

AGENDA
PUBLIC WORKS COMMISSION
CITY OF CROSSLAKE
MONDAY, FEBRUARY 2, 2026
3:00 P.M. – CITY HALL

1. Call to Order
2. Approval of January 8, 2026 Minutes (Motion)
3. Pat – Draft ordinance amended by Char Nelson for developer roads to review
4. Robin – Any update on the vehicles parked along County Road 66 in front of the Train Museum all day/night long?
5. Phil – Any updates or cost estimates from the County for the summer of 2028 with extending the sidewalk?
6. Phil – Harbor Lane, Private Roads & Year 3 Road Improvements
7. Phil – 5 Year Preliminary Engineering Report Overview – 5 Year Road Improvement Plan Update
8. Phil – Any updates for Sunrise Blvd approved and preparation of report & hearing on improvements
9. Discussion on Long Term Open Projects/Issues/Concerns:
 - Trail Updates
 - County Road Projects with Crosslake Updates
 - Loon Center Update
 - Bio Solids Study-John is working on the Study
 - Robert Street Access Traffic-2026 Discussion
 - Mad Rabbit Sewer Claim Updates
10. Other Business That May Arise
11. Adjourn

2.

CITY OF CROSSLAKE
PUBLIC WORKS COMMISSION
MEETING MINUTES
THURSDAY, JANUARY 8, 2026
3:00 P.M. – CITY HALL

Pursuant to due notice and call the Public Works Commission held its regular monthly meeting on Thursday, January 8, 2026 in City Hall. The following Commission Members were present: Tom Swenson, Gordon Wagner, Tim Berg, and Mary Prescott. Dave Schrupp attended via Zoom. Also in attendance were Public Works Director Pat Wehner, City Administrator Lori Conway, City Engineer Phil Martin, Council Liaison Robin Sylvester, and City Clerk Char Nelson.

1. The meeting was called to order at 3:00 P.M. by Tom Swenson.
2. A MOTION WAS MADE BY GORDON WAGNER AND SECONDED BY TIM BERG TO APPROVE THE MEETING MINUTES OF DECEMBER 1, 2025. MOTION CARRIED WITH ALL AYES.
3. Michael Rutt and Carla Bainbridge appeared via Zoom to request that Parcel #14160737 be abated from assessment because the road improvement only extended a few feet along this parcel. Tom Swenson stated that he reviewed the information and can understand their request, however, when Brook Street is improved in a couple years, they would have to pay an assessment then. Paying the assessment this year would most likely be less expensive than a few years from now. Mr. Rutt stated that he may not own the lot in a few years, or could be dead in a few years, or could consolidate the lots by then, avoiding the assessment by a loophole in the system. A MOTION WAS MADE BY TOM SWENSON AND SECONDED BY MARY PRESCOTT TO RECOMMEND TO THE CITY COUNCIL THAT PARCEL 14160737 BE REMOVED FROM THE CERTIFIED ASSESSMENT ROLL. MOTION CARRIED 3-2 WITH BERG AND WAGNER OPPOSED.
4. Tom Swenson stated that he spoke with the Mayor regarding Gordy Wagner's next term. Char Nelson stated that she has the history of each appointment and would forward that information to Tom and Gordy.
5. Lori Conway provided an update on the insurance claim with Alex Olson and noted that further investigation is required since there are claims that staff took a phone call during the excavation.
6. Pat Wehner reported that he has not received the cost estimate for the filter repairs at the sewer plant. However, the estimated cost to replace hauling sludge is approximately \$1,000,000. There is no urgency to get this done, but the City should start saving so that the change over can happen in the future.

8.

7. Included in the packet for information was a letter from the City sent to Short-Term Rental owners located on the municipal sewer system, informing them that they will be required to install a city-supplied water meter.
8. Pat Wehner stated that there is no update for requiring developers to seal coat new roads. Char Nelson stated that she could prepare a draft ordinance for the commission to review at their next meeting.
9. Tim Berg asked why there has been overnight parking by the train museum on County Road 66. A discussion ensued regarding whether it was allowed and why residents were parking there. Robin Sylvester stated that she would start asking questions and bring information to the next meeting.
10. Included in the packet for information was a letter dated December 19, 2025 from the County Highway Department Re: 2026 Traffic Investigation Requests.
11. Phil Martin stated that Crow Wing County has informed him that if the City chooses to have a sidewalk added to the east side of County Road 66 in 2028, the cost would be the responsibility of the City. As an alternative, the County would allow the installation of an ADA compliant crosswalk with flashing lights across from Dairy Queen. Phil Martin will bring a cost estimate comparison to the next meeting for a crosswalk versus a sidewalk.
12. The commission agreed to delay the discussion regarding the 5-Year Road Plan to February.
13. Phil Martin reported that he is currently working on the plans for Sunrise Blvd.
14. A letter dated December 11, 2025 from Crow Wing Power regarding tree and brush clearing was included in the packet for information.
15. Phil Martin reported that the archaeological study showed that the proposed trail on County Road 103 would cross over two burial mounds. The City will need to work with the Tribe to avoid these areas.
16. Pat Wehner reported that staff found an issue with the water meter location at Ace Hardware and staff were told that it was the previous owner's mistake and it would not be changed. A MOTION WAS MADE BY GORON WAGNER AND SECONDED BY TIM BERG TO RECOMMEND THAT THE CITY COUNCIL REQUIRE BUSINESSES TO RELOCATE WATER METERS IF IMPROPERLY INSTALLED SO THAT ALL WATER FLOW IS COLLECTED FOR BILLING PURPOSES. MOTION CARRIED WITH ALL AYES.
Pat Wehner requested to purchase a sander with funds left in the 2025 Budget. A MOTION WAS MADE BY DAVE SCHRUPP AND SECONDED BY TIM BERG TO RECOMMEND THAT THE CITY COUNCIL APPROVE THE PURCHASE OF A SANDER IN THE AMOUNT OF \$8,900 WITH MONEY LEFT IN THE 2025 BUDGET. MOTION CARRIED WITH ALL AYES.

Pat Wehner reported that the County would like to close Whipple Drive to through traffic in the future due to safety concerns. This would require installing a gate at the entrance of the road.

Tom Swenson asked if staff were scraping roads while it was warm and Pat Wehner replied that they were.

17. A MOTION WAS MADE BY GORDON WAGNER AND SECONDED BY MARY PRESCOTT TO ADJOURN THE MEETING AT 4:15 P.M. MOTION CARRIED WITH ALL AYES.

Charlene Nelson
City Clerk

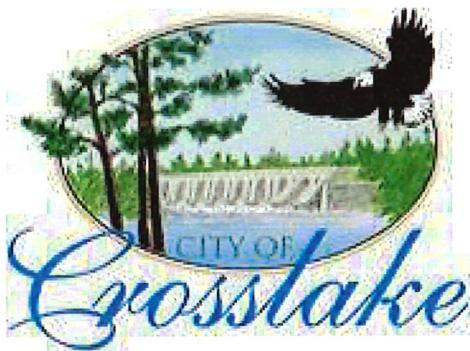
Sec. 42-91. Criteria for improvement and acceptance of private roads.

The criteria for improvement and acceptance of private roads are as follows:

- (1) Receipt of a petition signed by property owners representing at least 35 percent of the front footage adjacent to the road proposed to be improved;
- (2) All costs associated with obtaining adequate right-of-way either through the voluntary conveyance of right-of-way through a deed to the city or involuntarily through eminent domain shall be considered a project expense for assessment purposes; and
- (3) **Road must be chip sealed one year after initially paved at owner's expense; and**
- (3 4) If the city adopts a resolution ordering the project to proceed, the road shall be constructed to city road and drainage standards with 100 percent of the project cost assessed to the benefiting property owners.

All affected property owners shall sign a "waiver of irregularity and appeal" and agree to be assessed for all costs. If not, then the city will hire the city's appraiser to determine benefit to proceed or will decide not to proceed.

(Ord. No. 185, § 2(10.2.1), 11-19-2003; Ord. No. 358, 8-12-2019)



3a.

REQUEST FOR CITY TO TAKE OVER ROAD

Name of Applicant(s): _____

Address: _____

City, State, ZIP: _____

Phone: _____ Alternate Phone: _____

Location of Road: _____

Has road been built to all city standards? _____

City requires that road be chip sealed one year after paved. Has this been done yet or will you put money in Escrow to have this done next year?

Signature of Applicant(s): _____ Date: _____

*By signing above, I acknowledge that I am responsible for all fees incurred by the City as a result of professional services provided by the City Engineer, City Attorney, and other contracted agencies in reviewing my application.

