

**CITY OF EAGLE LAKE  
JULY 14, 2025  
CITY COUNCIL MEETING AGENDA  
705 Parkway Avenue  
12:00 PM, CITY HALL**

Regularly scheduled City Council meetings are held the first Monday of every month at 6 p.m. All meetings are open to the public. If you wish to address the City Council in person, please contact City Hall at 507-257-3218 or email [krausch@eaglelakemn.com](mailto:krausch@eaglelakemn.com) or [jbromeland@eaglelakemn.com](mailto:jbromeland@eaglelakemn.com). Written comments or questions for the City Council can be submitted via USPS, email, or dropped off at City Hall. City Council meetings are now live streamed to the City of Eagle Lake's official YouTube Channel. To view meetings, please visit the City of Eagle Lake website at <https://www.eaglelakemn.com> and click on the "City of Eagle Lake MN City Council Meetings" icon on the home page of the website.

The City Council is provided with background information for agenda items in advance by staff, committees, and boards. Many decisions regarding agenda items are based upon this information, as well as: city policy and practices, input from constituents and a Council Members personal judgment. If you have any comments, questions or information that has not yet been presented or discussed regarding an agenda item, please ask to be recognized by the mayor during the "Open Public Comments" section on the agenda. Please state your name and address for the record. All comments are appreciated.

**CALL TO ORDER**

**ROLL CALL**

**APPROVAL OF THE AGENDA**

**NEW BUSINESS**

1. Highway 14 Corridor Study Presentation
2. Sale of Fire Truck Update
3. InterCity Leadership Visit
4. Limited Use Permit for Trail

**ADJOURNMENT**



# Highway 14 Eagle Lake Corridor Study

Eagle Lake City Council Meeting  
July 14, 2025  
12:00 pm



# Agenda

- Corridor Study Overview
  - Purpose
  - Typical Steps in Project Development Process
  - Funding Opportunities and Challenges
- Review Recommendation Discussions
- Eagle Lake Council Input
- Next Steps and Schedule

# Corridor Study Overview

7/15/2025

# Study Overview

## About this Study

- The Mankato/North Mankato Area Planning Organization (MAPO) is partnering with MnDOT and local communities to study and plan for the future of Hwy 14 in the Eagle Lake area.
- This study is considering opportunities for future improvements to address safety and mobility issues between County Road 12 and Hwy 60.



## Study Goals

- Define a long-term transportation system vision for Hwy 14 that ensures safety, mobility, economic vitality, resiliency, and access for all modes of travel.
- Secure public and agency support for the system vision where community input and needs are meaningfully incorporated into the recommended vision and the study recommendations are adopted by applicable agencies
- Develop a detailed, feasible implementation plan outlining future improvements, sequencing and triggers, timing, cost, and agency responsibility.

# Typical Steps in Project Development



- A corridor study sets a vision and can be a catalyst to identify funding and move projects into design phases and ultimately construction.
- Local agency and MnDOT alignment on recommendations is essential to next steps.
- Currently, there is no funding for Hwy 14 improvements beyond a planned pavement preservation project in the next 7-10 years.
- Once project funding is identified, it typically takes 3-5 years for the required design phases for each project.





# Funding Challenges – MnDOT CHIP

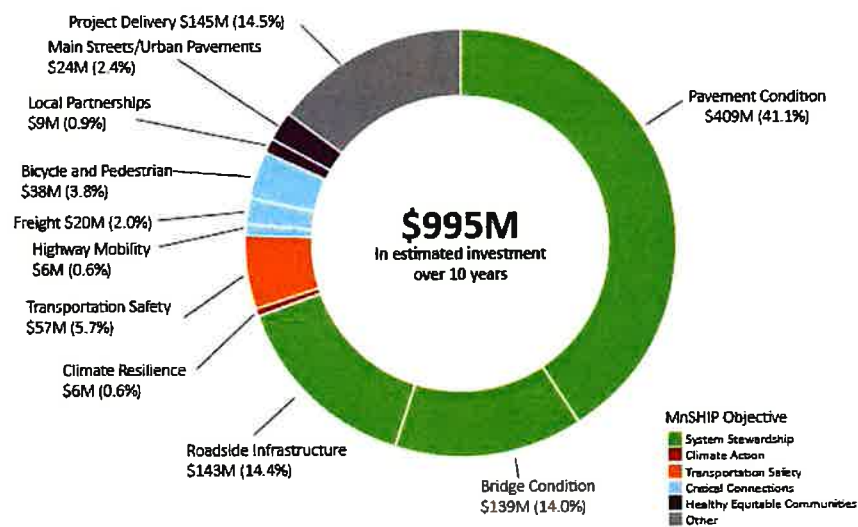


Figure 2 - 10-Year Investment by Investment Category

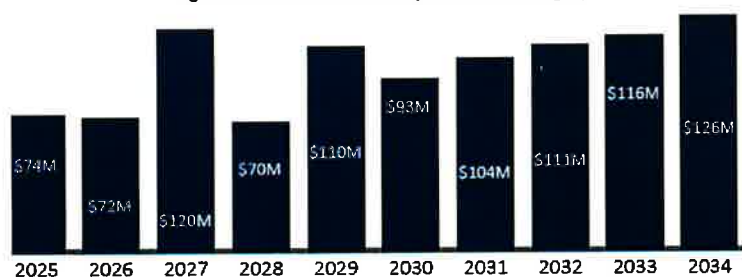


Figure 3 - Total Investment Per Year

- Majority of MnDOT funding is directed to pavement, bridges and roadside infrastructure.
- MnDOT District 7 total investment per year varies from \$70M - \$126M over next 10 yrs.
- Projects like Hwy 14 require funding from other federal and state sources.

