

AGENDA  
JOINT MEETING  
SPECIAL CITY COUNCIL/PUBLIC WORKS COMMISSION  
CITY OF CROSSLAKE  
MONDAY, MARCH 1, 2021  
4:00 P.M. – CITY HALL

**CITY COUNCIL**

1. City Council Call to Order
2. Bills for Approval (Council Action-Motion)
3. Approval of LG230 Application to Conduct Off-Site Gambling for Northern Lakes Youth Hockey Assn (Council Action-Motion)

**PUBLIC WORKS**

4. Public Works Commission Call to Order
5. Approve January 4, 2021 Meeting Minutes (Motion)
6. Approve February 1, 2021 Meeting Minutes (Motion)
7. PW - Review Application to Move Road Right of Way (Motion)
8. Memo dated February 24, 2021 from Phil Martin Re: Projects Update and Time Line for Improvement Projects
9. Update on Wastewater Plant and Cost Estimates for Clarifiers and Lift Stations
10. Discuss Assessment Policy
11. Milinda Shores Bridge Inspection Report (Information)
12. Sunrise Island Bridge Inspection Report (Information)
13. Other Business That May Arise
14. Public Works Commission Adjourn

**CITY COUNCIL**

15. City Council Adjourn

**BILLS FOR APPROVAL**  
**March 1, 2021**

VENDORS	DEPT		AMOUNT
Alex Air Aparatus, move and replace compressor	Fire		1,280.00
American Door Works, adjust cables	Ambulance		98.00
Aspen Mills, uniform	Fire		58.00
Atlas Business Solutions, schedule anywhere license	Police		300.00
AW Research, water testing	Sewer		367.20
Baker and Taylor, books	Library		587.06
BCA, background check	Park		15.00
Brainerd Hydraulics, change hose on truck and parts	PW		175.74
Brainerd Hydraulics, hydraulic hose	Park		21.24
City of Crosslake, sewer utilites	ALL		208.00
Crosslake Communications, phone, fax, cable, internet	ALL		3,089.05
Crow Wing County, 2020 audit confirmation	Admin		30.00
Crow Wing County Attorneys Office, forfeiture proceeds	Police		135.00
Crow Wing County Highway Dept, fuel	ALL		2,494.65
Crow Wing County Highway Dept, salt	PW		2,657.27
Crow Wing Power, electric services	ALL	pd 2-18	11,286.66
Cuyuna Range Fire Chiefs Assn, membership dues	Fire		300.00
Fastenal, drill set, tie downs	PW		240.00
Fire Instruction & Rescue, emt refresher	Fire		300.00
Fire Instruction & Rescue, scba refresher	Fire		850.00
Forum Communications, meeting notice of 2/26	PZ		45.10
Forum Communications, ordinance 369	Gov't		32.80
Granite Electronics, chargers	Police		280.50
Honey Wagon, clean flam trap	PW		245.00
Josh Runksmeier, uniform reimbursement	Park	pd 2-18	44.98
Mastercard, Advanced Auto Parts, socket adapter	PW	pd 2-18	21.56
Mastercard, Amazon, gloves	Park	pd 2-18	24.80
Mastercard, Amazon, scissors	Park	pd 2-18	5.99
Mastercard, Amazon, splitter cable	Park	pd 2-18	11.99
Mastercard, Axon, power magazine	Police	pd 2-18	99.69
Mastercard, Bincho, cover for salt spreader	Park	pd 2-18	21.95
Mastercard, DMV, tax and title transfer	PW	pd 2-18	2,237.68
Mastercard, Radco, floor liners	Park	pd 2-18	115.91
Mastercard, Zero9 Holsters, uniform	Police	pd 2-18	24.95
MCSI, copier contract	Park		48.24
Menards, bulbs	Park		34.99
Menards, toolbox, gloves, wireless keypad	Park		104.92
Metro Sales, copier lease	Police		44.64
Mid American Research Chemical, cleaners	Park		149.04
MN Chiefs of Police Assn, conference	Police		510.00
MN Rural Water Assn, membership dues	Sewer		320.00
Napa, windshield wash	Police		23.94
Northland Fire Protection, fire extinguisher certification	ALL		1,981.10
Northland Press, meeting notice of 2/26	PZ		80.75
Northland Press, ordinance 369	Gov't		59.50



Pinnacle Property Management, tree removal	PW		186.99
Premier Auto, oil change	Police		62.15
Premier Auto, oil change	Police		62.15
Radco, install boards, nerf step bars	Park		520.95
Radco, decked bed storage, mats and installation	PW		1,439.94
Sandia Card Solutions, library cards	Library		798.00
Shannons Auto Body, deflector and installation	Park		246.96
Simonson Lumber, materials for shelving	Park		124.58
Simonson Lumber, insulation	PW		47.09
State Treasurers Office, forfeiture proceeds	Police		67.50
The Office Shop, calculator, tape	PZ		150.88
The Office Shop, laminate	Gov't		31.50
Timber Ridge Electric, install pole switch	Park		267.25
TJ Graumann, mileage reimbursement	Park		59.83
Ultimate Safety Concepts, boots	Fire		298.11
USA Bluebook, glass fiber filter	Sewer		519.22
Yellowstone Track Systems, fiberglass rod	Park		49.00
<b>TOTAL</b>			<b>35,994.99</b>

RESOLUTION NO. 21-\_\_\_\_\_  
CITY OF CROSSLAKE  
COUNTY OF CROW WING  
STATE OF MINNESOTA

RESOLUTION APPROVING OFF-SITE CHARITABLE GAMBLING  
BY THE  
NORTHERN LAKES YOUTH HOCKEY ASSOCIATION  
AT  
WHITEFISH LODGE AND SUITES

On March 1, 2021, the Crosslake City Council approved the Northern Lakes Youth Hockey Association request to conduct off-site charitable gambling at Whitefish Lodge and Suites on **March 6, 2021**.

The Northern Lakes Youth Hockey Association operates under License Number 02055.

Adopted by the Council this 1st day of March, 2021.

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Dave Nevin  
Mayor

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Charlene Nelson  
City Clerk

**LG230 Application to Conduct Off-Site Gambling****No Fee****ORGANIZATION INFORMATION**

Organization Name: Norther Lake Youth Hockey Assc. Inc. License Number: 02055

Address: Po Box 31 City: Crosslake, MN Zip: 56442

Chief Executive Officer (CEO) Name: Phil Martin Daytime Phone: 218-821-7265

Gambling Manager Name: John Engstrom Daytime Phone: 218-820-4636

**GAMBLING ACTIVITY**

Twelve off-site events are allowed each calendar year not to exceed a total of 36 days.

From 03 / 06 / 21 to 03 / 06 / 21

Check the type of games that will be conducted:

☐

Raffle

☐

Pull-Tabs

☒

Bingo

☐

Tipboards

☐

Paddlewheel

**GAMBLING PREMISES**

Name of location where gambling activity will be conducted: Whitefish Lodge and Suites

Street address and City (or township): 14150 Swann Drive, Crosslake Zip: 56442 County: Crow Wing

- Do not use a post office box.
- If no street address, write in road designations (example: 3 miles east of Hwy. 63 on County Road 42).

Does your organization own the gambling premises?

☐

**Yes** If yes, a lease is not required.

☒

**No** If no, the lease agreement below must be completed, and signed by the lessor.

**LEASE AGREEMENT FOR OFF-SITE ACTIVITY (a lease agreement is not required for raffles)**

Rent to be paid for the leased area: \$0 (if none, write "0")

All obligations and agreements between the organization and the lessor are listed below or attached.

- Any attachments must be dated and signed by both the lessor and lessee.
- This lease and any attachments is the total and only agreement between the lessor and the organization conducting lawful gambling activities.
- Other terms, if any:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Lessor's Signature: Kista Brunkhorst Date: 2/18/2021

Print Lessor's Name: KISTA BRUNKHORST

**CONTINUE TO PAGE 2**

**Acknowledgment by Local Unit of Government: Approval by Resolution**

<b>CITY APPROVAL</b> <b>for a gambling premises</b> <b>located within city limits</b>	<b>COUNTY APPROVAL</b> <b>for a gambling premises</b> <b>located in a township</b>
City Name: _____ Date Approved by City Council: _____ Resolution Number: _____ (If none, attach meeting minutes.) Signature of City Personnel: _____  Title: _____ Date Signed: _____	County Name: _____ Date Approved by County Board: _____ Resolution Number: _____ (If none, attach meeting minutes.) Signature of County Personnel: _____  Title: _____ Date Signed: _____ TOWNSHIP NAME: _____  <b>Complete below only if required by the county.</b> On behalf of the township, I acknowledge that the organization is applying to conduct gambling activity within the township limits. (A township has no statutory authority to approve or deny an application, per Minnesota Statutes 349.213, Subd. 2.)  Print Township Name: _____ Signature of Township Officer: _____ Title: _____ Date Signed: _____
<div style="border: 1px solid black; padding: 10px; width: fit-content; margin: 0 auto;"> <b>Local unit of government must sign.</b> </div>	

**CHIEF EXECUTIVE OFFICER (CEO) ACKNOWLEDGMENT**

The person signing this application must be your organization's CEO and have their name on file with the Gambling Control Board. If the CEO has changed and the current CEO has not filed a LG200B Organization Officers Affidavit with the Gambling Control Board, he or she must do so at this time.

I have read this application, and all information is true, accurate, and complete and, if applicable, agree to the lease terms as stated in this application.


2/22/2021  
 \_\_\_\_\_  
**Signature of CEO (must be CEO's signature; designee may not sign)**
**Date**

**Mail or fax to:**

Minnesota Gambling Control Board  
 Suite 300 South  
 1711 West County Road B  
 Roseville, MN 55113  
**Fax: 651-639-4032**

**No attachments required.**

Questions? Contact a Licensing Specialist at 651-539-1900.

This publication will be made available in alternative format (i.e. large print, braille) upon request.

**Data privacy notice:** The information requested on this form (and any attachments) will be used by the Gambling Control Board (Board) to determine your organization's qualifications to be involved in lawful gambling activities in Minnesota. Your organization has the right to refuse to supply the information; however, if your organization refuses to supply this information, the Board may not be able to determine your organization's qualifications and, as a consequence, may refuse to issue a permit. If your organization supplies the information requested, the Board will be able to process your organization's application.

Your organization's name and address will be public information when received by the Board. All other information provided will be private data about your organization until the Board issues the permit. When the Board issues the permit, all information provided will become public.

If the Board does not issue a permit, all information provided remains private, with the exception of your organization's name and address which will remain public.

Private data about your organization are available to: Board members, Board staff whose work requires access to the information; Minnesota's Department of Public Safety; Attorney General; commissioners of Administration, Minnesota Management & Budget, and Revenue; Legislative Auditor; national and international gambling regulatory agencies; anyone pursuant to court order; other individuals and agencies specifically authorized by state or federal law to have access to the information; individuals and agencies for which law or legal order authorizes a new use or sharing of information after this notice was given; and anyone with your written consent.

## Public works meeting Minutes Jan. 4 2021

Member Present: Doug Vierzba, Tom Swenson, Gordy Wagner (via zoom), Dale Melberg (via zoom), Mic Tchida. Others Present Ted Strand, John Andrews, Aaron Herzog, Mayor Nevin, Marcia Seibert-Voltz Dave Reese, Jon Kolstad, TJ, Mike Lyonais (via zoom), Phil Martin, Patty Norgard (via Zoom)

1. Call to order 4pm

2. Minutes December 12 2020, motion to approve Tchida, second by Swenson, all in favor

3. Right of Way, Amendment of Ordinance, Jon Kolstad brought for us a recommendation from City attorney to change the ordinance. To reflect the state statute, we have to give a property owner the right to petition the City for a variance. We cannot bind future councils. Swenson ask if there could be wording in there, about review buy public works and park commissions. That wording is in there, and will be reviewed by the commissions with recommendations. A discussion followed. A question was asked by the Mayor Nevin can we charge for the land. Jon stated no, it only can be given to the property owner. A motion was made to the City Council changing the right of way Ordinance, by Tchida second Swenson all in favor.

4. 2021 Street Improvements: Dave Reese presented the feasibility report for commissions review, in accordance with the procedures for Minnesota Statutes Ch429 Special Assessments, for the Full-depth reclamation of Rushmoor boulevard and Rushmoor trail, Harbor lane, Birch Narrows road, Wild Wind Ranch drive and overlay of Whitefish avenue, Hilltop drive, Woodland drive, and Cool Haven lane. These are a non-petitioned project that have been initiated by City Council in accordance with Capital Improvement Plan and 2021 budget for capital roadway improvements. WSN is recommending using 4000.00 per lot based on Nagell Appraisals range for reconstruction and use 1000.00 per lot for overlays. Reese went though the next steps and timing. A discussion followed. Mayor Nevin ask question overlay or reconstruction. John Andrews added he would rather reconstruct now, than kick can down road. Vierzba ask about cover letter with notice, pictures, more information is better. Tom Swenson motion to recommend to the Council the feasibility report, Tchida second, all in favor.

5. Projects update from Bolton& Menk: see attached memorandum about CASH 66 sewer project Swenson asked about clarifiers and where it at. Strand its in process, working on pricing and small repairs. Swenson ask about monies in budget. 250,000 in 2021 budget and nothing from 2020 budget.

6. Assessments sewer: A lengthy discussion followed. What came out was direct Phil Martin and Strand to bring back adjusted numbers using about 50% City to 50 % property owner for next meeting

7. Mayor Nevin discussion on roads in the 2021 roads projects costs. Adjourn

Public works meeting minutes Feb. 1,2021

Members Present: Doug Vierzba, Tom Swenson, Gordy Wagner (via zoom), Dale Melberg (via zoom), Mic Tchida, Other present Ted Strand, Mayor Nevin, Dave Reese, Jon Kolstad, TJ, Phil Martin, Mike Lyonais (via zoom)

1. Call to order 4 pm
2. Meeting minutes, motion to approve Mic, second by Tom, discussion to add the dollar amount to minutes item 5. to reflect budget amount 2021, as well as carry over 2020 years, Ted will make changes and bring back
3. Approve 2021 Public Works meeting dates, Tom made motion, Mic seconded, All in favor
4. Vacation of road right away, Motion by Mic, seconded by Tom, a discussion followed, Doug was concerned about legal descriptions, Tom is on record he is not in favor of vacating the green spaces, but will recommend this one, Gordy said looked at in a case-by-case basis, Mic said he had changed his mind with changes made to policy, Jon recapped only change was to allow residence the chance to petition the City for a variance, Doug added normally the property would split 50/50 with property owners but this a agreement between them, All in favor
5. Memo from Bolton & Menk update, Phil martin, A discussion followed
6. Discussion on assessment policy sewer connection 50/50 split, a discussion followed
7. Wastewater plant update, clarifiers \$450,000 to 480,000 cost and looking at new chemicals, plant is working well, a discussion followed
8. Adjourn 4:55 Tom motion, second Mic all in favor

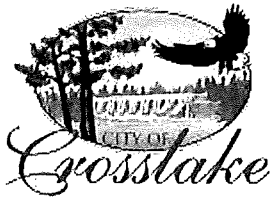
To: City of Crosslake

Reason for request: Joe Ruttger has agreed to sell a portion of parcel 14010719 to Neal/Elaine Bailey contingent upon the agreement of the city to relocate the current ROW 26 feet to the west as proposed in the survey. The remaining pieces on either side of the new ROW would then be annexed to Joe's property on one side and the Bailey's property on the other side.

Just to be clear, this application would not eliminate a ROW. Rather, the current 20 foot ROW would be vacated and a new 20 foot ROW would be created.

The advantages of this proposal would be:

- 1) the Bailey's lot would almost double in size, which would significantly increase the tax benefits to the city
- 2) The city would have a less obstructed access to the lake via the new ROW
- 3) There are currently many 100 year old red and white pines that would be protected.



# Road Right-Of-Way (ROW) Vacation Application

City of Crosslake

13888 Daggett Bay Rd, Crosslake, MN 56442

218.692.2688 (Phone) 218.692.2687 (Fax)

[www.cityofcrosslake.org](http://www.cityofcrosslake.org)

Receipt Number: 918615

Property Owner(s): Joe Rutten

Mailing Address: 11491 Whitefish Ave

Site Address: - Same -

Phone Number: 612. 961. 9115

E-Mail Address: joe e hybrid light solutions. com

Parcel Number(s): 14010719, 14010720

Legal Description: Lot 1 Block 30 M'hattan Bch 2nd Add

Section 1 Township 137 Range 27 / 28 (circle one)

Lake/River Name: Whitefish Lake

Do you own land adjacent to this parcel(s)? X Yes      No

If yes list Parcel Number(s) 14010718

Authorized Agent: Elaine Bailey

Agent Address: 11491 Whitefish Ave

Agent Phone Number: 218-543-5076

(Check applicable requests)

☐ Road Right-Of-Way (ROW) Vacation

☒ Row - move

## Official Use Only:

2/1/2021

Public Works Meeting Date:

2/24/2021

Water Access ROW only; Parks & Recreation Meeting Date:

3/8/2021 ?

City Council Public Hearing Meeting Date:

Signature of Property Owner(s) Joe Rutten Date 8/17/2020

Signature of Authorized Agent(s) Elaine Bailey Date 1/24/2021

- All applications must be accompanied by a signed Certificate of Survey (Coordinate with city staff- Public Works, Parks & Recreation and City Attorney)
- Fee \$1,000 for ROW Vacation Payable to "City of Crosslake"
- No decisions will be made on an applicant's request at the Commission meeting(s). Approval or denial of applications is determined by the City Council at a public meeting as per Minnesota Statute 462 and the Code of City Ordinances, City of Crosslake, Chapter 42, Article V.