Approved by City Engineer: _____ Date: _____

Approved by Public Works Director: _____ Date: _____

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE CITY OF CROSSLAKE TO ACCEPT XYZ ROAD INTO THE PUBLIC ROADWAY SYSTEM

WHEREAS, a request has been made to the City of Crosslake ("City") to accept the maintenance and jurisdiction of XYZ Road ("the Road"); and

WHEREAS, the Road is currently a developer-built road; and

WHEREAS, the Road has been inspected by the City Public Works Department and City Engineer and found to meet all current city specifications and standards for construction, safety, and width (66 ft right-of-way, etc.); and

WHEREAS, the City Council determines that accepting the Road is in the best interest of the health, safety, and welfare of the public, as it will [improve connectivity/provide better emergency access]; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CROSSLAKE, MN:

1. **Acceptance:** The City Council hereby formally accepts XYZ Road into the City of Crosslake Public Roadway Network.
2. **Jurisdiction & Maintenance:** The City assumes all jurisdiction, control, and responsibility for the maintenance and repair of the Road, effective [Date].
3. **Documentation:** The [City Clerk/Public Works Director] is directed to record all necessary documents, including plats and deeds, in the office of the County Recorder.
4. **Effectiveness:** This resolution shall take effect immediately upon its passage.

PASSED AND ADOPTED by the City Council of the City of Crosslake this _____ day of _____, 20____.

[Mayor Name], Mayor

ATTEST:

[City Clerk Name], City Clerk

3c.

PART I - CODE OF ORDINANCES
Chapter 44 - SUBDIVISIONS
ARTICLE IX. - DEVELOPMENT AGREEMENT AND FINANCIAL GUARANTEE
DIVISION 2. FINANCIAL GUARANTEE

DIVISION 2. FINANCIAL GUARANTEE

Sec. 44-566. Required.

The development agreement shall require the applicant to furnish, prior to the release of the final plat by the city, a financial guarantee securing the applicant's full performance of the terms of the development agreement in one of the forms set forth in this division.

(Ord. No. 304, § 2(3.20(subd. 2.E.2(intro.))), 3-12-2012)

Sec. 44-567. Escrow deposit.

A cash deposit may be made with the city, guaranteeing that all improvements required under this chapter shall be constructed as provided in the development agreement. The amount of the deposit for construction of the improvements shall be equal to 125 percent of the total cost of all improvements that have not been constructed, as estimated by the city engineer, prior to the approval of the final plat, plus the costs of inspections by the city engineer, as determined by the city council. The city shall be entitled to reimburse itself out of said deposit for any costs and expenses incurred to complete such work in case of default by the applicant under the development agreement, or to cure any breach thereof, including breach of warranty related to the improvements. Upon completion of the work and termination of any liabilities of the city or the applicant under said agreement, the balance remaining of said deposit, plus any and all accrued interest, shall be refunded to the applicant, except that the city shall retain the applicable warrantee amount required by section 44-49(b)(5) during the warranty period.

(Ord. No. 304, § 2(3.20(subd. 2.E.2.a)), 3-12-2012)

Sec. 44-568. Irrevocable letter of credit.

In lieu of making an escrow deposit described in section 44-567 for the construction of improvements, and if the city council so agrees, the applicant may furnish the city with an irrevocable letter of credit in a sum equal to 125 percent of the total cost of the required improvements as estimated by the city engineer, including cost of inspection of all improvements to be furnished and installed by the applicant pursuant to the contract and which have not been completed prior to approval of the final plat. The irrevocable letter of credit must be from a bank which is insured by the FDIC and which has a branch in State of Minnesota within 150 miles of city hall where the letter of credit can be drawn upon, unless an exception to the 150-mile limitation is approved by the city council. All letters of credit must automatically renew annually unless the issuing bank sends the city a letter via certified mail at least 60 days prior to expiration notifying the city that the letter of credit will not be renewed upon its stated expiration date. The irrevocable letter of credit shall be approved as to form by the city attorney. The escrow agreement or letter of credit shall incorporate by reference the terms of the agreement entered into pursuant to the developer's agreement. The city shall be entitled to reimburse itself out of said letter of credit for any costs and expenses incurred to complete such work in case of default by the applicant under the developer's agreement, or to cure any breach thereof, including breach of warranty related to the improvements.

(Ord. No. 304, § 2(3.20(subd. 2.E.2.b)), 3-12-2012)

PART I - CODE OF ORDINANCES
Chapter 42 - STREETS, SIDEWALKS AND RIGHTS-OF-WAY
ARTICLE III. ROAD SYSTEM STANDARDS

ARTICLE III. ROAD SYSTEM STANDARDS

Sec. 42-50. Conformity with city, county and state plans and boundaries.

Proposed streets shall conform to the comprehensive plan of the city, county and state highway plans and existing boundary conditions.

(Code 1983, § 3.20(subd. 3); Ord. No. 84-2, § I(3.20(subd. 3)), 3-12-1984; Ord. No. 35, 1-31-1992)

Sec. 42-51. Grade.

Streets shall be related to the topography so as to produce usable lots and reasonable gradients not in excess of seven percent unless adequate drainage provisions including bituminous surface and bituminous gutters are constructed at the time of platting. Maximum gradient shall be ten percent for collector roads and 15 percent for minor roads.

(Code 1983, § 3.20(subd. 3A); Ord. No. 84-2, § I(3.20(subd. 3)), 3-12-1984; Ord. No. 35, 1-31-1992)

Sec. 42-52. Minor, half, connector and dead-end streets.

- (a) Minor streets shall be designed to discourage through traffic. Collector streets shall be designed to be direct, with a connection to a county highway where possible.
- (b) Half streets or connections to half streets or partial streets without providing for the full required right-of-way will not be permitted.
- (c) Streets will be designed as collector or minor in accordance with the comprehensive plan of the city.
- (d) Dead-end streets shall be minimized and the street connected to a cul-de-sac (turnaround) and shall not exceed 1,200 feet in length unless the planning and zoning commission finds there is no other reasonable alternative.

(Code 1983, §§ 3.20(subd. 3D—G); Ord. No. 84-2, § I(3.20(subd. 3)), 3-12-1984; Ord. No. 35, 1-31-1992)

Sec. 42-53. Required access.

- (a) Public access shall be given to adjacent properties unless the topography clearly indicates future connection is not feasible and another possible route exists.
- (b) Access points to county highways shall be approved by the respective authorities, shall be kept to a minimum through the use of frontage roads and shall be located in accordance with intersection design standards.
- (c) Access shall be given to all adjacent properties when required by the planning and zoning commission. All streets intended to be extended to adjoining property shall be provided with a temporary cul-de-sac with the sides on a temporary easement, which will revert to the adjoining lot owner when released by the city.

(Code 1983, § 3.20(subd. 3B, C, H); Ord. No. 84-2, § I(3.20(subd. 3)), 3-12-1984; Ord. No. 35, 1-31-1992)

Sec. 42-54. Minimum right-of-way width.

- (a) All rights-of-way dedicated to the public shall have the following minimum width dimensions, in addition to the foregoing provisions:
 - (1) Cul-de-sac: 66-foot radius.
 - (2) Principal arterial: 200 feet to 324 feet, as determined by state DOT.
 - (3) Major collector: 100 feet to 120 feet, as determined by the county.
 - (4) Minor collector: 100 feet or as determined by the county.
 - (5) City collector street: 66 feet.
 - (6) City minor street: 66 feet.
 - (7) Marginal access roads: 50 feet.
 - (8) Service drive: 66 feet.
 - (9) One-way road: Maintain 21 feet from future bituminous to right-of-way.
- (b) Additional rights-of-way may be required to promote public safety, if special conditions require, such as corners, sight lines on corners or excessive fill sections.

(Code 1983, § 3.20(subd. 3I); Ord. No. 84-2, § I(3.20(subd. 3)), 3-12-1984; Ord. No. 35, 1-31-1992)

Sec. 42-55. Intersections.

- (a) Street centerlines shall intersect at not less than 75 degrees.
- (b) Street jogs shall be no less than 200 feet from centerline to centerline.
- (c) Gradients at intersections and for 50 feet approaching on each side of an intersection shall not exceed two percent.

(Code 1983, § 3.20(subd. 3J); Ord. No. 84-2, § I(3.20(subd. 3)), 3-12-1984; Ord. No. 35, 1-31-1992)

Sec. 42-56. Setbacks.

Roads, driveways and parking areas shall meet structure setbacks and shall not be placed within bluff and shore impact zones when any other reasonable and feasible placement alternatives exist.

(Code 1983, § 3.20(subd. 3K); Ord. No. 84-2, § I(3.20(subd. 3)), 3-12-1984; Ord. No. 35, 1-31-1992)

Sec. 42-57. Street names.

Street names shall conform to the pattern of the city, continue an existing name on the same alignment and generally promote order and direction in the community. Street names shall be submitted to the county surveyor for approval.