# Funding Opportunities – Other Sources

## **Examples of Other Funding Sources:**

- Legislative Requests
- Competitive Funding Sources
  - Corridors of Commerce
  - Minnesota Highway Freight Program
  - Transportation Economic Development Infrastructure Program
  - Discretionary Grants

## **Competitive Funding Sources Require:**

- Agency partner alignment
- High benefit-cost ratio
- High crash reduction
- Consistency with Statewide Multimodal Transportation Plan



# Review Recommendation Discussions

7/15/2025

## PMT Recommendation: Dismiss

# Concept B

Safety	Moderate Crash Reduction
Traffic Flow	Minimal Delay/Backups
Traffic Impacts	Some Traffic Rerouting Required, Increased Volume along Le Ray Ave (CSAH 55)
Accessibility	One Full Access & One Partial Access to Eagle Lake, Parkway Ave (CSAH 17)/ Le Ray Ave (CSAH 55) Overpass
Fiscal Considerations	High Cost (\$56-\$67M)
Property Impacts	2 Partially Impacted Properties

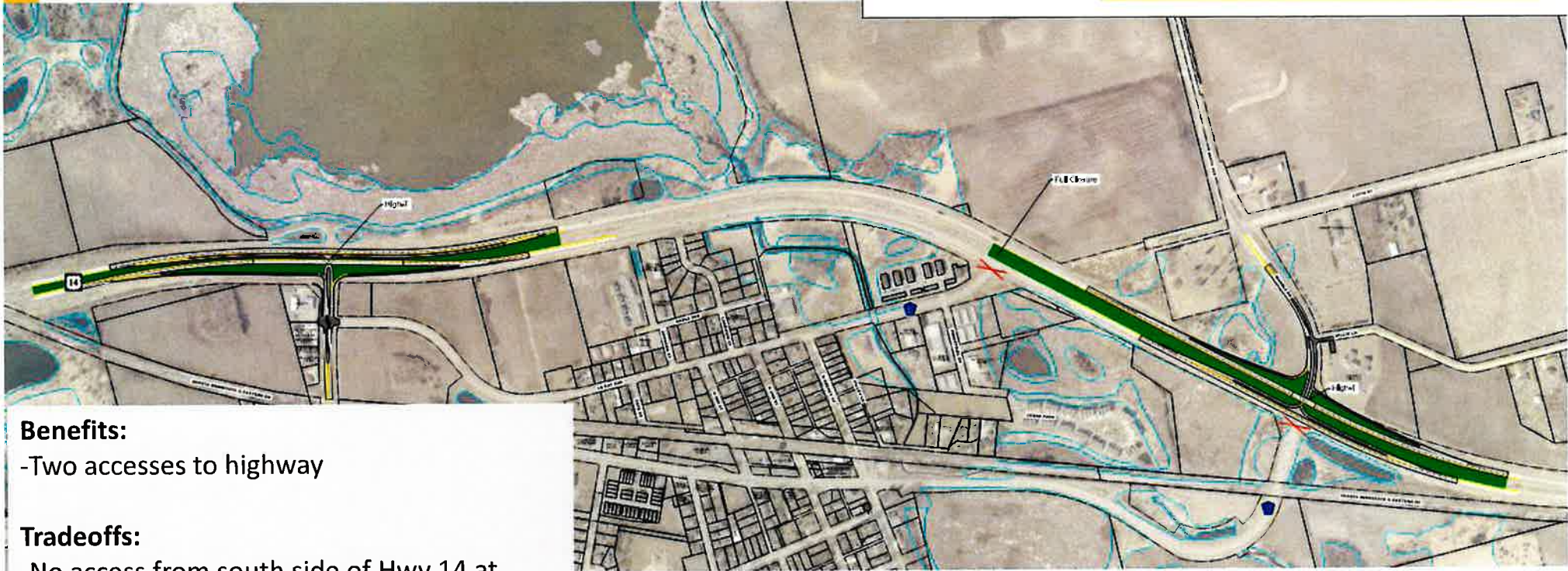




## PMT Recommendation: Dismiss

# Concept C

Safety	Moderate Crash Reduction
Traffic Flow	Minimal Delay/Backups
Traffic Impacts	Some Traffic Rerouting Required, Increased Volume along 598th Ave (CSAH 56)
Accessibility	Two Full Accesses to Eagle Lake
Fiscal Considerations	High Cost (\$57-\$65M)
Property Impacts	3 Partially Impacted Properties



### Benefits:

- Two accesses to highway

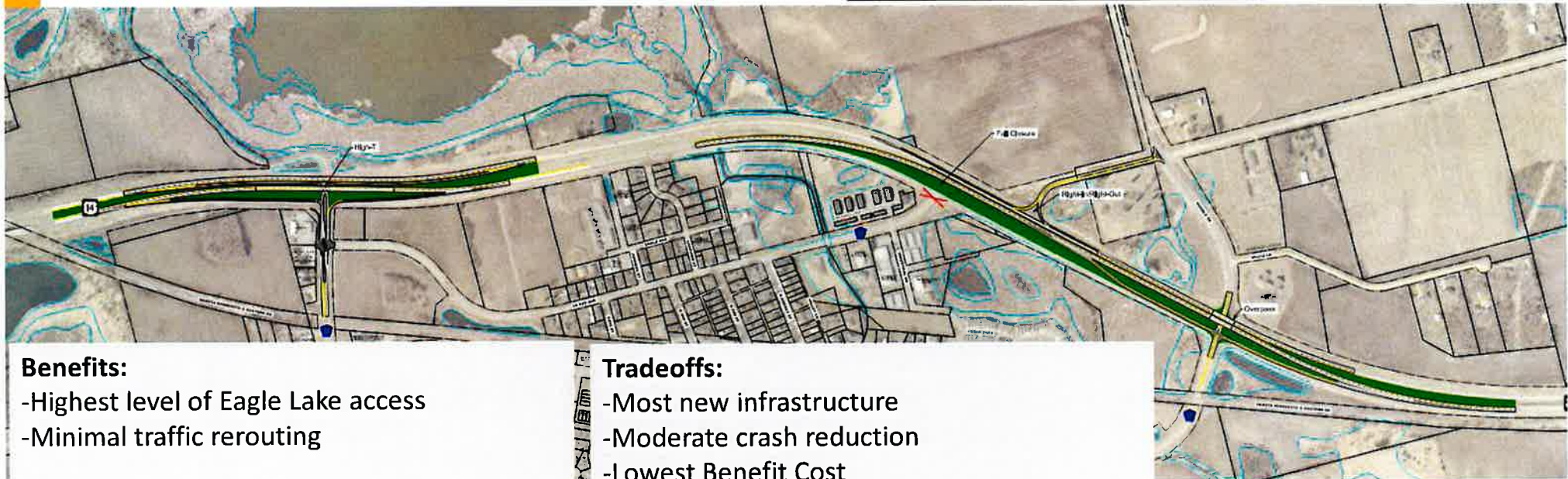
### Tradeoffs:

- No access from south side of Hwy 14 at CSAH 55 and CSAH 17/27

June 2025 – Agency & PMT Discussion

# Concept A

Safety	Moderate Crash Reduction
Traffic Flow	Minimal Delay/Backups
Traffic Impacts	Minimal Traffic Rerouting
Accessibility	One Full Access & One Partial Access to Eagle Lake, Parkway Ave (CSAH 17) Underpass
Fiscal Considerations	Highest Cost (\$64-\$75M)
Property Impacts	4 Partially Impacted Properties



## Benefits:

- Highest level of Eagle Lake access
- Minimal traffic rerouting

## Tradeoffs:

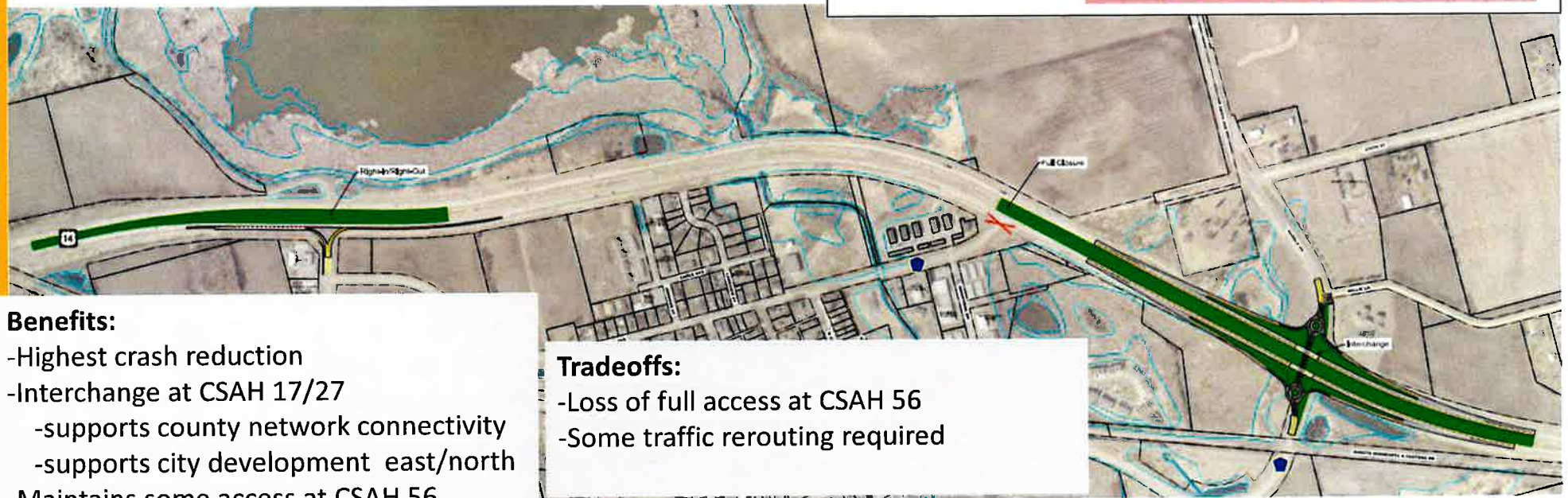
- Most new infrastructure
- Moderate crash reduction
- Lowest Benefit Cost
- Least competitive for other funding sources
- Highest cost



June 2025 – Agency & PMT Discussion

# Concept D

Safety	High Crash Reduction
Traffic Flow	Minimal Delay/Backups
Traffic Impacts	Some Traffic Rerouting Required, Increased Volume along Parkway Ave (CSAH 17)
Accessibility	One Full Access & One Partial Access to Eagle Lake
Fiscal Considerations	Moderate Cost (\$36-45M)
Property Impacts	4 Partially Impacted Properties



## Benefits:

- Highest crash reduction
- Interchange at CSAH 17/27
  - supports county network connectivity
  - supports city development east/north
- Maintains some access at CSAH 56
- Least new infrastructure, lowest cost
- Highest Benefit Cost; Likely to score well on competitive funding requests

## Tradeoffs:

- Loss of full access at CSAH 56
- Some traffic rerouting required

# June 4<sup>th</sup> Agency Meeting

- Staff and elected official representation from:
  - City of Eagle Lake, Blue Earth County, MnDOT District 7, and MAPO
- Discussion Summary
  - CSAH 17/27 interchange is important to Eagle Lake for east side development and access north of Highway 14
  - CSAH 17/27 interchange is important to Blue Earth County for county road network connectivity
  - Previous investments in CSAH 17 and CSAH 12 roadway network provide safe and reliable access to the west and to Highway 14 - 1.5 miles from CSAH 56



