TO: **MAYOR AND CITY COUNCIL**

FROM: **NEIL JENSEN, City Administrator**

SUBJECT: **Municipal Consent MNDOT Project 2503-32**

MEETING DATE: **August 3, 2021**

BACKGROUND

MNDOT will be doing a resurfacing project in Cannon Falls next year on Highway 19 from the stop lights to the High School. There are several city costs associated with this project. These costs were reviewed by the Public Works Commission and recommended for approval (see attached).

There will be a MNDOT Representative and the project manager in attendance to discuss the project and request you pass Resolution 2569 approving Municipal Consent for the project.

The resolution also covers 2 school crossings that MNDOT would install.

In your packet is the final layout of the project, cover letter from MNDOT, and the resolution approving the project and crosswalks.

STAFF RECOMMENDATION

Please consider and approve Resolution 2569 Layout Approval Trunk Highway 19 Pavement Rehabilitation and ADA Improvements

REQUESTED COUNCIL ACTION

Please approve Resolution 2569 Layout Approval Trunk Highway 19 Pavement Rehabilitation and ADA Improvements

DEPARTMENT OF TRANSPORTATION
District 6
2900 48th Street NW
Rochester, MN 55901-5848

July 14, 2021

Neil Jensen
City Administrator
City of Cannon Falls
918 River Road
Cannon Falls, MN 55009

Subject: **Request for City Approval (Municipal Consent) of the Final Layout for SP 2503-32**

Dear Mr. Jensen

MnDOT is proceeding with plans to complete State Project 2503-32, Trunk Highway 19 Mill and Overlay and ADA Improvements. In accordance with Minnesota Statute 161.164, we are submitting the project's Final Layout, identified as Layout No. 1H, S.P. 2503-32, for City approval.

The City's approval is known as municipal consent and is desired for this project because of the acquisition of permanent rights of way. This permanent acquisition is located in the following locations:

- East side of TH 19, near the Southeast corner of 1st Street N. and State Street E. to accommodate ADA improvements.
- South side of TH 19, from a point approximately 270 feet to 330 feet east of 1st Street N. to accommodate replacement of sidewalk due to ADA deficiencies which is currently encroaching onto private property.

Municipal consent of MnDOT projects is described in Minnesota Statutes 161.162 through 161.167 (attached). Approval or disapproval of the final layout is by resolution of the City Council. A sample resolution is enclosed.

Project Purpose

The purpose of the project is to improve the roadway condition and implement ADA improvements to pedestrian facilities.

Project Description

The proposed pavement rehabilitation and ADA improvements project on TH 19 is from a point approximately 200-ft west of 4th Street N to Almond Street. It will include a bituminous mill and overlay of the existing roadway

surface, ADA compliant curb ramp and sidewalk improvements, new sidewalks along 1st Street N. and State Street E., and the replacement of the traffic signal at the intersection of 4th Street N. and Main Street.

Some permanent easements will be required for the project, as described on the first page of this letter. Temporary easements will be required for minor grading and tie-ins to existing driveways and yards. Traffic on the TH 19 will be in maintained during the construction project. Local accesses will also be maintained.

Planned Project Schedule

Construction plans will be submitted for review by August 2021. Bid letting for the project is planned for December 2021. Construction is expected to begin in Spring 2022. The project will be substantially completed by fall 2022.

City's Estimated Project Costs

Some project costs are the City's responsibility, as detailed in MnDOT's cost participation policy.

(See the policy and the *Cost Participation and Maintenance with Local Units of Government Manual* at MnDOT's this website: http://www.dot.state.mn.us/policy/financial/fm011.html).

The table below provides a summary of estimated project costs and cost shares between the City, County, and State.

Total Estimated Project Cost	$2,026,433
State Share	$1,902,973
County Share	$56,690
City Share	$66,770

A detailed breakdown of project costs is provided in the attached Preliminary Cost Estimate from our 75% Plan. Please note that all costs are preliminary and are subject to change. Additional details regarding City costs will be discussed during the public hearing.