## For Office Use:

Application accepted by [Signature] Date 1/28/2021

Date of Approval: \_\_\_\_\_ Denial: \_\_\_\_\_ by Public Works  
Date of Approval: \_\_\_\_\_ Denial: \_\_\_\_\_ by Parks and Recreation  
Date of Approval: \_\_\_\_\_ Denial: \_\_\_\_\_ by City Attorney  
Date of Approval: \_\_\_\_\_ Denial: \_\_\_\_\_ by City Clerk





ROW Lake Access to be moved  
to the west



# ROW Access to Lake Move

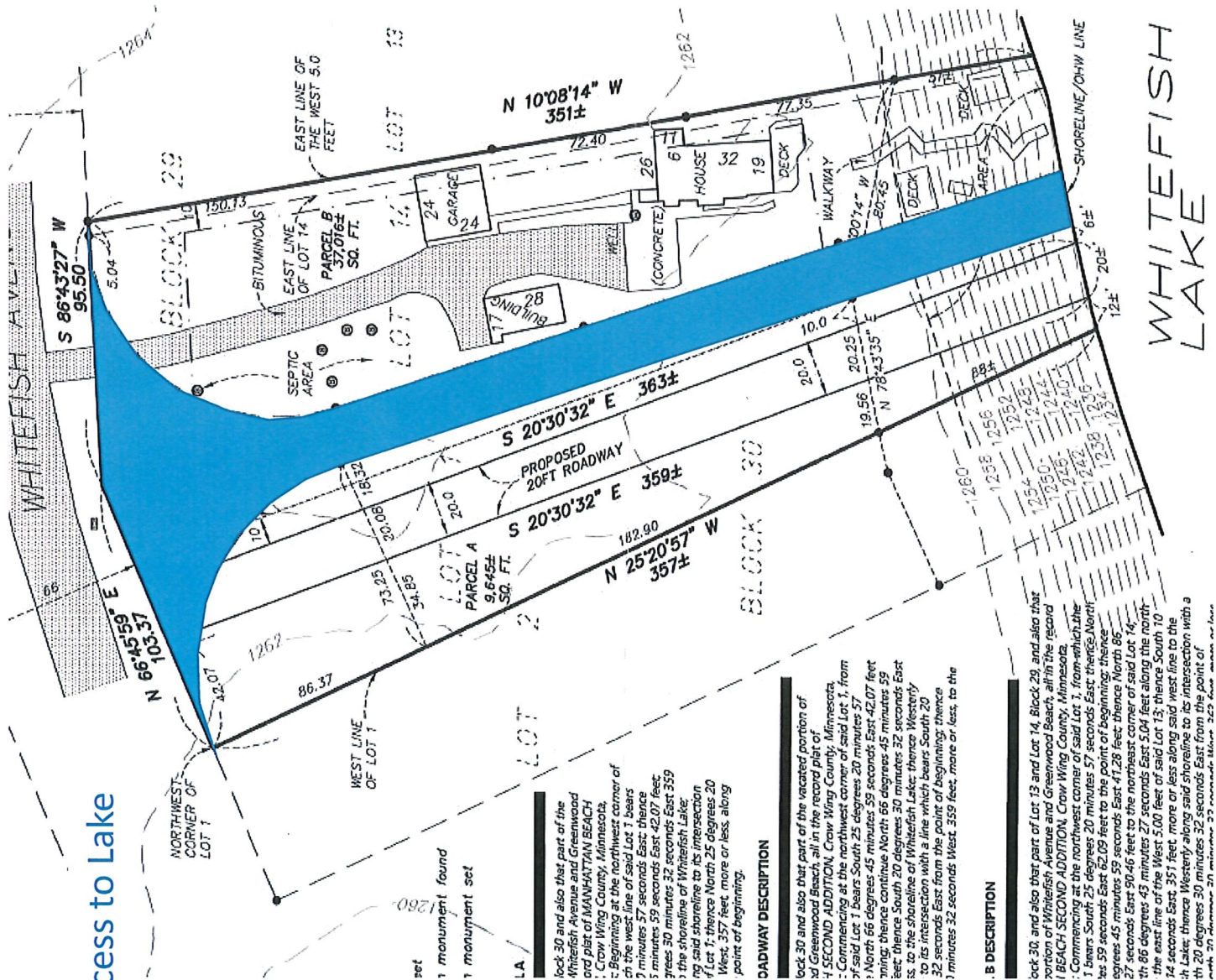








# Existing ROW Access to Lake



WHITEFISH  
LAKE

## DADWAY DESCRIPTION

Block 30 and also that part of the vacated portion of  
3d Greenwood Beach, all in the record plat of  
4 SECOND ADDITION, Crow Wing County, Minnesota,  
of said Lot 1 bears South 25 degrees 20 minutes 57  
North 66 degrees 45 minutes 59 seconds East 42.07 feet  
thence continue North 66 degrees 45 minutes 59  
feet; thence South 20 degrees 30 minutes 32 seconds East  
to its intersection with a line which bears South 20  
32 seconds East from the point of beginning; thence  
1 minutes 32 seconds West 359 feet, more or less, to the

## B DESCRIPTION

Block 30, and also that part of Lot 13 and Lot 14, Block 29, and also that  
portion of Whitefish Avenue and Greenwood Beach, all in the record  
1 BEACH SECOND ADDITION, Crow Wing County, Minnesota,  
Commencing at the northwest corner of said Lot 1, from which the  
1 bears South 25 degrees 20 minutes 57 seconds East thence North  
has 59 seconds East 62.09 feet to the point of beginning; thence  
bears 59 seconds East 50.46 feet to the northeast corner of said Lot 14;  
thence 27 seconds East 5.04 feet along the north  
the east line of the West 5.00 feet of said Lot 13; thence South 10  
14 seconds East 351 feet, more or less along said west line to the  
White Lake; thence West along said shoreline to its intersection with a  
th 20 degrees 30 minutes 32 seconds East from the point of  
north 20 degrees 30 minutes 32 seconds East 357 feet, more or less, to the

WHITEFISH  
LAKE

lock 30, and also that part of Lot 13 and Lot 14, Block 28, and also that portion of Winterliss Avenue and Greenwood Beach, all in the record of BEACH SECOND ADDITION, Crow Wing County, Minnesota.

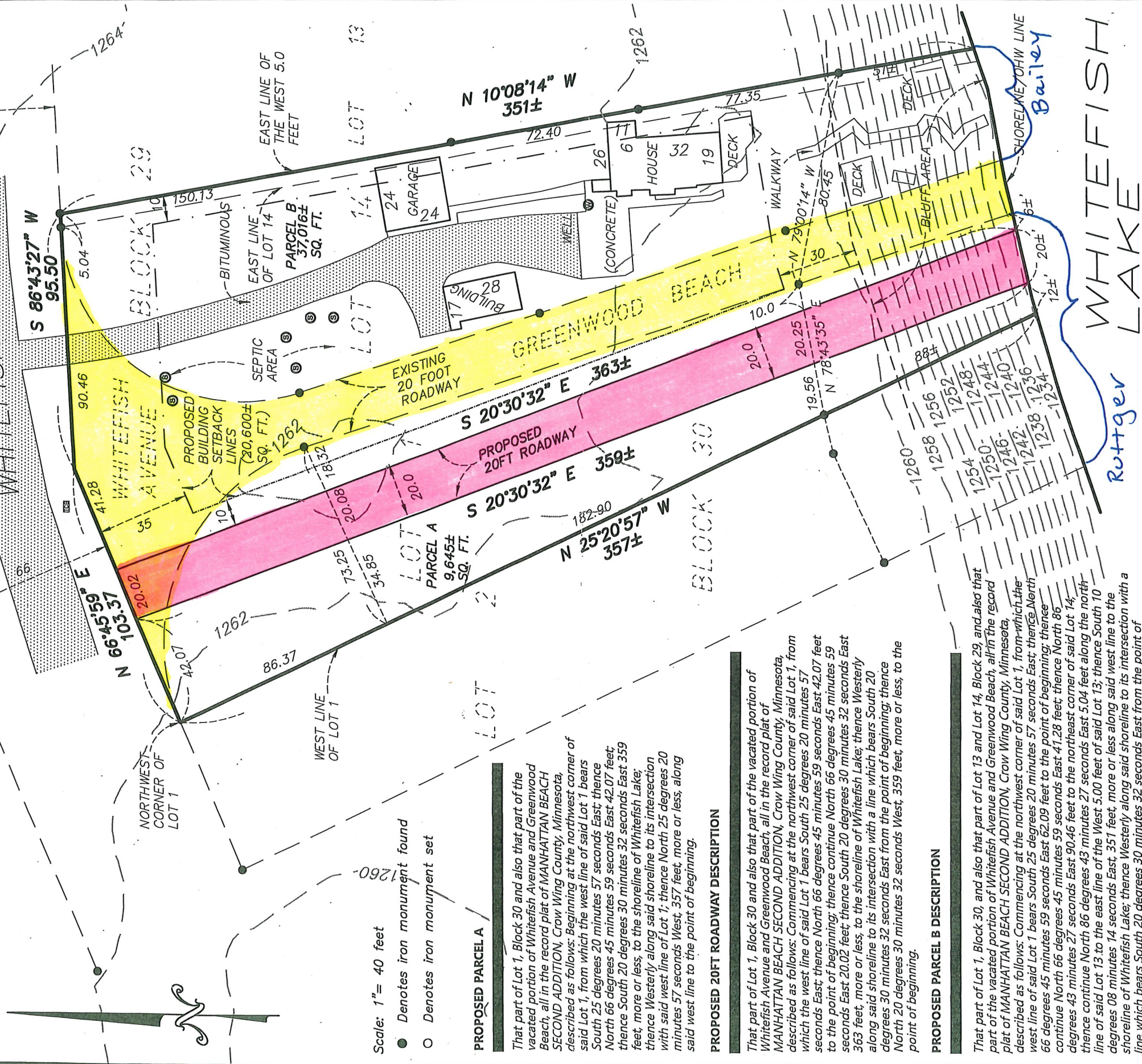
- Commencing at the northwest corner of said Lot 1, from which the bearings South 25 degrees 20 minutes 57 seconds East thence North 16 degrees 59 seconds East 62.05 feet to the point of beginning, thence North 35 degrees 55 seconds East 47.28 feet distance North 86 degrees 45 minutes 55 seconds East 100.46 feet to the northeast corner of said Lot 14; thence 86 degrees 45 minutes 55 seconds East 5.04 feet along the north line of said Lot 14 to the west line of said Lot 13, thence South 10 degrees 50 minutes 55 seconds East 5.00 feet of said Lot 13, thence South 10 degrees East 355.7 feet more or less to the east line of said Lot 13; thence North 74 degrees 30 minutes 55 seconds East 100.46 feet to the southeast corner of said Lot 13, thence North 74 degrees 30 minutes 55 seconds East 322.50 feet to the point of beginning, thence North 74 degrees 30 minutes 55 seconds East 362.50 feet to the northeast corner of said Lot 13, and



# CERTIFICATE OF SURVEY

I hereby certify that this survey was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

*Paul Herkenhoff* 12-15-20 Date  
Paul Herkenhoff, R.L.S. License No. 45875



REQUESTED BY:

**BAILEY**

*Lakes Area*  
**SURVEYING**  
LLC

24314 SMILEY ROAD, SUITE C  
NISSWA, MN 56468  
OFFICE (218) 961-0090



Drawn by: PDH Date: 09/18/20 Job No: 20-217

## GENERAL NOTES

- No search for easements or restrictions, recorded or unrecorded, was made by the Surveyor.
- Bearings shown are based upon the Crow Wing County Coordinate System. Elevations shown hereon based on Crow Wing County Lidar Information.
- The underground utilities shown have been located from field survey information. The surveyor makes no guarantees that the utilities shown comprise all such utilities in the area, either in service or abandoned.
- No wetlands were delineated as a part of this survey.
- PARCEL A is to be attached to the adjacent property to the west.
- The impervious coverage on proposed Parcel A is 16±%

## PROPOSED 20FT ROADWAY DESCRIPTION

That part of Lot 1, Block 30 and also that part of the vacated portion of Whitefish Avenue and Greenwood Beach, all in the record plat of MANHATTAN BEACH SECOND ADDITION, Crow Wing County, Minnesota, described as follows: Commencing at the northwest corner of said Lot 1, from which the west line of said Lot 1 bears South 25 degrees 20 minutes 57 seconds East; thence North 66 degrees 45 minutes 59 seconds East 42.07 feet to the point of beginning; thence continue North 66 degrees 45 minutes 59 seconds East 20.02 feet; thence South 20 degrees 30 minutes 32 seconds East 359 feet, more or less, to the shoreline of Whitefish Lake; thence Westerly along said shoreline to its intersection with a line which bears South 20 degrees 30 minutes 32 seconds East from the point of beginning; thence North 20 degrees 30 minutes 32 seconds East, 359 feet, more or less, to the point of beginning.

## PROPOSED PARCEL B DESCRIPTION

That part of Lot 1, Block 30, and also that part of Lot 13 and Lot 14, Block 29, and also that part of the vacated portion of Whitefish Avenue and Greenwood Beach, all in the record plat of MANHATTAN BEACH SECOND ADDITION, Crow Wing County, Minnesota, described as follows: Commencing at the northwest corner of said Lot 1, from which the west line of said Lot 1 bears South 25 degrees 20 minutes 57 seconds East; thence North 66 degrees 45 minutes 59 seconds East 62.09 feet to the point of beginning; thence continue North 66 degrees 45 minutes 59 seconds East 41.28 feet; thence North 86 degrees 43 minutes 27 seconds East 90.46 feet to the northeast corner of said Lot 14; thence continue North 86 degrees 43 minutes 27 seconds East 5.04 feet along the north line of said Lot 13 to the east line of the West 5.00 feet of said Lot 13; thence South 10 degrees 08 minutes 14 seconds East, 351 feet, more or less along said west line to the shoreline of Whitefish Lake; thence Westerly along said shoreline to its intersection with a line which bears South 20 degrees 30 minutes 32 seconds East from the point of beginning; thence North 20 degrees 30 minutes 32 seconds East, 363 feet, more or less, to the point of beginning.





Real People. Real Solutions.

## MEMORANDUM

**Date:** February 24, 2021  
**To:** Ted Strand, Public Works Director  
**From:** Phil Martin, PE  
**Subject:** Projects Update for March 1, 2021 Public Works Meeting

### CSAH 66 Sanitary Sewer Extension / Storm Water Quality Improvements

Plans were submitted electronically to the Crow Wing County Highway Department and City Staff. In addition, plans were submitted electronically to utility companies identified along the project scope. We received comments back from Crow Wing County. We are waiting for comments back from the City. No utility companies have contacted us directly.

### Recommended 2022 Construction Improvement Delivery Schedule

At the Special Council Meeting, we were asked to provide keys dates for delivery of improvements. Below is our recommendation for key date milestones for continuing with the delayed 2021 improvements.

- Begin Planning/Design, Update Residents\*, Address Identified Concerns – March 2021
  - \* Recommend City Notice Residents of 2023, 2024 Proposed Improvements as well
- Resident Informational Meeting Opportunity/Activity – June 2021
  - We recommend scheduled meeting, social media, City website, event boards, InputID
- Feasibility Report Update Approved/Noticed – July 2021
- Preliminary Improvement Hearing – August 2021
- Final Design/Construction Plan Preparation – September to December 2021
- Final Plan Approval – January 2022
- Construction Plan Public Bidding – January/February 2022
- Final Assessment Hearing (?), Award Bid, Contract Preparation – March/April 2022
- Construction – June to September 2022

### Summary/status of CIP Improvements (Based on 2020 CIP list review)

Aggregate Chip Sealcoat (with Crow Wing County) (see attached)

- ✓ 2020 – South Landing Rd, Anchor Point Rd, Forest Lodge Rd, Melinda Shores Rd, Urbans Point Rd; \$95,000 budget
- 2021 - Manhattan Point Blvd, Shadywood St, Summit Ave (2018 Segment); \$76,000 budget
- 2022 – Perkins Rd, Daggett Bay Rd, Wild Wind Ranch Dr - \$26,000 budget
- 2023 – Nothing identified
- 2024 – Rushmoor Blvd, Harbor Lane (N-S Segment), Arrowhead Ln - \$35,000 budget

1.5" Bituminous Overlay (see attached)

- 2020 – Nothing identified
- 2021 – Whitefish Ave, Hilltop Dr, Woodland Dr, Cool Haven Ln, Summit Ave; \$331,000 budget
- 2022 – Rush Ln, Anchor Point Tr, 1<sup>st</sup> St/2<sup>nd</sup> St/2<sup>nd</sup> Ave, Ginseng Patch Rd, Twin Bay Rd, Anchor Point Rd (Point); \$161,000 budget
- 2023 – Jason/Staley Lane, ABC Drive; \$71,000 budget
- 2024 – Nothing identified

Reconstruction/New (see attached)

- ✓ 2020 – Perkins Rd, Wild Wind Ranch Drive; \$372,300 budget
- 2021 – Nothing Identified
- 2022 – Gladick Ln, Rushmoor Blvd, Arrowhead Ln; \$534,650 budget
- 2023 – Harbor Lane (N-S Segment), Brookwood Circle, Sunrise Blvd, Sunrise Island Rd, Lake St, Eagle St; \$691,900 budget
- 2024 – Anderson Ct, Shafer Rd, Anderson Dr; \$346,800 budget

Sanitary Sewer Extension/Stormwater Quality Improvements

- CSAH 66 from City Hall to the Moonlite Bay area – Timing
  - Stormwater grant expires December 31, 2022
  - County Improvement Plan for 2024

The 2020 CIP shows there has been some progress made while other progress has been delayed. As a result, the CIP needs to be updated in a manner the City is comfortable with so that advance notice can be provided to property owners of potential improvements in their area. This will help with overall improvement related communication.

A key element will be the City's willingness to move forward to address identified needs in the CIP. Moving forward with the CIP doesn't mean there can't be adjustments in what is actually completed. However, it is important for the City to figure out what type of an improvement funding approach they can support and then consistently apply it when improvements are being delivered.





## Online Public Engagement.

Bolton & Menk has designed a customizable web-based public engagement platform allowing stakeholders and the public to provide comments and interact with one another in a visual, userfriendly mapping interface. Users can upload attachments such as photos and documents, and also add points, lines, or polygons as needed.

### The Benefits

#### **This tool is designed to:**

- Reach users/stakeholders who do not attend public meetings
- Engage with the public online
- Quickly visualize and evaluate the strengths and weakness of an area online using GIS
- Start a dialogue to gather input and ideas for comprehensive plans, small area plans, corridor studies, and infrastructure projects
- Use collected geospatial data in maps, web applications, and final reports via a cloud based application

### How it Works

INPUTiD™ will help our clients better engage with stakeholders and provide a more complete picture for the community. This will enable citizens to use a fun and easy web-based tool to share information via our clients' websites and social media outlets. This communication tool will help improve a community's ability to reach a broader audience. It will also provide a place where citizens can interact with each other and/or staff.

### Key Features

#### **Promote Citizen Engagement**

- Engage with residents in a two-way conversation, allowing them to interact when and where it is convenient to them.

#### **Increase Staff Efficiency**

- Reduce operating costs and make your staff more efficient with better communication.
- Communicate directly with other staff users and collaborate across departments in one central location.

