

## AUGUST 9, 2021

A Special Meeting of the Lake Benton City Council was held on Monday, August 9, 2021 at 5:30 PM in the Lake Benton Area Community and Event Center. Mayor Michael Carpenter presided. Trustees Rosie DeZeeuw, David Enke and Daryl Schlapkohl were present. Trustee Mark Dunn was absent. City Administrator/Clerk Eileen Christensen, Maintenance Supervisor Todd Draper, Jesse Vlaminck-MnDOT, Lindsey Bruer-MnDOT, and Vince Robinson with DSI were also present.

Mayor Michael Carpenter called the Special meeting to order. The Pledge of Allegiance was recited by all present.

Mayor Michael Carpenter thanked everyone for being in attendance to meet with MnDOT on the 2027 Reconstruction Project in Lake Benton. Mayor Michael Carpenter reminded the Council they met with MnDOT on July 12, 2021 to review layout options, and the Council met again on July 26, 2021 to provide MnDOT with their preference on the layouts. Mayor Michael Carpenter then requested Jesse Vlaminck to speak.

Jesse Vlaminck gave a recap of the options presented to the Council, and that the Council is looking to use Option #3 which includes 12' driving lanes, 10' parking lanes, a 6' sidewalk on the west side and a 10' bike trail on the east side. Jesse informed the Council the 10' sidewalk on the east side is not feasible due to the back slopes into the homeowner's yards and driveways which are too close to the houses. Should the City still choose Option #3 with a 6' sidewalk on both sides, and keep the roadway as wide as it is, they may want to consider narrowing the lanes which slows traffic down. The Council informed Jesse the reasoning for parking on both sides is some residents don't have access to their back yard to park. Parking on both sides of the highway is important on this project. Jesse then suggested if the Council would consider Option #1 with 9' parking lanes on both sides and 11' driving lanes to assist in slowing traffic, then a larger sidewalk (8') may be sufficient. Comments were made that reducing the drive lane one foot is too tight. There are a lot of local farmers and semi's hauling that go through town and need the larger drive lane. MnDOT will be checking into oversize permits on certain vehicles, not the farmers with combines and planters.

Items were brought forward on the bumpouts and roundabouts, and if it is feasible to be placed coming into town from the south. MnDOT informed the Council there are no halfabouts and it is not an appropriate use especially with farm equipment. However, it is a good location to place a bumpout to narrow the roadway and remove a partial of the parking lane. Traffic is more useable and pedestrians are more visible to the drivers. The conceptual drawings provided by MnDOT showed bumpouts located entering town from the south, at Bluff Street and Fremont Street by the School playground, and they are looking at adding one at Benton Street and Fremont Street by ExpressWay and the Post Office. Discussion took place on adding a beacon for pedestrian crossing at that location, but it would be a City cost and it can cost anywhere from \$16,000.00 to \$50,000.00. If there are any malfunctions with the beacon, it is City owned and therefore maintained by the City. However, MnDOT has not heard of any malfunctions with this type of system since it can be hardwired or solar.

Discussion then took place on concerns of narrowing the parking lanes from 10' to 9' and the driving lanes from 12' to 11' to include the possibility of an 8' sidewalk. It was also discussed on making the road wider at Bluff Street and Fremont Street and putting a sidewalk through that area with no parking on Fremont Street by the playground. MnDOT stated they are looking at continuing the sidewalk from Benton Street to Highway 14.

MnDOT will put two options together for the public's review:

- Layout Option #1A will include 12' driving lanes, 9' parking lanes, a 6' sidewalk on the west, and an 8' sidewalk on the east. This may slightly impact the homeowners with the state getting a temporary easement.
- Layout Option #3 will include 12' driving lanes, 10' parking lanes, and 6' sidewalks on both the east and west. Striping will also assist with the decrease in speed coming from the south to the north.

These options will include three sets of bumpouts – one entering town from the south on Highway 75, one at Bluff Street and Fremont Street, and one at Benton Street and Fremont Street. MnDOT will paint the crosswalk and sidewalk, and place a triangle sign for the crosswalk. MnDOT reminded the Council they receive better results when the infrastructure is changed by narrowing the roads, rather than installing signs.

The Council then inquired if MnDOT was removing some of the hill located along Highway 14 going towards Highway 75 by Lakeview Street because there is a blind spot when cars are coming from Lakeview to Highway 14. MnDOT's plan for that area is a mill/overlay only, not any reconstruction.

The Council also inquired about trees being removed on the boulevard and if MnDOT will be replacing them. MnDOT will look at various types of street and landscaping when they are further into the process.

Jesse Vlaminck then walked the Council through preliminary drainage and preferred storm sewer options. After reviewing the Consultant's storm sewer video, there are several pipes cracking, broken or need to be cleaned. Stakeholders for cost sharing in this process include the City, Lincoln County and MnDOT. Any storm sewers in MnDOT's right-of-way on Highway 75 is MnDOT's responsibility, all other storm sewers on Highway 75 will be cost shared between the three entities with the City's cost share percentage being the highest. Jesse then presented drainage improvement for the Highway 14 rehabilitation, alternatives for the Center Street low water crossing, alternatives for the Railroad box culvert, and alternatives for the Grant Street crossing Benton Street to raise the invert to get a better slope for better flow. The estimated cost for the City with the preferred alternatives for the above storm sewer drainage issues will be approximately \$755,797.00. MnDOT will determine the cost share for the Railroad when they get in contact with them.

Jesse Vlaminck will put the preferred layout options together which will take two months to complete. It was recommended to have a special meeting to review the options prior to meeting with the general public when the plans are complete.

Mayor Michael Carpenter then informed the Council when the canopy was installed on the Event Center it did not include the under plates. The City was given a quote of \$1,146.85 for the egg crate under plate. Mayor Michael Carpenter requested the Council look at the canopy, and this item will be discussed at the regular meeting on Monday, August 16, 2021.

There being no further business to come before the Council at this time, a **MOTION** was made by Daryl Schlapkohl, seconded by Rosie DeZeeuw and carried, the meeting adjourned.

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MAYOR

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ADMINISTRATOR/CLERK