

**CITY OF CASSELTON**  
**Monday, November 12, 2012**  
**SPECIAL MEETING 7:00 P.M.**  
**Council Chambers**

Present: Mayor Edward McConnell, Councilmen Steve Link, Lee Anderson, Mike Eberhardt and Joan Carvell. Also present: Public Works Supervisor Kevin Mayer, City Auditor Sheila Klevgard, City Engineer Brandon Oye, Kyle Meyer, Dan Weber and Carol Weber.

**Survey**

Raising the north dike will take some of the Martin's properties out of the flood plain; however, residents can get a map revision to reduce the insurance premium. It takes about 4-5 months to complete and cost is equal to 2-3 years of flood insurance. The procedure includes a property survey by an engineer to verify elevation. Lenders are satisfied and no longer require flood insurance as long as they receive this letter from FEMA. The price of flood insurance after receiving this letter is reduced from \$1200 per year to \$400 per year. Less than 5% of residents have or are required to have flood insurance. Unzoned areas, such as Cottonwood Dr which was not zoned on the 1988 FEMA map, pay the highest rate of \$3500 for insurance. Without giving the public lengthy explanations on each item listed in the survey, is there a point to sending out the survey? Could council use the last survey since all the items were on that survey, other than compost site, sirens and shop space? Streets are probably at the highest priority, the dirt underneath needs to be taken out and dry dirt put back in place prior to laying fabric. The city is likely to receive more competitive bids on larger projects and eliminate repeating bonding fees, advertising and other miscellaneous project costs. The cost of a \$6 million project per user will average \$7,000 on streets which is \$635 per year for 15 years at 4% interest. It will cost less to fix all streets at one time rather than to spread it out over time. The city hasn't raised the mil rate in several years. Complete reconstruction of some streets will cause some assessments to be higher, so the \$635 will be an average. The cost estimate of \$6 million for street and sewer improvements for the entire city include contingencies, engineering, legal, financing, administration and other miscellaneous items estimated at 40% of the total. Sewer is usually paid by rates and can be included on SRF loans at a 2.5% interest rate. The street portion is assessed to the properties. The city can use alternate ways to pay for the project, including a sales tax increase, assessment and sewer rates. Council should decide how to fund the project prior to starting and stick with it so as not to surprise anyone. Information to the public is more important than a public survey. The state surplus designated for infrastructure is expected to be used up in the western part of the state. A visual survey can be done in one or two days to decide which streets can be chip sealed or milled. Councilman Link made a motion, seconded by Councilman Carvell to approve a resolution authorizing Moore Engineering to prepare the engineers report. All voted aye on roll call vote; **motion passed**. The engineer's report will be presented at the next meeting, then an assessment districts will be set up followed by a resolution of necessity. It was suggested to put everyone in the district and let the special assessment committee decide who should be taken out of the district. Councilman Link made a motion, seconded by Councilman Anderson to not send out the public survey with the December mailing. All voted aye on roll call vote; **motion passed**.

**Highway 18 and County Road 10 Bypass**

The city requested a way to handle the increased truck traffic off of Highway 18 to Country Road 10 west. The state and county are sharing cost on the bypass project. Dan Weber stated that a cul de sac is not preferred for the proposed end of the city street in front of his house. A hammer end to the west would be preferred since he would not be able to back out of the driveway normally to continue to the east with a hammer end to the north. It also would make no sense to replace the concrete with gravel for the hammer end. He also felt that the turn lanes are a very important change to Highway 18. Weber also wants to know if the city has any leverage on going over the dike rather than through it. The triangular piece of land is highway right of way and city land with permission given to John Woell to farm it. Proposed construction on this project is 2014.

**One-Way Signs by Governor's Park**

The deputy apologized for parking the wrong way and requested better signing on the west end of the parking area. There is a sign facing the parking area showing wrong way to prevent traffic from exiting onto Langer. The request is to put up a sign facing west at the entrance to the parking area on 6<sup>th</sup> Avenue indicating Do Not Enter, One Way. Mayer will have get it ordered.

Councilman Link made a motion to adjourn at 8:33pm.

Respectfully Submitted,

Sheila K Klevgard  
City Auditor