

## JULY 12, 2021

A Special Meeting of the Lake Benton City Council was held on Monday, July 12, 2020 at 5:30 PM in the Lake Benton Area Community and Event Center. Mayor Michael Carpenter presided. Trustees Rosie DeZeeuw, Mark Dunn, David Enke and Daryl Schlapkohl were present. City Administrator/Clerk Eileen Christensen, Maintenance Supervisor Todd Draper, Jesse Vlaminck-MnDOT, Lindsey Bruer-MnDOT, and Lisa Willert 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.

Jesse Vlaminck introduced himself and Lindsey Bruer and distributed a handout to the Council and City staff. Jesse explained that he and Lindsey came to the City to discuss potential layouts, potential design elements (i.e. bumpouts to control traffic speed), and the timeline for the layout preference for Trunk Highway 75. The handout showed what Trunk Highway 75 might look like after the reconstruction of water, sanitary sewer, and the overlay of the new road and sidewalks. Jesse then proceeded to go through the layout options with the Council.

Option 1 – Reduce the parking lane from 10' to 9', increase the sidewalk width from 5' to the standard size of 6' on the west side of the road, and add a 10' trail on the east side of the road. The Council inquired if MnDOT will maintain the sidewalks or if that is the resident's responsibility. MnDOT can create a maintenance agreement with the City for snow removal and maintenance of the sidewalk, or the City may have an Ordinance that the residents are responsible for maintaining the sidewalk.

Option 2 – Add two (2) 10' trails on both sides of the road, reduce parking to one lane at 10', and two (2) driving lanes at 14' and 12'. Reducing the parking lanes also reduces the cost of reconstruction, as the City is responsible for 10% of the parking lanes.

Option 3 – This option is comparative to what is currently in place with two (2) 10' parking lanes, two (2) 12' driving lanes and increase the sidewalk width to the standard size of 6'. There is the possibility of the center line shifting slightly.

Jesse then explained the design elements – bumpouts. Bumpouts increase visibility for pedestrians and vehicles; shorter crossing distance and time, decreased pedestrian exposure; traffic calming and slower vehicle turn speeds due to a physically and visually narrowed roadway; reduces right side passing by vehicles – a common collision spot for cars and walkers; and plants and trees, or colored concrete can be incorporated to beautify the street and help with drainage. MnDOT added potential bumpouts at the south end of town, Bluff Street with a crosswalk in all four directions, and possibly on Benton Street. Jesse explained the slope of the bumpout paver is one-to-three. The City explained to MnDOT the current bumpouts downtown have taken a beating since they were installed in 1998.

Discussion took place on the need for parking on both sides of the street due to the fact some residents don't have access to a garage, and they need to park their vehicles on Fremont Street; and increasing the size of the sidewalk to the standard size of 6'.

Prior to MnDOT moving forward with a public meeting with the community, they would like the Council's input with a layout preference by August 9, 2021. MnDOT has a consulting firm researching any drainage issues, and the layout preference will decide what drainage needs to happen. MnDOT will require municipal consent if they change the lanes and/or disturb the states right-of-way. Jesse then reviewed the project flow chart with the various phases needing to take place prior to the 2027 reconstruction.

The Council then inquired what the City's responsibility for payment will be. Jesse stated when the layout is solidified in January to February 2022, MnDOT should have a draft cost estimate which will include 10% of the parking lane, decorative lighting above the typical stainless steel installed by MnDOT, traffic signals, plants, green space, etc. The majority of the cost to the City will include the drainage, sanitary sewer and water. It is recommended to have a minimum of a 7' boulevard with a 2' to 3' buffer and a 6' sidewalk.

Jesse stated the cost may be more for the drainage issue and if the design does not alter much from the current layout, the City will not need a retention pond installed behind the EMS building. Maintenance Supervisor Todd Draper informed the Council and MnDOT a retention pond already exists and he is working with MnDOT on this issue. The City can look into grant funding through the stimulus package, USDA Rural Development, Public Power Utility, and Minnesota Rural Water. This process can take approximately three to four years to get the funding. The Council agreed to request Vince Robinson be present at the next meeting with MnDOT to assist the City with applying for grants.

MnDOT will host the public open houses and engage with the community at community events. They will also mail a survey to the community members on the early layout ideas, and go door-to-door to meet the homeowners.

**MOTION** by Mark Dunn, seconded by Dave Enke to have a special meeting on Monday, July 26, 2021 at 5:30 PM at the Lake Benton Area Community and Event Center to review/act on a layout preference for the 2027 reconstruction project in the City of Lake Benton. Motion carried.

**MOTION** by Daryl Schlapkohl, seconded by Dave Enke to have a special meeting on Monday, August 9, 2021 at 5:30 PM at the Lake Benton Area Community and Event Center to meet with MnDOT and provide them with the City's layout preference. MnDOT will then schedule and host open houses for citizens to attend and review the conceptual layout. Vince Robinson will be invited to attend this meeting to answer questions in regards to funding. Motion carried.

MnDOT explained a public hearing will take place sometime in 2022-2023 to get municipal consent from the Council on the layout, good faith cost estimate, and the City's share of cost.

Mayor Michael Carpenter thanked MnDOT for attending this evening and the City looks forward to meeting with them again on Monday, August 9, 2021.

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

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MAYOR

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ADMINISTRATOR/CLERK