#### **Reduce Calls and Office Visits**

- Enable citizens to find their answers via a customized FAQ.

#### **Resolve Requests Quickly**

- Streamline request assignments through improved workflows (set up email notifications) and by hosting all requests in one place.
- Resolve citizen requests quickly with automated routing and notifications to the correct people.

#### **Final Reports**

- Display data captured in a summary report or in figures.



### Other Geographic Information Systems Services

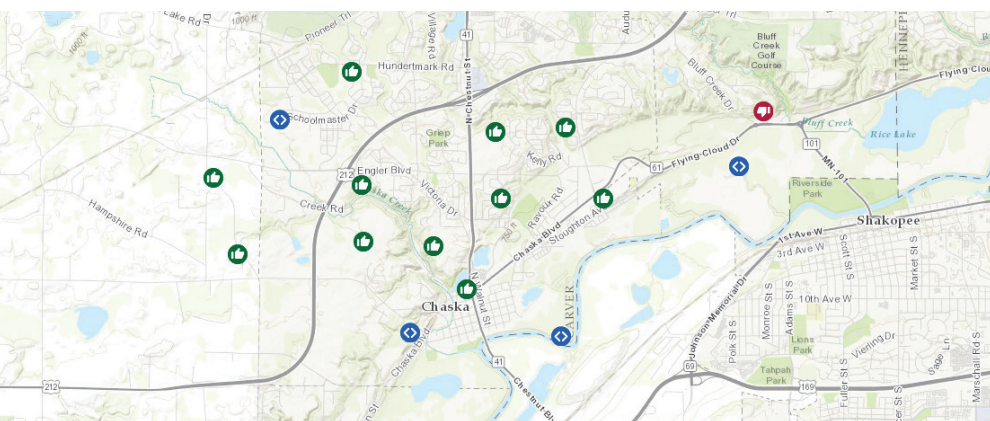
- GIS Technical Services
- Python Development for ArcGIS Platform
- Web & Mobile GIS Development
- GIS Implementation Planning
- Asset Management Implementation
- Utility Mapping/Infrastructure Management
- GPS Data Collection
- UAV Services
- 3D GIS Visualizations

For more information contact:

**John Shain, GISP**

Principal GIS Project Manager

[John.Shain@bolton-menk.com](mailto:John.Shain@bolton-menk.com)



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SY	\$/SY	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
TOTAL PUBLIC WORKS		1,322,800	2,311,000	1,175,150	1,168,900	5,686,300
ROADS						
Maintenance						
- Cracksealing		40,000	40,000	40,000	40,000	40,000
- Chipsealing		95,000	76,000	26,000	0	35,000
South Landing Road	4700	\$2.10	10,000			
Anchor Point Road	22100	\$2.10	47,000			
Forest Lodge Road	1290	\$2.10	3,000			
Milinda Shores Road	11400	\$2.10	24,000			
Urbans Point Road	5050	\$2.10	11,000			
Manhattan Point Blvd	32160	\$2.10		68,000		
Shadywood St	2000	\$2.10		5,000		
Summit Ave (2018 Segment)	1225	\$2.10		3,000		
Perkins Road	5920	\$2.10		13,000		
Daggett Bay Road	2150	\$2.10		5,000		
Wild Wind Ranch Dr	3450	\$2.10		<del>8,000</del>		
Rushmoor Blvd	1450	\$2.10				4,000
Harbor Ln (N-S Segment)	6625	\$2.10				14,000
Arrowhead Ln	7650	\$2.10				17,000

Completed  
with CWC in  
2020

Planned with  
CWC for 2021

Plan with CWC  
for 2022 ??  
Additions??

SY	\$/SY	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
TOTAL PUBLIC WORKS		1,322,800	2,311,000	1,175,150	1,168,900	5,686,300
- 1.5" Overlay	12,900 SY/mi	\$9.50	0	331,000	161,000	71,000
Whitefish Ave	26800	\$9.50	255,000			
Hilltop Dr	850	\$9.50	9,000			
Woodland Dr	1150	\$9.50	11,000			
Cool Haven Ln	3250	\$9.50	31,000			
Summit Ave	2550	\$9.50	25,000			
Rush Ln	1125	\$9.50		11,000		
Anchor Point Tr	2200	\$9.50		21,000		
1st St, 2nd St, and 2nd Ave	4830	\$9.50		46,000		
Ginseng Patch Rd	2480	\$9.50		24,000		
Twin Bay Rd	2400	\$9.50		23,000		
Anchor Point Rd (Point)	3700	\$9.50		36,000		
Jason/Staley Lane	4440	\$9.50			43,000	
ABC Drive	2930	\$9.50			28,000	
West Shore Dr	39700	\$9.50				
Johnnie St	5100	\$9.50				

City of Crosslake - Capital Improvement Plan  
PUBLIC WORKS

SY	\$/SY	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026
TOTAL PUBLIC WORKS		1,322,800	2,311,000	1,175,150	1,168,900	5,686,300	1,194,415	1,717,720
Reconstruction/New		372,300	0	534,650	691,900	346,800	395,080	312,800
- Perkins Rd	6025 New	255,000						
- Gladick Ln	1450 \$34.00			49,300				
- Rushmoor Blvd	6625 \$34.00			225,250				
- Harbor Ln (N-S Segment)	3900 \$34.00				132,600			
- Brookwood Circle	2400 \$34.00				81,600			
- Arrowhead Ln	7650 \$34.00			260,100				
- Sunrise Blvd	5050 \$34.00				171,700			
- Sunrise Island Rd	4250 \$34.00				144,500			
- Lake St	2850 \$34.00				96,900			
- Wild Wind Ranch Dr	3450 \$34.00	117,300						
- Anderson Ct	3130 \$34.00					106,420		
- Shafer Road	5100 \$34.00					173,400		
- Anderson Dr	1970 \$34.00					66,980		
- Eagle St	1900 \$34.00				64,600			
- Silver Peak Rd	2320 \$34.00						78,880	
- Birch Narrows Rd	9300 \$34.00						316,200	
- Robert St	9200 \$34.00							312,800

## City of Crosslake

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**From:** publicwk@crosslake.net  
**Sent:** Thursday, February 25, 2021 7:40 AM  
**To:** City of Crosslake  
**Subject:** FW: Clarifier

Sent from Mail for Windows 10

**From:** John Graupman  
**Sent:** Monday, February 1, 2021 8:33 AM  
**To:** publicwk@crosslake.net  
**Cc:** Phil Martin  
**Subject:** Clarifier

Ted –

I got a budgetary cost from GNE on weirs this AM. Call me to discuss. Depending on how we do this costs could change

Parts for the clarifier are:

Gearbox, motor and manual scum arm each:	\$23,659 use \$30,000 with tax and shipping
Effluent weirs:	\$25,000, again use \$30,000 with tax and shipping
Inlet piping modifications (custom transition fittings):	\$15,000 materials
Effluent pipe transition modification	\$10,000 materials
Slide gates:	\$5,000
Painting existing mechanism:	\$15,000 each?? Did you get anything further?
 Total materials:	 \$105,000 each with no labor
Labor:	Use 100% material pricing at \$105,000
Subtotal	\$210,000
Combined	\$420,000
Contingency 10% for unforeseen	\$40,000
Total Construction	\$460,000
Engineering (per 10-7-20 letter)	\$45,000

**John Graupman, P.E. (MN, IA, NE, ND)**  
Principal Environmental Engineer  
**Bolton & Menk, Inc.**  
Mobile: (507) 380-0433  
[john.graupman@bolton-menk.com](mailto:john.graupman@bolton-menk.com)  
**Bolton-Menk.com**

## ARTICLE IV. - ROADWAY ASSESSMENTS      Adopted 8-12-2019

### DIVISION 1. - GENERAL

#### **Sec. 42-88. - Purpose.**

The purpose of this policy is to establish a fair and equitable manner of assessing the increase in market value (special benefit) associated with public improvements and maintenance. The procedures used by the city for levying special assessments are those specified by M.S.A. ch. 429 which provides that all or a part of the cost of improvements may be assessed against benefiting properties.

Three basic criteria must be satisfied before a particular parcel can be assessed. The criteria are as follows:

1. The land must have received special benefit from the improvement.
2. The amount of the assessment must not exceed the special benefit.
3. The assessment must be uniform in relation to the same class of property within the assessment area.

It is important to recognize that the actual cost of extending an improvement past a particular parcel is not the controlling factor in determining the amount to be assessed. However, in most cases the method for assigning the value of the benefit received by the improvement, and therefore the amount to be assessed, shall be the cost of providing the improvement. This shall be true provided the cost does not demonstrably exceed the increase in the market value of the property being assessed. The entire project shall be considered as a whole for the purpose of calculating and computing an assessment rate. The city council may hire a professional appraiser to help determine an assessment rate for a particular public improvement project so that the assessment rate does not exceed the "market value benefit" to any parcels to be assessed.

The assessment policy is intended to serve as a guide for a systematic assessment process in the city. There may be exceptions to the process or unique circumstances or situations which may require special consideration and discretion by city staff and the city council.

#### **Sec. 42-89. - Improvements and maintenance costs eligible for special assessment.**

The following public improvements and related acquisition, construction, extension, maintenance and repair of such improvements, authorized by M.S.A. §§ 429.021 and 459.14, subd. 7, are eligible for special assessment within the city:

1. Streets, sidewalks, trails, pavements, traffic controls, signs, and striping, mailbox supports, bridges, curbs and gutters, including the beautification thereof.
2. Parking lots.
3. Sanitary sewer and storm sewer systems, including appurtenances, within the corporate limits.
4. Street lights, street lighting systems and special lighting systems.
5. Retaining walls and area walls.

6. Temporary roadways and accesses necessary to maintain traffic in conjunction with an improvement project.
7. Snow, ice, sediment or rubbish removal from streets and sidewalks.
8. Weed elimination from streets or private property.
9. The trimming and care of trees and the removal of unsound trees from any street.
10. The treatment and removal of insect infested or diseased trees on private property.
11. The installation and maintenance of trees, arborvitae, public fountains, community signage, and other landscaping and beautification improvements.

**Sec. 42-90. - Initiation of an improvement project.**

Public improvement projects can be initiated in the following ways:

1. Public improvements projects may be initiated by petition of owners of at least 35 percent in frontage of the property abutting the proposed improvement. A three-fifths majority vote of the city council is required to commence the project.
2. Public improvements also may be initiated by the city council when, in its judgment, such action is required. A four-fifths majority vote of the council is required to initiate the proceedings.
3. If 100 percent of the affected landowners sign the petition requesting the improvements, then the city may omit the feasibility study and preliminary public hearing as required in M.S.A. ch. 429.
4. The cost of a feasibility study shall be included in the final assessment of the project. If a project is not ordered, then the cost of a feasibility study will be paid by the city.

**Sec. 42-91. - Criteria for improvement and acceptance of private roads.**

The criteria for improvement and acceptance of private roads are as follows:

1. Receipt of a petition signed by property owners representing at least 35 percent of the front footage adjacent to the road proposed to be improved;
2. All costs associated with obtaining adequate right-of-way either through the voluntary conveyance of right-of-way through a deed to the city or involuntarily through eminent domain shall be considered a project expense for assessment purposes; and
3. If the city adopts a resolution ordering the project to proceed, the road shall be constructed to city road and drainage standards with 100 percent of the project cost assessed to the benefiting property owners.

All affected property owners shall sign a "waiver of irregularity and appeal" and agree to be assessed for all costs. If not, then the city will hire the city's appraiser to determine benefit to proceed or will decide not to proceed.

## **Sec. 42-92. - Public improvement procedure.**

The city will generally follow one of the following methods for public improvement projects:

1. Based on a fixed assessment rate method established using a benefit opinion from a professional appraiser; or
2. Based on the actual final project cost method.

The following steps are provided as a guide for the city council for each of the above methods:

a. *Fixed assessment rate method.*

1. Staff reviews petition, developer's or staff's request for submission to council.
2. Council accepts or rejects petition or request. If based upon a petition, the council adopts a resolution declaring whether the required percentage of property owners has signed. If the petition or request is accepted, council adopts a resolution ordering preparation of a feasibility report which shall include the preparation of a letter report from a professional appraiser, providing a market value benefit opinion, or range of values, that may be applied to the properties proposed to be assessed.
3. Staff works with the city's engineer to prepare the feasibility report. The report shall provide a preliminary evaluation as to whether the proposed improvement is necessary, cost-effective, and feasible and whether it should be made as proposed or in conjunction with another project. The report shall include the total estimated cost of the improvement, including what share would be assessed and what share would be paid by the city or other funding sources. The report shall include a preliminary estimate of the proposed assessments to benefited properties and may include a "mock" assessment roll showing the proposed cost to each benefitted property. The area of benefit and listing (or legal description) of parcels to be assessed should be included for use in the publication of the public hearing notice.
4. Council accepts or rejects the feasibility report or requests additional study if deemed necessary. If rejected, no further action is taken.
5. If the council accepts the feasibility report, the council adopts a resolution accepting the report and orders a preliminary improvement (public) hearing on the improvements. The council, at its discretion, may also adopt a resolution at this stage ordering preparation of the assessment roll and scheduling of an assessment hearing following the preliminary improvement (public) hearing. These public hearings would be held prior to preparation of plans and specifications and prior to construction.
6. Staff posts and publishes the hearing notice(s) and mails notices to affected property owners as provided in M.S.A. §§ 429.031(a) and 429.061.
7. Council conducts public hearing(s). Property owners may choose to appeal the proposed assessment. Appeals must be presented to the city in writing at the time of the assessment hearing or before the assessment hearing. Property owners must file their appeal in district court within 30 days of the assessment hearing date, per M.S.A. § 429.081.



8. Within six months of the preliminary improvement hearing date, council adopts or rejects a resolution ordering improvement to be constructed and authorizes preparation of plans and specifications. If the resolution is adopted, the city's engineer prepares final plans.
  9. The city council adopts a resolution approving plans/specs and ordering advertisement for bids.
  10. Bids are received and opened by city staff and engineer. The engineer prepares a bid tabulation and makes a recommendation to the city council to adopt a resolution for awarding a construction contract. At this time, the city council would adopt a resolution certifying the amount to be assessed and adopting the assessment roll. Bonds to finance project costs may be issued at any time before or after the improvements are ordered; however, if bonds are issued before the improvements are ordered, the city assumes the risk and cost of returning the bonds if the project is not ordered.
  11. Staff and/or engineer observes construction for conformance with the approved plans and specifications, and reviews payment requests.
  12. Staff certifies the assessment roll to the county auditor prior to November 15th, so the assessment is included with the property tax statement the following year.
- b. *Final project cost method.*
1. Staff reviews petition, developer's or staff's request for submission to council.
  2. Council accepts or rejects petition or request. If based upon a petition, the council adopts a resolution declaring whether the required percentage of property owners has signed. If the petition or request is accepted, council adopts a resolution ordering preparation of a feasibility report.
  3. Staff works with the city's engineer to prepare the feasibility report. The report shall provide a preliminary evaluation as to whether the proposed improvement is necessary, cost-effective, and feasible and whether it should be made as proposed or in conjunction with another project. The report shall include the total estimated cost of the improvement, including what share would be assessed and what share would be paid by the city or other funding sources. The report shall include a preliminary estimate of the proposed assessments to benefited properties and may include a "mock" assessment roll showing the proposed cost to each benefitted property. The area of benefit and listing (or legal description) of parcels to be assessed should be included for use in the publication of the public hearing notice.
  4. Council accepts or rejects the feasibility report or requests additional study if deemed necessary. If rejected, no further action is taken.
  5. If the council accepts the feasibility report, the council adopts a resolution accepting the report and orders a preliminary improvement (public) hearing on the improvements.
  6. Staff posts and publishes the hearing notice and mails notices to affected property owners as provided in M.S.A. § 429.031(a).

7. Council conducts public hearing.
8. Within six months of the preliminary improvement hearing date, council adopts or rejects a resolution ordering improvement to be constructed and authorizes preparation of plans and specifications. If the resolution is adopted, the city's engineer prepares final plans.
9. Council adopts a resolution approving plans and ordering advertisement for bids.
10. Bids are received and opened by city staff and engineer. The engineer prepares a bid tabulation and makes a recommendation to the city council to adopt a resolution awarding a contract. Bonds to finance project costs may be issued at any time before or after the improvements are ordered; however, if bonds are issued before the improvements are ordered, the city assumes the risk and cost of returning the bonds if the project is not ordered.
11. Staff and/or engineer observes construction for conformance with the approved plans and specifications, and reviews payment requests.
12. When construction is completed, contractor's final payment approved, and final project costs are determined, the city council adopts a resolution declaring costs to be assessed and ordering preparation of the assessment roll. Council adopts a resolution setting the assessment hearing date.
13. Staff publishes the assessment hearing notice, mails notice of hearing date and proposed assessments to the affected property owners as provided in M.S.A. § 429.061.
14. Council conducts the public assessment hearing. Property owners may choose to appeal the proposed assessment. Appeals must be presented to the city in writing at the time of the assessment hearing or before the assessment hearing. Property owners must file their appeal in district court within 30 days of the assessment hearing, per M.S.A. § 429.081. Council may revise the assessment roll and then adopt a resolution certifying the amount to be assessed and adopting the assessment roll. Property owners have 30 days to pay the assessment with no interest charges. City staff certifies the assessment to the county auditor prior to November 15th so that the assessment is included with the property tax statement the following year.

**Sec. 42-93. - General assessment policies applicable to all types of improvements.**

The cost of any improvement shall be assessed upon property by the improvements based upon benefits received. The city may consider the benefit opinion provided by an appraiser on the range of market value increase (benefit) of a public improvement. The following general principles shall be used as a basis of the city's assessment policy:

1. *Project cost.* The "project cost" of an improvement includes the costs of all necessary construction work required to accomplish the improvements, plus engineering, legal, administrative, financing and other contingent costs, including acquisition of right-of-way and other property. The finance charges include all costs of financing the project. These costs include but are not limited to financial consultant's fees, bond rating agency fee, bond attorney's fees, and capitalized interest. The interest charged to the project shall be included as financing charges.