Maintenance Responsibilities, & Future Agreements

Once the project is complete, MnDOT will be responsible for maintenance of Trunk Highway 19 pavement surfaces (travel lanes, parking lanes, shoulders, and curb & gutter).

The City will be responsible for minor maintenance of sidewalks and boulevard spaces outside of the roadway. In this case, minor maintenance includes snow removal, sweeping, crack repair and other minor items.

The City will also be responsible for the future maintenance of the following items:

- City Utilities (sanitary sewer, water, and associated services)
- Street Lighting
- Any landscaping or other aesthetic improvements within the state right-of-way
- Any pavement markings and signage for pedestrian crossings (additional detail below)

Other Discussion

As depicted on the attached final layout, there are several pedestrian sidewalk crossings shown at various locations. Please note that although these crossings have been discussed with MnDOT District 6 staff, these crosswalks are not considered "approved" until the City fulfills the "District Six Crosswalk Guidelines" (attached).

The cross walks requiring approval are located at the following intersections:

- 2nd Street/Main Street
- 1st Street/Main Street (2 Crossings)
- 1st Street/Mill Street
- 1st Street/State Street (East/West Crossing)
- Oak Street/State Street
- Vine Street/State Street

The City engineer will prepare the required information for consideration of approval, but please be advised; crosswalk approval is not guaranteed, and the final project may not include all crossings depicted on the final layout.

On a related note, the City Should be aware that the geometric layout is used as a planning tool to communicate and understand major elements of design and right-of-way/easement needs to implement a project. The "final geometric layout" is not the "final design" of the project and the finished product may include minor design elements which differ from the layout included in this submittal. We will continue to utilize open lines of communication to keep the City informed on revisions that may be of interest through the final design process.

Please feel free to contact me if you have any questions about this submittal.

Sincerely,

Mark Trogstad-Isaacson Digitally signed by Mark Trogstad-Isaacson
Date: 2021.07.14 17:59:26 -05'00'

Mark Trogstad-Isaacson, PE
Principal Project Manager
MnDOT District 6

Attachments: Final Layout for SP 2503-32, dated **July 7, 2021**
MN Statutes 161.162 – 161.167
Preliminary Cost Estimate – 75% Plan
Sample City Resolution
District Six Crosswalk Guidelines

CC: Bill Angerman, City Engineer (WHKS)

Equal Opportunity Employer

Final Geometric Layout

for SP 2503-32 (TH 19)

dated 7/7/2021

is attached separately

Minnesota Statutes

161.162 – 161.167

161.162 DEFINITIONS.

Subdivision 1. **Applicability.** The terms in sections 161.162 to 161.167 have the meanings given them in this section and section 160.02.

Subd. 2. **Final layout.** (a) "Final layout" means geometric layouts and supplemental drawings that show the location, character, dimensions, access, and explanatory information about the highway construction or improvement work being proposed. "Final layout" includes, where applicable, traffic lanes, shoulders, trails, intersections, signals, bridges, approximate right-of-way limits, existing ground line and proposed grade line of the highway, turn lanes, access points and closures, sidewalks, proposed design speed, noise walls, transit considerations, auxiliary lanes, interchange locations, interchange types, sensitive areas, existing right-of-way, traffic volume and turning movements, location of storm water drainage, location of municipal utilities, project schedule and estimated cost, and the name of the project manager.

(b) "Final layout" does not include a cost participation agreement. For purposes of this subdivision "cost participation agreement" means a document signed by the commissioner and the governing body of a municipality that states the costs of a highway construction project that will be paid by the municipality.

Subd. 3. **Final construction plan.** "Final construction plan" means the set of technical drawings for the construction or improvement of a trunk highway provided to contractors for bids.

Subd. 4. **Governing body.** "Governing body" means the elected council of a municipality.

Subd. 5. **Municipality.** "Municipality" means a statutory or home rule charter city.

