

SPECIAL COUNCIL MEETING
CITY OF CROSSLAKE
WEDNESDAY, NOVEMBER 30, 2005
3:00 P.M. – CITY HALL

Pursuant to due notice and call, the Council for the City of Crosslake met in a Special Session on Wednesday, November 30, 2005 at 3:00 P.M. at City Hall. The following Councilmember's were present: Mayor Jay Andolshek, Terry Curtis, Dean Eggena, Dick Phillips and Dean Swanson. Also present was City Administrator Tom Swenson, Community Development Director Ken Anderson, Public Works Director Ted Strand, Clerk/Treasurer Darlene Roach, City Engineer Dave Reese, Renee Richardson of the Brainerd Dispatch and approximately 10 individuals in the audience.

1. Call to Order - Mayor Andolshek called the special meeting to order at 3:00 P.M.
2. Bills for Approval – MOTION 11S2-01-05 WAS MADE BY DEAN SWANSON AND SECONDED BY DEAN EGGENA TO APPROVE THE BILLS FOR PAYMENT AS PRESENTED IN THE AMOUNT OF \$37,887.14. MOTION CARRIED WITH ALL AYES. Councilmember Phillips asked if all of the wells that needed to be drilled as a result of the sewer project were completed and City Administrator Swenson stated that all of the wells being charged to the Sewer Project have been drilled but the well at City Hall and the well at the Cemetery will be drilled in the spring.
3. Review Feasibility Study for Maroda Drive Improvement -- It was noted that two letters were received (one from Pat and Rita Morgan, Paul Morgan, Maria Marks and Daniel Morgan and another from Marlow and Janice Shaffer) expressing opposition to improvement of this road. City Engineer Dave Reese stated that the purpose of this meeting is to review the feasibility study prepared by WSN and to schedule a public hearing. This meeting presented an opportunity for the Council to review the scope of the project and make any changes the Council felt are necessary before the public hearing. Maroda Drive is a graveled roadway located off of West Shore Drive providing access to approximately 20 benefiting properties. The road is approximately 2,090 feet in length and varies from 20-22 feet in width. The clearing width is good to fair since it is fairly open on the south end but narrower on the north end. Ditching is limited to non-existent and since the terrain is flat, the drainage is toward the surrounding lots or travels along the edges of the road. No known soft spots were observed which would be a sign of unstable soils. The City has maintained the road and applied Class 5 over the past few years. A 66' right-of-way has been identified and there are no City utilities except telephone and cable in the project area. Other utilities are both overhead and underground along the roadways. An 18-foot road is proposed but some discussion may be warranted for Council consideration of a 20' paved surface due to the outlets. The difference in cost between an 18' – 20' roadway is approximately \$5,000. The roadway would consist of 2 inch thick bituminous on a 4 inch thick aggregate base with aggregate shoulders. Some ditching or swaling is recommended to control drainage, along with select brushing to improve sight lines. Driveway approaches will consist of a paved apron to match with existing gravel or blacktop as appropriate. For purposes of the study, cost estimates were