(Code 1983, § 3.20(subd. 3L); Ord. No. 84-2, § I(3.20(subd. 3)), 3-12-1984; Ord. No. 35, 1-31-1992)

Secs. 42-58—42-87. Reserved.



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MEMORANDUM

Date: January 28, 2026
To: Pat Wehner, Public Works Director
From: Phil Martin, PE
Subject: Update for February 2, 2026 Public Works Meeting

Harbor Lane Improvements

The construction work is complete. We are waiting for turf establishment to reach the appropriate level at which point we can close out the project.

Private Development Roads– Below are general updates for property development that has expressed an interest in turning over their road to the City:

- River Trail Road (Cunningham) – No update.
- Grand Review (Miller) – No update

Year 3 Road Improvements – Plans were submitted to Crow Wing County. We understand the County intends to bid the plans on February 18, 2026.

5-Yr Road Plan Update – We completed the Preliminary Engineering Report for the 5-Yr Road Improvement Plan Update. The updated plan on an annual basis is summarized in the table below.

5-Yr Road Improvement Plan Updated			
	Chip Sealcoat	Bit Improvement	Total
Year 3 (2026)	\$ 287,319.86	\$ 933,380.82	\$ 1,220,700.68
Year 4 (2027)	\$ 392,221.56	\$ 621,583.39	\$ 1,013,804.95
Year 5 (2028)	\$ 376,045.58	\$ 712,312.68	\$ 1,088,358.26
Year 6 (2029)	\$ 210,301.84	\$ 811,195.61	\$ 1,021,497.45
Year 7 (2030)	\$ 159,040.92	\$ 893,514.25	\$ 1,052,555.17
Total	\$ 1,424,929.76	\$ 3,971,986.75	\$ 5,396,916.51

Sunrise Boulevard Improvements – We have plans almost complete for the Sunrise Boulevard Improvements. We think it benefits the City to advertise the plans immediately after the County opens their bids in mid-February.

CSAH 66 Trail/Sidewalk Estimates – At the January 2026 PW Commission meeting we were asked to estimate costs for various sidewalk extension options along CSAH 66. Based on that direction, we have estimated costs for trail/sidewalk options along CSAH 66 from Bald Eagle Pass to the Marine Max entrance for each option as follows.

Option 1 – Place 6-ft wide concrete sidewalk behind the existing concrete curb along the east side of CSAH 66 from Bald Eagle Pass to the Marine Max property near the docks. Estimated cost = \$410,000.

If the concrete sidewalk is replaced with a 10-ft wide bituminous trail, the estimated cost is \$275,000.

Update for February 2, 2026 PW Meeting

January 28, 2026

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Option 2 – Remove east side parking lane, remove curb, install new curb with small grass boulevard to 6-ft wide concrete trail along east side of CSAH 66 from Bald Eagle Pass to the Marine Max property near the docks. Estimated cost = \$552,000.

If the concrete sidewalk is replaced with a 10-ft wide bituminous trail, the estimated cost is \$415,000.

Option 3 – Install crosswalk across CSAH 66 at Edgewater Drive with flasher system and construct appropriate ADA pedestrian ramp. Estimated cost = \$50,000.



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5-Yr Road Improvement Plan Update

City of Crosslake
Preliminary
Engineering Report

BMI Project No. 25X.139013

Submitted by:
Bolton & Menk, Inc.
7656 Design Road, Suite 200
Baxter, MN 56425
P: 218-825-0864
F: 218-825-0685

Certification

Preliminary Engineering Report

for

5-Year Road Improvement Plan Update

City of Crosslake, Minnesota

25X.139013

January 26, 2026

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

By:



Phillip M. Martin, P.E.
License No. 25378

Date: January 26, 2026

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Appendix A: 5-Yr Road Improvement Plan Segments

Appendix B: 5-Yr Road Improvement Plan Maps

I. PROJECT INTRODUCTION

A. PROJECT INITIATION

This Preliminary Engineering Report has been prepared at the request of the City of Crosslake to consider a 5-Yr Road Improvement Plan Update. The report can be used with future City bonding considerations.

II. BACKGROUND

A. ROADS

The City of Crosslake is responsible for the maintenance and improvement of over 55 miles of paved roads within the City limit. In October 2023, the City of Crosslake adopted a 5-Yr Road Improvement Plan that identified proposed pavement maintenance and pavement improvements to about 37 miles of roads over the period of 2024 to 2028 at an estimated total cost of \$6,116,952.

The adopted improvement plan was focused on pavement preservation using the following approaches:

- Aggregate Chip Sealcoat Application
- Pavement Mill and/or Overlay

The City also partnered with the Crow Wing County Highway Department to include proposed City road projects as part of the County led project.

In partnership with Crow Wing County, the City had Year 1 (2024) and Year 2 (2025) aggregate chip seal coat and bituminous mill & overlay work completed. The City is currently in the process of partnering with Crow Wing County for completion of Year 3 (2026) aggregate chip sealcoat and bituminous mill & overlay work.

Through the partnership with Crow Wing County, the City has found the road improvement program to be highly successful and has allowed the City to complete the planned road improvements in a cost effective manner. As a result, the City would like to consider updating the original 5-Yr Road Improvement Plan to move some road segments ahead and add road segments not previously identified into a Year 6 (2029) program and a Year 7 (2030) program.

III. PROPOSED 5-YR ROAD IMPROVEMENT PLAN UPDATE

A. ROADS

The proposed 5-Yr Road Improvement Plan Update seeks to move forward in time road segments originally identified for completion in Year 4 (2027) and Year 5 (2028), as well as, add Year 6 (2029) and Year 7 (2030). By doing this, the City gains the benefit of getting more done at the lower construction costs that the City has experienced in Year 1 and Year 2 of the current 5-Yr Road Improvement Plan. Additionally, it adds those pavement segments that were not included in the original 5-Yr Improvement Plan.

The proposed 5-Yr Road Improvement Plan Update seeks to maintain the original City goal of completing approximately \$1 Million in road work each of the identified program years. Additionally, the proposed update maintains prioritizing pavement segments based on condition with the lower cost aggregate chip sealcoat and bituminous mill & overlay

segments being completed sooner than the road segments that require a full depth reclamation or reconstruction approach.

Below is a summary of the proposed road segments to be improved in the road improvement plan update. Detailed information for each year including a map depicting road improvement segments is included in Appendix B.

IV. ESTIMATED 5-YR ROAD IMPROVEMENT PLAN UPDATED COST

The table below summarizes estimated cost for each year of the proposed 5-Year Road Improvement Plan update. The estimated costs were based on construction cost information identified during Year 1 (2024) and Year 2 (2025) of the current 5-yr Road Improvement Plan. The include costs commonly associated with engineering, legal, financial, and administrative services to complete the proposed road plan.

5-Yr Road Improvement Plan Updated			
	Chip Sealcoat	Bit Improvement	Total
Year 3 (2026)	\$ 287,319.86	\$ 933,380.82	\$ 1,220,700.68
Year 4 (2027)	\$ 392,221.56	\$ 621,583.39	\$ 1,013,804.95
Year 5 (2028)	\$ 376,045.58	\$ 712,312.68	\$ 1,088,358.26
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Year 7 (2030)	\$ 159,040.92	\$ 893,514.25	\$ 1,052,555.17
Total	\$ 1,424,929.76	\$ 3,971,986.75	\$ 5,396,916.51

V. FUNDING

Historically, the City of Crosslake has not assessed for road maintenance activities such as crack sealing or aggregate chip sealcoat work. The City of Crosslake has assessed to benefitting properties for road improvement such as bituminous mill & overlay, full depth reclamation, or reconstruction. Project costs for road improvements with the original 5-Yr Road Improvement Plan that was adopted in October 2023 utilized Mn Statute 475 for financial bonding. Assessments associated with road improvements were based on opinion of market benefit analysis completed by an independent appraisal contractor hired by the City of Crosslake.

In the past, based on opinion of market benefit information, the City has assessed at the low end of the opinion of market benefit range with consideration given to historic assessment practices within the City of Crosslake.

It is assumed that the City of Crosslake would continue to fund the proposed 5-Yr Road Improvement Plan Update in the same manner.

VI. CONCLUSION

The proposed 5-Yr Road Improvement Plan update continues the highly successful 5-Yr Road Improvement Plan that the City originally adopted in October 2023 by accelerating the improvement of continually deteriorating bituminous pavement and adding bituminous pavement improvements for an additional two years. Implementation of the proposed plan update will benefit the City of Crosslake by allowing the City to preserve their road system in a cost effective manner. Bolton & Menk, Inc. recommends that the City accept the proposed 5-Yr Road Improvement Plan update and proceed with the necessary steps to schedule a Public Hearing for consideration of adoption.