2. *City cost.* The "city cost" of an improvement is the amount of the total improvement expense the city will pay as determined by council resolution. Where the project cost of an improvement is not entirely attributed to the need for service to the area served by said improvement, or where unusual conditions beyond the control of the owners of the property in the area served by the improvement would result in an inequitable distribution of special assessments, or for any other reason determined by the city, the city, through the use of other funds, may pay such "city cost."
3. *Assessable cost.* The "assessable cost" of an improvement is equal to the "project cost" minus the "city cost."
4. *Interest.* The city will charge interest on special assessments at a rate specified in the resolution approving the assessment roll. If bonds were sold to finance the improvement project, the interest rate shall be two percent more than the average interest rate of the bonds, rounded to the nearest quarter of a percent. If no bonds were sold, the interest rate shall be set at the same rate.
5. *Prepayment.* Property owners may pay their assessments in full (interest free) for a period of 30 days after the adoption of the assessment roll. After such period, interest shall be computed from the date specified in the assessment resolution. The city will transmit a certified duplicate of the assessment roll with each installment, including interest, to the county auditor.
6. *Project assistance.* If the city receives financial assistance from the federal government, the State of Minnesota, the county, or from any other source to defray a portion of the costs of a given improvement, such aid will be used first to reduce the "city cost" of the improvement. If the financial assistance is greater than the "city cost," the remainder of the aid will be placed in the capital improvement fund to be applied towards other city projects.
7. *Assessable property.* Property owned by the city including municipal building sites, parks and playgrounds, but not including public streets, alleys, and right-of-way, shall be regarded as being assessable on the same basis as if such property was privately owned. Private right-of-way shall be assessable. Federal, state, and county owned properties are not considered assessable.

#### **Sec. 42-94. - Policies of reassessment.**

The city shall design public improvements to last for a definite period. The life expectancy or service life shall be as stated in the policy statement of this section, or if different, shall be as stated in the resolution ordering improvement and preparation of plans.

##### **Policy Statement**

The following are the "life expectancies" or "service lives" of public improvements except as may be otherwise stated in the resolution ordering improvement and preparation of plans.

- (1) Sidewalks—20 years.
- (2) Street improvements, including surfacing and curb and gutter—20 years.
- (3) Ornamental street lighting—20 years.

- (4) Sanitary sewers—30 years.
- (5) Storm sewers—30 years.

**Sec. 42-95. - Assessment computations.**

The following is the typical city assessment for various specified improvements:

- a. *Street, bridge, trail, and curb and gutter improvements.*
  - 1. *New construction.* New streets are assessed 100 percent to the abutting benefited properties.
  - 2. *Currently maintained bituminous roads.* Street reconstructions and overlays are assessed based on the benefit as determined by the city council based on the city's appraiser determination.
  - 3. *Non-currently maintained roads.* Costs of all improvements, including wetland mitigation, property or easement acquisition, drainage, erosion control measures, widening, clearing, reconstruction, grading, graveling, and paving will be assessed with 100 percent of the cost assessed to benefiting property owners.
  - 4. *Gravel streets.* Upgrading of existing gravel street by adding pavement, is considered new construction and all costs are assessed 100 percent unless the properties do not benefit at that rate. Rates would be determined based on a letter report from a professional appraiser hired by the city.
  - 5. *Currently maintained bridges.* Routine maintenance including inspections, painting, tightening bolts and minor repairs to decking, railings or pilings will be paid by the city. Replacement of a bridge, enhancement, expansions, or major repairs including replacement of components of an existing bridge, including all associated costs, will be special assessed with the city assuming some of the cost, and some cost special assessed to benefiting property owners based on a rate determined by the city council based on a letter report from a professional appraiser hired by the city.
  - 6. *Seal coats.* Seal coats are not being assessed.
  - 7. *Trails.* Bituminous walkways and/or bicycle trails are not assessed, but rather funded by the city.
- b. *Storm sewer improvements.* Storm sewers are assessed on a project-by-project basis, based on a letter report from an appraiser on the range of market value of an improvement to the city. Storm sewers in new subdivisions are considered an assessable improvement on an area basis.

Oversizing costs due to larger mains and larger appurtenances are paid for by a combination of availability charges, user charges and/or trunk area assessment charges. Trunk area storm sewer charges are levied to all unplatted property at the time of platting, to re-plats that have not been charged trunk area charges when the land was originally platted, and to re-plats that have been charged trunk area charges when the land was originally platted but where the use is increasing (only the cost difference based on current and prior use is charged).

Normally, storm sewers are assessed on an area wide basis (square foot or acres), but in certain situations the per lot method or adjusted front method may be utilized at the city council's discretion.

The replacement of existing storm sewers is assessed based on benefit value as determined by the city council based on a letter report from a professional appraiser hired by the city.

- c. *Sanitary sewer improvements.* Pursuant to the statute, the city intends to use special assessments, at their discretion, to finance all or portions of the cost of sanitary sewer identified in the statute. Generally, maintenance of sanitary sewer is accounted for with utility funding. Significant improvements to the system, however, may require special assessments to benefiting properties. In all cases, the city reserves the right to combine components of sanitary sewer into one or more calculation, assess for the entire cost of projects, participate at any level in the costs of improvements, or to assess costs using existing rate schedules or benefit opinion as determined by a professional appraiser. Components of sanitary sewer improvements include, but are not limited to:

1. *Sanitary sewer access charge (SAC).* SAC charges identified on existing rate schedules are generally applied at the time building permits are applied for or when service is brought to a property for the first time. The city reserves the right to assess for SAC charges.
2. The city generally pays the costs to oversize trunk lines (over eight inches in diameter for low to moderate-density residential areas or over ten inches diameter for commercial/industrial/high-density residential areas). Remaining costs are generally assessed to benefiting properties. Costs for replacement of trunk improvements are generally included in monthly utility fees and are paid by the city. The city reserves the right to assess for construction or reconstruction of trunk lines.

Costs for new standard size mains are generally assessed to benefiting properties. Costs for replacement of mains are generally included in monthly utility fees and are paid by the city. The city reserves the right to assess for mains.

Costs for new service laterals are generally assessed to benefiting properties. Costs generally include all related appurtenances and restoration, including any work done outside the right-of-way. Assessments will generally be made on a per unit basis or be assessed using existing rate schedules.

- D. *Other improvements.* Based on the city council determination, any other improvements may be fully assessed or assessed in part.

#### **Sec. 42-96. - Interest rate.**

The applicable interest rate will be set by the city council and will normally be prorated interest at a minimum annual rate of one percent above the net effective interest rate the city pays for financing of improvement bonds for the project at the date of bond sale. No interest will be charged if the entire amount of the assessment to an individual property is paid within 30 days of the assessment roll being adopted by the city council. If it is not a bonded project, then the city will determine the interest rate.

**Sec. 42-97. - Deferment of assessments.**

The city may on a case-by-case basis agree to defer assessments on terms and conditions to be determined by the city.

**DIVISION 2. - ALLOCATION OF ASSESSMENTS**

**Sec. 42-123. - City to select allocation method.**

The city will determine which one of the methods provided in this division shall be applied to the road improvement project.

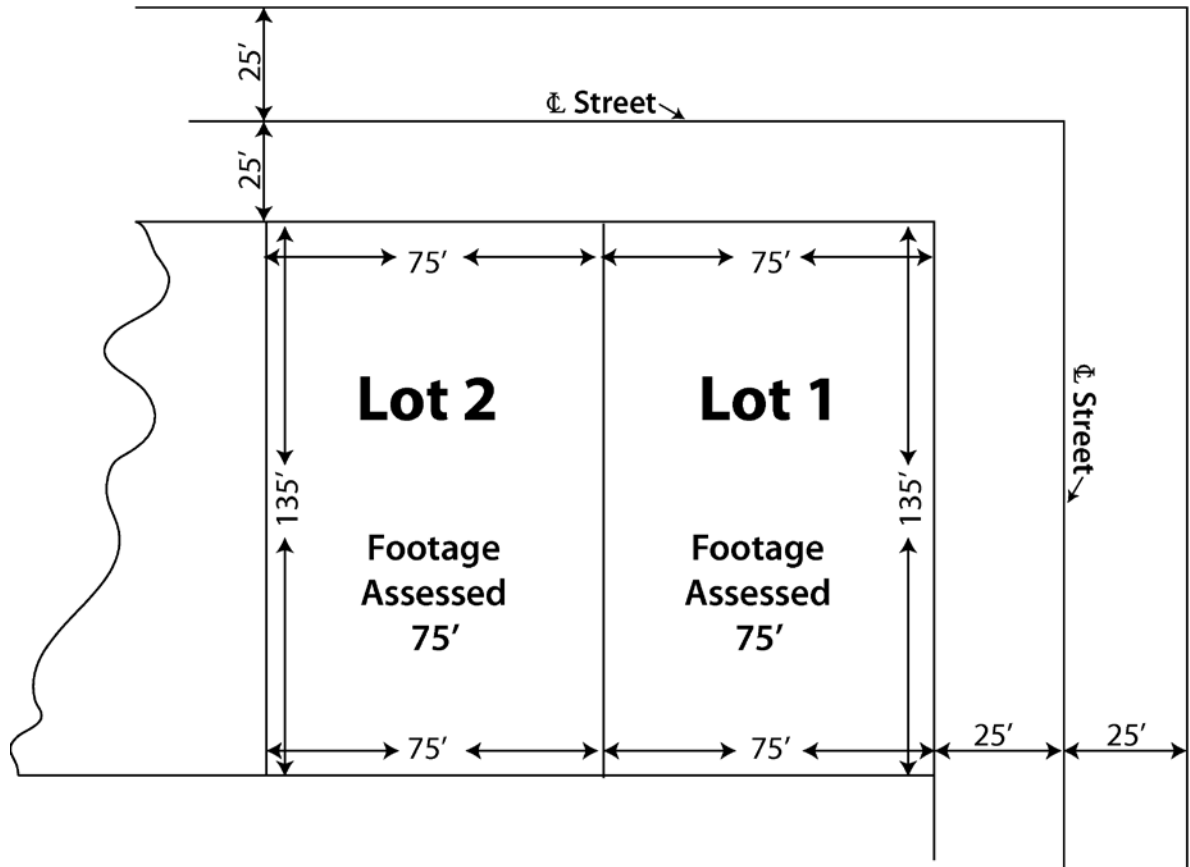
**Sec. 42-124. - Equivalent lot basis.**

- a. *Residential property.* Generally, assessments will be on an equivalent lot basis comprised of platted lots or metes and bounds lots which cannot be further subdivided. An undeveloped, splittable property may be assigned a number of equivalent lots based upon potential divisions of lots.
- b. *Residential off-street.* Single lots or clusters of lots not having normal frontage on a street but gaining individual driveway or group driveway access to a street will be allocated one equivalent lot for each single-family residence.
- c. *Commercial property.* Generally, assessments will be on a front foot basis unless the council has selected an equivalent lot basis for the project assessment determination.
- d. *Commercial extra costs.* Extra improvements or right-of-way benefitting commercial properties will be assessed only against the commercial property. One hundred percent of the cost of the extra improvements shall be divided by the number of equivalent commercial lots.
- e. *Criteria for determination of equivalent lot.* The following criteria may be used to determine an equivalent lot:
  1. Any lot with an existing structure receives one equivalent lot assessment.
  2. Any vacant platted lot or vacant metes and bounds parcel that meets the minimum lot requirements of the city's zoning regulations shall receive one equivalent lot assessment.
  3. Land that has the possibility of being subdivided may receive one equivalent lot assessment for each potential subdivided lot that meets the minimum requirements of the city's zoning regulations.
  4. Each individual unit in a cooperative or townhouse development may receive an equivalent lot assessment.
  5. A guest cabin and principle structure on one lot that cannot be subdivided due to structure locations shall receive one equivalent lot assessment.
  6. Property and structure combinations that do not fall within the above criteria will be reviewed by the city administrator or designee and city engineer. Typically, an equivalent lot will be determined by the city administrator or designee and city engineer with the city council making the final determination.

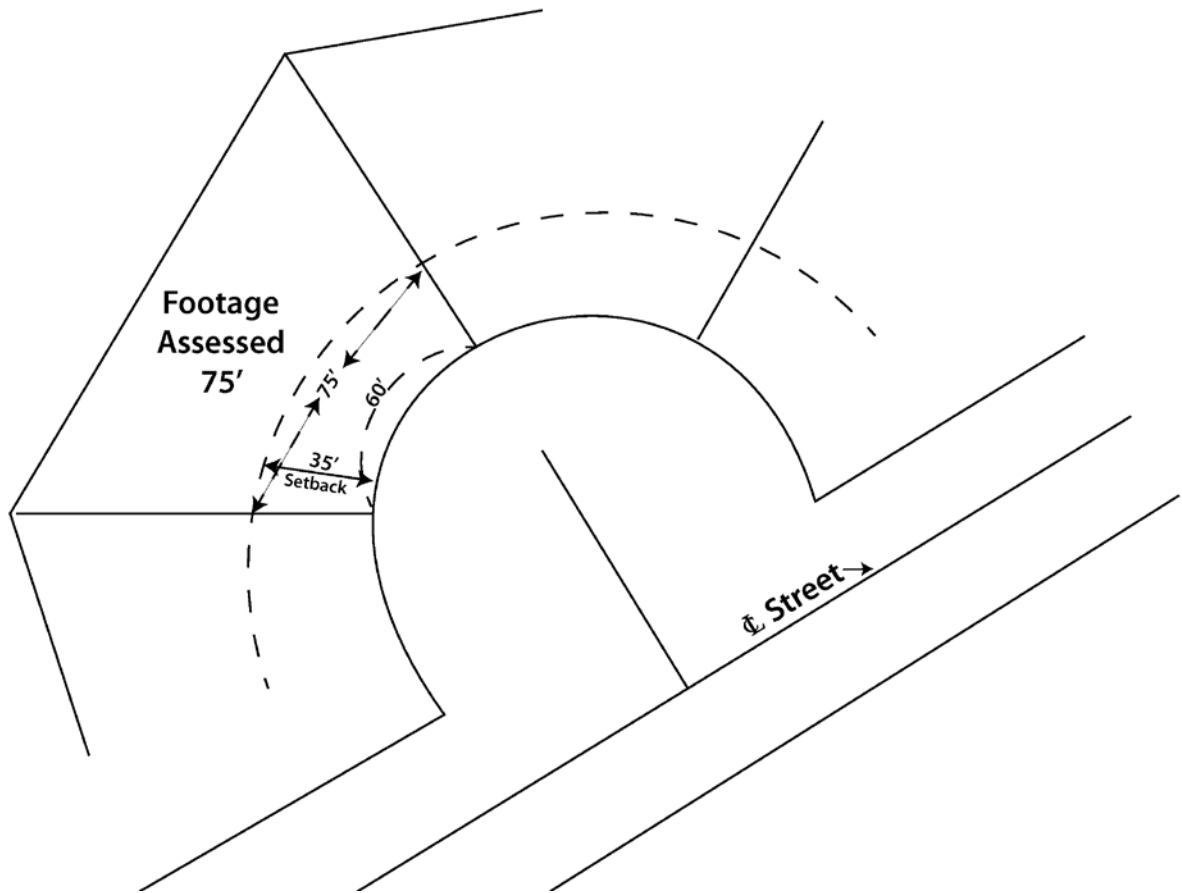
7. If a corner lot is located where one of the abutting roads has been previously black topped, prior to October 13, 1999, the property owner is assessed one equivalent lot. If a lot is a double frontage lot, it will be assessed as either one-half or one equivalent lot as recommended by city staff with consideration to factors such as access, address and other circumstances specific to the property.
8. If a property owner has two or more adjacent lots and the foundation of the principal dwelling is located on both or all of the lots, it is considered one equivalent lot.
9. If a corner lot is located where both abutting roads have not been previously black topped, prior to October 13, 1999, it is assumed that when improvements are made, the first improvement will receive one equivalent lot assessment and the second improvement will receive one-half equivalent lot assessment.
10. A lot will be considered a corner lot if it abuts at an intersection of roadways.
11. When considering assessments, the topography of a property may be taken into consideration. Bluffs and wetlands may affect the suitability of subdividing and building.

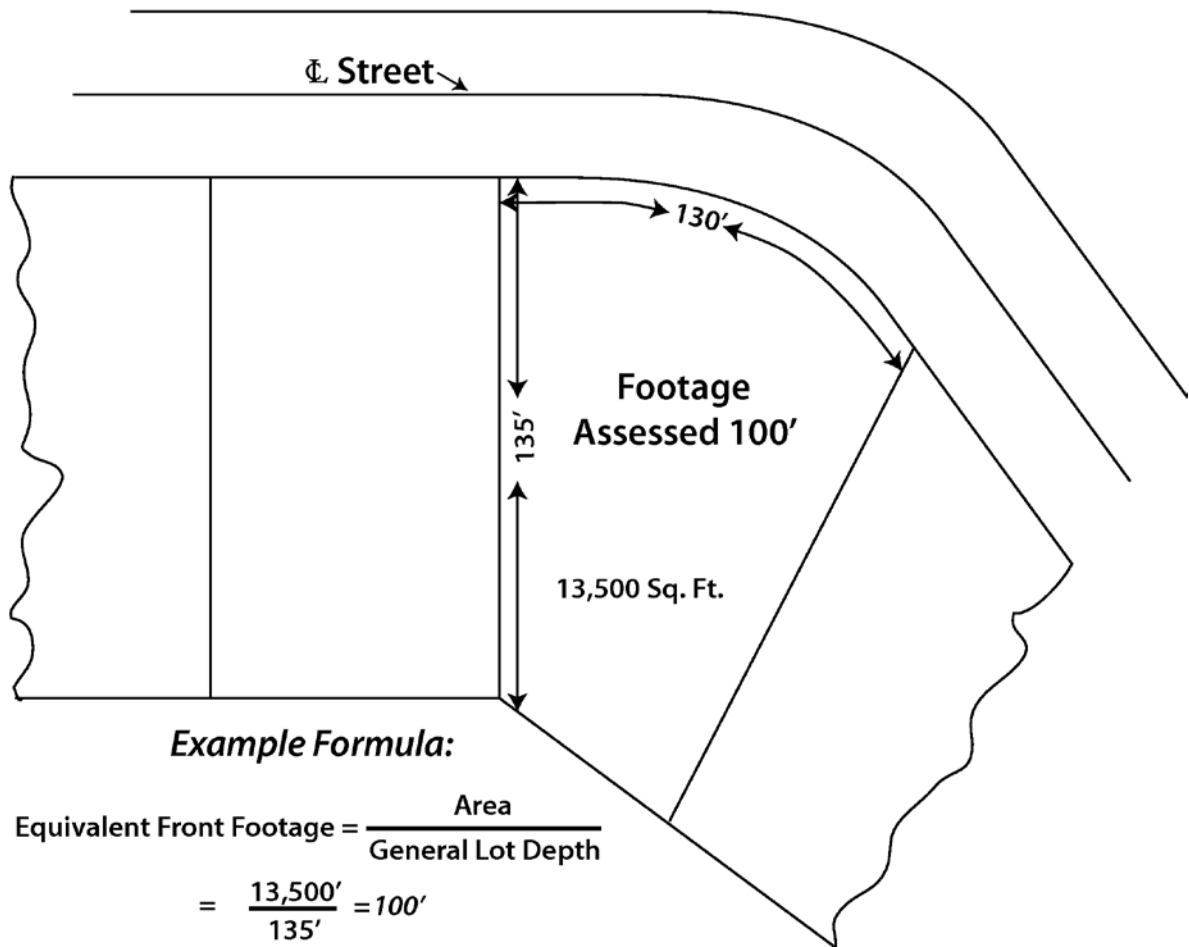
**Sec. 42-125. - Front footage basis.**

- a. *Corner lots.* Corner lots 200 feet or less in depth will normally be assessed for the front, not the side or the rear. Depths in excess of 200 feet will be assessed as additional frontage based on each additional foot in excess of 200 feet.
- b. *Front lots.* Assessment will be for the shortest side of a platted or metes and bounds lot.
- c. *Side lots.* Assessment will be for the longest side of a platted or metes and bounds lot.
- d. *Determination of front footage.* In many cases, the front footage of a lot is not immediately apparent. Therefore, it is necessary to determine an equivalent front footage which will maintain an equitable distribution of costs. The following rules will be used to determine an equivalent front footage:
  1. On all lots of a generally rectangular shape, straight front footage shall be used.
  2. On cul-de-sacs, sharply curved streets, and irregular shaped lots, front footage shall be measured at the normal house setback line.
  3. On "pie-shaped" lots and irregular shaped lots where other rules do not apply, equivalent front footage shall be calculated by dividing the square footage of the lot by the general lot depth of the subdivision.
  4. On a combination of rectangular and pie-shaped or irregular shaped lot, equivalent front footage will be determined on straight front footage plus the remainder in accordance with applicable rules.
  5. A minimum front footage may be set for all lots to be no less than the nominal front footages for the project area.



