

Meeting Summary

To: *All Meeting Participants*

From: *Ronald B. Bray, P.E.
Project Manager, WSB*

Date: *October 15, 2001*

Re: *Meeting Minutes
CSAH 50 Project Management Team Meeting
Cass County, Minnesota
Wednesday, October 10, 2001, 2:30 PM
WSB Project No. 1326-01*

An agenda package was passed around to all persons in attendance.

I. Introductions

The following project management team members were in attendance at the meeting:

Jonathon Large	Cass County Engineer
Dave Johnson	Anderson Bros. Construction Company
Vicki Converse	Resident
Robert L. Crom	Ten Mile Lake Assoc. Delegate
John Alden	Ten Mile Lake Assoc., Water Resources
Kirk English	Mn/DNR Waters
Steve Frick	Forest Service Cass Lake
Mitch Bouchonville	Forest Service Walker
Ed Mergens	Portage Lake Assoc.
Michele Hanson	United States Army Corps of Engineers
Ron Bray	WSB & Assocs.
Becky Hauschild	WSB & Assocs.

The following public persons were in attendance:

Bob Nelson

The following project management team members were not in attendance:

Kelvin Howieson	Mn/DOT State Aid
David Enblom	Cass Co. Hwy Dept.
Jim Dowson	Cass County Commissioner
John Sumption	Cass County Environmental Services
Dan Steward	Board of Water and Soil Resources
Wayne O. Bierbaum	Shingobee Township
Harris Hostager	Portage Lake Assoc.
John Freetley	Chippewa Nat'l Forest
Rob Naplin	Mn/DNR Wildlife
Harlan Fierstine	Mn/DNR Fisheries
James Tande	US Forest Service
Tom Somrak	US Forest Service

II. Public Comments

- Comment cards and letters received to date were attached to the agenda package along with a summary:
 - All comments received agree that CSAH 50 needs improvements;
 - Majority of residents would prefer Alternative 2 (New alignment by power line);
 - Majority of residents would prefer to keep the existing road in place (9 to 5) with a stop sign at new CSAH 50 alignment on either end.

A. Portage Lake Association Meeting

- Ron Bray and David Enblom attended a Portage Lake Association Meeting on Saturday, August 18, 2001;
- Members were concerned with a new alignment alternative through the wetland complex due to the displaced water and its effects on Portage Lake;
- Members were also concerned that the new alignment was not proposed to extend further west.

III. DNR Protected Water 521W

A. DNR Ordinary High Water Level

- The Mn/DNR surveyed the Ordinary High Water (OHW) level of wetland 521W on August 8 and 9, 2001;

- The OHW elevation was set at 1380.5;

B. Survey

- WSB surveyed the wetland areas north of CSAH 50 near the Converses for horizontal location of the OHW elevation on October 10, 2001;
- This survey identified the location of the wetland under jurisdiction by the Mn/DNR;
- The elevations of Ten Mile and Portage Lakes were recorded at an equal elevation of 1379.28.

IV. Alternative Alignments

The filling of a DNR Protected Water was discussed.

- Kirk English explained that wetland permits are more favorable to filling the edge of a wetland vs thru a wetland complex;
- The question was raised as to whether a bridge could be built to cross the wetland? - At an estimated cost of \$1.2 million, it would not be feasible;
- Ed Mergens re-iterated the Portage Lake Association concerns with a new alignment alternative that would require filling of wetlands and the impacts on Portage Lake;
 - Ed mentioned that Portage Lake is known for its clarity, which was recently measured at 36-feet. A beaver dam was opened, which changed the next clarity reading to 19-feet;
 - Ron Bray assured Ed that there are calculations that can be performed to determine the impacts; however, it is estimated at this time that the effects on the actual elevation of Portage Lake would be negligible.

Questions that the Mn/DNR will ask when determining whether fill could be placed in a wetland are: What are the feasible alternatives? Is the No Build a feasible alternative? What has been done to minimize impacts? What is the cost of relocating structures to skirt the edge of the wetland and not create wetland pockets?

- The alignment of Alternative 2 will be modified based on the wetland surveys, it will be pulled in closer to the garages to minimize the wetland impacts.

A. Developed Area

1. Matrix (Social & Environmental Concerns)

- The “DRAFT” alternative matrix was developed comparing the alternatives for CSAH 50. The wetland impacts were updated based on the survey;
- Ron discussed the alternatives:
 - Alternative 1A (No Build Alternative) is unable to address the existing safety and design deficiencies of the existing roadway and is not considered a feasible alternative.
 - Alternative 1B (Widen on the existing alignment) is unable to address the existing safety and design deficiencies of the existing roadway in coordination with the social impacts. This alternative would require the relocation of 12-14 cabins and garages and would leave 24 structures within 50-ft of the roadway centerline. Therefore, this alternative is not considered a feasible alternative.
 - Alternative 2 (Power Line) addresses the design issues along with the majority of social issues. It has increased environmental issues (wetland impacts). It is felt to be the most balanced alternative between social and environmental impacts.
 - Alternative 3 (Island) has been a longtime discussed alternative and addresses the social impacts, but increases the environmental impacts. It is also in direct conflict with the Wetland Conservation Act of 1991, and amendments thereto. This alternative is not anticipated to be a feasible alternative.

B. CSAH 50 at TH 371

- Look at possible realignment to match new alignment of Woodtick Trail to the north.
 - Wetland mitigation opportunities;
 - Improved sight distance.
- This realignment is identified as a future realignment due to the lengthy Federal process involved.
- If the timeline of the CSAH 50 and the Forest Service realignment of Woodtick Trail have similar timelines, the realignment would still be pursued with the CSAH 50 improvements.

V. Hydrologic Design Committee

- Ten Mile Lake Association has scaled back their studies due to limited funding;
- The study of the hydrology between Portage and Ten Mile Lake has been cancelled;

- John Alden thought that the PCA could be contacted to perform a potential follow-up to their original study;
- WSB will form a hydrological design committee to review the project area with the help of the Ten Mile and Portage Lake Associations.

VI. Public Involvement

A. Neighborhood Meeting

- A neighborhood meeting will not be scheduled until the spring/summer of 2002 when the majority of the residents are back in town;
- A notice will be sent to the corridor residents updating them on the progress to date.

B. Public Information Meeting

- A Public Information Meeting will not be scheduled until the mapping is received. It is anticipated that mapping will be received by the end of November.

C. Photo Simulation Opportunities

This will be discussed at our next meeting.

VII. Environmental Issues

A. Cultural Resources Investigation

- The architectural historical investigation is currently. John Alden requested to be part of the field work on this item.
- The archaeology investigation is scheduled to begin on October 18, 2001. A historian will be taking shovel tests along the corridor. A letter was mailed to corridor property owners to notify them.

VIII. Other

- John Alden noted that the property owners along CSAH 50 to the west of the new alignment portion own a "prescriptive easement" over the existing CSAH 50 to TH 371;
- Jon Large will check on this easement; however, a prescriptive easement is generally still satisfied if a reasonable alternative is implemented in place of the existing road.

IX. Next Meeting

The next meeting for **CSAH 50** was SCHEDULED for *Wednesday, December 12, 2001, at 2:30 P.M.* This meeting will be held at the **Cass County Courthouse.**

NOTE: The above constitutes WSB's understanding of the items discussed at this meeting. If there are any questions, comments or changes, please notify me immediately at (763) 541-4800 or (888)-541-4800.

c: Leech Lake Band of Ojibwe
Morgan Dawley, WSB & Associates, Inc.
Jeff Stewart, WSB & Associates, Inc.