

RUSH LANE PUBLIC HEARING
CITY OF CROSSLAKE
NOVEMBER 29, 2000
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 to review the feasibility report prepared by Widseth Smith Nolting for improvements to Rush Lane. 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, City Attorney Steve Qualley, Public Works Director Ted Strand and Deputy Clerk Darlene Roach. (Sign in sheet attached as a permanent part of the minutes.)

Mayor Swanson called the public hearing to order at 8:00 P.M. and stated that the purpose of the hearing was to review the feasibility report for improvements to Rush Lane. Following City Engineer Dave Reese's review of the feasibility study, the meeting will be open to the Council and public for questions and comments.

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 County Auditor's Office and a copy of Page 10 of the Feasibility Report which shows a summary of the cost estimates for this project. On November 2nd and November 9th a notice of hearing was published in the Lake Country Echo. One fax was received from Karen Albinson which consisted of a legal description and a copy of the plat.

City Engineer Dave Reese presented the feasibility study completed by Widseth Smith Nolting as required under Minnesota Statute. 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 showed the project location for Rush Lane, which begins on Anchor Point Road and extends northerly 469 feet. The road currently abuts 5 lots/parcels. Currently Rush Lane is an aggregate surfaced road and has a width of 22 feet. Although there is some minor ditching, there did not appear to be any significant erosion or drainage problems. From a visual standpoint, there did not appear to be significant vegetation encroaching in the clear zone area. The right-of-way width is approximately 66 feet. Based on right-of-way width, total number of lots and the potential for future extension to the North, Rush Lane would be categorized as a Minor Rural Roadway with 18 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and 2 foot wide aggregate shoulders. The estimated project cost for Rush Lane is \$11,699 plus \$1,170 (10% contingency) plus \$5,000 for engineering, legal and administrative expenses for a total estimated project cost of \$17,869. 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 for Rush Lane and the benefiting property owners will pay 50% of the cost of the project. The City's portion of the cost is estimated at \$8,935. The

Sign-In Sheet

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