

Meeting Summary

To: *All Meeting Participants*

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

Date: *October 16, 2001*

Re: *Meeting Minutes
CSAH 71 Project Management Team Meeting
Cass County, Minnesota
Wednesday, October 10, 2001, 1:00 PM
WSB Project No. 1326-00*

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
Don Hoppe	Hiram Township
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
Ellie Nelson
Gail Becher

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
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

A. Open House

- General comment that the open house was well-received;
- Bob Crom received general comments relating to the alignment of CSAH 71 at the Hiram Loop Road, most persons were in favor of maintaining the existing alignment versus the new alignment. He also received comments in favor of the alternative stopping CSAH 71 at Bachelor Road.
- Don Hoppe was not sure that the public understood the proposed new alignment at the Hiram Loop Road based on the comments he received.
- The following items will be completed to evaluate the existing versus new alignment:
 - Calculate the amount of fill required to keep CSAH 71 at its existing location;
 - Calculate wetland impacts to keep road at its existing location, the wetland is currently shown based on the National Wetland Inventory (NWI) maps. The wetland will be delineated to determine exact impacts at a later date;
 - Engineers will walk new alignment (Ron Bray to contact Bob Nelson at time of field walk);
 - Mapping will be analyzed when received and cross-sections created for both alternatives;

- Computer enhanced photos could be utilized to illustrate the proposed condition(s).

III. Open House

A. Presentation

- The presentation was included in the agenda package on pages 2-5.

B. Comments

- The public comments received at the open house and following were mailed prior to the PMT meeting. A summary of these comments was included as page 1 in the agenda package. These comments were discussed.

C. Sentinel Tree Definition

- Definition of a sentinel tree currently utilized is that in the Environmental Assessment: +20" diameter;
- Forest Service commented that the definition of sentinel can be public defined: Class of trees that are "untouchable" and why - aesthetics;
- Recommendation to have public identify these "sentinel" trees, then the trees will be investigated to determine their longevity, the design of the roadway will then try to accommodate these "sentinel" trees where possible;
- Public needs to be informed of the process to identify these trees;
- Property owners will be notified of trees that will need to be removed and are located on private property through right-of-way and/or easement negotiations;

IV. Alignment & Potential Impacts

A. Bachelor Road

1. CSAH 71 stops perpendicular to Bachelor Rd, Bachelor Road becomes thru street. (*Preferred by public*)
 - Least realignment;
 - Is anticipated to slow traffic on CSAH 71.
 - Will allow canopy effect to be maintained on CSAH 71;

B. Hiram Loop Road

- Two Options Discussed

1. New alignment of CSAH 71 to the east, around wetland.
 - Provides for potential wetland mitigation;

- Would require an approximate 60-70 foot clearing for 2000 feet through private land.

2. Existing Alignment of CSAH 71 is maintained. (*Preferred by public*)

- Would require a grade raise of approximately 4-5 feet to meet the flood requirements and protect road integrity;
- Maintenance concerns with the existing alignment;
- Increased wetland impacts.

C. CSAH 50/CSAH71

- Public comments included concerns with the intersection of CSAH 50 with CSAH 71;
- Ron and Becky met with property owner, Mr. Ray Raetz, who has concerns with road design, drainage and trees;
- Public Access road to Ten Mile Lake located immediately south of intersection. People park their cars and trailers at the intersection;
- A request was made to place a stop sign on CSAH 50 for vehicles traveling easterly.
 - Ron explained that stop signs are to be installed where warranted based on vehicle volumes; therefore, a stop sign on CSAH 50 will probably not be installed.
 - He explained that if stop signs are installed where not warranted, vehicles will disobey or ignore them, which creates a safety problem for vehicles on CSAH 71, assuming vehicles eastbound on CSAH 50 will stop.
 - There is also much increased noise with a stop condition.
- Two alternatives will be looked at:
 - Tee CSAH 71 into CSAH 50 at its existing location with mountable curb and gutter to better define the intersection;
 - Tee CSAH 71 into CSAH 50 along a new alignment westerly of its present location.
 - Incorporate safety of parked vehicles in both.

V. Typical Section

A. Standards

Through Lane Width

NPR Standards require an 11-ft through lane with 2-ft shoulders, 4-ft if pedestrians and bicyclists are anticipated in the corridor;

- Public comments favor reducing the through lane width to 11-ft versus the proposed 12-ft;

- Ron explained that this could possibly be incorporated into the design if 4-ft shoulders remain.

Shoulder Width

- A 2-ft shoulder is the required minimum; if pedestrians and bicyclists are to be accommodated, a 4-ft shoulder is the required minimum;
 - Ron explained that the shoulder width should not become a factor with the impacts to trees;
 - A ditch section would only be utilized where there is space to do so: fields, logged areas, burned areas; sensitive areas in the corridor will be designed for a minimal cross-section without ditches.

Pavement Surface

A question was asked about the “Otto Seal Process”. Jon Large explained that it is an emulsified modified asphalt covered with a clean gravel mix, layer of asphalt, and a layer of aggregate. It constitutes an overall thickness of approximately 1”. It is similar to a chip seal in that it provides no structural strength to the roadway, but binds the aggregate to the roadway.

The cost per mile for Otto Seal is approximately \$15,000 to \$17,000 with a design life of 3-5, maybe 10 years. The cost per mile for paving blacktop is approximately \$50,000 to \$60,000, depending on design, per mile with a design life of 20 years.

Otto Seal is currently not eligible for State Aid funding. The county is currently pursuing paving CSAH 71.

VI. NPR Standards

- NPR Routes do not have a designated 30 mph speed limit;
- The speed limit is set based on a speed study performed by Mn/DOT according to State Statute and the 85th percentile speed;
- Existing roadway speed limit is not posted, which has an interpretation of 55 mph;
- Upon completion of roadway construction, an assumed posted speed limit will be posted until Mn/DOT completes a speed study on the new roadway;
- It is noted that speed is a concern for corridor residents and design elements are anticipated to be incorporated into the design to slow vehicles down. The roadway will have a design speed of 30 mph.

VII. Public Involvement

A. Property Owner Meetings

- Ron and Becky met with Mr. Ray Raetz, who lives at the intersection of CSAH 50/71. See above discussion on CSAH 50/71 intersection. Alternatives will be mailed to Mr. Raetz for comments.
- Property owner meetings are being scheduled with the following persons:
 - Blower, Schoen, and Halbmaier
 - George, Johnson and Rother
 - Gail Becher

B. Photo Simulation Opportunities

- Ron explained a tool that has been used on previous projects: Photo Simulation;
- An example was illustrated in the City of East Gull Lake;
- The cost per view is approximately \$1,500; therefore, the PMT will have to look at selected areas;
- Suggested areas included: a narrow CSAH 71 section with a ditch, homeowners close to roadway, and intersections;
- Photos would be brought to public meetings, posted on agency websites, hardcopies posted at agency offices.

VIII. Environmental Issues

A. Cultural Resources Investigation

- The architectural historical investigation is currently underway;
- The archaeology investigation is scheduled to begin the end of October, 2001. A historian will be taking shovel tests along the corridor. A letter was mailed to corridor property owners to notify them.

IX. Other

X. Next Meeting

The next meeting for **CSAH 71** was SCHEDULED for ***Wednesday, December 12, 2001, at 1:00 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.