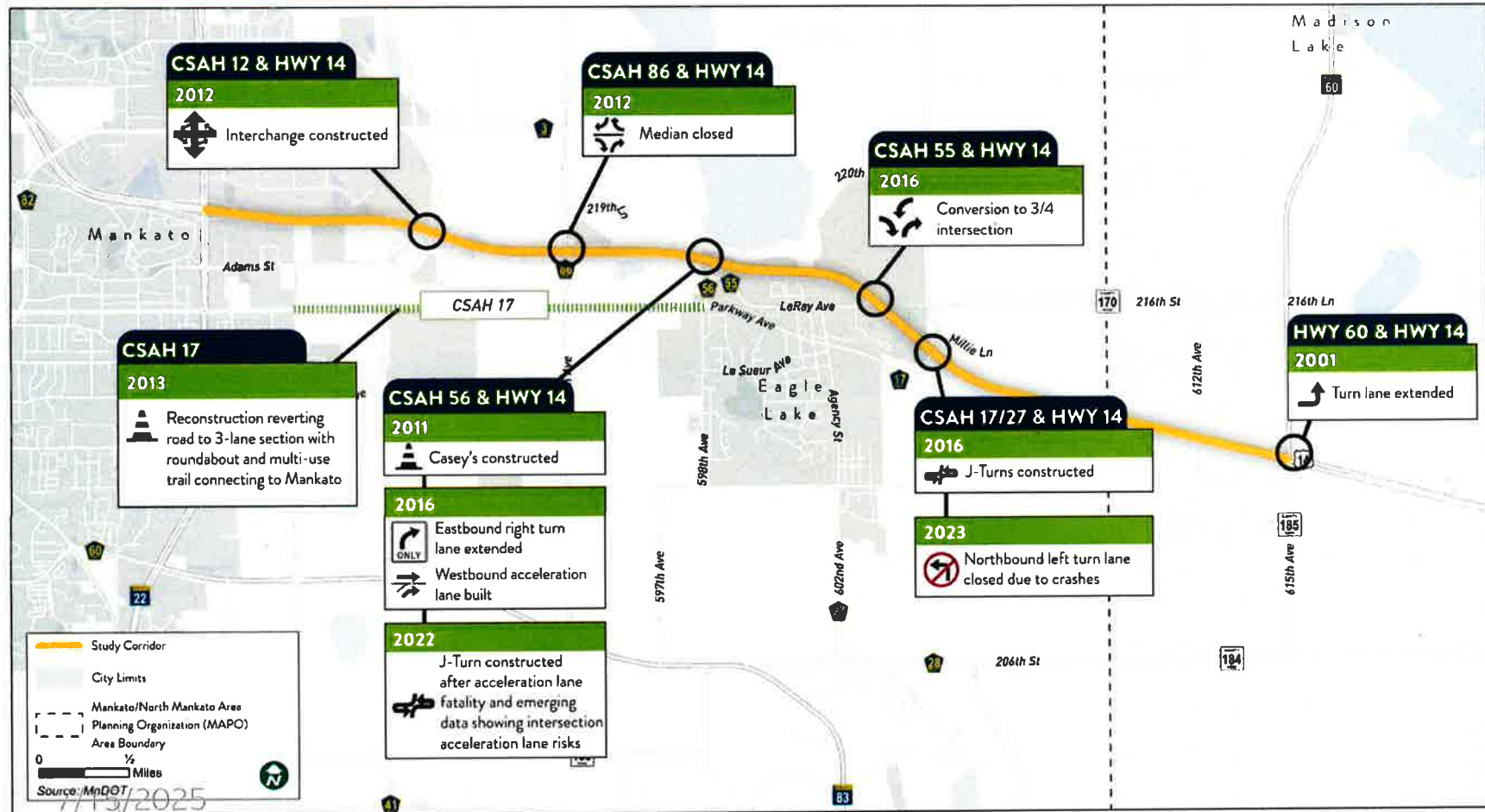
# June 4<sup>th</sup> Agency Meeting (continued)



- Concept A unlikely to score well for competitive funds compared to Concept D.
- Blue Earth County would be unlikely to support Concept A due to required investment levels, given recent investments in surrounding county road network.
- Although Eagle Lake would also prefer a High-T at CSAH 56, Concept D is better than a do nothing alternative. Concept D would require future planning on east side of Eagle Lake. City would want to be proactive with a future land use and transportation network plan.
- If Concept D is recommended, it should include a recommendation to solicit MAPO planning dollars to study additional traffic control and pedestrian/bicycle crossing safety needs on local roadways such as CSAH 17/Parkway Ave, 598<sup>th</sup>, and CSAH 27/Agency Street due to the shift in traffic patterns that would come with Concept D.