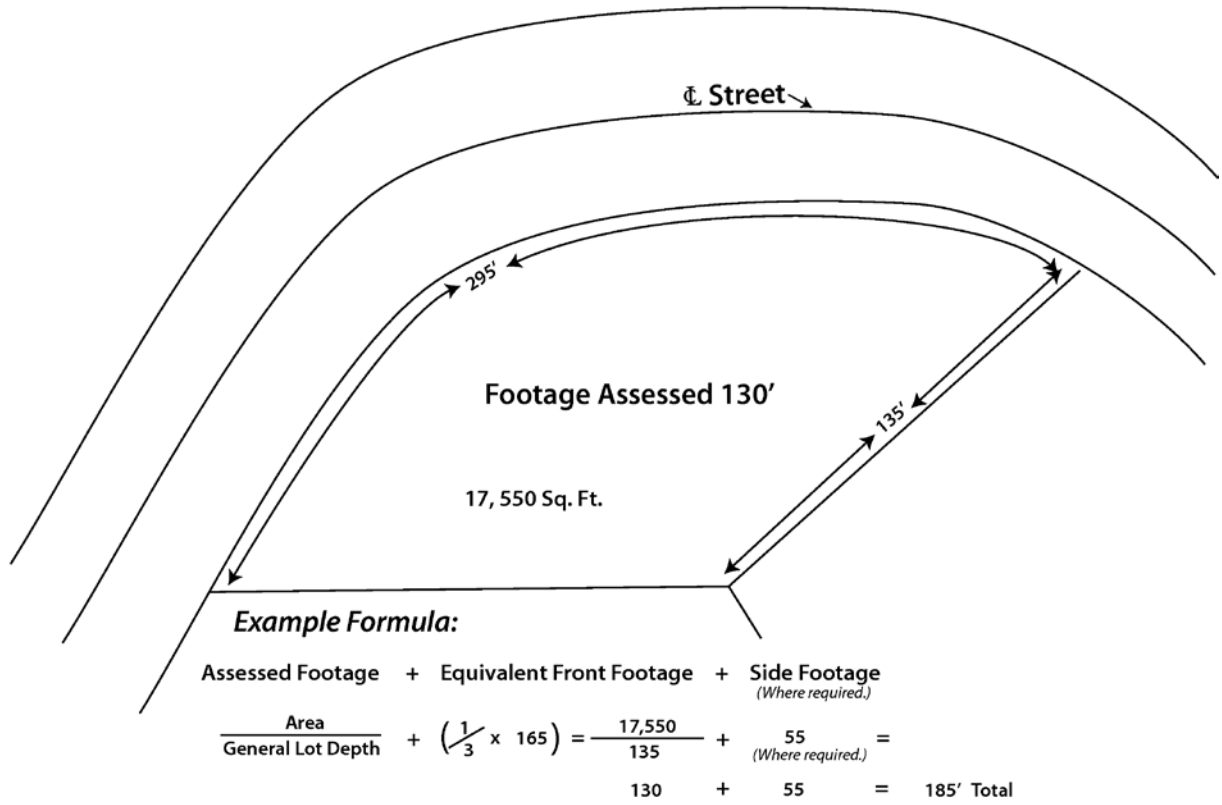


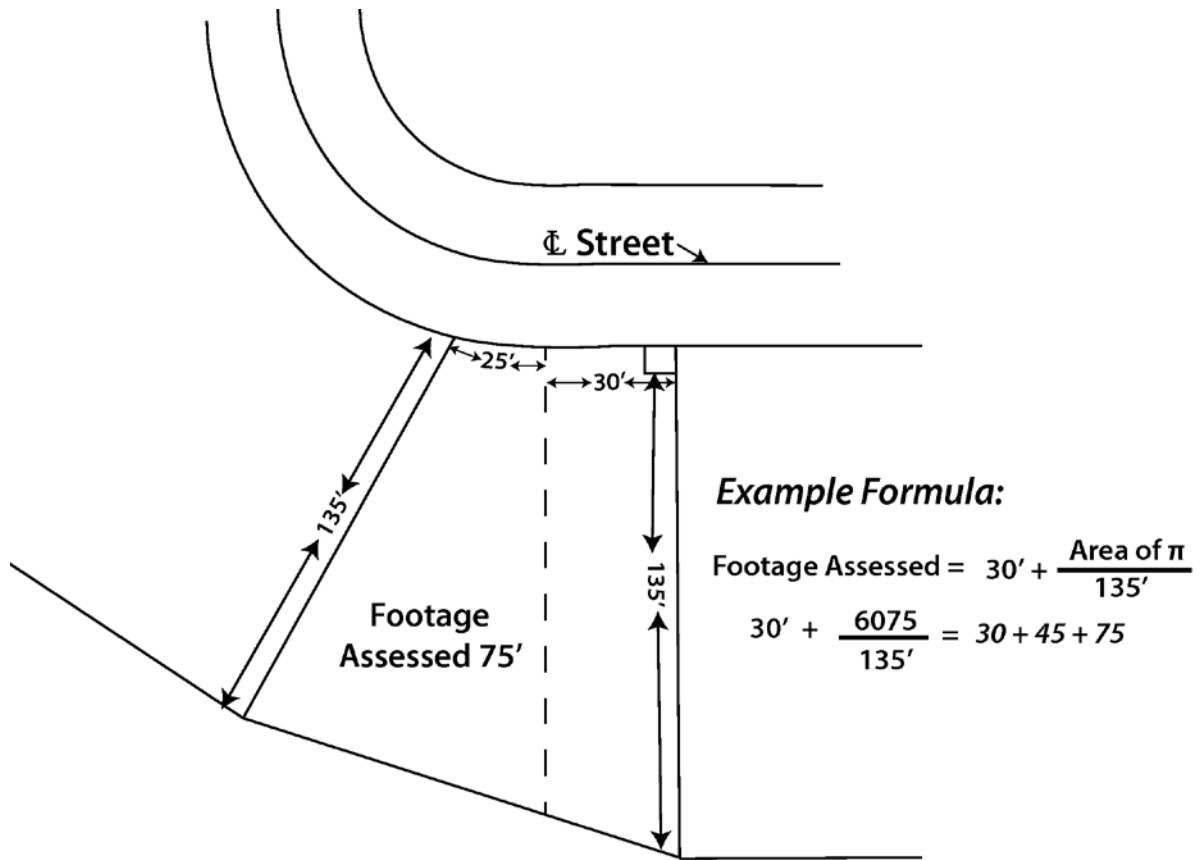


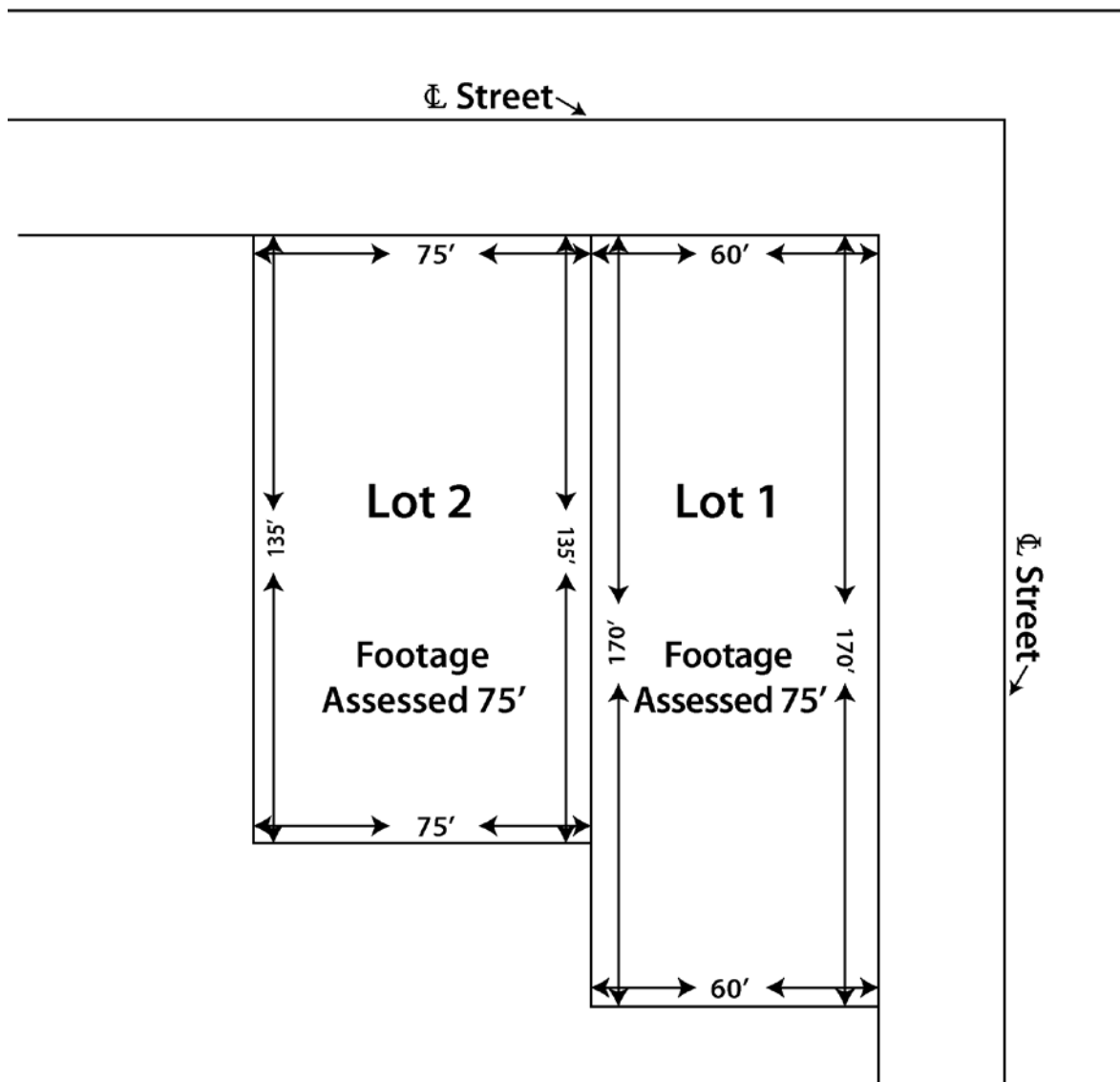


**Example Formula:**

$$\begin{aligned} \text{Equivalent Front Footage} &= \frac{\text{Area}}{\text{General Lot Depth}} \\ &= \frac{13,500'}{135'} = 100' \end{aligned}$$







### **DIVISION 3. - DEFERRAL FOR SENIOR CITIZENS AND RETIRED PERSONS WITH DISABILITIES**

#### **Sec. 42-149. - Determination of deferral assessment.**

The city council may defer the payment of any special assessment made for local improvements constructed by the city within the city when, in its discretion, it determines by a three-fifths vote of the city council that the property upon which said assessment is to be levied is occupied as a homestead by one or more owners of the property who is 65 years of age or older, or retired by reason of permanent and total disability when payment of the assessment would create a hardship upon the owners thereof.

#### **Sec. 42-150. - Filing for deferred status.**

An applicant must file an application for deferred status within 30 days of the adoption of the final assessment roll or by September 15 of the year preceding the year for which deferral is requested, whichever is later, in order to be eligible for the deferral program in the succeeding year. All deferral applications must be made on forms approved by the city administrator and submitted to the city clerk's office.

#### **Sec. 42-151. - Criteria for determining whether applicant has permanent and total disability.**

Retirement by reason of permanent and total disability shall be deemed prima facie to exist when the applicant presents a sworn affidavit by a licensed medical doctor attesting that the applicant is unable to be gainfully employed because of a permanent and total disability.

#### **Sec. 42-152. - Criteria for determining hardship.**

A deferment may not be granted unless it would be a hardship for the applicant to make the payments. Regardless of whether the applicant is applying because the applicant is 65 years of age or older or the applicant is retired by reason of permanent and total disability, a hardship shall be deemed prima facie to exist when all the following apply:

1. The annual gross income of the applicant and the applicant's spouse, if any, according to their federal income tax return for the preceding year plus their tax exempt income for the preceding year cannot exceed the amount equal to 200 percent of the most current federal poverty guidelines and schedule for family size, for the county. If no such return was made, the city administrator shall require the applicant to submit other pertinent information to show that this qualification is met.
2. The special assessment to be deferred exceeds \$1,000.00.
3. Notwithstanding the foregoing, the city council may determine that a hardship exists on the basis of exceptional and unusual circumstances pertaining to an applicant not caused by the above standards; but any determination shall be made in a nondiscriminatory manner and shall not give the applicant an unreasonable preference or advantage over other applicants.

**Sec. 42-153. - Interest on deferred assessment.**

All deferred special assessments granted under this division shall accrue interest on the principal amount at the same rate established for the assessment, as if no deferment was granted. Said interest shall be due and payable upon termination of the deferred status.

**Sec. 42-154. - Termination of right of deferred payment.**

- a. Deferrals granted under this division shall terminate and the amount deferred, together with accumulated interest, shall become due upon the occurrence of any of the following events:
  1. The death of the owner qualified for deferral status, provided that the surviving spouse is otherwise not eligible for the deferred benefits provided hereunder.
  2. The sale, transfer or subdivision of the property or any part thereof, including sale by contract for deed.
  3. If the property should for any reason lose its status as the homestead of the applicant.
  4. If for any reason the city council shall determine that there would be no hardship to require immediate or a partial payment of the deferred assessment.
- b. At the time of the termination of the deferred status, the city council may, in its discretion, provide for payment of said deferred sum in installment payments in accordance with the terms of the original assessment.

**DIVISION 4. - DEFERRALS FOR UNIMPROVED PROPERTY**

**Sec. 42-177. - Improvement defined.**

Improvement shall be defined for purposes of this division as any construction or work which requires a zoning permit from the city.

**Sec. 42-178. - Payment deferment upon unimproved property.**

The city council may, upon approval of the appropriate application by a three-fifths vote of the city council, defer the payment of the first installment, and all subsequent installments, of any special assessment levied upon unimproved property until a designated future year, or until the construction of improvements thereon, or the platting or subdivision of the property, upon such terms and conditions and based upon such standards and criteria as may be provided by resolution of the city council.

**Sec. 42-179. - Accrued interest.**

All deferred special assessments granted under this section shall accrue interest on the principal amount at the same rate established for the assessment, as if no deferment was granted. Said interest shall be due and payable annually at the same time as the principal installments of the assessment would have been payable if not deferred.

**Sec. 42-180. - Termination of deferred status.**

Upon the expiration of the deferred status or upon the construction of improvements on the property, or upon the platting or subdivision of the property, the outstanding principal and interest shall be payable in equal installments over the remaining years of the assessment.