based on a 20 foot wide paved surface so the Council needs to determine the width of the road. Councilmember Eggena stated that it would be his opinion to leave the width at 18'. With this type of road and taking into account the amount of traffic, speed is held to a minimum. The large outlot is owned by one individual who could also access off of West Shore Drive depending on zoning classification and how the lots are subdivided. City Administrator Swenson stated that at the time of assessment, Planning and Zoning Staff along with the City Engineer and himself determine the number of lots any one parcel can be divided into based on the type of zoning classification. Staff would also look at situations where a portion of the lots could access property off of West Shore Drive, however the City Engineer generally discourages additional accesses onto a major roadway. Councilmember Swanson asked Swenson to explain how a property owner could receive an assessment equaling one and a half assessment. Swenson stated that this is taken into consideration when a property is situated on a corner lot adjacent to two roadways. The assessment would be based on when the other road was blacktopped. City Engineer Dave Reese stated that the average cost per ton of blacktop has increased to \$46 per ton from \$35 to \$36 per ton in the past year. Based on this, the estimated cost for construction of Maroda Drive is \$52,874.75. A 15% construction contingency is proposed totally \$7,931.21 plus \$15,300 for engineering design, surveying and construction observation and an additional \$4,400 for legal and administrative costs. This brings the total proposed cost to \$80,600. Of this amount, the City would pay \$40,300 and the benefiting property owners would be assessed \$40,300. The estimated number of benefiting equivalent lots is 20 at a proposed cost of \$2,020 per equivalent lot. Based on a yearly assessment over five years at 8 percent interest, the annual cost would be \$506. Based on an assessment over ten years at 8 percent interest, the annual cost would be \$301. Councilmember Curtis asked if it was prudent to proceed based on the amount of opposition. Mayor Andolshek stated that it has been the City's policy to improve all graveled roads maintained by the City. Curtis stated that since this is a City initiated project, could the property owners petition the City at a later date should they decide the road needed improvement. Councilmember Eggena stated that blacktopping roads was a policy decision made about eight years ago where all tributary roads are improved when the major roadway is done. Eggena stated that is how the rest of the roads have been treated and would vote to continue this policy. Councilmember Swanson asked what the Council was doing at this meeting prior to the public hearing being held. Mayor Andolshek stated that the Council would be acting on a resolution receiving the report from WSN and calling for a hearing on the improvement. City Administrator Swenson noted that a 4/5ths majority of the Council was required in order to proceed and the Council needs to include the cost in the resolution and if the road is being proposed at an 18' width versus 20' roadway, the cost needs to be adjusted accordingly. Councilmember Swanson stated that he has a problem with an 18' roadway. Councilmember Phillips asked if there would be ditching with the 18' roadway and Reese stated the pavement would be 18' in width and there would be a one to two foot area beyond the roadway which would be aggregate so the result would be the same as what is currently there. There was some discussion regarding when to set the date for the public hearing and what changes could be made in the scope of the project. MOTION 11S2-02-05 WAS MADE BY DICK PHILLIPS AND SECONDED BY DEAN EGGENA TO

APPROVE RESOLUTION 05-28 RECEIVING REPORT AND CALLING HEARING ON IMPROVEMENT TO MARODA DRIVE FOR JANUARY 6, 2006 AT 5:00 P.M. AT CITY HALL. MOTION FAILED 3-2 WITH ANDOLSHEK, EGGENA AND PHILLIPS VOTING AYE AND CURTIS AND SWANSON VOTING NAY. (A 4/5ths majority was required.) Curtis commented that he couldn't vote for something where the majority of the people are opposed. Sandy Eliason of 35242 Maroda Drive addressed the Council and stated that she is against the project but that it is unwise not to blacktop the road when you look at the whole project. Councilmember Eggena stated that the other option for the residents would be to go to a minimum maintenance road. There was some discussion regarding what type of maintenance the property owners would be entitled to under a minimum maintenance road designation. Councilmember Phillips asked if the Council wants the road grader to go to Maroda Drive for the purpose of grading one length of roadway. City Engineer Dave Reese stated that generally cities are required to erect signage stating that it is a minimum maintenance road, they must keep the road passable but may or may not be required to plow. After further discussion, MOTION 11S2-03-05 WAS MADE BY TERRY CURTIS AND SECONDED BY DICK PHILLIPS TO APPROVE RESOLUTION NO. 05-28 RECEIVING REPORT AND CALLING HEARING ON IMPROVEMENT TO MARODA DRIVE WITH A ROADWAY WIDTH OF 18' AT AN ESTIMATED COST OF \$75,600 WITH A HEARING TO BE HELD ON JANUARY 6, 2006 AT 5:00 P.M. MOTION CARRIED 4-1 WITH COUNCILMEMBER SWANSON VOTING NAY.