# Highway 14

## Timeline of Corridor Improvements




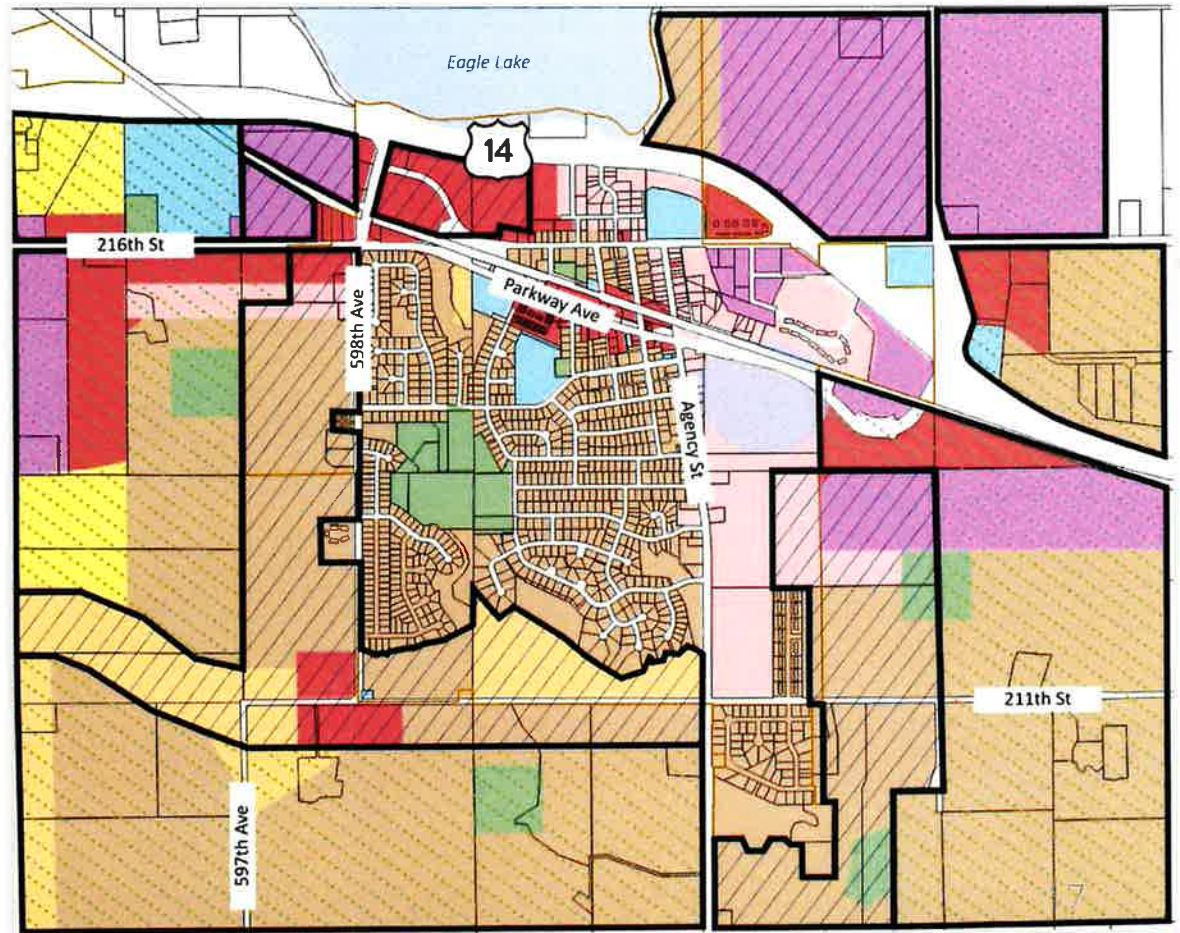
# Recommendation for Additional Studies





# Future Land Use Plan

-  Low density residential
-  Medium density residential
-  Limited high density residential
-  High density residential
-  Commercial
-  Light industrial
-  Heavy industrial
-  Park
-  Public/Semi public
-  City Limits
-  Potential future growth areas thru 2040
-  Potential future growth area beyond 2040



7/15/2025

# Implementation Scenarios

- If no consensus on recommendation
  - MnDOT will continue to monitor the corridor
  - Access will be modified or closed as safety and/or operational needs dictate
  - Future development could preclude an interchange within/near Eagle Lake
  - MnDOT is planning to address pavement needs in the next 7-10 years
  - Hwy 60 interchange will be driven by future traffic volumes, safety issues, and local road connections
- If there is consensus on the recommendation
  - Projects would be grouped in corridor
  - The order and timing would depend on funding
    - CSAH 17/27 Interchange would be paired with CSAH 56 Right-In/Right-Out
    - Hwy 60 Interchange would be an independent project

# Eagle Lake City Council Input

7/15/2025



## Proposed Recommendation

# Concept D



## Next Steps

- Final Open House – TBD August
- Recommendations and Study Report - August



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024  
(507) 257-3218 Phone (507) 257-3220 Fax

July 14, 2025

To: Honorable Mayor Whittington and City Council  
From: Jennifer J. Bromeland, City Administrator  
Re: Authorization to Attend 2025 Greater Mankato InterCity Leadership Delegation – Wichita, Kansas

Staff is seeking Council authorization for Mayor John Whittington, Councilmember Anthony White, and City Administrator Jennifer Bromeland to attend the 2025 Greater Mankato InterCity Leadership Delegation (ICLV) trip to Wichita, Kansas, scheduled for November 5–7, 2025.

The InterCity Leadership Delegation is a visionary initiative organized by Greater Mankato Growth, bringing together leaders from across business, government, education, nonprofit, and faith sectors to explore innovative strategies and best practices in peer communities throughout the U.S.

The 2025 delegation will focus on Wichita, Kansas, chosen specifically to align with the goals of the *Transforming Tomorrow Together* Regional Plan—particularly the *Talent Hub* pillar, which emphasizes workforce attraction, development, and retention.

Participation in the delegation offers valuable opportunities to:

- Engage with local leaders and examine strategies for addressing shared regional challenges.
- Learn best practices related to workforce development, economic growth, and community collaboration.
- Build relationships and generate actionable ideas to inform local policy and strategy.

The estimated cost per participant is approximately \$2,000, which includes airfare, hotel accommodations, programming, and meals.

Given the alignment with the City's goals and regional collaboration efforts, staff recommends approval for Mayor Whittington, Councilmember White, and Administrator Bromeland to attend the 2025 InterCity Leadership Delegation.

A motion is needed authorizing the attendance and associated travel expenses for Mayor John Whittington, Councilmember Anthony White, and City Administrator Jennifer Bromeland to participate in the 2025 InterCity Leadership Delegation to Wichita, Kansas, November 5–7.

  
Jennifer J. Bromeland  
City Administrator

## **City of Eagle Lake, Minnesota Elected Official Out-of-State Travel Policy**

### **Purpose:**

The City of Eagle Lake recognizes that its elected officials may at times receive value from traveling out of the state for workshops, conferences, events and other assignments. This policy sets forth the conditions under which out-of-state travel will be reimbursed by the City.

### **General Guidelines:**

1. The event, workshop, conference or assignment must be approved in advance by the City Council at an open meeting and must include an estimate of the cost of the travel. In evaluating the out-of-state travel request, the Council will consider the following:
  - Whether the elected official will be receiving training on issues relevant to the city or to his or her role as the Mayor or as a council member;
  - Whether the elected official will be meeting and networking with other elected officials from around the country to exchange ideas on topics of relevance to the City or on the official roles of local elected officials.
  - Whether the elected official will be viewing a city facility or function that is similar in nature to one that is currently operating at, or under consideration by the City where the purpose for the trip is to study the facility or function to bring back ideas for the consideration of the full council.
  - Whether the elected official has been specifically assigned by the Council to visit another city for the purpose of establishing a goodwill relationship such as a "sister-city" relationship.
  - Whether the elected official has been specifically assigned by the Council to testify on behalf of the city at the United States Congress or to otherwise meet with federal officials on behalf of the city.
  - Whether the city has sufficient funding available in the budget to pay the cost of the trip.
2. No reimbursements will be made for attendance at events sponsored by or affiliated with political parties.
3. The city may make payments in advance for airfare, lodging and registration if specifically approved by the council. Otherwise all payments will be made as reimbursements to the elected official.
4. The City will reimburse for transportation, lodging, meals, registration, and incidental costs using the same procedures, limitations and guidelines outlined in the city's policy for out-of-state travel by city employees.