Appendix A: 5-Yr Road Improvement Plan Segments

5-YR ROAD IMPROVEMENT PLAN (JAN 2026)						
Identifier	Road Name	Width	Length	Improvement	Estimated Cost	Total
Year 3 2026 Sealcoat						
306-010	Allen Ave	30	285.6	Yr 3 2026 SC	\$ 2,951.52	
329-010	Backdahl Rd	20	1367.6	Yr 3 2026 SC	\$ 9,421.54	
330-010	Blacksmith Pl	18	449.4	Yr 3 2026 SC	\$ 2,786.07	
340-010	Bunk House Rd	19	1087.3	Yr 3 2026 SC	\$ 7,115.92	
378-010	Egret Rd	21	1235.3	Yr 3 2026 SC	\$ 8,935.05	
385-020	Forest Lodge Rd	20	1497.8	Yr 3 2026 SC	\$ 10,318.09	
398-010	Harbor La	21	2229.8	Yr 3 2026 SC	\$ 16,128.82	
398-020	Harbor La	22	1656.6	Yr 3 2026 SC	\$ 12,553.21	
399-010	Headquarters Dr	19	1214.7	Yr 3 2026 SC	\$ 7,949.22	
414-010	Kimball Rd	20	763.9	Yr 3 2026 SC	\$ 5,262.19	
422-010	Log Landing	24	1560.2	Yr 3 2026 SC	\$ 12,897.86	
426-010	Lumberjack La	24	1089.5	Yr 3 2026 SC	\$ 9,006.64	
446-020	Miller Rd	24	1479.0	Yr 3 2026 SC	\$ 12,226.40	
461-020	Perkins Rd	18	1490.1	Yr 3 2026 SC	\$ 9,238.38	
461-040	Perkins Rd	20	879.6	Yr 3 2026 SC	\$ 6,059.32	
464-020	Pine Bay Rd	20	944.5	Yr 3 2026 SC	\$ 6,506.27	
464-030	Pine Bay Rd	20	2387.5	Yr 3 2026 SC	\$ 16,447.41	
472-010	Pioneer Dr	37	763.3	Yr 3 2026 SC	\$ 9,727.32	
472-020	Pioneer Dr	37	529.6	Yr 3 2026 SC	\$ 6,749.13	
484-010	Robert St	16	965.8	Yr 3 2026 SC	\$ 5,322.60	
484-030	Robert St	20	2762.9	Yr 3 2026 SC	\$ 19,033.55	
502-020	South Lndg	22	648.2	Yr 3 2026 SC	\$ 4,911.70	
507-010	Sunrise Island Rd	20	468.7	Yr 3 2026 SC	\$ 3,228.60	
507-020	Sunrise Island Rd	20	1214.4	Yr 3 2026 SC	\$ 8,365.67	
508-010	Sunset Dr	19	1241.2	Yr 3 2026 SC	\$ 8,122.83	
509-010	Swann Dr	33	1564.8	Yr 3 2026 SC	\$ 17,786.80	
509-020	Swann Dr	35	897.5	Yr 3 2026 SC	\$ 10,820.00	
519-010	Tall Timbers Tr	20	2963.1	Yr 3 2026 SC	\$ 20,412.45	
529-010	Urbans Point Rd	20	1567.1	Yr 3 2026 SC	\$ 10,795.51	
529-020	Urbans Point Rd	20	499.9	Yr 3 2026 SC	\$ 3,443.79	
549-010	Woodland Dr	18	451.0	Yr 3 2026 SC	\$ 2,795.97	\$ 287,319.86
Year 3 2026 Mill & Overlay						
336-010	Bonnie Lakes Trl	18	469.4	Yr 3 2026 MO	\$ 9,857.76	
463-010	Pine Bay Dr	20	1046.8	Yr 3 2026 MO	\$ 24,426.00	
465-020	Pine Bay Tr	20	1105.8	Yr 3 2026 MO	\$ 25,802.36	
465-030	Pine Bay Tr	20	1010.6	Yr 3 2026 MO	\$ 23,581.30	
477-020	Red Pine Drive	18	348.6	Yr 3 2026 MO	\$ 7,321.09	
477-030	Red Pine Rd	18	421.2	Yr 3 2026 MO	\$ 8,845.66	
498-010	Shamrock Rd	18	1123.0	Yr 3 2026 MO	\$ 23,583.00	
498-020	Shamrock Rd	19	888.5	Yr 3 2026 MO	\$ 19,695.25	
464-010	Shores Dr	19	1041.3	Yr 3 2026 MO	\$ 23,081.12	
499-010	Shores Dr	19	636.4	Yr 3 2026 MO	\$ 14,106.26	
501-010	Sleepy Valley Rd	18	1500.0	Yr 3 2026 MO	\$ 31,500.00	
521-010	Tamarack La	20	310.0	Yr 3 2026 MO	\$ 7,233.33	
548-010	Wolf Tr	19	1402.4	Yr 3 2026 MO	\$ 31,087.45	
334-010	Bonnie Lakes La	18	1322.8	Yr 3 2026 MO	\$ 27,778.81	
334-020	Bonnie Lakes La	12	472.4	Yr 3 2026 MO	\$ 6,614.10	
465-010	Pine Bay Tr	20	952.3	Yr 3 2026 MO	\$ 22,220.66	
523-030	Tamarack Rd	20	1647.3	Yr 3 2026 MO	\$ 38,436.12	
523-040	Tamarack Rd	21	2335.2	Yr 3 2026 MO	\$ 57,212.92	
524-010	Tamarack Tr	19	360.2	Yr 3 2026 MO	\$ 7,984.67	
530-010	Velvet La	17	441.9	Yr 3 2026 MO	\$ 8,765.01	
504-010	Sugar Loaf Rd	20	607.5	Yr 3 2026 MO	\$ 14,175.05	
541-020	Wilderness Tr	28	2200.0	Yr 3 2026 MO	\$ 71,866.67	
504-020	Sugar Loaf Rd	18	658.6	Yr 3 2026 MO	\$ 13,829.57	
541-010	Wilderness Tr	28	3685.0	Yr 3 2026 MO	\$ 120,376.67	
506-010	Sunrise Blvd	20	2058.2	Yr 3 2026 Recon	\$ 294,000.00	\$ 933,380.82