**2020 ROUTINE  
BRIDGE INSPECTION REPORT**



**BRIDGE # L4044  
MELINDA SHORES RD over CHANNEL RUSH LAKE**

**DISTRICT:** District 3      **COUNTY:** Crow Wing      **CITY/TOWNSHIP:** Cross Lake  
**STATE:** Minnesota

**Date of Inspection:** 10/06/2020

**Equipment Used:** Life Jacket, Probing Rod, Other - waders, tape-measure,  
flashlight  
Dullum      **Assisted by Ted**

**Owner:** City or Municipal Highway Agency

**Inspected By:** Dosh, Wayne

**Report Written By:** Wayne Dosh  
**Report Reviewed By:** Timothy Bray  
**Final Report Date:** 01/29/2021



Bridge ID: L4044      MELINDA SHORES RD over CHANNEL RUSH LAKE

+ GENERAL +			+ ROADWAY ON BRIDGE +			+ INSPECTION +		
Agency Br. No.	CITY34	Crew	Road Name	MELINDA SHORES RD		Last Routine Insp Date	10/06/2020	
District	03	Malnt. Area	Functional Class.	09 - Rural - Local		Routine Insp Frequency	24	
County	018 - Crow Wing		ADT	15	YEAR 1990	Inspector Name	Dosh,Wayne	
City	Cross Lake		HCA DT		ADTT %	Status	A - Open	
Township			NHS	0 - Structure/Route Is NOT on NHS				
Desc. Loc.	1.5 MI SW OF JCT CSAH 6		Route Sys/Nbr	10 - MUN / 205		+ NBI CONDITION RATINGS +		
Sect., Twp., Range	07	137N - 27W	Ref. Point (TIS)	000+00.077		Deck	7	
Latitude	46.691278		Detour Length	99		Superstructure	7	
Longitude	-94.148628		Lanes	1 Lanes ON Bridge		Substructure	5	
Custodian	04 - City or Municipal Highway Agency		Control Section (TH Only)			Channel	7	
Owner	04 - City or Municipal Highway Agency		Function	1 - MAINLINE		Culvert	N	
			Type	3 - One lane bridge for 2-way traffic				
Year Built	1950		Bridge Match ID	1		+ NBI APPRAISAL RATINGS +		
Date Opened to Traffic	1/1/1989		Roadway Key	Route On Structure		Structure Evaluation	5	
MN Year Remodeled	1989					Deck Geometry	6	
FHWA Year Reconstructed			+ RDWY DIMENSIONS ON BRIDGE +			Underclearances	N	
Bridge Plan Location	3 - COUNTY		If Divided:	NB-EB	SB-WB	Waterway Adequacy	7	
Potential ABC	2 - N/A		Roadway Width	14.00 ft	ft	Approach Alignment	5	
			Vertical Clearance	ft	ft			
+ STRUCTURE +			Max. Vert. Clear.	ft	ft	+ SAFETY FEATURES +		
Service On	1 - Highway		Horizontal Clear.	ft	ft	Bridge Railing	0 - SUBSTANDARD	
Service Under	5 - Waterway		Appr. Surface Width	20.0 ft		GR Transition	N - NOT REQUIRED	
Main Span Type	5 - Prestress or Precast		Bridge Roadway Width	14.0 ft		Appr. Guardrail	N - NOT REQUIRED	
	20 - Double Tee		Median Width On Bridge	ft		GR Termini	N - NOT REQUIRED	
Main Span Detail			+ MISC. BRIDGE DATA +			+ SPECIAL INSPECTIONS +		
Appr. Span Type	No Approach Span		Structure Flared	0 - No flare			Y/N	Freq Date
			Parallel Structure	N - No parallel structure		Frac. Critical	N	
Appr. Span Detail			Field Conn. ID			Underwater	N	
Skew	0		Cantilever ID			Pinned Asbly.	N	
Culvert Type						+ WATERWAY +		
Barrel Length			Foundation (Material/Type)			Drainage Area (sq mi)		
			Abutment	1 - CONC	1 - SPRD SOIL	Waterway Opening (sq ft)	198	
Number of Spans			Pier	N - N/A	N - N/A	Navigation Control	0 - No nav. control on waterway	
MAIN: 1 APPR: 0 TOTAL:			Historic Status	5 - Not eligible		Pier Protection		
Main Span Length	28.0 ft		On - Off System	0 - OFF		Nav. Clr. (ft)	Vert. 0.0	Horiz. 0.0
Structure Length	29.2 ft		+ PAINT +			Nav. Vert. Lift Bridge Clear. (ft)		
Deck Width (Out-to-Out)	16.0 ft		Year Painted			MN Scour Code	1 - LOW RISK	
Deck Material	1 - Concrete Cast-In-Place		Painted Area	sq ft		Scour Evaluation Year	2002	
Deck Installation Year			Primer Type			+ CAPACITY RATINGS +		
Wear Surf Type	6 - Bituminous		Finish Type			Design Load	0 - Other/Unknown	
Wear Surf Install Year	2018					Operating Rating	2 - HS TRUCK 37.6	
Wear Course/Fill Depth	0.25 ft					Inventory Rating	2 - HS TRUCK 24.2	
Deck Membrane	0 - None					Posting VEH:	SEMI:	DBL:
Deck Rebars	0 - None					Rating Date	12/24/2012	
Structure Area (Out-to-Out)	467	sq ft	+ BRIDGE SIGNS +			Overweight Permit Codes		
Roadway Area (Curb-to-Curb)	409	sq ft	Posted Load	0 - Not Required		A: N	B: N	C: N
Sidewalk Width - L/R	0.00	0.00 ft	Traffic	0 - Not Required				
Curb Height - L/R	0.00	0.00 ft	Horizontal	1 - Object Markers				
Rail Codes - L/R	00	00	Vertical	N - Not Applicable				

## 01/29/2021

County:	Crow Wing	Location:	1.5 MI SW OF JCT CSAH 6	Length:	29.2 ft.
City:	Cross Lake	Route:	10 - MUN 205	Ref. Pt.:	000+00.077
Township:		Control Section:		Rdwy. Area/ Pct. Unsnd:	409 sq. ft. / 6%
Section: 07	Township: 137N	Range: 27W	Maint. Area:	Paint Area/ Pct. Unsnd:	sq. ft. / 0%
Span Type: 5 - Prestressed Concrete 4 - Tee Beam	Local Agency Bridge Nbr.:	CITY34	Culvert:	N/A	
List:			Postings:		

NBI Deck: 7	Super: 7	Sub: 5	Chan: 7	Culv: N		
				Open, Posted, Closed: A - Open		
				MN Scour Code: I - LOW RISK		
Appraisal Ratings - Approach: 5	Waterway: 7				Unofficial Structurally Deficient	N
Required Bridge Signs - Load Posting: 0 - Not Required				Traffic: 0 - Not Required	Unofficial Functionally Obsolete	N
	Horizntal: 1 - Object Markers			Vertical: N - Not Applicable	Unofficial Sufficiency Rating	67.8

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
15	Prestressed Concrete Top Flange	Routine	10/06/2020	467 SF	438	29	0	0
		Routine	10/04/2018	467 SF	438	29	0	0
	Notes: 10/06/2020 - 10/13/2014: There is some minor leakage between the beam at the beam joint w/ minor rust staining and rusting of the welded spreader plates.							
	510 - Wearing Surfaces	Routine	10/06/2020	467 SF	467	0	0	0
		Routine	10/04/2018	467 SF	467	0	0	0
	Notes: 10/06/2020: Pavement over bridge was new in summer of 2018. Pavement was seal coated 2019. 10/04/18: Pavement over bridge was new in summer of 2018. 10/13/16 - 10/13/14: There is an unsealed longitudinal crack at the centerline of the wearing surface. 10/11/12: Single sealed longitudinal crack in bituminous surface over joint between the 2 double "T" beams.							
109	Prestressed Concrete Open Girder/Beam	Routine	10/06/2020	116 LF	116	0	0	0
		Routine	10/04/2018	116 LF	116	0	0	0
	Notes: 10/06/2020 - 10/13/2016: Hairline diagonal cracks near the abutment on all beams located in the haunch between web and flange. The neoprene pad at the east abutment below the north beam is starting to walk out.							
215	Reinforced Concrete Abutment	Routine	10/06/2020	40 LF	0	40	0	0
		Routine	10/04/2018	40 LF	0	40	0	0
	Notes: 10/06/2020: Both abutments tip toward the channel. 28.91' South side and 29.00' North side. In both abutments on the inside face, there is a small horizontal crack 6" to 8" below the steel bearing cap and the crack runs the length of both abutments. 10/04/18: Both abutments tip toward the channel. 28.92' South side and 28.99' North side. In both abutments on the inside face, there is a small horizontal crack 6" to 8" below the steel bearing cap and the crack runs the length of both abutments. 10/13/16: Both abutments tip toward the channel. 28.96' S side and 29.04' N side. Approx 0.05' of change since 2014 measurement. Gabions installed to resist undermining of abutments. 10/13/14 - 10/11/12: Measurement of abutment out to out 29.00' S side & 29.09' N side. Both abutments tip toward the channel. 11/03/10: Measurement of abutment out to out 29.02' S side & 29.09' N side. Both abutments tip toward the channel. 10/13/08: Measurement of abutment out to out 29.02' S side & 29.12' N side, no change from last measurement. Both abutments tip toward the channel. 10/19/06: Both abutments are tipped toward the channel.							
	Timber Abutment	Routine	10/06/2020	40 LF	0	40	0	0
		Routine	10/04/2018	40 LF	0	40	0	0
	Notes: 10/06/2020 - 10/13/2016: Slight misalignment, slight decay. Wingwall notes: 10/13/14 - 11/03/10: Remove the trees growing from the NW wingwall.							
228	Timber Pile	Routine	10/06/2020	8 EA	0	5	3	0
Notes: 10/06/2020: 8 pile added to the inspection report for the 4 X 6 wing-wall posts. The 2 posts on the NW and 1 post on the NE wing-wall has significant rot and damage. All of the other posts are in condition 2 for decay and misalignment.								



ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
231	Steel Pier Cap	Routine	10/06/2020	40 LF	0	40	0	0
		Routine	10/04/2018	40 LF	0	40	0	0
	Notes: 10/06/2020 - 10/04/2018: There is surface rust across the entire top surface w/ flaking rust below the bridge beams and diaphragms. The cap is slightly out of position, as the abutment has shifted the cap has moved forward and is tipping back slightly.							
	515 - Steel Protective Coating	Routine	10/06/2020	70 SF	0	0	0	70
		Routine	10/04/2018	70 SF	0	0	0	70
Notes: 10/06/2020 - 10/04/2018: The paint system has failed.								
330	Metal Bridge Railing	Routine	10/06/2020	70 LF	56	14	0	0
		Routine	10/04/2018	70 LF	56	14	0	0
	Notes: 10/06/2020 - 10/13/2016: There has been an impact to the SW corner of the bridge railing, bent slightly. Rusting occurring at the bases of the bridge railing. Bridge railing is substandard for all speeds. paint has failed on the lower 1/3 of railing posts. 11/03/10: Bridge railing is substandard for all speeds. Rusting occurring at the bases of the bridge railing. 10/13/08: Rusting occurring at the bases of the bridge railing.							
	515 - Steel Protective Coating	Routine	10/06/2020	291 SF	0	153	0	138
		Routine	10/04/2018	291 SF	0	153	0	138
Notes: 10/06/2020 - 10/13/2016: Light Chalking of galvanized coating along guardrail full length (140 SF). Light chalking on 2" square tubing (13 SF). Coating failure on all 5"x2" posts (62 SF). Coating failure on full length of handrail (36 SF). Coating failure on all 8" round posts (40 SF).								
800	Critical Deficiencies or Safety Hazards	Routine	10/06/2020	1 EA	1	0	0	0
		Routine	10/04/2018	1 EA	1	0	0	0
	Notes: NO CRITICAL FINDINGS OBSERVED DURING THE LAST INSPECTION.							
822	Bituminous Approach Roadway	Routine	10/06/2020	2 EA	2	0	0	0
		Routine	10/04/2018	2 EA	2	0	0	0
	Notes: 10/06/2020: The east approach only was paved summer 2018 and seal coated summer 2019. The new pavement ends at the west abutment, the west approach remains the old pavement which is in good condition. 10/04/18: The east approach is new summer of 2018. The new pavement ends at the west abutment, the west approach remains the old pavement which is in good condition. 10/13/16: Durapatched-smooth transition. 10/13/14: The E approach is settled 1 3/4" below the top of the deck. 10/11/12: E approach has been durra-patched and rubber sealed. There is a slight dip at the E abutment. 11/03/10: E approach has been durra-patched. There is a slight dip at the E abutment. 10/13/08: E approach has a slight bump. 10/19/06: E approach has a slight bump.							
855	Secondary Members (Superstructure)	Routine	10/06/2020	1 EA	1	0	0	0
		Routine	10/04/2018	1 EA	1	0	0	0
	Notes: 10/06/2020 - 10/11/2012: Minor cracks in the diaphragm at the west end of the north bridge beam. Cracks are on the inside and outside of the beam.							
881	Steel Section Loss	Routine	10/06/2020	1 EA	1	0	0	0
		Routine	10/04/2018	1 EA	1	0	0	0
	Notes: 10/06/2020 - 10/04/2018: There is some section loss occurring on the abutment bearing caps. As the cap is supported across its entire length by the abutment stem wall the section loss is considered minor at this time.							
884	Substructure Settlement & Movement	Routine	10/06/2020	1 EA	0	1	0	0
		Routine	10/04/2018	1 EA	0	1	0	0
	Notes: 10/06/2020: There have been no significant changes from the measurements taken in 2018. 10/04/18: A difference of 0.04' and 0.05' from measurements taken in 2016. 10/13/16: A difference of 0.05' from 2014 measurements. Gabions installed to resist undermining of abutments. 10/13/14: Measurements from 2014 to 2012 are the same, however there was a difference of 0.02' on the south side and a difference of 0.03' between the measurement taken in 2012 and those taken in 2008. 11/03/10: The abutments are tipping toward the channel. Difference of 0.03' between the abutments on the N side of the bridge from last measured in 2008.							

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
891	Other Bridge Signing	Routine	10/06/2020	1 EA	0	1	0	0
		Routine	10/04/2018	1 EA	0	1	0	0
Notes: 10/06/2020- 10/13/2014: 3 of the 4 clearance signs are damaged. All 4 should be replaced due to reflectivity purposes.								
892	Slopes & Slope Protection	Routine	10/06/2020	1 EA	1	0	0	0
		Routine	10/04/2018	1 EA	1	0	0	0
Notes: 10/06/2020 - 10/13/2016: Channel slopes have been repaired with rip-rap gabions. There is sand on top of the bridge seat coming from between and from under the diaphragms. 10/13/14: The backer boards have failed in the on east retaining wall. The backer boards have settled and pushed toward the channel spilling backfill into the channel. There are voids behind the retaining wall that extends 3' - 4' behind it. The slope paving is suspended above the slope fill by a couple of inches to a couple of feet. 11/03/10: Backer boards on the lower slope protection continue to deteriorate. Backfill is spilling into the channel through the breaks and through gaps between the boards at both abutments. The paved inslopes have settled. 10/13/08: Backer boards on the lower slope protection at the E abutment are broke. Backfill is spilling into the channel through the breaks and through gaps between the boards at both abutments. The paved inslopes have settled. 10/19/06: 2 backer boards on the lower slope protection are broke and back fill is spilling in to the channel.								
894	Deck & Approach Drainage	Routine	10/06/2020	1 EA	1	0	0	0
		Routine	10/04/2018	1 EA	1	0	0	0
Notes: Use this element to rate the condition, function, and adequacy of the drainage system.								
899	Miscellaneous Items	Routine	10/06/2020	1 EA	1	0	0	0
		Routine	10/04/2018	1 EA	1	0	0	0
Notes: 10/06/2020: Utilities are attached to both sides of the bridge. There are 2 lines on the south side and 1 on the north side of the bridge. 10/04/18 - 10/13/16: Bush and trees have been removed. 11/03/10: Bush and trees need to be removed from around the abutments.								
900	Protected Species	Routine	10/06/2020	1 EA	0			0
		Routine	10/04/2018	1 EA	0	0	1	0
Notes: 10/06/2020: No evidence of birds or bats today. 10/04/18: Birds nest observed today. 10/13/16: None noticed today>Use this element to track the presence of protected species living on this structure.								
General Notes: 10/06/2020 - 10/04/2018: Was able to wade under the bridge today, Water depth 2.5' deep today. The steel channel on top of the concrete abutment has flaking rust under the concrete beams. The neoprene pad at the east abutment and under the north beam is walking out. Deck was overlaid summer 2018. 10/13/16: Sediment on top bridge seat coming from behind beam diagrams. Full length of west bridge seat. Slope under bridge has been repaired with rock gabions. Paint on bridge seat has failed. Paint failed on lower third of railing posts. 10/13/14 - 10/11/12: Was able to wade beneath the bridge and see all elements. No changes to the crack across the E abutment 6" below the bridge seat. Voids found throughout the full depth of the knee walls. The knee wall under the bridge continues to deteriorate allowing the continued loss of backfill. The slope paving has settled 1' to 2' since it was placed. (2014: The paved slope and retention wall continues to deteriorate.) 11/03/10: Was able to wade under the bridge and see all elements. A crack was found across the E abutment 6" below the bridge seat. Voids found throughout the full depth of the knee walls. The knee wall under the bridge continues to deteriorate allowing the continued loss of backfill. The slope paving has settled 1' to 2' since it was placed 10/13/08: Was able to wade under the bridge and see all elements. Voids found under the slope paving on both slopes throughout, but more extensive on the E. The knee wall under the bridge continues to deteriorate allowing the continued loss of backfill. The slope paving has settled 1' to 2' since it was placed in the early 90's. 10/19/06: Was able to walk under the bridge and see all structural elements. The piling in the channel providing the lower slope protection are severely deteriorated. Need to repair the broken boards to prevent any additional settlement or tipping of the abutments. 11-02-2004: NO APPARENT STRUCTURAL PROBLEMS. 10-09-2002: NO APPARENT STRUCTURAL PROBLEMS. BRUSH CUTTINGS HAVE BEEN REMOVED. 05-19-1999: ABUTMENT WALLS TIP TOWARD THE CHANNEL ABOUT 3/8 INCH PER FOOT. REMOVE BRUSH CUTTINGS FROM UNDER BRIDGE NEAR ABUTMENTS.								
58. Deck NBI:								
36A. Brdg Railings NBI:								
36B. Transitions NBI:								
36C. Appr Guardrail NBI:								
36D. Appr Guardrail Terminal NBI:								

**BRIDGE L4044 MELINDA SHORES RD OVER CHANNEL RUSH LAKE**

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
59.	Superstructure NBI:							
60.	Substructure NBI:	10/04/18: There is some minor rotation of the abutments occurring. Both abutments are tipping toward the channel. 10/13/14: There has been some minor movement of the abutments in the past. Both abutments tip toward the channel.						
61.	Channel NBI:	10/13/16: A gabion wall restoration project was completed to fix the slopes between the abutments and channel. 10/13/14: The Knee walls in front of the abutments are badly deteriorated allowing the revetment fill in front of the abutment to spill into the channel.						
62.	Culvert NBI:							
71.	Waterway Adeq NBI:							
72.	Appr Roadway Alignment NBI:	Horizontal Alignment and Vertical Profile are substandard for this approach.						