The statute requiring this policy is found at: Minn. Stat 471.661

Adopted by the Eagle Lake City Council this 6th day of August 2018.

---

Tim Auringer  
Mayor

---

Jennifer J. Bromeland  
City Administrator

---



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024  
(507) 257-3218 Phone (507) 257-3220 Fax

July 14, 2025

To: Honorable Mayor Whittington and City Council  
From: Jennifer J. Bromeland, City Administrator  
Re: Amendment and Renewal of Limited Use Permit with MnDOT – Recreational Trail

In 2015, the City of Eagle Lake entered into a Limited Use Permit (LUP) with the State of Minnesota, Department of Transportation (MnDOT), for the construction, maintenance, and operation of a non-motorized recreational trail located within MnDOT right-of-way. Exhibit A of the agreement includes a map showing the trail area and an adjacent MnDOT holding pond.

Since the original agreement, there has been a turnover in both staff and elected officials. This is an appropriate time to review the City's responsibilities and potential opportunities related to the LUP area.

Some points to consider for discussion:

- The LUP allows for the continued use and maintenance of the recreational trail by the City.
- The City has the option to mow a grass path around the pond, enhancing the trail's usability and providing a low-cost recreational benefit to the community.
- In prior discussions, the City has considered acquiring a privately owned parcel just south of the pond area to serve as a parking area for trail users. While that has not moved forward, the City can still take steps to enhance access and use through routine maintenance.
- MnDOT has not established a regular maintenance schedule for the trail but indicated that if an obvious hazard arises, the City would be responsible for timely repair.
- If the City chooses not to renew the LUP, it would be required to remove the existing hard-surface trail and relinquish access to the area.

It is most likely in the City's best interest to renew the Limited Use Permit to maintain access to this recreational amenity. Renewing the agreement would allow the City to continue to offer this community resource while preserving the option for future enhancements.

Discussion should ensue.

A motion is needed to adopt a resolution authorizing the renewal of the Limited Use Permit with MnDOT.

  
Jennifer J. Bromeland  
City Administrator

**STATE OF MINNESOTA  
DEPARTMENT OF TRANSPORTATION  
  
LIMITED USE PERMIT**

C.S. 0702 (T.H. 14)  
County of Blue Earth  
LUP # 0702-0006  
Permittee: City of Eagle Lake  
Terminates: 07/21/2025

In accordance with Minnesota Statutes Section 161.434, the State of Minnesota, through its Commissioner of Transportation, ("MnDOT"), hereby grants a Limited Use Permit to City of Eagle Lake, ("Permittee"), to use the area within the right of way of Trunk Highway No. 14 as shown in red on Exhibit "A", ("the Area") attached hereto and incorporated herein by reference. This permit is executed by the Permittee pursuant to resolution, a certified copy of which is attached hereto as Exhibit B.

**Non-Motorized Recreational Trail**

The Permittee's use of the Area is limited to only the constructing, maintaining and operating a nonmotorized recreational trail (the Facility) and the use thereof may be further limited by 23 C.F.R. 652 also published as the Federal-Aid Policy Guide.

In addition, the following special provisions shall apply:

**SPECIAL PROVISIONS**

1. TERM. This LUP terminates at 11:59PM on 7/21/2025 ("Expiration Date") subject to the right of cancellation by MnDOT, with or without cause, by giving the Permittee ninety (90) days written notice of such cancellation. This LUP will not be renewed except as provided below.

Provided this LUP has not expired or terminated, MnDOT may renew this LUP for a period of up to ten (10) years, provided Permittee delivers to MnDOT, not later than ninety (90) days prior to the Expiration Date, a written request to extend the term. Any extension of the LUP term will be under the same terms and conditions in this LUP, provided:



- (a) At the time of renewal, MnDOT will review the Facility and Area to ensure the Facility and Area are compatible with the safe and efficient operation of the highway and the Facility and Area are in good condition and repair. If, in MnDOT's sole determination, modifications and repairs to the Facility and Area are needed, Permittee will perform such work as outlined in writing in an amendment of this LUP; and
- (b) Permittee will provide to MnDOT a certified copy of the resolution from the applicable governmental body authorizing the Permittee's use of the Facility and Area for the additional term.

If Permittee's written request to extend the term is not timely given, the LUP will expire on the Expiration Date.

- 2. REMOVAL. Upon the Expiration Date or earlier termination, at the Permittee's sole cost and expense Permittee will:
  - (a) Remove the Facility and restore the Area to a condition satisfactory to the MnDOT District Engineer; and
  - (b) Surrender possession of the Area to MnDOT.

If, without MnDOT's written consent, Permittee continues to occupy the Area after the Expiration Date or earlier termination, Permittee will remain subject to all conditions, provisions, and obligations of this LUP, and further, Permittee will pay all costs and expenses, including attorney's fees, in any action brought by MnDOT to remove the Facility and the Permittee from the Area.

- 3. CONSTRUCTION. The construction, maintenance, and supervision of the Facility shall be at no cost or expense to MnDOT.

Before construction of any kind, the plans for such construction shall be approved in writing by the MnDOT's District Engineer. Approval in writing from MnDOT District Engineer shall be required for any changes from the approved plan.

The Permittee shall construct the Facility at the location shown in the attached Exhibit "A" subject to verification by MnDOT that the construction geometrics and procedures result in a Facility that is compatible with the safe and efficient operation of the highway.