5-YR ROAD IMPROVEMENT PLAN (JAN 2026)						
Identifier	Road Name	Width	Length	Improvement	Estimated Cost	Total
Year 4 2027 Sealcoat						
337-010	Brook St	16	540.4	Yr 4 2027 SC	\$ 2,978.25	
357-010	Daggett Bay Rd	20	914.3	Yr 4 2027 SC	\$ 6,298.39	
401-010	Hilltop Dr	23	322.3	Yr 4 2027 SC	\$ 2,553.33	
444-010	Milinda Shores Rd	20	843.1	Yr 4 2027 SC	\$ 5,807.87	
444-020	Milinda Shores Rd	20	2129.9	Yr 4 2027 SC	\$ 14,672.66	
444-050	Milinda Shores Rd	18	1501.9	Yr 4 2027 SC	\$ 9,312.02	
496-010	Shadywood St	20	909.9	Yr 4 2027 SC	\$ 6,268.51	
505-020	Summit Ave	20	541.9	Yr 4 2027 SC	\$ 3,733.33	
539-020	Whitefish Ave	23	4743.1	Yr 4 2027 SC	\$ 37,576.26	
556-010	Serenity Ln	18	1597.1	Yr 4 2027 SC	\$ 9,901.91	
	Sylvia Lane	28	900.0	Yr 4 2027 SC	\$ 8,680.00	
	Wilderness Parkway	20	1120.0	Yr 4 2027 SC	\$ 7,715.56	
308-020	Anchor Point Rd	28	4176.5	Yr 4 2027 SC	\$ 40,280.37	
308-030	Anchor Point Rd	28	687.7	Yr 4 2027 SC	\$ 6,632.79	
308-040	Anchor Point Rd	28	1524.6	Yr 4 2027 SC	\$ 14,704.38	
308-050	Anchor Point Rd	28	1260.6	Yr 4 2027 SC	\$ 12,157.56	
336-010	Bonnie Lakes Trl	18	469.4	Yr 4 2027 SC	\$ 2,910.39	
463-010	Pine Bay Dr	20	1046.8	Yr 4 2027 SC	\$ 7,211.49	
465-020	Pine Bay Tr	20	1105.8	Yr 4 2027 SC	\$ 7,617.84	
465-030	Pine Bay Tr	20	1010.6	Yr 4 2027 SC	\$ 6,962.10	
477-020	Red Pine Drive	18	348.6	Yr 4 2027 SC	\$ 2,161.46	
477-030	Red Pine Rd	18	421.2	Yr 4 2027 SC	\$ 2,611.58	
498-010	Shamrock Rd	18	1123.0	Yr 4 2027 SC	\$ 6,962.60	
498-020	Shamrock Rd	19	888.5	Yr 4 2027 SC	\$ 5,814.79	
464-010	Shores Dr	19	1041.3	Yr 4 2027 SC	\$ 6,814.43	
499-010	Shores Dr	19	636.4	Yr 4 2027 SC	\$ 4,164.70	
501-010	Sleepy Valley Rd	18	1500.0	Yr 4 2027 SC	\$ 9,300.00	
521-010	Tamarack La	20	310.0	Yr 4 2027 SC	\$ 2,135.56	
548-010	Wolf Tr	19	1402.4	Yr 4 2027 SC	\$ 9,178.20	
334-010	Bonnie Lakes La	18	1322.8	Yr 4 2027 SC	\$ 8,201.36	
334-020	Bonnie Lakes La	12	472.4	Yr 4 2027 SC	\$ 1,952.74	
465-010	Pine Bay Tr	20	952.3	Yr 4 2027 SC	\$ 6,560.39	
523-030	Tamarack Rd	20	1647.3	Yr 4 2027 SC	\$ 11,347.81	
523-040	Tamarack Rd	21	2335.2	Yr 4 2027 SC	\$ 16,891.43	
524-010	Tamarack Tr	19	360.2	Yr 4 2027 SC	\$ 2,357.38	
530-010	Velvet La	17	441.9	Yr 4 2027 SC	\$ 2,587.76	
504-010	Sugar Loaf Rd	20	607.5	Yr 4 2027 SC	\$ 4,185.01	
541-020	Wilderness Tr	28	2200.0	Yr 4 2027 SC	\$ 21,217.78	
504-020	Sugar Loaf Rd	18	658.6	Yr 4 2027 SC	\$ 4,083.02	
541-010	Wilderness Tr	28	3685.0	Yr 4 2027 SC	\$ 35,539.78	
506-010	Sunrise Blvd	20	2058.2	Yr 4 2027 SC	\$ 14,178.79	\$ 392,221.56
Year 4 2027 Mill & Overlay, Full Depth Reclamation						
396-010	Happy Landing Rd	25	1986.9	Yr 4 2027 MO	\$ 57,951.13	
396-020	Happy Landing Rd	15	764.7	Yr 4 2027 MO	\$ 13,382.49	
481-010	Riverwood La	24	1211.0	Yr 4 2027 MO	\$ 33,906.89	
482-020	Riverwood Tr	17	545.3	Yr 4 2027 MO	\$ 10,814.38	
538-010	White Birch Lane	22	2128.3	Yr 4 2027 MO	\$ 54,625.46	
543-010	Wildwood Dr	22	2890.1	Yr 4 2027 MO	\$ 74,178.20	
544-010	Wildwood Tr	21	894.4	Yr 4 2027 MO	\$ 21,913.81	
497-040	Brita Lane	20	907.9	Yr 4 2027 MO	\$ 21,184.87	
387-010	Gendreau Rd	24	1337.0	Yr 4 2027 MO	\$ 37,436.37	
393-020	Greer Lake Rd	18	2575.0	Yr 4 2027 MO	\$ 54,075.00	
393-030	Greer Lake Rd	22	2165.4	Yr 4 2027 MO	\$ 55,578.08	
470-010	Pine View La	20	735.2	Yr 4 2027 MO	\$ 17,155.79	
470-020	Pine View La	18	758.3	Yr 4 2027 MO	\$ 15,923.37	
497-025	Shafer Rd	20	2859.5	Yr 4 2027 MO	\$ 66,721.78	
497-030	Shafer Rd	18	963.7	Yr 4 2027 FDR	\$ 86,735.78	\$ 621,583.39

5-YR ROAD IMPROVEMENT PLAN (JAN 2026)						
Identifier	Road Name	Width	Length	Improvement	Estimated Cost	Total
Year 5 2028 Sealcoat						
325-020	Birch Narrows Rd	20	951.2	Year 5 2028 SC	\$ 6,552.39	
325-030	Birch Narrows Rd	20	470.0	Year 5 2028 SC	\$ 3,237.66	
325-040	Birch Narrows Rd	20	1288.8	Year 5 2028 SC	\$ 8,878.68	
325-050	Birch Narrows Rd	20	703.8	Year 5 2028 SC	\$ 4,848.68	
335-010	Bonnie Lakes Rd	22	2304.0	Year 5 2028 SC	\$ 17,459.49	
335-020	Bonnie Lakes Rd	22	3420.6	Year 5 2028 SC	\$ 25,920.90	
487-010	Rushmoor Blvd	22	1626.0	Year 5 2028 SC	\$ 12,321.78	
488-040	Rushmoor Blvd	16	863.6	Year 5 2028 SC	\$ 4,759.51	
488-030	Rushmoor Trl	16	242.4	Year 5 2028 SC	\$ 1,335.85	
489-010	Sand Pointe Dr	20	1415.5	Year 5 2028 SC	\$ 9,751.47	
489-020	Sand Pointe Dr	21	609.9	Year 5 2028 SC	\$ 4,411.55	
489-030	Sand Pointe Dr	20	562.6	Year 5 2028 SC	\$ 3,875.80	
542-010	Wilderness Tr	20	1412.1	Year 5 2028 SC	\$ 9,727.76	
396-010	Happy Landing Rd	25	1986.9	Year 5 2028 SC	\$ 17,109.38	
396-020	Happy Landing Rd	15	764.7	Year 5 2028 SC	\$ 3,951.02	
481-010	Riverwood La	24	1211.0	Year 5 2028 SC	\$ 10,010.60	
482-020	Riverwood Tr	17	545.3	Year 5 2028 SC	\$ 3,192.82	
538-010	White Birch Lane	22	2128.3	Year 5 2028 SC	\$ 16,127.52	
543-010	Wildwood Dr	22	2890.1	Year 5 2028 SC	\$ 21,900.23	
544-010	Wildwood Tr	21	894.4	Year 5 2028 SC	\$ 6,469.79	
497-040	Brita Lane	20	907.9	Year 5 2028 SC	\$ 6,254.58	
387-010	Gendreau Rd	24	1337.0	Year 5 2028 SC	\$ 11,052.64	
393-020	Greer Lake Rd	18	2575.0	Year 5 2028 SC	\$ 15,965.00	
393-030	Greer Lake Rd	22	2165.4	Year 5 2028 SC	\$ 16,408.77	
470-010	Pine View La	20	735.2	Year 5 2028 SC	\$ 5,065.04	
470-020	Pine View La	18	758.3	Year 5 2028 SC	\$ 4,701.18	
497-025	Shafer Rd	20	2859.5	Year 5 2028 SC	\$ 19,698.81	
497-030	Shafer Rd	18	963.7	Year 5 2028 SC	\$ 5,975.13	
437-010	Manhattan Point Blvd	24	8846.4	Year 5 2028 SC	\$ 73,130.13	
437-020	Manhattan Point Blvd	24	3139.3	Year 5 2028 SC	\$ 25,951.42	\$ 376,045.58
Year 5 2028 Mill & Overlay						
300-010	1st St	16	366.7	Yr 5 2028 MO	\$ 6,844.84	
303-010	2nd St	14	455.2	Yr 5 2028 MO	\$ 7,435.49	
308-010	Anchor Point Rd	16	1689.3	Yr 5 2028 MO	\$ 31,532.86	
312-010	Antler Rd	28	1116.5	Yr 5 2028 MO	\$ 36,472.31	
339-020	Buckskin La	19	868.0	Yr 5 2028 MO	\$ 19,240.67	
361-010	Dancing Bear Dr	20	2821.0	Yr 5 2028 MO	\$ 65,823.49	
369-010	Duckwood Tr	18	2397.3	Yr 5 2028 MO	\$ 50,343.86	
371-010	E Shore Cir	24	188.1	Yr 5 2028 MO	\$ 5,266.55	
421-020	East Shore Road	24	1530.0	Yr 5 2028 MO	\$ 42,840.00	
388-010	Ginsing Patch Rd	16	1300.0	Yr 5 2028 MO	\$ 24,266.67	
391-010	Gordon Cir	20	695.2	Yr 5 2028 MO	\$ 16,220.82	
408-010	Ivy La	15	1231.1	Yr 5 2028 MO	\$ 21,543.39	
408-020	Ivy La	12	440.0	Yr 5 2028 MO	\$ 6,160.00	
416-010	Kimberly Rd	20	3785.5	Yr 5 2028 MO	\$ 88,328.50	
447-010	Moccasin Dr	19	1289.0	Yr 5 2028 MO	\$ 28,572.86	
450-010	Northern Terrace	22	1417.3	Yr 5 2028 MO	\$ 36,377.07	
476-010	Red Oak Cir	18	813.6	Yr 5 2028 MO	\$ 17,085.94	
486-010	Rush La	18	470.0	Yr 5 2028 MO	\$ 9,870.00	
494-010	Scenic Ct	18	470.8	Yr 5 2028 MO	\$ 9,887.20	
495-020	Sequoia Dr	20	290.4	Yr 5 2028 MO	\$ 6,774.98	
410-020	Silver Peak Rd	17	574.9	Yr 5 2028 MO	\$ 11,401.41	
503-010	Staley La	19	1459.2	Yr 5 2028 MO	\$ 32,346.49	
523-010	Tamarack Rd	18	2100.0	Yr 5 2028 MO	\$ 44,100.00	
536-010	Whipple Dr	24	1633.9	Yr 5 2028 MO	\$ 45,748.12	
537-010	White Oak Dr	20	1285.1	Yr 5 2028 MO	\$ 29,985.21	
537-020	White Oak Dr	20	764.7	Yr 5 2028 MO	\$ 17,843.97	\$ 712,312.68