Wayne Dosh  
Inspector's Signature

Timothy Bray  
Reviewer's Signature



## Pictures



Photo 1 - 10-06-2020 (1)



Photo 2 - 10-06-2020 (70)



## Pictures



Photo 3 - 10-06-2020 (72)



Photo 4 - 10-06-2020 (73)



## Pictures



Photo 5 - 10-06-2020 (74)



Photo 6 - 10-06-2020 (75)



## Pictures



Photo 7 - 10-06-2020 (76)



Photo 8 - 10-06-2020 (77)



## Pictures



Photo 9 - 10-06-2020 (78)



Photo 10 - 10-06-2020 (79)



## Pictures



Photo 11 - 10-06-2020 (80)



Photo 12 - 10-06-2020 (81)



## Pictures



Photo 13 - 10-06-2020 (82)



Photo 14 - 10-06-2020 (83)



## Pictures



Photo 15 - 10-06-2020 (84)



Photo 16 - 10-06-2020 (85)



## Pictures



Photo 17 - 10-06-2020 (86)



Photo 18 - 10-06-2020 (87)



## Pictures



Photo 19 - 10-06-2020 (88)



Photo 20 - 10-06-2020 (89)



## Pictures

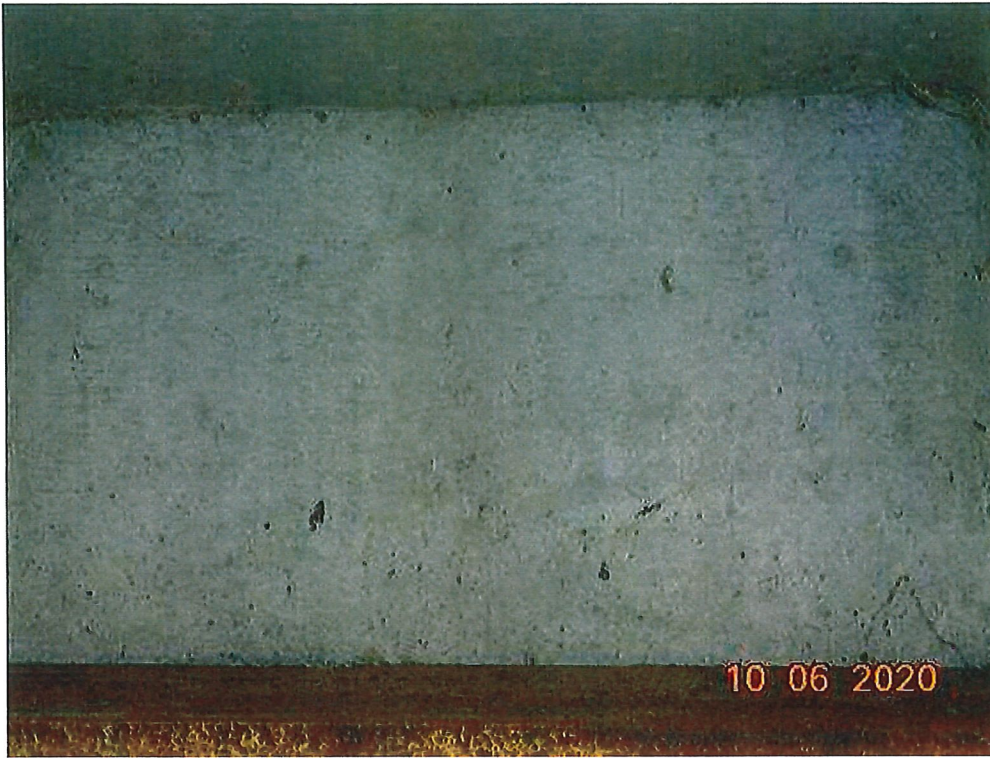


Photo 21 - 10-06-2020 (90)



Photo 22 - 10-06-2020 (91)



## Pictures



Photo 23 - 10-06-2020 (92)



Photo 24 - 10-06-2020 (93)



## Pictures



Photo 25 - 10-06-2020 (94)



Photo 26 - 10-06-2020 (95)



## Pictures



Photo 27 - 10-06-2020 (96)

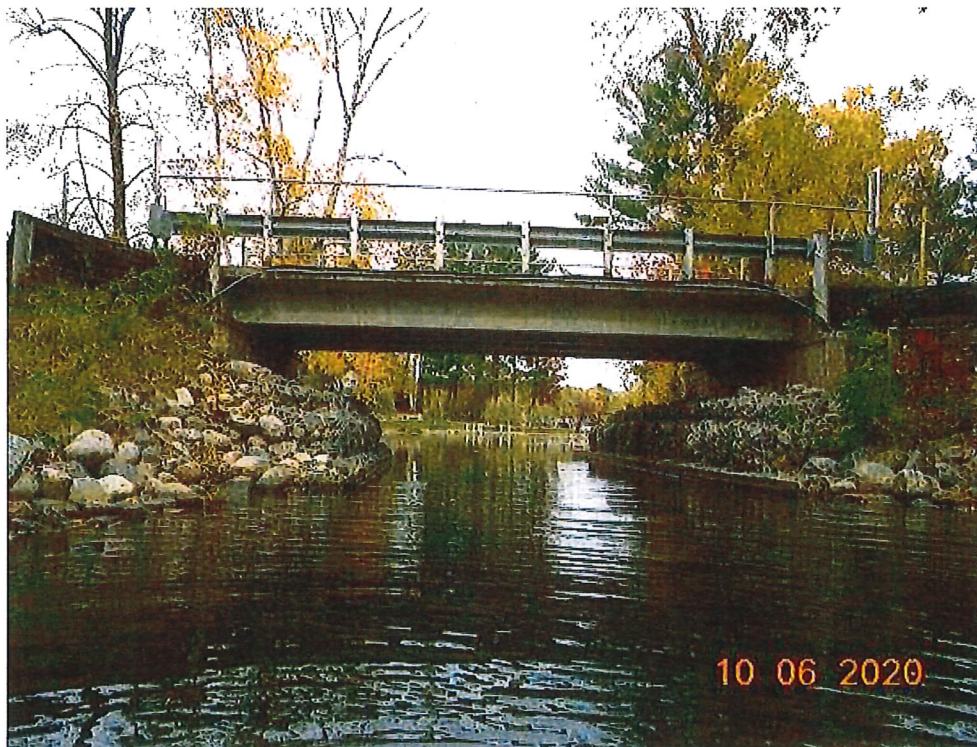


Photo 28 - 10-06-2020 (97)



## Pictures



Photo 29 - 10-06-2020 (98)



Photo 30 - 10-06-2020 (99)



## Pictures



Photo 31 - 10-06-2020 (100)



Photo 32 - 10-06-2020 (101)



## Pictures



Photo 33 - 10-06-2020 (102)



Photo 34 - 10-06-2020 (103)



## Pictures



Photo 35 - 10-06-2020 (104)



Photo 36 - 10-06-2020 (105)



## Pictures



Photo 37 - 10-06-2020 (106)



Photo 38 - 10-06-2020 (107)



## Pictures



Photo 39 - 10-06-2020 (108)



Photo 40 - 10-06-2020 (109)



## Pictures



Photo 41 - 10-06-2020 (110)



Photo 42 - 10-06-2020 (111)





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3. 10-06-2020 (72).JPG



4. 10-06-2020 (73).JPG



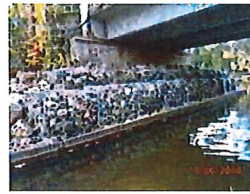
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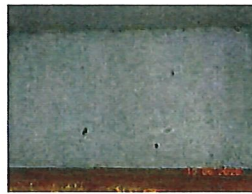
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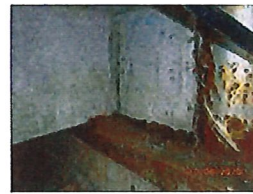
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23. 10-06-2020 (92).JPG



24. 10-06-2020 (93).JPG



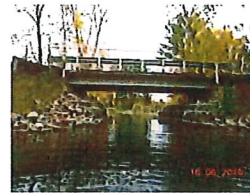
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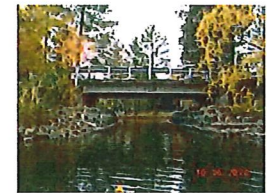
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29. 10-06-2020 (98).JPG



30. 10-06-2020 (99).JPG



31. 10-06-2020 (100).JPG



32. 10-06-2020 (101).JPG



33. 10-06-2020 (102).JPG



34. 10-06-2020 (103).JPG



35. 10-06-2020 (104).JPG





36. 10-06-2020  
(105).JPG



37. 10-06-2020  
(106).JPG



38. 10-06-2020  
(107).JPG



39. 10-06-2020  
(108).JPG



40. 10-06-2020  
(109).JPG



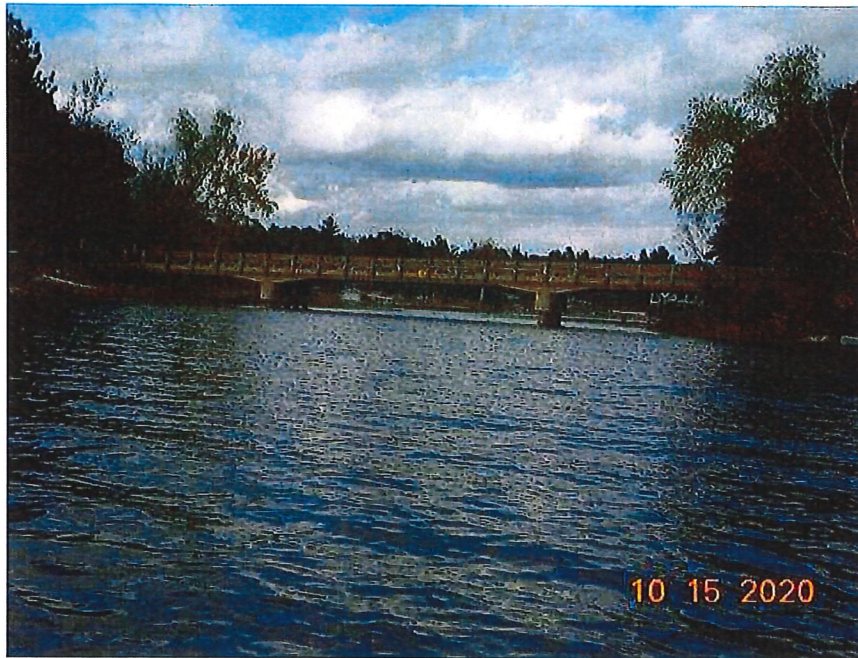
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42. 10-06-2020  
(111).JPG



**2020 ROUTINE  
BRIDGE INSPECTION REPORT**



**BRIDGE # 18530  
SUNRISE ISLAND RD over CROSS LAKE CHANNEL**

DISTRICT: District 3      COUNTY: Crow Wing      CITY/TOWNSHIP: Cross Lake  
STATE: Minnesota

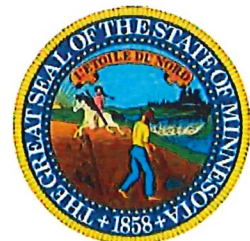
Date of Inspection: 10/15/2020

Equipment Used: Life Jacket, Boat, Probing Rod, Other - waders & flashlight  
Assisted by Ted Dullum

Owner: City or Municipal Highway Agency

Inspected By: Dosh, Wayne

Report Written By: Wayne Dosh  
Report Reviewed By: Timothy Bray  
Final Report Date: 01/27/2021



Bridge ID: 18530      SUNRISE ISLAND RD over CROSS LAKE CHANNEL

[illegible]



# MINNESOTA BRIDGE INSPECTION REPORT

01/27/2021

## BRIDGE 18530 SUNRISE ISLAND RD OVER CROSS LAKE CHANNEL

County: Crow Wing	Location: 1.0 MI N OF JCT CR 103	Length: 154.1 ft.
City: Cross Lake	Route: 10 - MUN 9 Ref. Pt.: 000+00.160	Deck Width: 22.0 ft.
Township:	Control Section:	Rdwy. Area/ Pct. Unsnd: 3082 sq. ft. / %
Section: 30 Township: 137N Range: 27W Maint. Area:		Paint Area/ Pct. Unsnd: sq. ft. / %
Span Type: 2 - Concrete Continuous 1 - Slab	Local Agency Bridge Nbr.: CITY34	Culvert: N/A
List:		Postings:

NBI Deck: 7 Super: 7 Sub: 8 Chan: 8 Culv: N

Open, Posted, Closed: A - Open

MN Scour Code: L - STBL - LOW RISK

Appraisal Ratings - Approach: 6 Waterway: 9

Required Bridge Signs - Load Posting: 0 - Not Required

Horizontal: 1 - Object Markers

Traffic: 0 - Not Required

Vertical: N - Not Applicable

Unofficial Structurally Deficient N

Unofficial Functionally Obsolete N

Unofficial Sufficiency Rating 88.6

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
38	Reinforced Concrete Slab	Routine	10/15/2020	3390 SF	3328	62	0	0
		Routine	10/25/2018	3390 SF	3356	34	0	0

Notes: 10/15/2020: 2% of moved to CS2 because of leaking over the piers and moderate transverse cracks over the piers. There are random cracks radiating out from the abutments and transverse cracks directly over the piers and diagonal transverse cracks from 1/4 span to 1/4 span centered over the piers. Longitudinal underside crack at CL in main span under the north pier extending out to the center of bridge. 15' long. All of the cracks found are insignificant in size with no leakage coming through the deck at this time. There is some minor cracking and efflorescence appearing on the outside face of the deck over the piers. There is a longitudinal crack on the bottom of the deck located at the centerline of the bridge found at the abutments and piers.

10/25/18: 1% moved to CS2 because of leaking over piers. There are small, tight transverse cracks directly over the piers and diagonal transverse cracks from 1/4 span to 1/4 span centered over the piers. Longitudinal underside crack at CL in main span under the north pier extending out to the center of bridge. 15' long. All of the cracks found are insignificant in size with no leakage coming through the deck at this time. There is some minor cracking and efflorescence appearing on the outside face of the deck over the piers.

10/25/16: There are small, tight transverse cracks directly over the piers and diagonal transverse cracks from 1/4 span to 1/4 span centered over the piers. Longitudinal underside crack at CL in main span under the north pier extending out to the center of bridge. 15' long. All of the cracks found are insignificant in size with no leakage coming through the deck at this time. There is some minor cracking and efflorescence appearing on the outside face of the deck over the piers.

10/22/14: There are cracks in all of the spans at the mid point of the spans every 2 to 4 feet apart. The cracks appear to follow the "chairs" used to hold the steel when the bridge was built. All of the cracks found are insignificant in size with no leakage coming through the deck at this time. There is some minor cracking and efflorescence appearing on the outside face of the deck over the piers.

10/11/12: 3 minor transverse cracks found at the mid-span of the middle span. 1 minor transverse crack was found at the mid-span of both approach spans. All of the cracks appear to be following the rebar chairs.

[2011-October] 3 minor transverse cracks found at the mid-span of the middle span. 1 minor transverse crack was found at the mid-span of both approach spans. All of the cracks appear to be following the rebar chairs.

510 - Wearing Surfaces	Routine	10/15/2020	3082 SF	3020	62	0	0
	Routine	10/25/2018	3082 SF	3020	62	0	0

Notes: 10/15/2020: 2% moved to CS2 because of unsealed cracks. The epoxy has deteriorated to the point that all cracks need to be sealed again.

10/25/18: 2% moved to CS2 because of unsealed cracks. The epoxy sealant remains in good shape on the cracks that have been sealed, however there are some new cracks have appeared since the bridge was last sealed in 2012. All of the cracks are insignificant in size but are of moderate density over the piers. There are small, tight transverse cracks directly over the piers and diagonal transverse cracks from 1/4 span to 1/4 span centered over the piers.

10/25/16: There are new unsealed cracks appearing since the bridge was last sealed. There are small, tight transverse cracks directly over the piers and diagonal transverse cracks from 1/4 span to 1/4 span centered over the piers.

Concrete Slab with Bituminous Overlay Notes:

10/22/14: There are new unsealed cracks appearing since the bridge was last sealed. There are small, tight transverse cracks over the piers.

10/11/12: There are small, tight transverse cracks over the piers. All cracks have been epoxy sealed at this time.

[2011-June] 2 minor transverse cracks found over each side of the west pier-cap and 1 minor transverse crack found over the east pier-cap.

[2011-October] 2 to 3 transverse cracks found over each side of the piers on top of the deck.

215	Reinforced Concrete Abutment	Routine	10/15/2020	75 LF	75	0	0	0
		Routine	10/25/2018	75 LF	75	0	0	0

Notes: 10/15/2020 - 10/22/2014: From the staining water has been draining across the bridge seat. Some minor erosion at the SE wingwall. It appears to be from road run-off.

Wingwall notes: 10/25/16 - 10/22/14: Some minor erosion at the SE wingwall. It appears to be from road run-off.

**BRIDGE 18530    SUNRISE ISLAND RD OVER CROSS LAKE CHANNEL**

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
225	Steel Pile	Routine	10/15/2020	10 EA	10	0	0	0
		Routine	10/25/2018	10 EA	10	0	0	0
	515 - Steel Protective Coating	Routine	10/15/2020	84 SF	84	0	0	0
		Routine	10/25/2018	84 SF	84	0	0	0
Notes: 10/15/2020 - 10/25/2018: Paint remains in good condition. 10/25/16: Painted 1 1/2' south pier and 2' north pier. [2016] Migrator assumed CS1 and a quantity of 999 SF.								
234	Reinforced Concrete Pier Cap	Routine	10/15/2020	46 LF	46	0	0	0
		Routine	10/25/2018	46 LF	46	0	0	0
Notes: 10/15/2020 - 10/25/2016: 1 crack in west pier, in east face under 4th pile.								
332	Timber Bridge Railing	Routine	10/15/2020	309 LF	276	33	0	0
		Routine	10/25/2018	309 LF	286	23	0	0
Notes: 10/15/2020: There are 23 posts with checks extending 5% - 50% through the full length of the post. Several of the lower nuts on the outside face of the railing was found to be loose, but the connection was still functioning. There is a isolated check in the upper railing 20 to 30 feet from the west end of the bridge on the north rail. 10/25/18: 23 posts found with checks extending 5% - 50% through the full length of the post. 10/25/16: Only loose connection found today on lower outside nuts. The timber curb has minor checking in isolated locations 10/23/14: Found about 50% of the bolted connections to be loose. 10/11/12: Found some of the bolted connections to be loose.								
800	Critical Deficiencies or Safety Hazards	Routine	10/15/2020	1 EA	1	0	0	0
		Routine	10/25/2018	1 EA	1	0	0	0
Notes: NO CRITICAL FINDINGS OBSERVED DURING THE LAST INSPECTION.								
822	Bituminous Approach Roadway	Routine	10/15/2020	2 EA	2	0	0	0
		Routine	10/25/2018	2 EA	2	0	0	0
Notes: 10/15/2020 - 10/25/2018: Settlement at bridge approaches 1/4" - 1/2" at plow steel. Both sides have been dura-patched. 10/25/16 - 10/22/14: There has been some minor settlement at the abutments. Both sides have been dura-patched.								
891	Other Bridge Signing	Routine	10/15/2020	1 EA	1	0	0	0
		Routine	10/25/2018	1 EA	1	0	0	0
Notes: 10/15/2020 - 10/25/2016: All markers are good. [2011 October] Object markers have been installed.								
892	Slopes & Slope Protection	Routine	10/15/2020	1 EA	1	0	0	0
		Routine	10/25/2018	1 EA	1	0	0	0
894	Deck & Approach Drainage	Routine	10/15/2020	1 EA	1	0	0	0
		Routine	10/25/2018	1 EA	1	0	0	0
Notes: 10/15/2020 - 10/25/2018: Washout has stabilized, raspberries are growing in the washout behind the SE wingwall. 10/25/16 - 10/22/14: Runoff from the island is contributing to the erosion occurring behind the SE wingwall.								
900	Protected Species	Routine	10/15/2020	1 EA	0	1	0	0
		Routine	10/25/2018	1 EA	0	1	0	0
Notes: 10/15/2020 - 10/25/2016: None observed today. Use this element to track the presence of protected species living on this structure.								
General Notes: 10/15/2020 - 10/25/2018: Able to wade under bridge today and use boat to see center span. All connections are good today. 10/25/16: Was able to wade beneath the bridge, and used a boat to see the center span. Bolted connections in bridge are good today. 10/22/14: Was able to wade beneath the bridge, and used a boat to see the center span today. 50% of the bolted connections in the railing are loose and am able to spin the nut off by hand. Water is leaking over the bridge seat at the abutments and through cracks in the deck over the piers visible only on the out side edge of the bridge. 10/11/12: Was able to wade beneath the bridge to probe and see all elements. The hardware connections to the wood are loose.								