Upon completion of the construction of the Facility, the Permittee shall restore all disturbed slopes and ditches in such manner that drainage, erosion control and aesthetics are perpetuated.

The Permittee shall preserve and protect all utilities located on the lands covered by this LUP at no expense to MnDOT and it shall be the responsibility of the Permittee to call the Gopher State One Call System at 1-800-252-1166 at least 48 hours prior to performing any excavation.

Any crossings of the Facility over the trunk highway shall be perpendicular to the centerline of the highway and shall provide and ensure reasonable and adequate stopping sight distance.

4. **MAINTENANCE.** Any and all maintenance of the Facility shall be provided by the Permittee at its sole cost and expense, including, but not limited to, plowing and removal of snow and installation and removal of regulatory signs. No signs shall be placed on any MnDOT or other governmental agency sign post within the Area. MnDOT will not mark obstacles for users on trunk highway right of way.
5. **USE.** Other than as identified and approved by MnDOT, no permanent structures or no advertising devices in any manner, form or size shall be allowed on the Area. No commercial activities shall be allowed to operate upon the Area.

Any use permitted by this LUP shall remain subordinate to the right of MnDOT to use the property for highway and transportation purposes. This LUP does not grant any interest whatsoever in land, nor does it establish a permanent park, recreation area or wildlife or waterfowl refuge Facility that would become subject to Section 4 (f) of the Federal-Aid Highway Act of 1968, nor does this permit establish a Bikeway or Pedestrian way which would require replacement pursuant to Minnesota Statutes Section 160.264. No rights to relocation benefits are established by this LUP.

This LUP is non-exclusive and is granted subject to the rights of others, including, but not limited to public utilities which may occupy the Area.

6. **APPLICABLE LAWS.** This LUP does not release the Permittee from any liability or obligation imposed by federal law, Minnesota Statutes, local ordinances, or other agency regulations relating thereto and any necessary permits relating thereto shall be applied for and obtained by the Permittee.
7. **CIVIL RIGHTS.** The Permittee, for itself, its successors, and assigns, agrees to abide by the provisions of Title VI Appendix C of the Civil Rights Act of 1964, which provides in part that no person in the United States, shall on the grounds of race, color, or national origin, be excluded from, or denied use of any Facility.
8. **SAFETY.** MnDOT shall retain the right to limit and/or restrict any activity, including the parking of vehicles and assemblage of Facility users, on the highway right of way over which this LUP is granted, so as to maintain the safety of both the motoring public and Facility users.
9. **ASSIGNMENT.** No assignment of this LUP is allowed.
10. **IN WRITING.** Except for those which are set forth in this LUP, no representations, warranties, or agreements have been made by MnDOT or Permittee to one another with respect to this LUP.

11. ENVIRONMENTAL. The Permittee shall not dispose of any materials regulated by any governmental or regulatory agency onto the ground, or into any body of water, or into any container on the State's right of way. In the event of spillage of regulated materials, the Permittee shall notify in writing MnDOT's District Engineer and shall provide for cleanup of the spilled material and of materials contaminated by the spillage in accordance with all applicable federal, state and local laws and regulations, at the sole expense of the Permittee.
12. MECHANIC'S LIENS. The Permittee (for itself, its contractors, subcontractors, its materialmen, and all other persons acting for, through or under it or any of them), covenants that no laborers', mechanics', or materialmen's liens or other liens or claims of any kind whatsoever shall be filed or maintained by it or by any subcontractor, materialmen or other person or persons acting for, through or under it or any of them against the work and/or against said lands, for or on account of any work done or materials furnished by it or any of them under any agreement or any amendment or supplement thereto.
13. NOTICES. All notices which may be given, by either party to the other, will be deemed to have been fully given when served personally on MnDOT or Permittee or when made in writing addressed as follows: to Permittee at:

Brad Potter – City Administrator  
City of Eagle Lake  
705 Parkway Avenue  
P.O. Box 159  
Eagle Lake, MN 56024

and to MnDOT at:

State of Minnesota  
Department of Transportation  
District 7 Permits  
180 County Road 26  
Windom, MN 56101

The address to which notices are mailed may be changed by written notice given by either party to the other.

14. INDEMNITY. Permittee shall defend, indemnify, hold harmless and release the State of Minnesota, its Commissioner of Transportation and employees and its successors and assigns, from and against:
- (a) all claims, demands, and causes of action for injury to or death of persons or loss of or damage to property (including Permittee's property) occurring on the Facility or connected with Permittee's use and occupancy of the Area, regardless of whether such injury, death, loss or damage is caused in part by the negligence of State of Minnesota or is deemed to be the responsibility of State of Minnesota because of its failure to supervise, inspect or control the

operations of Permittee or otherwise discover or prevent actions or operations of Permittee giving rise to liability to any person.

(b) claims arising or resulting from the temporary or permanent termination of Facility user rights on any portion of highway right of way over which this LUP is granted;

(c) claims resulting from temporary or permanent changes in drainage patterns resulting in flood damages;

(d) any laborers', mechanics', or materialmen's liens or other liens or claims of any kind whatsoever filed or maintained for or on account of any work done or materials furnished; and

(e) any damages, testing costs and clean-up costs arising from spillage of regulated materials attributable to the construction, maintenance or operation of the Facility.

MINNESOTA DEPARTMENT  
OF TRANSPORTATION

RECOMMENDED FOR APPROVAL

By: [Signature]  
District Engineer

Date 4-20-16

CITY OF EAGLE LAKE

By [Signature]

Its City Administrator

And [Signature]

Its Deputy Clerk

APPROVED BY:

COMMISSIONER OF TRANSPORTATION

By: [Signature]  
Director, Office of Land Management

Date 6/30/16

The Commissioner of Transportation  
by the execution of this permit  
certifies that this permit is  
necessary in the public interest  
and that the use intended is for  
public purposes.