5-YR ROAD IMPROVEMENT PLAN (JAN 2026)						
Identifier	Road Name	Width	Length	Improvement	Estimated Cost	Total
Year 6 2029 Sealcoat						
300-010	1st St	16	366.7	Yr 6 2029 SC	\$ 2,020.86	
303-010	2nd St	14	455.2	Yr 6 2029 SC	\$ 2,195.24	
308-010	Anchor Point Rd	16	1689.3	Yr 6 2029 SC	\$ 9,309.70	
312-010	Antler Rd	28	1116.5	Yr 6 2029 SC	\$ 10,768.01	
339-020	Buckskin La	19	868.0	Yr 6 2029 SC	\$ 5,680.58	
361-010	Dancing Bear Dr	20	2821.0	Yr 6 2029 SC	\$ 19,433.60	
369-010	Duckwood Tr	18	2397.3	Yr 6 2029 SC	\$ 14,863.43	
371-010	E Shore Cir	24	188.1	Yr 6 2029 SC	\$ 1,554.89	
421-020	East Shore Road	24	1530.0	Yr 6 2029 SC	\$ 12,648.00	
388-010	Ginsing Patch Rd	16	1300.0	Yr 6 2029 SC	\$ 7,164.44	
391-010	Gordon Cir	20	695.2	Yr 6 2029 SC	\$ 4,789.00	
408-010	Ivy La	15	1231.1	Yr 6 2029 SC	\$ 6,360.43	
408-020	Ivy La	12	440.0	Yr 6 2029 SC	\$ 1,818.67	
416-010	Kimberly Rd	20	3785.5	Yr 6 2029 SC	\$ 26,077.94	
447-010	Moccasin Dr	19	1289.0	Yr 6 2029 SC	\$ 8,435.80	
450-010	Northern Terrace	22	1417.3	Yr 6 2029 SC	\$ 10,739.90	
476-010	Red Oak Cir	18	813.6	Yr 6 2029 SC	\$ 5,044.42	
486-010	Rush La	18	470.0	Yr 6 2029 SC	\$ 2,914.00	
494-010	Scenic Ct	18	470.8	Yr 6 2029 SC	\$ 2,919.08	
495-020	Sequoia Dr	20	290.4	Yr 6 2029 SC	\$ 2,000.23	
410-020	Silver Peak Rd	17	574.9	Yr 6 2029 SC	\$ 3,366.13	
503-010	Staley La	19	1459.2	Yr 6 2029 SC	\$ 9,549.92	
523-010	Tamarack Rd	18	2100.0	Yr 6 2029 SC	\$ 13,020.00	
536-010	Whipple Dr	24	1633.9	Yr 6 2029 SC	\$ 13,506.59	
537-010	White Oak Dr	20	1285.1	Yr 6 2029 SC	\$ 8,852.78	
537-020	White Oak Dr	20	764.7	Yr 6 2029 SC	\$ 5,268.22	\$ 210,301.84
Year 6 2029 Mill & Overlay, Full Depth Reclamation and Reconstruction						
459-010	Ox Lake Lndg	24	2637.7	Yr 6 2029 MO	\$ 73,855.92	
459-020	Ox Lake Lndg	21	3832.3	Yr 6 2029 MO	\$ 93,890.23	
459-030	Ox Lake Lndg	15	388.4	Yr 6 2029 MO	\$ 6,796.57	
392-010	Gould Street	30	238.7	Yr 6 2029 MO	\$ 8,353.30	
409-010	Ivy Tr	10	189.8	Yr 6 2029 MO	\$ 2,214.88	
438-010	Manhattan Dr	14	488.9	Yr 6 2029 MO	\$ 7,985.99	
444-040	Milinda Shores Rd	18	448.5	Yr 6 2029 MO	\$ 9,417.46	
456-010	Ojibway Circle	18	261.6	Yr 6 2029 MO	\$ 5,493.44	
457-010	Ostlund Ave	27	802.8	Yr 6 2029 MO	\$ 25,286.80	
490-010	Sandra Rd	20	724.0	Yr 6 2029 MO	\$ 16,893.82	
501-030	Sleepy Valley Rd	18	910.1	Yr 6 2029 MO	\$ 19,112.16	
527-010	Twin Bay Dr	16	1136.0	Yr 6 2029 MO	\$ 21,205.49	
323-010	Big Pine Trail	21	5603.2	Yr 6 2029 MO	\$ 61,250.00	
311-010	Anderson Ct	18	1220.5	Yr 6 2029 FDR/RCN	\$ 109,849.42	
310-010	Andersen Dr	20	789.1	Yr 6 2029 FDR/RCN	\$ 78,913.48	
418-010	Lake St	20	262.7	Yr 6 2029 FDR/RCN	\$ 26,267.83	
418-020	Lake St	18	966.3	Yr 6 2029 FDR/RCN	\$ 86,966.76	
477-010	Red Pine Rd	18	525.1	Yr 6 2029 FDR/RCN	\$ 47,257.67	
532-010	Vista Dr	18	273.4	Yr 6 2029 FDR/RCN	\$ 24,605.08	
532-020	Vista Dr	18	950.9	Yr 6 2029 FDR/RCN	\$ 85,579.31	\$ 811,195.61