4. Review Feasibility Study for Sunset Drive Improvements – Sunset Drive is a graveled roadway providing access to approximately 10 benefiting properties and intersects with West Shore Drive and extends west. The roadway is approximately 1,190 feet in length. The current width of the roadway is approximately 22 feet with good ditching. The terrain is relatively level beginning at West Shore Drive and then slopes downward to the end of the road where a semi-round cul de sac has been graded. No soft spots were noted along the main portion of the roadway that would indicate unstable soils. There are about 5 private driveways accessing Sunset Drive and one partially developed right-of-way extending to additional platted lots to the north. This right-of-way is not maintained by the City so the proposed improvement is for only the City maintained portion of the road. An 18 foot wide surface with 2 inch thick bituminous on a 4 inch thick aggregate base with aggregate shoulders is proposed. Some ditching or swaling is recommended to control drainage near the cul-de-sac. An offset round cul de sac is proposed for the turn-around. The total estimated cost for improving Sunset Drive to a paved roadway is \$55,400. Of this amount, \$34,999 is attributed to construction costs, with a 15% construction contingency of \$5,249.85, \$12,100 for engineering design, surveying and construction observation and \$3,000 for legal and administrative costs. The City's share of the cost is \$27,700 and the remaining cost would be assessed to the benefiting property owners. The estimated number of benefiting equivalent lots is 10 for an estimated cost per benefiting lot of \$2,770. If assessed at 8% interest over a period of five years, the annual cost would be \$694. If assessed at 8% interest over a period of ten years, the annual cost would be \$413. There was no public comment. MOTION 11S2-04-05 WAS MADE BY DEAN EGGENA AND

SECONDED BY DICK PHILLIPS TO APPROVE RESOLUTION NO. 05-29 RECEIVING REPORT AND CALLING HEARING ON IMPROVEMENT TO SUNSET DRIVE AT AN ESTIMATED TOTAL COST OF \$55,400 AND CALLING FOR A HEARING ON JANUARY 6, 2006 AT 5:45 P.M. Councilmember Swanson asked if there should be an improvement to Pleasant Lane, a non-maintained City road at the same time and City Administrator Swenson stated that the residents could express an interest at the public hearing but need to be aware that the cost would be assessed at 100% to the property owners. MOTION CARRIED 4-1 WITH COUNCILMEMBER SWANSON OPPOSED.

5. Review Feasibility study for Duck Lane – Duck Lane is a graveled roadway providing access to approximately 10 benefiting properties. Duck Lane intersects with West Shore Drive and extends west. The roadway is approximately 1,200 feet in length with an 18' width with good ditching. The terrain is relatively level from West Shore Drive to a semi round cul de sac at the western end. A shared driveway extends from the end of the cul de sac which is not maintained by the City. No soft spots were noted and visibility is good along most of the roadway. The land abutting the roadway is subdivided by metes and bounds with right-of-way width of 66 feet. There are no City utilities except telephone/cable in the area. Other utilities are both overhead and underground along the roadway. Service connections for these utilities cross under the road. The recommended improvements consist of an 18-foot paved surface with 2 inch thick bituminous on a 4 inch thick aggregate base and topsoil shoulders. An offset round cul de sac is proposed for the turnaround. Improvements to approaches will consist of a bituminous apron or kickout and Class 5 surfacing to match into existing gravel drive widths. Existing paved driveways that extend to the right-of-way will be matched with bituminous. Public Works Director Ted Strand commented that there is one area where there is a drainage problem that needs to be addressed during the improvement. The total estimated cost for upgrading Duck Lane is \$55,300 with the cost of construction at \$34,885; a 15% contingency of \$5,232.75; engineering design, surveying and construction observation costs of \$12,100 and \$3,000 for legal and administrative costs. The City's share of the cost is \$27,650 with the remaining amount of \$27,650 assessed to the benefiting property owners. The estimated number of benefiting equivalent lots is 10 at a cost of \$2,770 per benefiting lot. If assessed at 8% interest over five years, the annual cost would be \$664 per year. If assessed at 8% interest over ten years, the annual cost would be \$395 per year. MOTION 11S2-05-05 WAS MADE BY JAY ANDOLSHEK AND SECONDED BY TERRY CURTIS TO ACCEPT RESOLUTION NO. 05-30 RECEIVING REPORT AND CALLING HEARING ON IMPROVEMENT TO DUCK LANE AT AN ESTIMATED COST OF \$55,300 AND SETTING THE DATE FOR A HEARING ON JANUARY 6, 2006 AT 6:30 P.M. MOTION CARRIED 4-1 WITH COUNCILMEMBER SWANSON OPPOSED.
6. Review Feasibility Study for Johnie and Robert Streets – The gravel portions of Johnie and Robert Streets provide the primary access to approximately 25 benefiting properties. Johnie Street begins on CSAH 16 and extends south approximately 3,080 feet to an intersection with Robert Street. Robert Street