History: *2001 c 191 s 3; 2002 c 364 s 3*

161.163 HIGHWAY PROJECT REVIEW.

Subdivision 1. **Projects requiring review.** Sections 161.162 to 161.167 apply only to projects that alter access, increase or reduce highway traffic capacity, or require acquisition of permanent rights-of-way.

Subd. 2. **Traffic safety measures.** Nothing contained in sections 161.162 to 161.167 limits the power of the commissioner to regulate traffic or install traffic-control devices or other safety measures on trunk highways located within municipalities regardless of their impact on access or traffic capacity or on the need for additional right-of-way.

Subd. 3. **Construction program.** Nothing contained in sections 161.162 to 161.167 limits the commissioner's discretion to determine priority and programming of trunk highway projects.

History: *2001 c 191 s 4*

161.164 FINAL LAYOUT APPROVAL PROCESS.

Subdivision 1. **Submission of final layout.** Before proceeding with the construction, reconstruction, or improvement of any route on the trunk highway system lying within any municipality, the commissioner shall submit to its governing body a final layout and project report covering the purpose, route location, and proposed design of the highway. The final layout must be submitted as part of a report containing any supporting data that the commissioner deems helpful to the governing body in reviewing the final layout submitted. The supporting data must include a good-faith cost estimate of all the costs in which the governing body is expected to participate. The final layout must be submitted before final decisions are reached so that meaningful early input can be obtained from the municipality.

Subd. 2. **Governing body action.** (a) Within 15 days of receiving a final layout from the commissioner, the governing body shall schedule a public hearing on the final layout. The governing body shall, within 60 days of receiving a final layout from the commissioner, conduct a public hearing at which the Department of Transportation shall present the final layout for the project. The governing body shall give at least 30 days' notice of the public hearing.

(b) Within 90 days from the date of the public hearing, the governing body shall approve or disapprove the final layout in writing, as follows:

(1) If the governing body approves the final layout or does not disapprove the final layout in writing within 90 days, in which case the final layout is deemed to be approved, the commissioner may continue the project development.

(2) If the final construction plans contain changes in access, traffic capacity, or acquisition of permanent right-of-way from the final layout approved by the governing body, the commissioner shall resubmit the portion of the final construction plans where changes were made to the governing body. The governing body must approve or disapprove the changes, in writing, within 60 days from the date the commissioner submits them.

(3) If the governing body disapproves the final layout, the commissioner may make modifications requested by the municipality, decide not to proceed with the project, or refer the final layout to an appeal board. The appeal board shall consist of one member appointed by the commissioner, one member appointed by the governing body, and a third member agreed upon by both the commissioner and the governing body. If the commissioner and the governing body cannot agree upon the third member, the chief justice of the supreme court shall appoint a third member within 14 days of the request of the commissioner to appoint the third member.

Subd. 3. **Appeal board.** Within 30 days after referral of the final layout, the appeal board shall hold a hearing at which the commissioner and the governing body may present the case for or against approval of the final layout referred. Not later than 60 days after the hearing, the appeal board shall recommend approval, recommend approval with modifications, or recommend disapproval of the final layout, making additional recommendations consistent with state and federal requirements as it deems appropriate. It shall submit a written report containing its findings and recommendations to the commissioner and the governing body.

History: *2001 c 191 s 5*

161.165 COMMISSIONER ACTION; INTERSTATE HIGHWAYS.

Subdivision 1. **Applicability.** This section applies to interstate highways.

Subd. 2. **Action on approved final layout.** (a) If the appeal board recommends approval of the final layout or does not submit its findings and recommendations within 60 days of the hearing, in which case the final layout is deemed approved, the commissioner may prepare substantially similar final construction plans and proceed with the project.