## EXHIBIT " A "



705 Parkway Ave, PO Box 159, Eagle Lake, MN 56024  
(507)257-3218 Phone (507) 257-3220 Fax

June 29, 2015

**City of Eagle Lake**  
**MNDOT Pond Trail Proposal**  
**June 29, 2015**

Emailed to: Marc.Fischer@state.mn.us

The City of Eagle Lake would like to create Hiking Trail across the MNDOT Holding pond area (see attachment). The purpose of the trail would be to serve as a connection between the Parkway Avenue trail and the connection to the Sakatah Trail.

We would use the City Skidster is now a 6' to 8' wide trail at the attached location. Additional signage may be placed at each entry level point to inform the users of the hiking trail. We would hope to complete this project within 30 days.

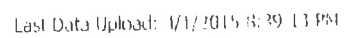
Please feel to contact me with any questions at 507-514-2593

Sincerely,

Brad Potter  
City Administrator

Enclosure

Date Created: 4/2/2015

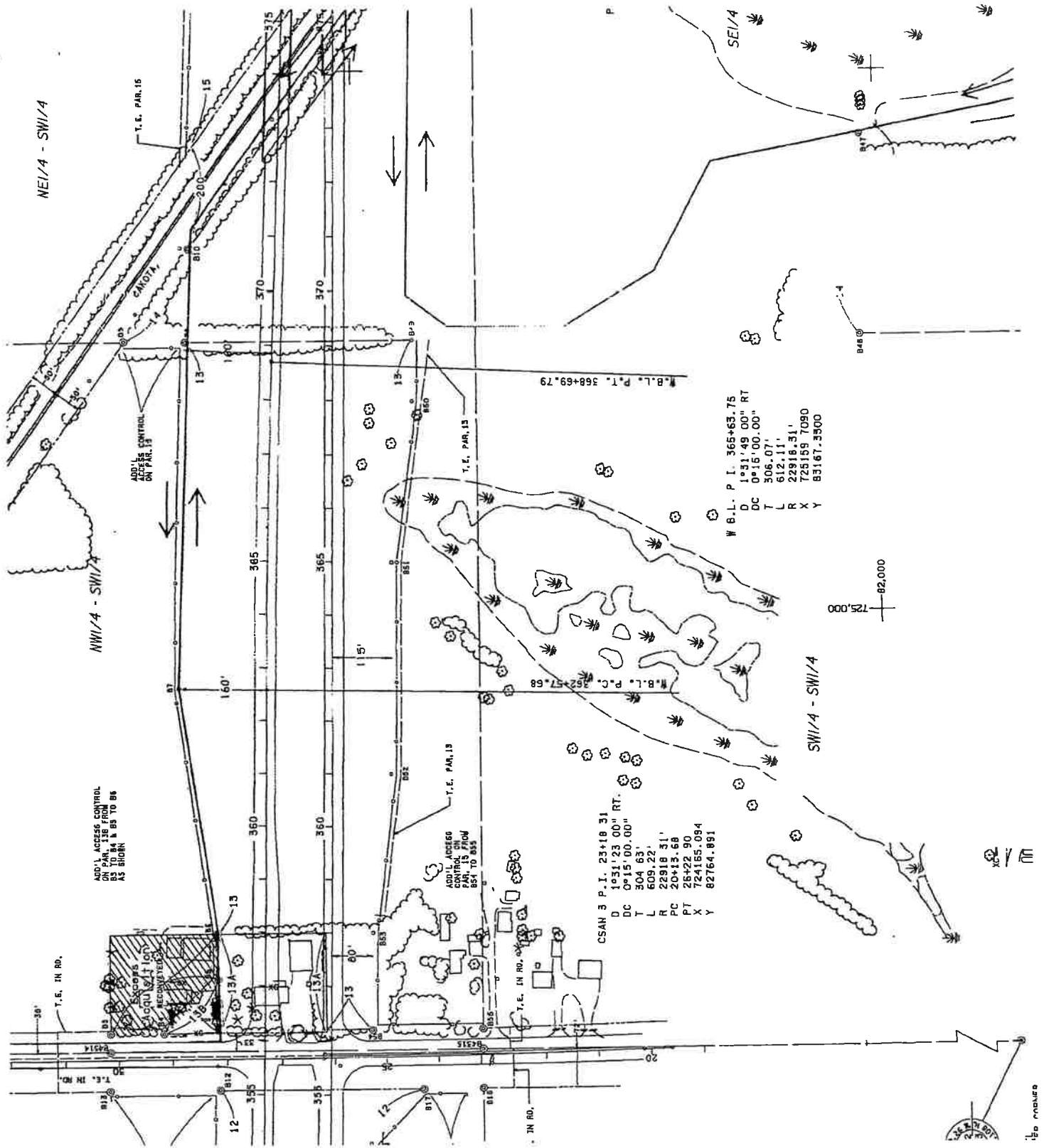


developed by  
The Schneider Corporation  
[www.schneidercorp.com](http://www.schneidercorp.com)



EXHIBIT "A"





**CITY OF EAGLE LAKE**  
**C.S. 0702 (TH 14)**

**RESOLUTION** 2015-33

BE IT RESOLVED by the City Counsel of the City of Eagle Lake, Minnesota, that the City enter into a permit with the Commissioner of Transportation of the State of Minnesota providing for the limited use, under the terms and conditions set forth therein, of certain right of way of Trunk Highway within the County of Blue Earth and the City of Eagle Lake.

The limited use of the right of way will be for the purpose of constructing, maintaining, and operating a Non-Motorized Trail within the right of way of Trunk Highway (T.H.) 14 at the location designated and shown on the attached copy of the T.H. 14, Right-of-Way maps and Other Images

The \_\_\_\_\_ and City of Eagle Lake \_\_\_\_\_ are authorized to execute said permit on behalf of the City.

PASSED AND ADOPTED BY THE CITY OF EAGLE LAKE, MINNESOTA,

THIS 5th DAY OF October, 2015

ATTEST: 

Approved this 5th day of October, 2015.

  
CITY OF EAGLE LAKE, MN

EXHIBIT "B"