proceeds approximately 2,770 feet north from this intersection as a bituminous paved street and proceeds approximately 990 feet south from the intersection as a graveled street that intersects with West Shore Drive. The existing paved segment of Robert Street provides access to approximately 35 properties and intersects with CSAH 16 to the north. Robert Lane extends south from Robert Street and is not maintained by the City. Johnie Street varies in width from 14 to 16 feet with limited to non-existent ditching. Vegetation encroaches in the right-of way and the clear zone is less than 10 feet from the road shoulder in some areas. Robert Street varies from 16 to 20 feet in paved width, with limited to no ditching. The road has fair to poor clearing. No soft spots or pavement failures were noted that would indicate unstable soils along the roadway. It was noted that the paved portion of Robert Street would be paved but not assessed. An 18' foot roadway is proposed for Johnie Street with 2 inch thick bituminous on a 4 inch thick aggregate base and aggregate shoulders. Some ditching or swaling is recommended along with brushing to improve sight zones and lessen existing drainage problems. There is sufficient right-of-way on the south side of Johnie Street where a retention area can be constructed that may provide relief to the north side, if elevations allow it. The gravel portion of Robert Street serves as a secondary access to Johnie Street, the paved portion of Robert Street and Robert Lane. A 16 foot paved surface is proposed for the gravel portion of Robert Street with topsoil shoulder, 2 inch thick bituminous on a 4 inch thick aggregate base. No widening of the existing paved portion of Robert Street is proposed. The existing segment of paved roadway will be rehabilitated at its present widths of 16 feet and 20 feet. Improvements to approaches will consist of bituminous apron or kickout and Class 5 surfacing to match into existing gravel drive widths. City Administrator Swenson commented that there is a problem with the crown on the paved portion of Robert Street so it made sense to reclaim and put an overlay down when the remainder of the road is improved. Mike Winkels addressed the Council and stated that he was in favor of the paving. Mr. Winkels lives on Robert Lane, which is a non-City maintained road, and he will continue to perform the maintenance on this portion of road. Allen Eliason addressed the Council and complimented Curtis on listening to the people, but warned the Council that they may be opening a Pandora's Box by allowing the public to make the decision. He stated 50% are for and 50% are against and the Council needs to maintain consistency within the City. If the Council votes to improve the roads, they should all be improved. City Administrator Swenson commented that the public hearing is a legal requirement in order to assess the project. Along each step of the process, the public is allowed to comment from the design hearing all the way through to the assessment hearing. Swenson stated that all of the projects will be bid as one contract in order to get the best price. MOTION 11S2-06-05 WAS MADE BY DEAN EGGENA AND SECONDED BY TERRY CURTIS TO APPROVE RESOLUTION NO. 05-31 RECEIVING REPORT AND CALLING HEARING ON IMPROVEMENT OF JOHNIE STREET AND ROBERT STREET AND TO SET THE HEARING FOR JANUARY 6, 2006 AT 7:15 P.M. MOTION CARRIED 4-1 WITH COUNCILMEMBER SWANSON VOTING NAY.

7. Review Feasibility Study for Brita Lane and Pine View Lane – This road, which is not located off of West Shore Drive, includes all of Brita Lane and Pineview

