

COUNCIL PROCEEDINGS
Crosslake, Minnesota
SPECIAL SESSION - December 20, 1985

The City Council of Crosslake, Minnesota met in a Special Session in the Council Chambers of the Municipal Building at 4:00 p.m. on December 20, 1985. The following members were present: Mayor August Mezzenga, Councilmen Robert Allen, Oliver Courts, Orval Nelson and Oliver Yates. Ad-hoc Committee Members present were: Judy Cotten and Tony Mayer. Bruce Buxton represented Widseth, Smith, Nolting and Associates, Inc. There were 4 members of the community present.

Mayor Mezzenga called the meeting to order at approximately 4:00 p.m. Councilman Nelson arrived at the meeting at approximately 4:10 p.m.

Bruce Buxton showed maps outlining road work to be done and costs for the first year, second year, and so forth. He presented the Council with a cost sheet showing roads which need; 1. rebuilding; 2. overlay; 3. gravel; and 4. shoulder and ditch work. The sheet also showed first alternatives by report priority and second alternatives by area for the five year project. An attached sheet showed an alternative by construction which would basically be road work by type of construction, and would be most bituminous roads the first year, gravel roads the second and third year, gravel and shoulder and ditching the fourth year and rebuilding, gravel and shoulder and ditching the fifth year. MOTION NO. 12SA-01-85 WAS MADE BY COUNCILMAN NELSON TO ACCEPT THE RESOLUTION BY TYPE OF CONSTRUCTION WITH FIRST YEAR COSTS TO BE APPROXIMATELY \$530,000. MOTION WAS SECONDED BY COUNCILMAN ALLEN AND PASSED UNANIMOUSLY.

Discussion ensued regarding the costs by spreading the project over a five-year period as opposed to requesting bids for a complete one-year plan. The Council felt the entire cost would be too great of a burden for the taxpayers on a one year plan and by requesting bids for all bituminous roads at one time and all gravel roads at one time would be a more feasible way to do it.

MOTION NO. 12SA-02-85 WAS MADE BY COUNCILMAN ALLEN AND SECONDED BY COUNCILMAN NELSON TO ADJOURN THIS SPECIAL COUNCIL SESSION AT APPROXIMATELY 5:10 P.M. MOTION PASSED UNANIMOUSLY.

Recorded and transcribed by:

Arlene A. Buchite

Arlene A. Buchite, City Clerk/Treasurer

RESOLUTION
CITY OF CROSSLAKE

WHEREAS, the City Council has determined the extent and costs of the necessary improvements to the public road system in the City, and

WHEREAS, the City Council has studied the various means of paying for these improvements and approved an assessment policy to equitably spread the costs, and

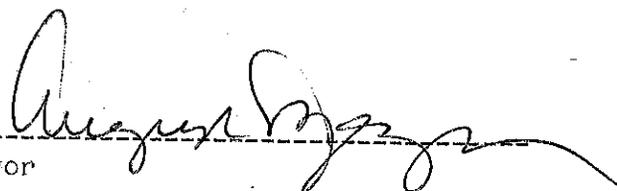
WHEREAS, after much study, the City Council has decided that it should not attempt to construct all of the improvements in one year and have reviewed several alternatives for scheduling the improvements.

BE IT RESOLVED BY THE CITY COUNCIL OF CROSSLAKE, MINNESOTA:

1. The Five Year Plan of improvements attached hereto and made a part hereof is hereby adopted as the plan to be followed by the City.
2. The City Council, with advice from employees, residents, and staff, will review the plan each year to update it as time and needs within the road system change.

Adopted by the Council this 20th day of December, 1985.
All Council members present voted Aye.


Clerk


Mayor

FIVE YEAR PLAN - ROAD SYSTEM

1ST YEAR			2ND YEAR			3RD YEAR			4TH YEAR			5TH YEAR		
RD. NO.	TYPE	COST	RD. NO.	TYPE	COST	RD. NO.	TYPE	COST	RD. NO.	TYPE	COST	RD. NO.	TYPE	COST
SE-10-1,3	II	29,600	SE-40-1	III	12,300	SE-20-1,2	III	10,900	NE-1-1	I	16,900	NE-1-1	I	16,900
SE-50-1,2,3	II	44,200	SE-40-2	III	4,600	SE-40-2	III	14,800	NE-1-2	I	9,600	NE-1-2	I	9,600
SW-1-1,2	II	7,500	SE-50-4	III	12,000	SE-50-4	III	11,400	NE-1-3	I	12,200	NE-1-3	I	12,200
SW-10-4	III	11,500	SE-50-5	III	4,600	SE-50-5	III	9,400	NE-1-4	I	19,400	NE-1-4	I	19,400
SW-10-5	III	49,600	SE-50-6	III	5,200	SE-50-6	III	3,600	NE-1-5	I	10,000	NE-1-5	I	10,000
SW-10-6	III	8,500	SE-50-7	III	10,300	SE-50-7	III	4,700	NE-10-4	IV	6,300	NE-10-4	IV	6,300
SW-10-2	III	12,700	SE-50-8	III	27,300	SE-50-8	III	5,400	NE-15-1	III	28,600	NE-15-1	III	28,600
SW-90-4	II	22,500	SE-55-1	III	6,700	SE-55-1	III	5,500	NE-25-1	III	54,600	NE-25-1	III	54,600
SW-90-6	II	34,000	SW-20-1	III	8,200	SW-20-1	III	38,300	NE-30-1	III	5,700	NE-30-1	III	5,700
SW-90-8	II	48,400	NW-30-2	III	4,100	NW-30-2	III	7,200						
SW-90-14	II	17,800	NW-45-2	III	3,100	NW-45-2	III	68,900						
NW-1-1	II	3,800	NW-75-1,2	III	3,600	NW-75-1,2	III							
NW-45-1	II	7,500	NE-40-1,2,3	III	15,500	NE-40-1,2,3	III	117,500						
NW-60-1	II	15,000	NE-40-1,2,3,4,5,6,7	III	6,200	NE-40-1,2,3,4,5,6,7	III	4,700						
NW-60-3	II	56,400	NW-40-11	III	6,200	NW-40-11	III							
NW-100-2	II	4,100	NW-100-1	III	12,400	NW-100-1	III							
NW-100-3	II	46,000	NW-100-5,6	III	5,100	NW-100-5,6	III							
NW-100-4,7,9	II	4,600	NW-100-8	III	5,200	NW-100-8	III							
NW-110-4	II	18,600	NW-110-1	III	3,100	NW-110-1	III							
NW-120-1	II	16,400	NW-110-3	III	8,300	NW-110-3	III							
NE-20-3	II	15,600	NW-110-5	III	4,100	NW-110-5	III							
NE-20-5	II	18,700	NW-110-6	III	3,100	NW-110-6	III							
NE-40-10-	II	10,900	NW-120-4	III	7,200	NW-120-4	III							
NE-50-1	II	8,500	NE-5-1,2	III	10,400	NE-5-1,2	III							
NE-50-2	II	12,100	NE-10-6	III	4,000	NE-10-6	III							
NE-50-3	II	5,800	NE-10-7	III	6,300	NE-10-7	III							
NE-50-4	II		NE-10-8	III	12,400	NE-10-8	III							
			NE-20-1	III	86,500	NE-20-1	III							
			NE-20-2	III	6,000	NE-20-2	III							

163,300

316,700

302,300

308,400

530,300

TOTAL