(b) If the final construction plans change access, traffic capacity, or acquisition of permanent right-of-way from the final layout approved by the appeal board, the commissioner shall submit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 3. **Action on final layout approved with changes.** (a) If, within 60 days, the appeal board recommends approval of the final layout with modifications, the commissioner may:

(1) prepare final construction plans with the recommended modifications, notify the governing body, and proceed with the project;

(2) decide not to proceed with the project; or

(3) prepare final construction plans substantially similar to the final layout referred to the appeal board, and proceed with the project. The commissioner shall, before proceeding with the project, file a written report with the governing body and the appeal board stating fully the reasons for doing so.

(b) If the final construction plans contain changes in access or traffic capacity or require additional acquisition of permanent right-of-way from the final layout reviewed by the appeal board or the governing body, the commissioner shall resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 4. **Action on disapproved final layout.** (a) If, within 60 days, the appeal board recommends disapproval of the final layout, the commissioner may either:

(1) decide not to proceed with the project; or

(2) prepare final construction plans substantially similar to the final layout referred to the appeal board, notify the governing body and the appeal board, and proceed with the project. Before proceeding with the project, the commissioner shall file a written report with the governing body and the appeal board stating fully the reasons for doing so.

(b) If the final construction plans contain changes in access or traffic capacity or require additional acquisition of permanent right-of-way from the final layout reviewed by the appeal board or the governing body, the commissioner shall resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 5. **Final construction plans issued.** The commissioner shall send a complete set of final construction plans to the municipality at least 45 days before the bid opening for informational purposes.

History: *2001 c 191 s 6*

161.166 COMMISSIONER ACTION; OTHER HIGHWAYS.

Subdivision 1. **Applicability.** This section applies to trunk highways that are not interstate highways.

Subd. 2. **Action on approved final layout.** If the appeal board recommends approval of the final layout or does not submit its findings or recommendations within 60 days of the hearing, in which case the final layout is deemed approved, the commissioner may prepare substantially similar final construction plans and proceed with the project. If the final construction plans change access or traffic capacity or require additional acquisition of right-of-way from the final layout approved by the appeal board, the commissioner shall submit the portion of the final construction plan that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 3. **Action on final layout approved with changes.** (a) If the appeal board approves the final layout with modifications, the commissioner may:

(1) prepare final construction plans including the modifications, notify the governing body, and proceed with the project;

(2) decide not to proceed with the project; or

(3) prepare a new final layout and resubmit it to the governing body for approval or disapproval under section 161.164, subdivision 2.

(b) If the final construction plans contain changes in access or traffic capacity or require additional acquisition of permanent right-of-way from the final layout reviewed by the appeal board or the governing body, the commissioner shall resubmit the portion of the final construction plans that shows the changes, to the governing body for its approval or disapproval under section 161.164, subdivision 2.

Subd. 4. **Action on disapproved final layout.** If the appeal board disapproves the final layout, the commissioner may:

(1) decide not to proceed with the project; or

(2) prepare a new final layout and submit it to the governing body for approval or disapproval under section 161.164, subdivision 2.

Subd. 5. **Final construction plans issued.** The commissioner shall send a complete set of final construction plans to the municipality at least 45 days before the bid opening for informational purposes.

History: *2001 c 191 s 7; 2020 c 83 art 1 s 51*

161.167 REIMBURSEMENT OF EXPENSES.

Members of the appeal board shall submit to the commissioner an itemized list of the expenses incurred in disposing of matters presented to them. The appeal board members shall be reimbursed for all reasonable expenses incurred by them in the performance of their duties. The commissioner shall pay these costs out of the trunk highway fund.