Lane in the Johnson's Pine View Plat. In 2002, the City authorized a feasibility study and it was completed and the design was commissioned but there was a problem with the dedication language whereby the road right-of-way was exclusively dedicated to the landowners. On September 12th of 2005, the Council authorized WSN to update the feasibility study based on a petition received from the property owners for improvement to the roadways. The City Council has authorized the City Attorney to begin condemnation proceedings to obtain the right-of-way in order to proceed with the improvement. Currently, Brita Lane and Pine View Lane are sand trails. The width of the traveled way varies from 8 to 14 feet. There are no significant trees in the right-of-way, however, there is low brush growth up to the edge of the traveled way. There is no ditching in most areas and visibility is poor. Drainage appears to lie upon the roadway in most areas, as the road is lower than the surrounding ground surface. A 66 foot wide road right-of-way is shown in the plat. There is a lane extending from the northernmost portion of Brita Lane, which does not lie within the plat of Johnson's Pine View and exists by private easement, which is exclusive to an unknown number of the landowners within the plat. There are no City utilities except telephone and cable in the project area. Other utilities are likely buried within the roadway. Based on right-of-way widths and the number of properties served, Brita Lane would be categorized as a Rural Roadway with 20 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and topsoil shoulders. Clearing and widening of the existing right of way and easements will be necessary. Grading will be required to elevate the road surface and construct ditches. The portion of Pine View Lane connecting Shafer Road and Brita Lane will also be constructed to the same standards. The future extension of Brita Lane to CSAH 36 is uncertain, but the possibility exists to create a thru road with the benefits of alternative accesses other than Shafer Road. An 18 foot wide pavement surface with 2 inch thick bituminous on a 4 inch thick aggregate base and top shoulders is proposed for Pine View Lane. Less clearing and grading will be required along this roadway. The roadway contains steep grades and cut/fill areas. A branch style turnaround is recommended within the right-of way of Pine View Lane where the platted roadway ends. Approaches or bituminous kickouts will be constructed to match existing driveway entrances. The estimated cost of the project is \$176,800 with the cost of construction of \$116,392.50; a 15% construction contingency of \$17,458.88; engineering design, surveying and construction observation costs of \$29,500 and \$13,400 in legal and administrative costs. One hundred percent of the cost will be paid by the benefiting property owners based on equivalent lots which are estimated at 26.5 for a cost of \$6,680 per lot. If assessed at 8% interest over a period of five years, the annual cost would be \$1,673. If assessed at 8% interest over a period of 10 years, the annual cost would be \$996 and if assessed at 8% over 15 years, the cost would be \$780 annually. Dean Spencer, resident of Pine View Lane, addressed the Council and stated that during the last attempt to improve these roadways, one person stopped the process because the property owners were told they didn't do their part. He stated that everyone is for the project and wondered why they are being assessed at 100% when Shafer Road was assessed 50% to the property owners and paid 50% by the City. Spencer stated that some shady things are going on and this could end up in court. City Engineer Dave Reese stated that the task of the Council is to apply Chapter 429 of State Statute and what needs to be determined

is whether the cost of the improvement increases the value of the property. An option available to the City is to hold the final assessment hearing prior to completion of the project after the bids are received. There is some risk in doing this, but you would know if anyone appeals the assessment. Councilmember Eggena stated that since he has been on the Council, the Ordinance has been revised where if a majority of the property owner's on a non City maintained road petition for the project, the Council can proceed. Eggena stated that he couldn't imagine someone petitioning to have the project done and then taking the City to court because of the cost. Spencer asked how Shafer Road got paved. City Administrator Swenson stated that the City was maintaining this road to Lot 6 and in 1999 the Council authorized the improvement process. Councilmember Swanson stated that many roads in the City were being maintained where the City didn't have the right of way. There are still some today in the same situation, but we can't change what has been done in the past, we can only move forward. Councilmember Eggena agreed with Swanson that it will all be corrected as the roads are improved. Dean Spencer stated that he still doesn't understand why they must pay 100% and City Administrator Swenson stated that the policy being followed was adopted by the City in 1999. MOTION 11S2-08-05 WAS MADE BY DEAN SWANSON AND SECONDED BY TERRY CURTIS TO APPROVE RESOLUTION NO 05-32 RECEIVING REPORT FOR BRITA LANE AND PINE VIEW LANE AT AN ESTIMATED COST OF \$176,800 AND SETTING THE DATE OF THE HEARING FOR 8:00 P.M. ON JANUARY 6, 2006. MOTION CARRIED WITH ALL AYES.

