

WOODLAND DRIVE PUBLIC HEARING
CITY OF CROSSLAKE
THURSDAY, DECEMBER 20, 2001
6:30 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 6:30 P.M. and noted for the record 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 10 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 road improvement.

The hearing 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. Woodland Drive begins on Manhattan Point Boulevard and extends southerly 325 feet to the intersection with CSAH 140. Woodland Drive abuts 4 lots. Currently Woodland Drive is a sand surfaced road and has a width of 11 feet. There are no ditches along Woodland Drive and drainage has been a past problem at the intersection of Woodland Drive with CSAH 140 and along the cut banks caused by grading. From a visual survey, there did not appear to be significant vegetation encroaching in the clear zone area on both sides of the roadways. This vegetation limits snow storage space and water management. Based on right-of-way width, length and use as a through road, Woodland Drive 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 2 foot wide aggregate shoulders is proposed. This section includes a minimum one-foot deep ditch or swale and ten-foot wide clear zones outside the shoulders. Some tree or brush removal will be necessary or ditching and snow storage will be limited. Widening of the existing roadway will also be necessary to conform to City standards.

The estimated construction cost is \$13,825 plus \$1,383 (10% contingency) plus \$6,843 for engineering, legal and administrative expenses for a total estimated project cost of \$22,050. 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 \$11,025. The estimated number of equivalent lots is 4 for an estimated cost of \$2,756 per lot for a total of \$11,025 being assessed. One home is constructed on Lot 1 and the other three lots have no structures. It was noted that Crow Wing County is proposing to improve Whitefish Avenue and some clearing and survey work has begun. WSN would work with the County to find a drainage solution at the junction of Whitefish Avenue and Woodland Drive. It is further recommended that some borrow material be brought in to help with the drainage. 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. It was noted that improvement to this road was considered at the time Pinedale Street was reviewed for improvement, however, some of the property owners petitioned the district court to have the road vacated. This vacation petition was ultimately withdrawn and dismissed. This is the only remaining gravel road that the City is maintaining in this area of the City so the project was initiated by the City.

The meeting was opened to the audience for questions and comments. Wally Mertensotto addressed the Council and stated that he was opposed to the road vacation so is happy to see that the road is being paved. He is also interested in the work that the County is doing on Whitefish Avenue and supports it being improved by the County.

City Administrator Tom Swenson noted that a decision on whether to proceed with the road improvement will be made at the January 14th Regular Council Meeting.

There being no further comments, MOTION PH12-07-01-01 WAS MADE BY SANDY ELIASON AND SECONDED BY IRENE SCHULTZ TO ADJOURN THIS PUBLIC HEARING FOR WOODLAND DRIVE AT 6:48 P.M. MOTION CARRIED WITH ALL AYES.

Recorded and transcribed by,



Darlene J. Roach
Clerk/Treasurer