History: *2001 c 191 s 8*

PRELIMINARY - SUBJECT TO CHANGE

S.P. 2503-32
75% PLAN ENGINEERS ESTIMATE
07-02-2021

ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	CITY OF CANNON FALLS	
				ESTIMATED	COST DOLLARS
2021.501	MOBILIZATION	LUMP SUM	$100,000.00	0.03	$3,000.00
2031.602	COMBINATION FIELD LABORATORY-OFFICE	EACH	$10,000.00	0.03	$300.00
2504.602	ADJUST VALVE BOX-WATER	EACH	$400.00	11	$4,400.00
2504.602	ADJUST CURB STOP	EACH	$600.00	14	$8,400.00
2506.502	ADJUST FRAME AND RING CASTING	EACH	$600.00	8	$4,800.00
2506.602	CONNECT INTO EXISTING DRAINAGE STRUCTURE	EACH	$2,000.00	1	$2,000.00
2545.502	RELOCATE LIGHTING UNIT	EACH	$3,000.00	3	$9,000.00
2545.502	HANDHOLE	EACH	$1,950.00	7	$13,650.00
2545.503	2" NON-METALLIC CONDUIT	LIN FT	$5.72	644	$3,683.68
2545.503	2" NON-METALLIC CONDUIT (DIRECTIONAL BORE)	LIN FT	$16.40	272	$4,460.80
2545.503	UNDERGROUND WIRE 1/C 10 AWG	LIN FT	$0.62	932	$577.84
2563.601	TRAFFIC CONTROL	LUMP SUM	$40,000.00	0.03	$1,200.00
2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	$15,000.00	0.03	$450.00
2582.518	CROSSWALK MULTI-COMPONENT GROUND IN (WR)	SQ FT	$12.00	904	$10,848.00
75% PLAN ESTIMATED CONSTRUCTION COST					**$66,770.32**

District Six Crosswalk Guidelines

For community requests to add a crosswalk and for reviewing existing crosswalk locations on a state highway:

Must have:

- ADA compliant ramps and landings
- Sidewalk or paved trail
- Good motorist sight distance (stopping sight distance)
- No parking 20 ft from crosswalk (30 ft if at signal)
- Resolution from City Council requesting crosswalk (for new locations only)

Consider:

- Speed limit should be 40 mph or lower
- Daily pedestrian volume
- ADT (≤ 12,000) on multi-lane roadways
- Geometrics i.e. number of lanes, curve, etc.
- Truck traffic
- Turning traffic volumes
- Driver distractions
- Crash history
- Location of other crosswalks, i.e. distance to next crosswalk, number of crosswalks marked at unsignalized intersection (prefer one across the state roadway)
- Trail connection
- See Tech Memo No. 15-01-T-01 for additional guidance: http://dotapp7.dot.state.mn.us/edms/download?docId=1552495

District Six will:

- Install and maintain zebra crosswalks and stop bars on state roadways at signalized intersections
- Install and maintain zebra crosswalks and stop bars on state roadways at roundabouts
- Install and maintain zebra crosswalks, stop bars, pavement messages and appropriate signage on state roadways at school crossing locations
- Repaint approved crosswalks on local legs with construction/maintenance projects at city cost
- If requested by community, install parallel line cross walks versus zebra at approved locations (other than school, roundabout or signalized intersections)

Community will be responsible for:

- Installing crosswalk markings on side street (non-state roadways)
- Maintaining crosswalks and stop bars to the same standard as installed by District Six (other than school or signalized intersections)
- Maintaining/providing no parking "yellow curb" for 20 ft either side of crossing

In-street Portable Pedestrian Crossing Signs:

- No permit required in District Six
- Only allowed where speed limit is 35 mph or lower
- Only one sign per approach at marked crosswalks

District Six Traffic Office
May 2016

S.P. 2503-32 - TH 19 (STATE ST)
CANNON FALLS, MN
LEVEL 2 LAYOUT

Level 2 LAYOUT APPROVAL

Prepared by	Kevin Bergquist	PE
Reviewed by	Andrew Bergquist	PE
Reviewed by	Michael Schlueter	PE
Reviewed by	Matt Hansen	PE
Reviewed by	Mark Chamberlain	PE
Approved by	Mark Chamberlain	PE