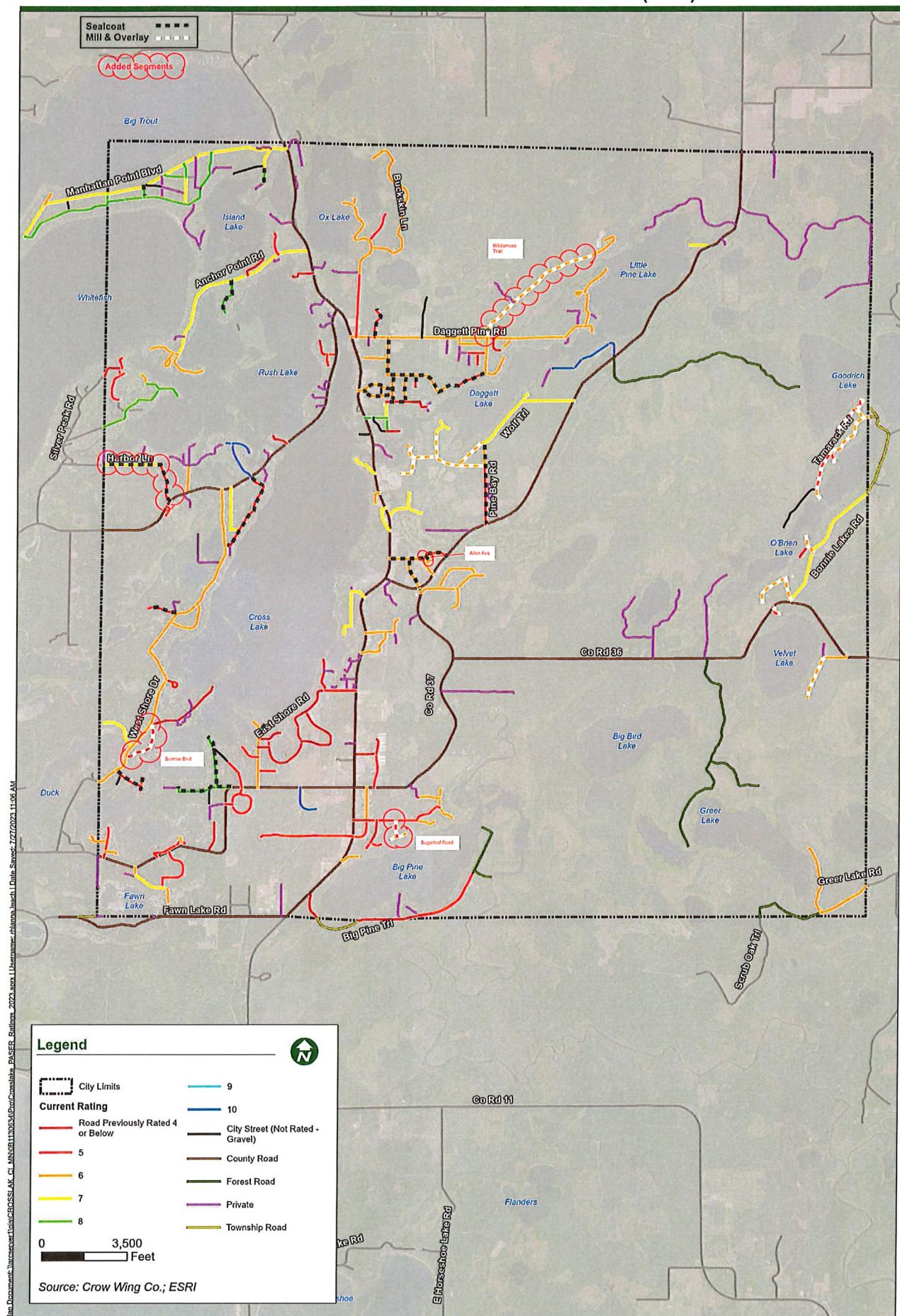
5-YR ROAD IMPROVEMENT PLAN (JAN 2026)					
Identifier	Road Name	Width	Length	Improvement	Estimated Cost
Year 7 2030 Sealcoat					
459-010	Ox Lake Lndg	24	2637.7	Yr 7 2030 SC	\$ 21,805.08
459-020	Ox Lake Lndg	21	3832.3	Yr 7 2030 SC	\$ 27,719.97
459-030	Ox Lake Lndg	15	388.4	Yr 7 2030 SC	\$ 2,006.61
392-010	Gould Street	30	238.7	Yr 7 2030 SC	\$ 2,466.21
409-010	Ivy Tr	10	189.8	Yr 7 2030 SC	\$ 653.92
438-010	Manhattan Dr	14	488.9	Yr 7 2030 SC	\$ 2,357.77
444-040	Milinda Shores Rd	18	448.5	Yr 7 2030 SC	\$ 2,780.39
456-010	Ojibway Circle	18	261.6	Yr 7 2030 SC	\$ 1,621.87
457-010	Ostlund Ave	27	802.8	Yr 7 2030 SC	\$ 7,465.63
490-010	Sandra Rd	20	724.0	Yr 7 2030 SC	\$ 4,987.70
501-030	Sleepy Valley Rd	18	910.1	Yr 7 2030 SC	\$ 5,642.64
527-010	Twin Bay Dr	16	1136.0	Yr 7 2030 SC	\$ 6,260.67
323-010	Big Pine Trail	21	5603.2	Yr 7 2030 SC	\$ 18,083.33
311-010	Anderson Ct	18	1220.5	Yr 7 2030 SC	\$ 7,567.40
310-010	Andersen Dr	20	789.1	Yr 7 2030 SC	\$ 5,436.26
418-010	Lake St	20	262.7	Yr 7 2030 SC	\$ 1,809.56
418-020	Lake St	18	966.3	Yr 7 2030 SC	\$ 5,991.04
477-010	Red Pine Rd	18	525.1	Yr 7 2030 SC	\$ 3,255.53
532-010	Vista Dr	18	273.4	Yr 7 2030 SC	\$ 1,695.02
532-020	Vista Dr	18	950.9	Yr 7 2030 SC	\$ 5,895.46
540-010	Wild Wind Ranch Dr	18	1399.2	Year 5 2028 SC	\$ 8,674.75
545-010	Willwood La	20	343.1	Year 5 2028 SC	\$ 2,363.62
545-020	Willwood La	20	1442.5	Year 5 2028 SC	\$ 9,936.93
545-030	Willwood La	14	531.6	Year 5 2028 SC	\$ 2,563.56
					\$ 159,040.92
Year 7 2030 Full Depth Reclamation & Reconstruction					
313-010	Arrowhead La	17	3145.9	Yr 7 2030 FDR/RCN	\$ 326,821.17
328-010	Black Bear Path	22	912.7	Yr 7 2030 FDR/RCN	\$ 100,398.77
338-010	Brookwood Cir	20	960.9	Yr 7 2030 FDR/RCN	\$ 96,094.26
450-020	Northern Terrace	22	601.4	Yr 7 2030 FDR/RCN	\$ 66,151.30
309-010	Anchor Point Tr	19	968.4	Yr 7 2030 FDR/RCN	\$ 91,995.33
315-010	Aspen Ct	19	456.4	Yr 7 2030 FDR/RCN	\$ 43,361.20
316-020	Aspen Dr	20	724.6	Yr 7 2030 FDR/RCN	\$ 72,456.18
373-020	Eagle St	17	926.3	Yr 7 2030 FDR/RCN	\$ 96,236.04
					\$ 893,514.25

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Appendix B: 5-Yr Road Improvement Plan Maps



ROAD IMPROVEMENT PLAN - YEAR 3 (2026)





2025 Crosslake Pavement Ratings

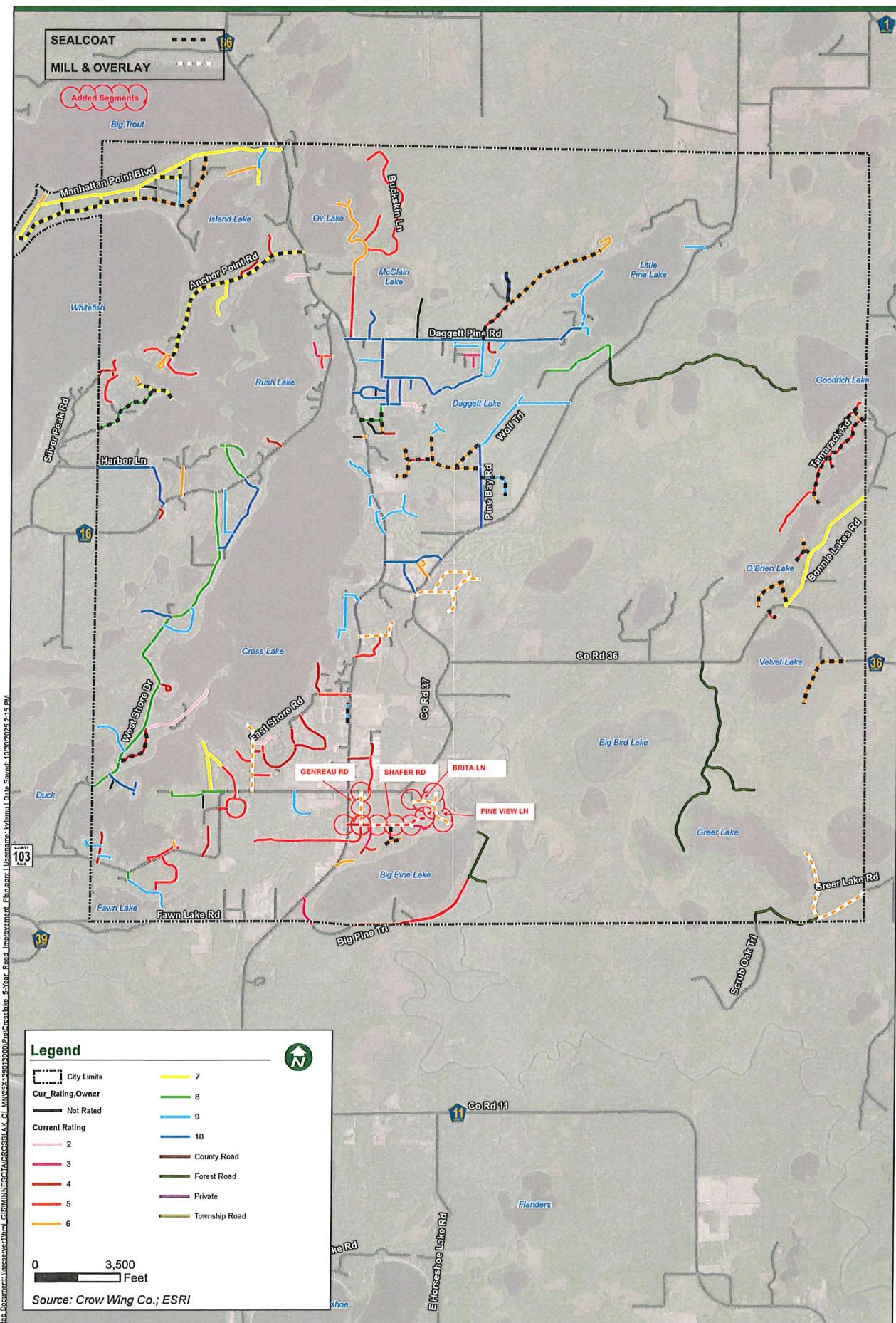
City of Crosslake, MN

October 2025



UPDATED YEAR 4 (2027) IMPROVEMENTS & ADDS - PROPOSED

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2025 Crosslake Pavement Ratings

