the road and wondered whether there would be a culvert on each driveway. City Engineer Dave Reese stated that if the road bed is raised, the ditching doesn't have to be as severe. City Administrator Tom Swenson stated that a decision on whether to proceed with the project would be on the agenda for the January 14th Council Meeting. There being no further comments, MOTION PH12-09-01-01 WAS MADE BY IRENE SCHULTZ AND SECONDED BY SANDY ELIASON TO ADJOURN THIS PUBLIC HEARING FOR SHAFER ROAD AT 8:36 P.M. MOTION CARRIED WITH ALL AYES.

Recorded and transcribed by,

A handwritten signature in cursive script, appearing to read "Darlene J. Roach". The signature is fluid and connected, with a prominent initial "D".

Darlene J. Roach
Clerk/Treasurer