Program Letting Date 12/16/2021

LAYOUT No. 02 COPY No. 1
T.H. 19 VICINITY OF CANNON FALLS-NORTHSIDE
T.H. 19 FROM 0.2 MILES WEST OF 4TH STREET TO
0.4MILES S.E.
ADDITIONAL RIGHT OF WAY REQUIRED YES NO X
PROPOSED SUBMITTAL DATE: JANUARY 2021
By JOSHUBROKER SHORELINE COORD: LNO1 LSA1
Stonebrooke
ENGINEERING SOLUTIONS
DATE PLOTTED: 12/16/2021
TIME PLOTTED: 10:15
S.P. 2503-32
PMBE ACTIVITY:XXXX
S.A.P.
FAP
Copy to:
DGN: V:\2020 PROJECTS\TRANS\SHORELINE\TRANS\SHORELINE\2503-32\LAYOUT

LAYOUT HISTORY:

S.P. 2503-32 IS A PAVEMENT REHABILITATION PROJECT THROUGH THE CITY OF CANNON FALLS, MN.

LAYOUT 1 SUBMITTED TO MNDOT DISTRICT 6 FOR REVIEW ON 04/17/2020.

LAYOUT 02 - THE BEGIN TERMINI OF THE PROJECT IS EXTENDED TO APPROXIMATELY 220' WEST OF THE CENTER OF TH 19 AND TH 20 INTERSECTION. THE END TERMINI OF THE PROJECT IS EXTENDED TO THE POSTAL OFFICE AND 4TH ST IS MOVED TOWARDS THE ROAD BY 10' TO OBTAIN A THRU LANE WIDTH OF 12' AND PARKING LANE OF 10'.

LAYOUT 04 - PLANNED ON PERMANENT EASEMENT LINE AND PROPOSED DRAINAGE IMPROVEMENTS. ADDED ADDITIONAL TEMPORARY EASEMENT AND CONSTRUCTION WORK (ADDITION AND REMOVAL) DUE TO ONGOING DESIGN DECISION SINCE LAYOUT 03. UPDATED WITH STONEBROOKE NEW LOGO.

LAYOUT NOTES:

THERE ARE NO DESIGN EXCEPTIONS.

ALL PEDESTRIAN ACCOMMODATIONS MEET ADA PROWAG REQUIREMENTS (UNLESS OTHERWISE NOTED ON FINAL DESIGN PLANS).

T.H. 19 IS NOT AN OSOW SUPER LOAD CORRIDOR.

T.H. 19 IS A RESTRICTED ROUTE FOR HOUSE MOVING.

LAYOUT PURPOSE & NEED:

THE PAVEMENT CONDITION ON TH 19 THROUGH THE CITY OF CANNON FALLS WAS IDENTIFIED FOR NEED OF REHABILITATION AND PRESERVATION. THE SIDEWALK NETWORK WAS IDENTIFIED FOR NEED OF REPAIR AND UPDATES TO MEET AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE. ADDITIONALLY, MINOR HYDRAULIC REPAIRS WAS DETERMINED TO IMPROVE RELIABILITY AND LIMIT FUTURE MAINTENANCE OF THE DRAINAGE SYSTEM. THE CITY OF CANNON FALLS AGREED TO THE NEED OF ADDRESSING THE IDENTIFIED ISSUES.