8. Review Revised Engineering Services Proposal from WSN for West Shore Drive and Public Use Trail – Following the Council's decision to revise the scope of the West Shore Drive Project to include an 8' wide public use trail from CSAH 16 to Ideal Township, a revised proposal for engineering design/construction observation services was reviewed. City Engineer Dave Reese stated that the right-of-way plat previously approved by the Council has been terminated since the improvement will occur in areas where the City has right-of-way. The scope of the project, as understood by WSN, was reviewed item by item with the Council in order to assist both the Council and the Engineer's as to what the project entails. Reese stated that this project has a number of issues to deal with and a lot of people to meet with and talk to which has resulted in revised costs. The design survey, plans, specifications and bidding portion of the project is set at a not to exceed cost of \$87,500. The construction observation and staking portion of the project is estimated at \$64,000. Councilmember Eggena stated that this differs from the previous proposal of \$79,500. MOTION 11S2-08-05 WAS MADE BY DEAN EGGENA AND SECONDED BY TERRY CURTIS TO TABLE THIS ISSUE TO THE NEXT MEETING TO ALLOW TIME TO REVIEW THE INFORMATION AND ASSOCIATED COSTS. MOTION CARRIED 3-2 WITH EGGENA, PHILLIPS AND CURTIS VOTING AYE AND MAYOR ANDOLSHEK AND SWANSON VOTING NAY. Councilmember Phillips stated that he thought the Council authorized the project with a bike path and City Administrator Swenson stated they did with Councilmember Phillips opposed. It was agreed that the minutes of the meeting would be provided to the Council at the December 12th meeting for further review.

MOTION 11S2-09-05 WAS MADE BY DICK PHILLIPS AND SECONDED BY JAY ANDOLSHEK TO ADJOURN THIS SPECIAL MEETING AT 5:23 P.M. MOTION CARRIED WITH ALL EYES.

Respectfully submitted by,

A handwritten signature in cursive script that reads "Darlene J. Roach". The signature is written in black ink and is positioned above the printed name and title.

Darlene J. Roach
Clerk/Treasurer

SPECIAL COUNCIL MTG – Nov 30, 2005

**BILLS FOR APPROVAL
30-Nov-05**

VENDOR	DEPT	AMOUNT
Abra True Value, side walk salt	Gov't	151.45
Abra True Value, bolts	PW	13.14
Ace Hardware, jars	Sewer	9.99
Ace Hardware, lights and bulbs	Gov't	30.14
Ace Hardware, locknut	PW	0.59
Ace Hardware, tarps	Fire	59.37
Ameripride, mats	PW	108.66
AW Research, water testing	Sewer	213.30
AW Research, water testing	Sewer	213.30
AW Research, water testing	Sewer	197.10
AW Research, water testing	Sewer	197.10
Bob Hartman, reimburse meal for region 5 meeting	Police	11.66
Brothers Motorsports, tire tube	Fire	50.03
California Contractors, plier set	PW	99.80
City of Crosslake, sewer utilities	PW/Gov't	90.00
Crosslake Communications, phone, fax, cable, dsl	ALL	1,232.37
Crow Wing County Highway Department, october fuel	ALL	3,072.17
Dacotah Paper, can liners	Gov't	81.17
Dacotah Paper, mop, towels, soap, tissue, liners	P&R	384.73
Fire Instruction & Rescue, asbestos inspection	Fire	350.00
Hawkins Water Treatment, aluminum sulfate, aqua hawl	Sewer	520.57
Houston Ford, battery, blower motor	Police	904.18
Jay Lorch, reimburse for uniform cost	Police	83.96
Krause Lock & Key, keys, cylinders	Fire	137.29
Lake Side Glass, replace windshield	PW	585.63
Lambert Water Wells, well relocations	Sewer	20,838.60
Law Enforcement Committee, school safety in mn class	Police	50.00
League of MN Cities, annual conference	Admin	315.00
Mastercard, Fleet Farm, uniform	PW	246.88
Mastercard, Gander Mtn, uniform	Police	188.57
Mastercard, Reed's Sporting Goods, uniform	P&R	250.00
Mastercard, Whitefish Auto, wiper blades	P&Z	14.89
Menards, pliers, ball peen hammer, battery, snow pusher	PW	70.20
Molly's Cleaning Service, november cleaning	Gov't	772.13
MR Sign, street address signs	PW	230.65
People's Security, annual monitor fee	P&R	254.96
Pequot Auto Parts, compressor oil	PW	13.85
Pequot Auto Parts, hoses, fuel treatment	PW	41.44
Pequot Auto Parts, batteries	Fire	296.62
Provident Life & Accident, insurance	Gov't	736.40
Quality Flow Systems, motor	Sewer	353.85
Quill, dvd's	Gov't	9.56
Quill, dvd's	Gov't	28.69
Quill, Ink cartridges	Police	38.33
Roach's Laen & Marine, air filter, clutch, starter rope	Fire	168.41
Santa Cruz Associates, gun lock, timer, bracket	Police	198.58
Shipman Auto Parts, flags, motor relay, grease, labor	PW	82.67