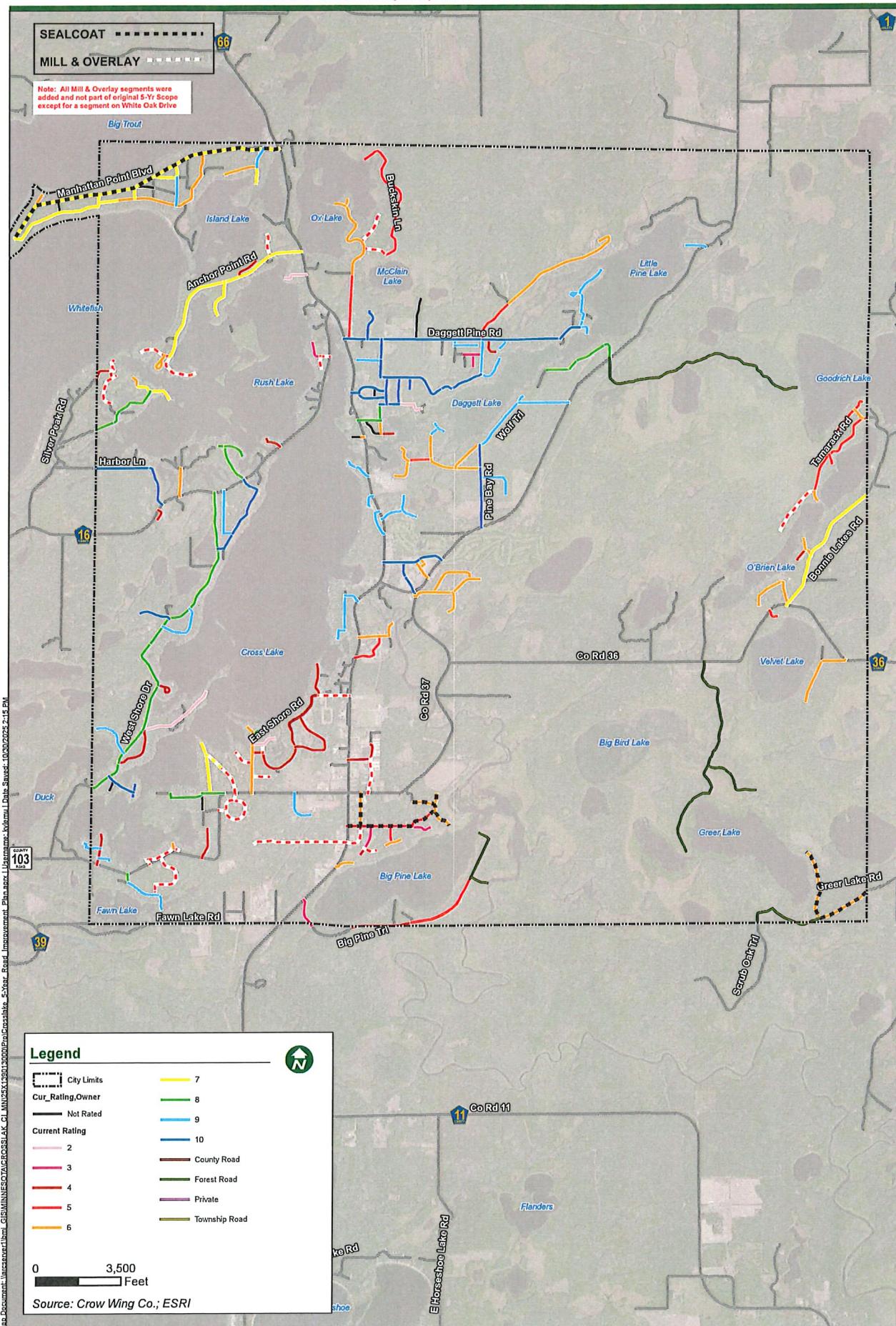
City of Crosslake, MN

October 2025



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UPDATED YEAR 5 (2028) IMPROVEMENTS & ADDS - PROPOSED





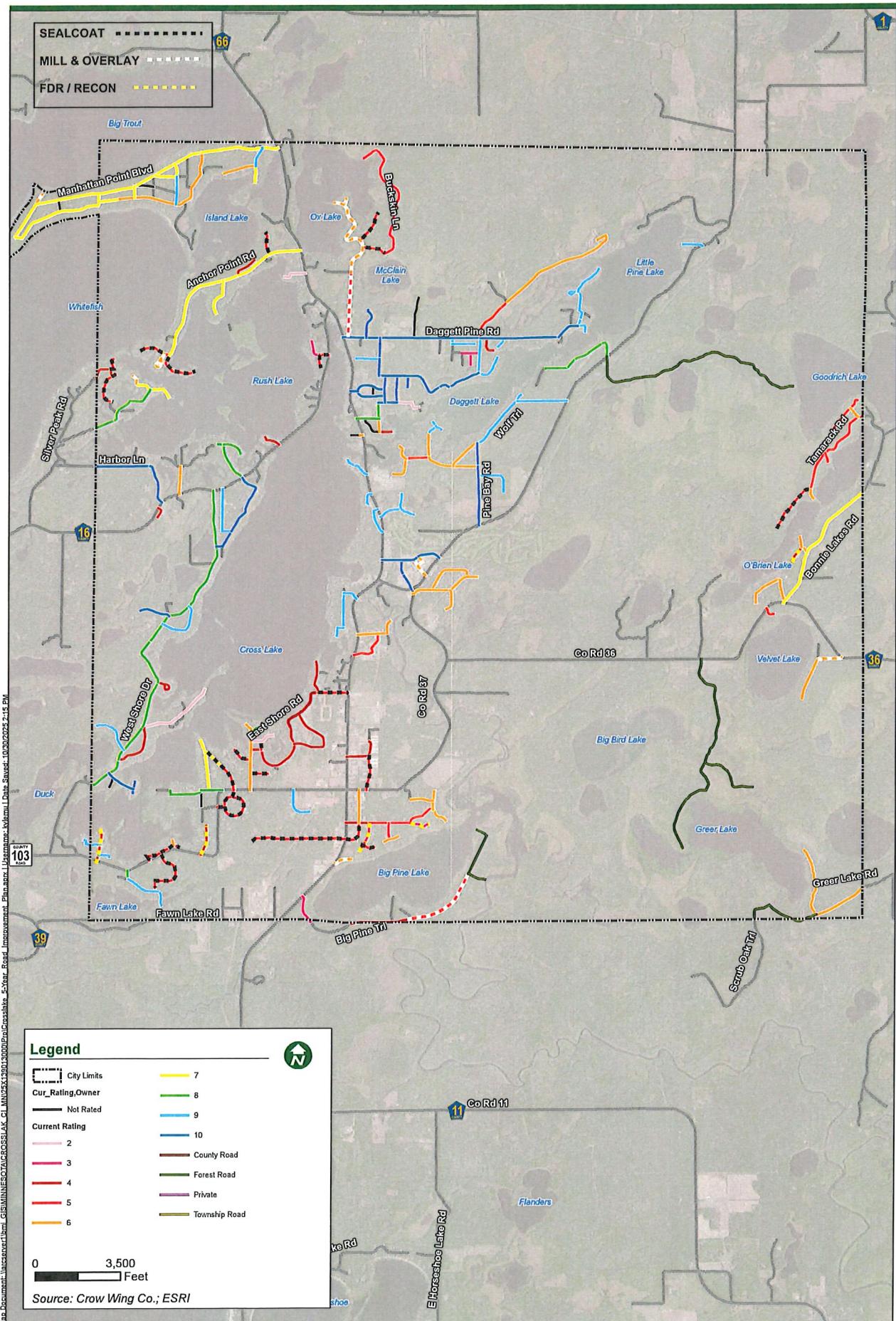
2025 Crosslake Pavement Ratings

City of Crosslake, MN

October 2025

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UPDATED YEAR 6 (2029) IMPROVEMENTS - PROPOSED





2025 Crosslake Pavement Ratings

City of Crosslake, MN

October 2025



UPDATED YEAR 7 (2030) IMPROVEMENTS - PROPOSED

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