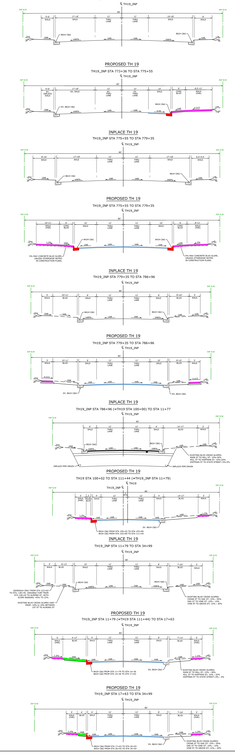
INDEX MAP

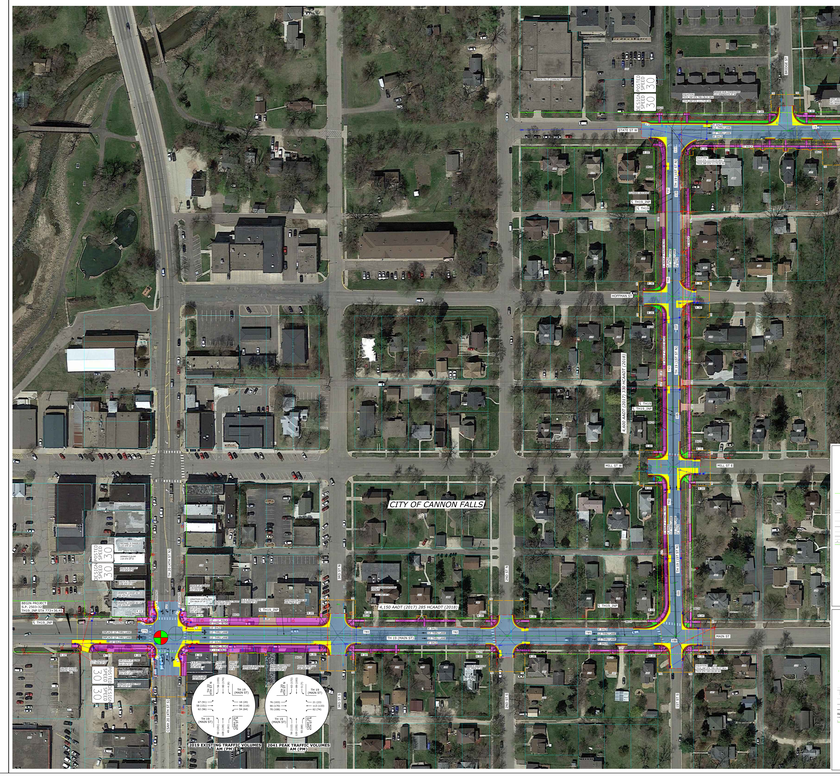
LEGEND

- INPLACE RIGHT OF WAY
- LOT LINES
- CONSTRUCTION LIMITS
- TEMPORARY EASEMENT
- PERMANENT EASEMENT
- REMOVE AND REPLACE BIT PAVEMENT
- CURB/PAVED MEDIAN
- SIDEWALK
- BOULEVARD (VEGETATION)
- DRIVEWAY ENTRANCE
- MILL & OVERLAY
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL

TYPICAL SECTIONS

(NOT TO SCALE)




CITY OF CANNON FALLS
CITY OF CANNON FALLS
CITY OF CANNON FALLS

CITY OF CANNON FALLS
GOODHUE COUNTY, MINNESOTA

RESOLUTION NUMBER 2569

RESOLUTION FOR LAYOUT APPROVAL – TRUNK HIGHWAY 19 PAVEMENT REHABILITATION AND ADA IMPROVEMENTS PROJECT

WHEREAS, the Commission of Transportation has prepared a final layout for State Project 2503-32 on Trunk Highway 19, from a point approximately 200 feet west of 4th Street to Almond Street within the City of Cannon Falls for street, sidewalk and other minor related improvements; and seeks the approval thereof as described in Minnesota Statutes 161.162 to 161.167; and

WHEREAS, said final layout is on file in the District 6 Minnesota Department of Transportation office, Rochester, Minnesota, being marked as Layout No. 1H, S.P. 2503-32 from R.P. 191+00 to 191+01; and

WHEREAS, the City of Cannon Falls has an interest in signing two school crossings within the project area, one on the west side of the TH 19 and State Street intersection and one on the east side of the TH 19 and Almond Street intersection;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CANNON FALLS, GOODHUE COUNTY, MINNESOTA, that said final layout for the improvement of said Trunk Highway within the corporate limits be and is hereby approved, and the City of Cannon Falls is formally requesting two school crosswalks as described above.

ADOPTED by the City Council of Cannon Falls this 3rd day of August, 2021.

CITY OF CANNON FALLS

_____
John O. Althoff
Mayor

ATTEST: _____
Neil L. Jensen
City Administrator