Simonson Lumber, osb	Fire	81.27
Simonson Lumber, cleanup work gloves	Fire	29.04
State Chemical Manufacturing, in-sight	PW	224.53
Todd Eggena, refund application fee	P&Z	300.00
Unicel, cell phone charges	P&Z/PW	110.36
Unicel, cell phone charges	Police	524.63
Unicel, cell phone charges	Police	238.42
USA Bluebook, nozzle	Sewer	166.11
USA Bluebook, wipes, dialer, brushes, caps	Sewer	1,441.53
Xcel Energy, gas utilities	Sewer/PW	773.27
	TOTAL	37,887.14

RESOLUTION 05-28

**RESOLUTION RECEIVING REPORT
AND
CALLING HEARING ON IMPROVEMENT**

WHEREAS, pursuant to Resolution of the Council adopted September 12, 2005 a report has been prepared by Widseth, Smith & Nolting with reference to the improvement of Maroda Drive from the intersection of West Shore Drive (approximately 1950 feet) to the intersection of West Shore Drive, by constructing road and drainage improvements, and this report was received by the Council on November 30, 2005.

WHEREAS, the report provides information regarding whether the proposed project is necessary, cost-effective, and feasible,

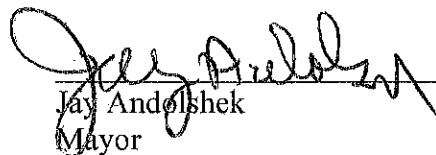
NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CROSSLAKE, MINNESOTA:

1. The Council will consider the improvement of such street in accordance with the report and the assessment of abutting and/or benefiting property for all or a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429 at an estimated total cost of the improvement of \$75,600.
2. A Public Hearing shall be held on such proposed improvement on the 6th day of January 2006 in the Council Chambers in City Hall at 5:00 P.M. and the Administrator shall give mailed and published notice of such hearing and improvement as required by law.

Adopted by the Council this 30th day of November, 2005.



Thomas N. Swenson
City Administrator



Jay Andolshek
Mayor

RESOLUTION 05-29

**RESOLUTION RECEIVING REPORT
AND
CALLING HEARING ON IMPROVEMENT**

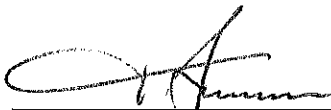
WHEREAS, pursuant to Resolution of the Council adopted September 12, 2005 a report has been prepared by Widseth, Smith & Nolting with reference to the improvement of Sunset Drive from the intersection of West Shore Drive, west, (approximately 1100 feet) to the end of the road, by constructing road and drainage improvements, and this report was received by the Council on November 30, 2005.

WHEREAS, the report provides information regarding whether the proposed project is necessary, cost-effective, and feasible,

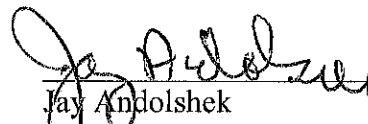
NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CROSSLAKE, MINNESOTA:

1. The Council will consider the improvement of such street in accordance with the report and the assessment of abutting and/or benefiting property for all or a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429 at an estimated total cost of the improvement of \$55,400.
2. A Public Hearing shall be held on such proposed improvement on the 6th day of January 2006 in the Council Chambers in City Hall at 5:45 P.M. and the Administrator shall give mailed and published notice of such hearing and improvement as required by law.

Adopted by the Council this 30th day of November, 2005.



