

COUNCIL PROCEEDINGS
Crosslake, Minnesota
SPECIAL SESSION - January 6, 1986

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 January 6, 1986. The following members were present: Mayor August Mezzenga, Councilmen Allen, Courts, Nelson and Yates. Ad-hoc Committee members present were: Judy Cotten and Tony Mayer. Bruce Buxton represented Widseth, Smith, Nolting and Associates, Inc. There were approximately 5 community members present.

Mayor Mezzenga called the meeting to order at 4:00 p.m.

Bruce Buxton was called on to discuss the proposed road project as it was approved. Buxton stated the roads scheduled for improvements the first year are the bituminous roads. Widening will be done if necessary, repairing and overlaying with bituminous with ditching being left until the ditching on other roads is to be done. The roadways will be followed as it currently exists. Some damage may happen to the bituminous roads when the ditching is done but it will be minor and will be corrected at the time of the ditching.

Mayor Mezzenga suggested that for individual problem roads, the Road Commission and Engineers could work together and make a good decision as to how to handle it at the time.

When roads are considered joint ownership with an adjacent township or city, a joint powers agreement will try to be reached with the other township or city involved to get the roads done. Buxton said according to state statute Crosslake cannot do any part of another city's roads.

MOTION NO 1S-01-86 WAS MADE BY COUNCILMAN ALLEN AND SECONDED BY COUNCILMAN NELSON TO ACCEPT RESOLUTION NUMBER 3 AS PRESENTED BY WIDSETH SMITH NOLTING AND ASSOCIATES FOR CONSTRUCTION DURING THE 1986 CONSTRUCTION SEASON. MOTION CARRIED UNANIMOUSLY.

The public hearing was discussed. Buxton stated they had requested two sets of labels from the county assessor's office to notify Crosslake property owners. The public hearing will be a time for residents to let their councilmen know their feelings on the road project. Buxton also stated the Council has a right to proceed with the road project without the approval of the residents of Crosslake. The date for the public hearing will be set at the next regular council meeting on January 13.

MOTION NO. 1S-02-86 WAS MADE BY COUNCILMAN ALLEN AND SECONDED BY COUNCILMAN NELSON TO ADJOURN THIS SPECIAL COUNCIL SESSION AT 5:05 P.M. MOTION CARRIED UNANIMOUSLY.

Recorded and transcribed by:



Arlene A. Buchite, City Clerk/Treasurer

RESOLUTION # 3
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, the City Council has studied and approved a Five Year Plan for construction of the improvements, and

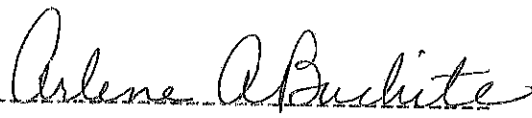
WHEREAS, according to the Plan, the improvement to be constructed during the first year is to overlay the existing bituminous roadways requiring same, and


WHEREAS, the City Council has determined the Road Inventory Report commissioned by the City Council in 1980 and updated in 1985 is adequate to advise the Council in a preliminary way as to whether the proposed improvements are feasible and as to whether they should best be made as proposed or in connection with some other improvement, and the estimated cost of the improvements as recommended.

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

1. The first year of the approved Five Year Plan of improvements attached hereto and made a part hereof is hereby adopted and proposed for construction during the 1986 construction season.
2. That the proposed improvement be referred to WIDSETH SMITH NOLTING & ASSOCIATES, INC for study and that they be instructed to report to the Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvement is feasible and as to whether it should best be made as proposed or in connection with some other improvement, and the estimated cost of the improvement as recommended.

Adopted by the Council this 6th day of January, 1986. All Council Members voted Aye.


City 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-1-1	III	12,300	SE-40-1	III	10,900	SE-20-1,2	III	16,900	NE-1-1	I	16,900
SE-50-1,2,3	II	44,200	SE-1-3	III	4,600	SE-40-2	III	14,800	SE-20-1,2,3,4,5	IV	41,800	NE-1-2	I	9,600
SW-1-1,2	II	7,500	SE-10-4	III	12,000	SE-50-4	III	11,400	SW-1-3	IV	19,700	NE-1-3	I	12,200
SW-10-1	II	11,500	SE-10-5	III	4,600	SE-50-5	III	9,400	SW-1-4	IV	2,800	NE-1-4	I	19,400
SW-40-3,4,5,6	II	49,600	SE-10-6	III	5,200	SE-50-6	III	3,600	SW-1-4	IV	1,600	NE-1-5	I	10,000
SW-80-1,2	II	8,500	SW-10-2	III	10,300	SE-50-7	III	4,700	SW-30-1	IV	10,000	NE-10-4	IV	6,300
SW-90-4	II	12,700	SW-90-12	III	27,300	SE-50-8	III	5,400	SW-30-2	III	6,800	NE-15-1	III	28,600
SW-90-6	II	22,500	SW-90-15	III	6,700	SE-55-1	III	5,500	SW-50-1	III	8,300	NE-25-1	III	54,600
SW-90-8	II	34,000	SW-100-1	III	8,200	SW-20-1	III	38,300	SW-65-1	III	28,000	NE-30-1	III	5,700
SW-90-14	II	48,400	NW-30-2	III	4,100	SW-20-2	III	7,200	SW-80-3	III	4,300			
NW-1-1	II	17,800	NW-45-2	III	3,100	SW-75-1,2	III	68,900	SW-90-1	IV	4,600			
NW-45-1	II	3,800	NW-60-4	III	3,600	NE-40-1,2,3	III	117,500	SW-90-2	IV	3,900			
NW-60-1	II	7,500	NW-60-5	III	15,500	NE-40-1,2,3,4,5,6,7	III	4,700	SW-90-3	IV	8,900			
NW-60-3	II	15,000	NW-80-4	III	6,200	NE-40-11	III		SW-90-5	I	7,100			
NW-100-2	II	56,400	NW-90-1	III	6,200				SW-90-7	IV	9,900			
NW-100-3	II	4,100	NW-100-1	III	12,400				SW-90-9	IV	7,800			
NW-100-4,7,9	II	46,000	NW-100-5,6	III	5,100				SW-90-10,11	IV	20,300			
NW-110-4	II	4,600	NW-100-8	III	5,200				SW-90-13	IV	9,800			
NW-120-1	II	18,600	NW-110-1	III	3,100				NW-70-3	IV	8,700			
NE-20-3	II	16,400	NW-110-3	III	8,300				NW-80-1	IV	4,200			
NE-20-5	II	15,600	NW-110-5	III	4,100				NW-80-2	IV	5,300			
NE-40-10-	II	18,700	NW-110-6	III	3,100				NW-80-3	IV	5,600			
NE-50-1	II	10,900	NW-120-4	III	7,200				NW-80-5	IV	2,600			
NE-50-2	II	8,500	NE-5-1,2	III	10,400				NW-110-2	IV	4,200			
NE-50-3	II	12,100	NE-5-3	III	4,000				NE-60-1,2	III	51,800			
NE-50-4	II	5,800	NE-10-6	III	6,300				NE-70-2,3	III	29,000			
			NE-10-7	III	4,400				NE-70-6	IV	6,600			
			NE-10-8	III	12,400				NE-70-7	IV	2,100			
			NE-20-1	III	86,500				NE-70-8	IV	1,600			
			NE-20-2	III	6,000									

TOTAL 530,300 308,400 302,300 316,700 163,300