**BRIDGE 18530    SUNRISE ISLAND RD OVER CROSS LAKE CHANNEL**

ELEM NBR	ELEMENT NAME	REPORT TYPE	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
	Inspection dated 06-23-2011 by WD and TB was entered by MnDOT Bridge Office.							
	Inspection dated 10-05-2011 by WD and RH was entered by MnDOT Bridge Office. [2011 October] Was able to walk under the bridge and use a boat to see and probe all elements.							
	58. Deck NBI: 10/15/2020: Transverse cracking in top of the deck over the piers and random cracking radiating out from the abutments.							
	36A. Brdg Railings NBI:							
	36B. Transitions NBI:							
	36C. Appr Guardrail NBI:							
	36D. Appr Guardrail Terminal NBI:							
	59. Superstructure NBI: 10/15/2020: Transverse cracking in top of the deck over the piers and random cracking radiating out from the abutments.							
	60. Substructure NBI:							
	61. Channel NBI:							
	62. Culvert NBI:							
	71. Waterway Adeq NBI:							
	72. Appr Roadway Alignment NBI:							

Wayne Dosh

Inspector's Signature

Timothy Bray

Reviewer's Signature



## Pictures



Photo 1 - 10-15-2020 (91)



Photo 2 - 10-15-2020 (92)



## Pictures



Photo 3 - 10-15-2020 (93)



Photo 4 - 10-15-2020 (94)



## Pictures



Photo 5 - 10-15-2020 (95)



Photo 6 - 10-15-2020 (96)



## Pictures



Photo 7 - 10-15-2020 (97)



Photo 8 - 10-15-2020 (98)



## Pictures



Photo 9 - 10-15-2020 (99)



Photo 10 - 10-15-2020 (100)



## Pictures



Photo 11 - 10-15-2020 (101)



Photo 12 - 10-15-2020 (102)



## Pictures



Photo 13 - 10-15-2020 (103)



Photo 14 - 10-15-2020 (104)



## Pictures



Photo 15 - 10-15-2020 (105)



Photo 16 - 10-15-2020 (106)



## Pictures



Photo 17 - 10-15-2020 (107)



Photo 18 - 10-15-2020 (108)



## Pictures

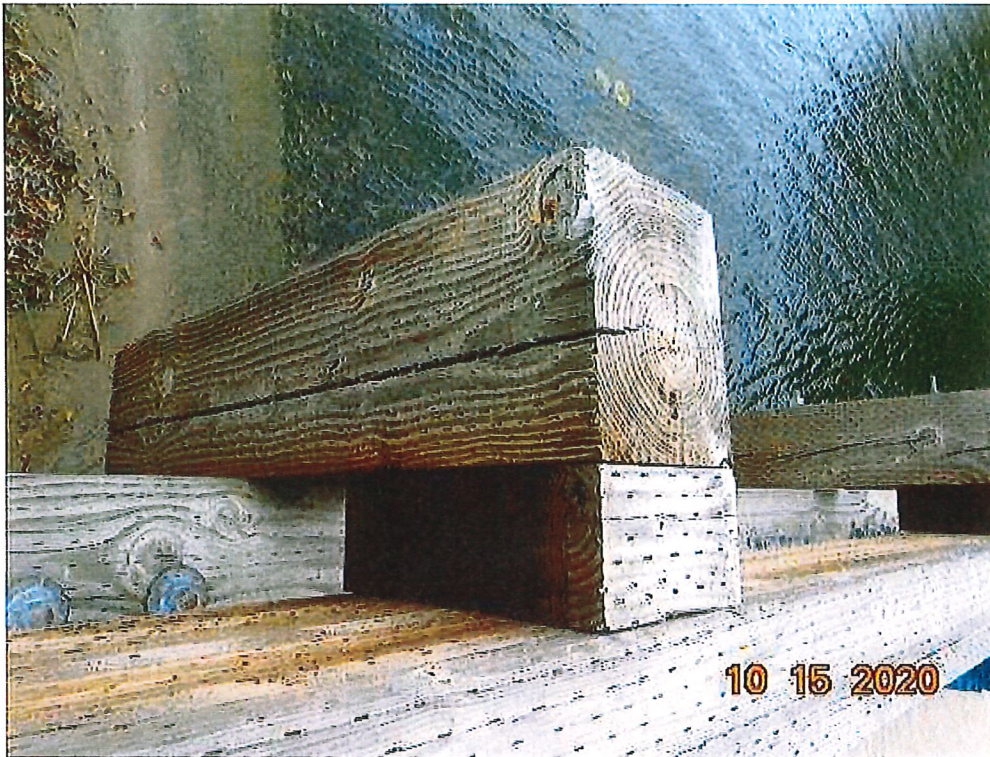


Photo 19 - 10-15-2020 (109)



Photo 20 - 10-15-2020 (110)



## Pictures



Photo 21 - 10-15-2020 (111)



Photo 22 - 10-15-2020 (112)



## Pictures



Photo 23 - 10-15-2020 (113)



Photo 24 - 10-15-2020 (114)



## Pictures



Photo 25 - 10-15-2020 (115)



Photo 26 - 10-15-2020 (116)



## Pictures



Photo 27 - 10-15-2020 (117)

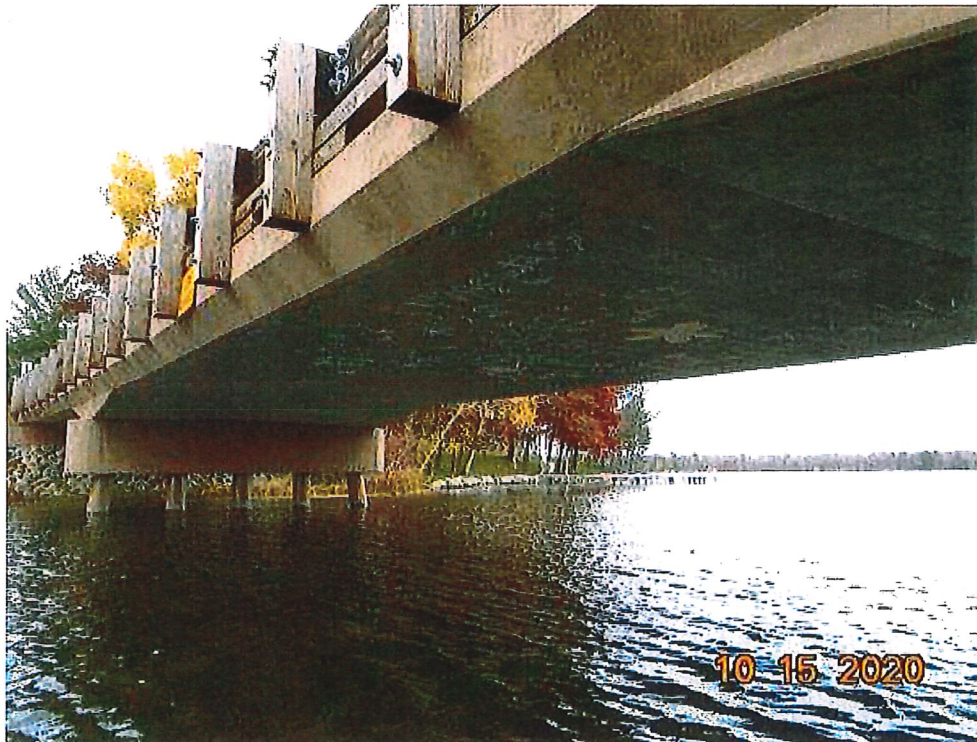


Photo 28 - 10-15-2020 (118)



## Pictures



Photo 29 - 10-15-2020 (119)



Photo 30 - 10-15-2020 (120)



## Pictures



Photo 31 - 10-15-2020 (121)

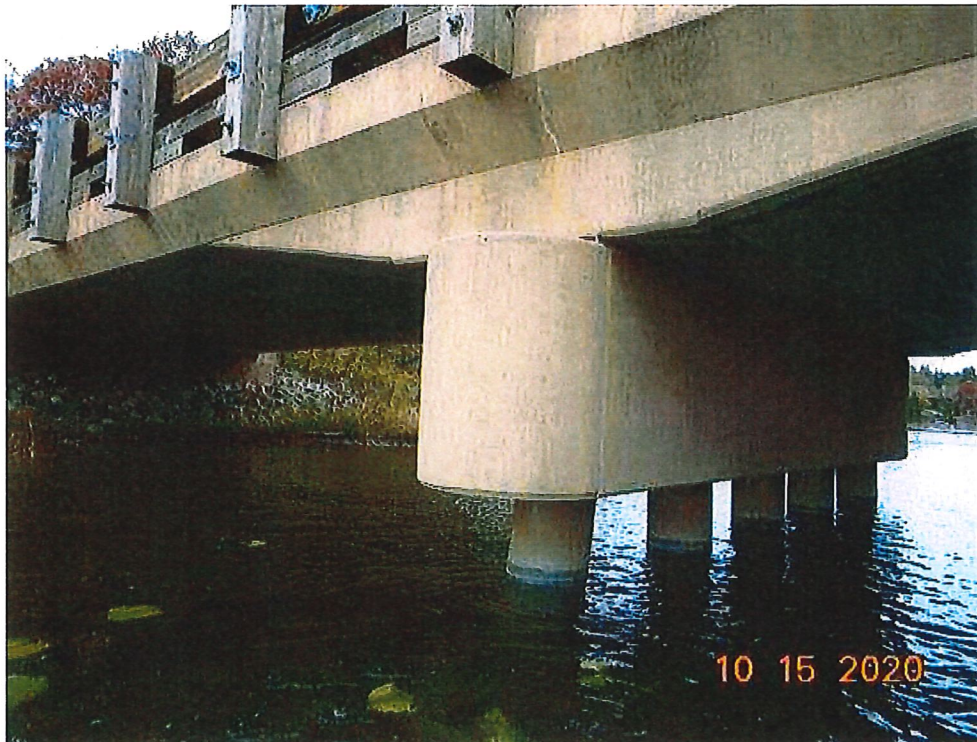


Photo 32 - 10-15-2020 (122)



## Pictures



Photo 33 - 10-15-2020 (123)



Photo 34 - 10-15-2020 (124)



## Pictures



Photo 35 - 10-15-2020 (125)



Photo 36 - 10-15-2020 (126)



## Pictures

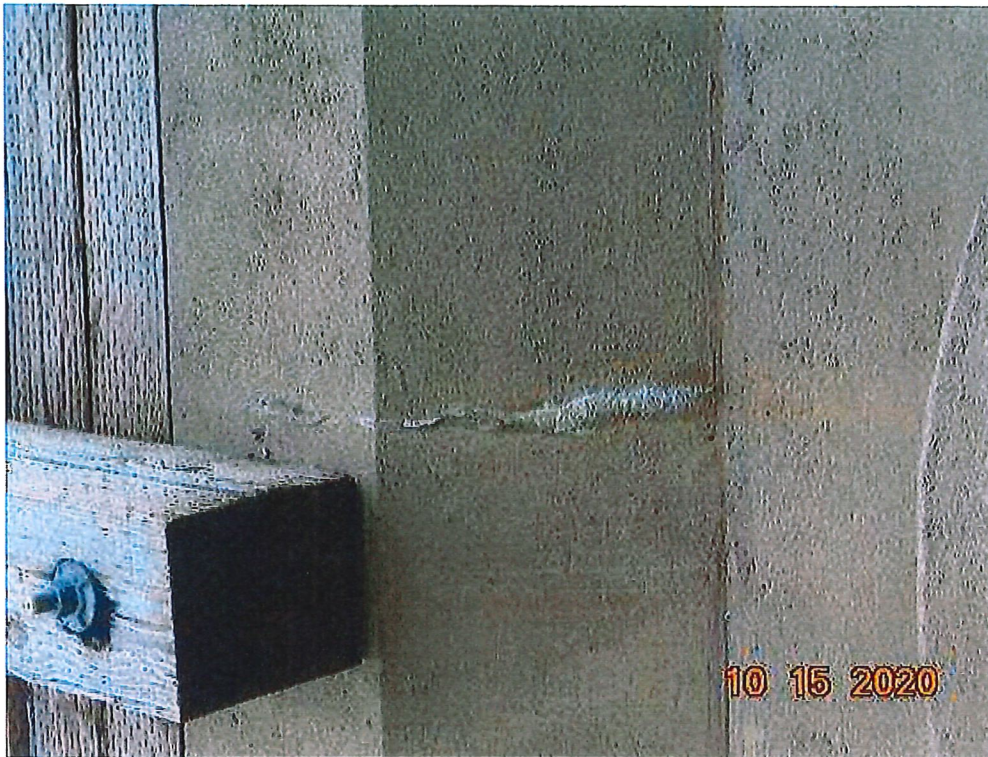


Photo 37 - 10-15-2020 (127)



Photo 38 - 10-15-2020 (128)



## Pictures



Photo 39 - 10-15-2020 (129)



Photo 40 - 10-15-2020 (130)



## Pictures



Photo 41 - 10-15-2020 (131)



Photo 42 - 10-15-2020 (132)



## Pictures



Photo 43 - 10-15-2020 (133)



Photo 44 - 10-15-2020 (134)



## Pictures



Photo 45 - 10-15-2020 (135)



Photo 46 - 10-15-2020 (136)



## Pictures



Photo 47 - 10-15-2020 (137)

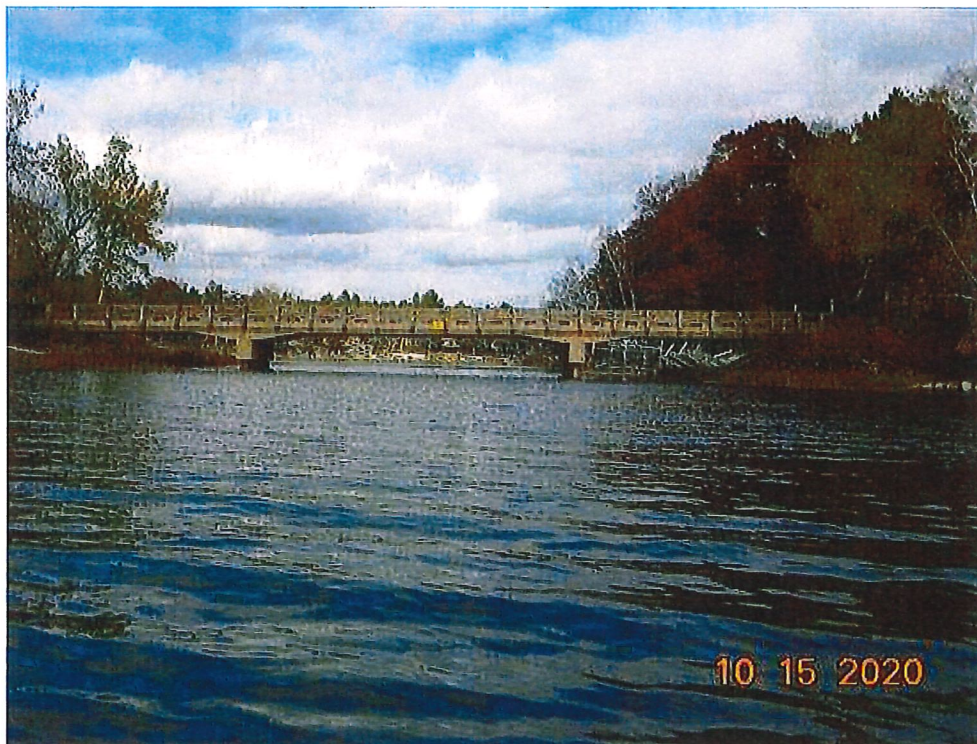


Photo 48 - 10-15-2020 (138)



## Pictures



Photo 49 - 10-15-2020 (139)



Photo 50 - 10-15-2020 (140)



## Pictures



Photo 51 - 10-15-2020 (141)



Photo 52 - 10-15-2020 (142)



## Pictures



Photo 53 - 10-15-2020 (143)



Photo 54 - 10-15-2020 (144)



## Pictures



Photo 55 - 10-15-2020 (145)



Photo 56 - 10-15-2020 (146)

## Pictures



Photo 57 - 10-15-2020 (147)





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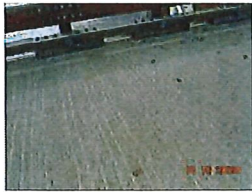
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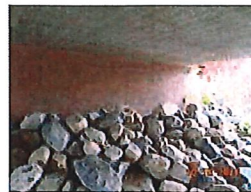
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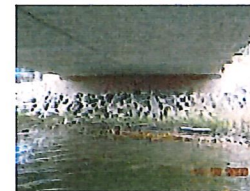
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36. 10-15-2020  
(126).JPG



37. 10-15-2020  
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38. 10-15-2020  
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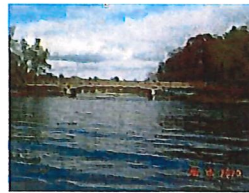
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57. 10-15-2020  
(147).JPG