Thomas N. Swenson
City Administrator



Jay Andolshek
Mayor

RESOLUTION 05-30

**RESOLUTION RECEIVING REPORT
AND
CALLING HEARING ON IMPROVEMENT**


WHEREAS, pursuant to Resolution of the Council adopted September 12, 2005 a report has been prepared by Widseth, Smith & Nolting with reference to the improvement of Duck Lane from the intersection of West Shore Drive (approximately 1100 feet) to the end of the cul-de-sac, by constructing road and drainage improvements, and this report was received by the Council on November 30, 2005.

WHEREAS, the report provides information regarding whether the proposed project is necessary, cost-effective, and feasible,

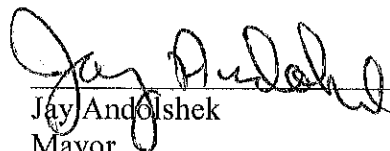
NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CROSSLAKE, MINNESOTA:

1. The Council will consider the improvement of such street in accordance with the report and the assessment of abutting and/or benefiting property for all or a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429 at an estimated total cost of the improvement of \$55,300.
2. A Public Hearing shall be held on such proposed improvement on the 6th day of January 2006 in the Council Chambers in City Hall at 6:30 P.M. and the Administrator shall give mailed and published notice of such hearing and improvement as required by law.

Adopted by the Council this 30th day of November, 2005.



Thomas N. Swenson
City Administrator



Jay Andolshek
Mayor

RESOLUTION 05-31

**RESOLUTION RECEIVING REPORT
AND
CALLING HEARING ON IMPROVEMENT**

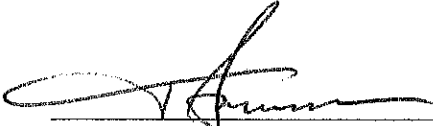
WHEREAS, pursuant to Resolution of the Council adopted September 12, 2005 a report has been prepared by Widseth, Smith & Nolting with reference to the improvement of Johnie Street from the intersection of C.S.A.H. 16, south and east, to the intersection of Robert Street, and Robert Street, south and west, to the intersection of West Shore Drive, by constructing road and drainage improvements, and this report was received by the Council on November 30, 2005.

WHEREAS, the report provides information regarding whether the proposed project is necessary, cost-effective, and feasible,


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

1. The Council will consider the improvement of such street in accordance with the report and the assessment of abutting and/or benefiting property for all or a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429 at an estimated total cost of the improvement of \$149,800.
2. A Public Hearing shall be held on such proposed improvement on the 6th day of January 2006 in the Council Chambers in City Hall at 7:15 P.M. and the Administrator shall give mailed and published notice of such hearing and improvement as required by law.

Adopted by the Council this 30th day of November, 2005.



Thomas N. Swenson
City Administrator



Jay Andolshek
Mayor

RESOLUTION 05-32

**RESOLUTION RECEIVING REPORT
AND
CALLING HEARING ON IMPROVEMENT**

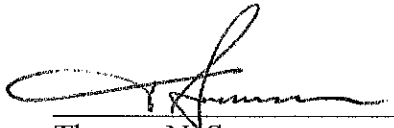
WHEREAS, pursuant to Resolution of the Council adopted September 12, 2005 a report has been prepared by Widseth, Smith & Nolting with reference to the improvement of Brita Lane from the intersection of Pine View Lane, west, to the end of the cul-de-sac, the entire length of Pine View Lane, and approximately 200 feet of Shafer Road from the intersection of Pine View Lane, west, to the existing bituminous surface, by constructing road and drainage improvements, and this report was received by the Council on November 30, 2005.

WHEREAS, the report provides information regarding whether the proposed project is necessary, cost-effective, and feasible,


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

1. The Council will consider the improvement of such street in accordance with the report and the assessment of abutting and/or benefiting property for all or a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429 at an estimated total cost of the improvement of \$176,800.
2. A Public Hearing shall be held on such proposed improvement on the 6th day of January 2006 in the Council Chambers in City Hall at 8:00 P.M. and the Administrator shall give mailed and published notice of such hearing and improvement as required by law.

Adopted by the Council this 30th day of November, 2005.



Thomas N. Swenson
City Administrator



Jay Andolshek
Mayor